

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
February 18, 2021, 10:00 a.m.**

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

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong 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
- Josh Krug, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning Commission
- Jeffrey W. Leithauer, Washington County Planning Commission
- Daniel Carpenter, Westmoreland County Department of Planning and Development
- Kevin McCullough, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
- Stephen Shanley, Allegheny County Department of Public Works
- Austin McDaniel, Greene County Planning and Community Development
- Connor Shapiro, Westmoreland County Department of Planning and Development
- Jennifer Crobak, FHWA
- Andy Batson, PennDOT Central Office
- Matthew Crea, PennDOT
- Alice Hammond, PennDOT
- Joe Saxfield, PennDOT
- Steve Shadle, City of Pittsburgh
- Brendan Coticchia, City of Pittsburgh
- Lynn Manion, Airport Corridor Transportation Association
- Kathryn Schlesinger, Pittsburgh Downtown Partnership
- Tammy Frank, Beaver County Liquid Fuels
- Harold Swan, PennDOT District 10-0
- Rob Miskanic, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Josh Theakston, PennDOT District 12-0
- Bill Kovach, PennDOT District 12-0
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Cheryl Teamann, HDR
- Dusty Elias Kirk, Reed Smith
- Jeffrey F. Strejeck, Bergmann Associates
- Andy Waple, SPC Transportation Director
- Ryan Gordon, SPC Staff
- Domenic D'Andrea, SPC Staff
- Chuck Imbrogno, SPC Staff
- Tom Klevan, SPC Staff
- Dave Totten, SPC Staff
- Lillian Gabreski, SPC Staff
- Greg Shermeto, SPC Staff
- Erika Eagan, SPC Staff
- Josh Spano, SPC Staff
- Belachew Ayele, SPC Staff
- Leann Chaney, SPC Staff

Kristin Baum, 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 January 14th TTC Meeting Minutes**

A motion was made by Arthur Cappella and seconded by Jeremy Kelly to approve the minutes of the January TTC minutes as presented. The TTC approved.

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

Kevin McCullough gave an update on federal funding for the region, mentioning that currently we are under a one year extension of the FAST act. To maintain this extension, there was a transfer of \$14 Billion from the general fund into the highway trust fund, with \$10.4 Billion going into the highway account and \$3.2 Billion going into the mass transit account. This will maintain these accounts through September 30, 2021, and a new infrastructure authorization bill is being discussed at the Federal level, with ongoing discussions happening throughout the spring. Additional extensions of the FAST act may still happen, but the goal is to have a new authorization bill in place in the near future. Moving onto COVID relief bills, Kevin discussed the passing of the bill in December, which will provide \$407 million in relief funding. Since it is different from stimulus funding, Central Office is in the process of determining the eligibility of the funds for highway and bridge projects in the area, in which all projects eligible for Federal funds would be able to utilize the funds, however using the funds on prior projects needs to be looked at further. Central Office is looking to use the funds on current TIP projects which were deferred, or held back on lettings, in order to advance them forward.

Kevin mentioned that was reported that last year that there was a need to bond up to \$470 million last year due to revenue loss from COVID, so this relief funding of \$407 million will help to close the gap significantly. Because of this, there is no longer any intention to pursue any type of bond to keep cash flow in play. There will be a number of changes in programming Federal Funds in the upcoming few months in regards to utilizing the Federal Funds to the fullest extent. More information will be discussed in the upcoming weeks, and Central Office will be working with the Districts in order to help balance out projects on the current TIP with these Federal Funds. Bill Kovach made a note that there are still a lot of moving parts, but due to the relief funding District 12-0 has been able to reinstate the letting program for projects, and they are grateful for the funds to be able to continue to schedule projects. Doug Seeley reiterated the same sentiments for District 11-0, making note that some projects will be reviewed to change to federal funds due to this new funding.

Kevin McCullough then moved on to discussion about PennDOT Pathways, and one of the key components of it, being the Major Bridges P3 Initiative. The P3 Initiative began back in November, and is looking for alternative funding solutions to address short and long term highway, bridge, and multimodal needs. This initiative is currently identifying major bridge concerns in the area and possible funding options. A meeting occurred last Thursday to identify some of these concerns and solutions, and more meetings will occur in the near future as well, and information will be released shortly about what was discussed during the

meeting. Kevin also announced that a new INFRA grant was announced this morning for FY 2021, which is open until March 19, with \$889 million available for projects, with a large project category with projects greater than \$25 million and a small project category with projects greater than \$5 million.

Andy Batson then discussed COVID relief funding for transit projects, beginning with a brief overview mentioning that Pennsylvania received \$1.1 Billion in the federal CARES act, passed last year to support public transportation. Majority of those funds went to the Philadelphia and Pittsburgh regions, with an additional \$80 million going to support rural, inner city, and Appalachian areas throughout the Commonwealth. All funds are currently under grant. The December funding bill included another \$440 million for public transportation in Pennsylvania, which was again split throughout the Commonwealth with Philadelphia and Pittsburgh regions receiving larger appropriations. This funding bill did not have any additional funding for rural transportation providers, however provided a \$2 million appropriation for section 5310 (elderly and disabled persons) grants. Andy Waple mentioned that Tom Klevan and Chuck Imbrogno from SPC are also actively working with the transit providers to help with the sub allocation process, and Tom Klevan made a mention of the upcoming sub allocation group meeting, which will take place next week, which will go over the recent funding. Tom Klevan also made a note that the transit operators are currently providing free service for seniors to clinics and sites in order to receive COVID vaccines.

Jen Crobak spoke on the confirmation of the new Secretary of Transportation, Pete Buttigieg, and mentioned that FHWA will be watching to see what the new administration has for a vision for Federal Highways in the near future. Jen then also mentioned that USDOT has just announced another round of INFRA grants, and that those grants will be prioritized for projects that are in line with abiding administration principles for national infrastructure, meaning projects that result in good paying jobs, improve safety, apply transformative technology, and explicitly address climate change and racial equity. Jen also quickly mentioned the release of the Automated Vehicle Comprehensive Plan and the Draft Strategic Plan for Accessible Transportation, both of which have links to the plans in the agenda which was sent out. Andy Waple asked a question about the deadline for the BULD and INFRA grants, which Jen mentioned she would look into and get an answer back to the group.

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

A. PennDOT District 10-0

Harold Swan went over the five amendments and six administrative actions for PennDOT District 10-0 that needed TTC approval. The first amendment was for a safety improvement project which includes adding through lanes along the length of the project, turn lanes at various intersections, side road improvements, the addition of service roads for access control, drainage and guide rail upgrades, signal replacement, signage, and pavement markings along PA 228 (Mars Crider Road) from 500 feet east of the intersection with SR 3015 (Mars Valencia Road) to one mile east of the intersection with SR 3007 (Three Degree Road). The project also includes sidewalks, ADA ramps, bicycle consideration, and the addition of a roundabout on Three Degree Road in Adams Township, Butler County. The District requested to add the construction phase to the current TIP and program \$17,475,000 (Federal/Local) in FFYs 2022 and 2023. The Federal source will be BUILD grant funds. The second amendment was for a safety improvement project which includes intersection improvements and widening along PA 3020 (Freedom Road) from west of Powell Road to Haine School Road in Cranberry Township, Butler County. The District requested the addition of a final design phase and program \$1,263,537 (100% Local) in FFY 2021, as well as the addition of a construction phase and

program \$16,900,000 Federal/Local in FFYs 2022 and 2023. The Federal source will be BUILD grant funds. The district also requested the addition of a right-of-way phase and program \$3,500,000 (100% State) in FFYs 2021 and 2022. The source will be the SPC District 10 Highway/Bridge Line Item.

The third amendment was for a bridge replacement project which carries PA 954 over Yellow Creek in Brush Valley and White Townships, Indiana County. The District requested the addition of the preliminary engineering phase and program \$350,000 (80% Federal and 20% State) in FFY 2021. The source will be the SPC District 10 Highway/Bridge Line Item. The fourth amendment was for a bridge replacement project which carries SR 3015 (Mars Evans City Road) over a tributary to Breakneck Creek in Callery Borough, Butler County. The District requests to change the final design funding from 80% Federal and 20% State to 100% Federal utilizing toll credits. The source will be the SPC District 10 Highway/Bridge Line Item. The district also requested to change the right-of-way funding from 100% State to 100% Federal utilizing toll credits. The source will be the SPC District 10 Highway/Bridge Line Item. The district also requested to change the utility funding from 100% State to 100% Federal utilizing toll credits and program \$88,000 in FFY 2022. The source will be the SPC District 10 Highway/Bridge Line Item. The district also requested to change the construction funding from 100% State to 80% Federal and 20% State. The source will be the SPC District 10 Highway/Bridge Line Item. The fifth amendment was for a bridge replacement project which carries SR 1046 (Canoe Ridge Road) over Straight Run in Banks Township, Indiana County. The District requested to change the final design funding from 100% State to 100% Federal utilizing toll credits. The source will be the SPC District 10 Highway/Bridge Line Item.

The first administrative action was for a slide remediation along SR 2012 (Silvis Hollow Road) from 0.16 mile east of SR 2025 (Garretts Run Road) to 0.17 mile west of Trailer Road in Manor Township, Armstrong County. The District requested the removal of \$30,000 (100% State) of surplus utility funds in FFY 2021. The second administrative action was for slide repairs in Indiana County. The District requested the removal of the utility funds from FFYs 2021, 2023, and 2024 and place them into the SPC District 10 Highway/Bridge Line Item. The third administrative action was for a bridge replacement project which carries SR 4032 (Philadelphia Street) over Whites Run and PA 286 over Marsh Run in Indiana Borough, Indiana County. The District requested to increase utilities and add \$2,335 (100% State) in FFY 2021 for higher than anticipated construction inspection costs during utility work. The source will be the SPC District 10 Highway/Bridge Line Item.

The fourth administrative action was for intersection improvements and widening of PA 228 to four to five lanes from SR 3019 (Pittsburgh Street) west to SR 3021 (Franklin Road) in Seven Fields Borough and Adams and Cranberry Townships, Butler County. The District requested to increase preliminary engineering and add \$100,000 (100% State) in FFY 2021 for Phase 1 Archaeology. The source will be the SPC District 10 Highway/Bridge Line Item. The fifth administrative action was for a bridge replacement project which carries PA 356 (Freeport Road) over a tributary to Coal Run in Summit Township, Butler County. The District requested to increase final design and add \$23,000 (100% Federal utilizing toll credits) in FFY 2021, due to impacts on the approved preliminary engineering submission regarding a private septic system and incorporating the directed changes to the MPT plan. The sixth administrative action was for a bridge replacement project carrying SR 3016 (Jacksonville Road) over Two Lick Creek in Center Township and Homer City Borough, Indiana County. The District requested an increase in final design and addition of \$101,919 (100% Federal utilizing toll credits) in FFY 2021 for Phase credits) in FFY 2021 for Phase 1B Archaeology investigations. The source will be the District 10 Highway/Bridge Line Item.

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

B. PennDOT District 11-0

Rob Miskanic went over eight amendments and four administrative actions for PennDOT District 11-0 that needed TTC approval. The first amendment was for a highway resurfacing and milling from SR 30 from Brinton Road in Wilkinsburg to Bevington Road in Forest Hills, Allegheny County. The district requested to convert/swap state funding to federal due to current revenue issue and Increase construction funding by \$975K for current estimate. Source of funding is SR 28-A62 where let date was deferred until 2022 due to state let schedule reduction. The second amendment was for a bridge replacement project. Located on US 30 over Falls Run 100 feet northwest of Newport Road in Forest Hills Borough, Allegheny County. The district requested to convert/swap state funding to federal due to current revenue issue and Increase construction funding for current estimate. Source of funding is SR 2005-L03 where let date was deferred until 2022 due to state let schedule reduction.

The third amendment was for a bridge replacement, located on SR 30 at Falls Run in Forest Hills Borough, Allegheny County. The district requests to convert/swap state funding to federal due to current revenue issue and Increase construction funding for current estimate. Source of funding is SR 366-A07 and SR 50-A26 where let dates were deferred until 2022 due to state let schedule reduction. The fourth amendment was for a bridge replacement project, located on US 30 over Falls Bridge at Falls Run in Forest Hills Borough, Allegheny County. The district requested to convert/swap state funding to federal due to current revenue issue and increase construction funding for current estimate. Source of funding is SR 366-A07 and SR 50-A26 where let dates were deferred until 2022 due to state let schedule reduction. The fifth amendment was for a bridge replacement project, located on SR 0168 over Hottenbaugh Run in Hickory Township, Lawrence County. The district requested to add PE phase to initiate design. Source of funding is the Bridge Line Item.

The sixth amendment was for a slide remediation project, located on SR 4011 Segments 0150-0160, Rochester Road in McCandless Township, Allegheny County. The district requested an increase the construction phase to cover costs of additional paving. Approved at DPMC, Source of funding is the Betterment Line Item. The seventh amendment was for a regional traffic signal program for the City of Pittsburgh. The district requested an increase construction funds to cover additional costs due to additional work. Source of funding is the SR 2031-A02 project deobligated funding. The eighth amendment was for a highway reconstruction project, located from Fort Pitt Boulevard to Sixth Avenue in the City of Pittsburgh, Allegheny County. The district requested the addition of funding to planning and engineering phase to cover funds that were not converted last TIP. Source of funding is the FD funds from same project and backfill FD with City Line Item.

The first administrative action was for an expansion of ACTA Last Ride Service, located in numerous areas including Moon, Findlay, Robinson and North Fayette Townships, all within Allegheny County. The district requested an increase in funding to cover award amount. Funding was cash flowed from 2019 TIP but not captured. Source of funding is deobligated funds from SR 20310A02 right-of-way phase. The second administrative action was for a slide correction, located on SR 2017, Blythedale Road at segment 90 in Elizabeth Township, Allegheny County. The district requests the addition of a utility phase for funding not captured on previous TIP. Source of funding is the Slide Line Item. The district also requests the addition of a right-of-way phase for funding not captured on previous TIP. Source of funding is the Slide Line Item. The third administrative action was for a highway restoration, located at SR 2040 (Lebanon Church) from Ceco Drive to Brownsville Road in Baldwin, West Mifflin, Pleasant Hills Borough in Allegheny County. Also include SR 885, from Clairton Road to Lebanon Road. The district requested the addition of planning and engineering funds to cover actual expenditures, and the addition of a final design phase. Source of funding is

SR 30-B07 construction funds. The fourth administrative action was for a slide remediation, located on SR 3066, Steubenville Pike in North Fayette Township, Allegheny County. The district requested the addition of right-of-way funding. Source of funding is Slide Line Item and SR 30-B07 construction funds.

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

C. PennDOT District 12-0

Josh Theakston went over five administrative actions for PennDOT District 12-0 that needed TTC approval. The first administrative action was for a rehabilitation/replacement of the structure carrying PA 356 (SR 0356 SH) over Pine Run in Allegheny Township, Westmoreland County. The district requested the addition of a final design, utilities, and right-of-way phases to the FFY 2021 TIP in FFY 2022 and 2023. The source of funds will be from the D12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for the replacement of the structure carrying PA 21 (Roy E. Furman Highway) over PA 166 in German Township, Fayette County. The district requested the addition of the final design phase to the FFY 2021 TIP in FFY 2021 and 2022, and will be sourced from the D12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the rehabilitation/replacement of the structure carrying SR 3030 (St. Clair Way) over US Route 30 in Hempfield Township, Westmoreland County. The district requested the addition of the final design phase to the FFY 2021 TIP in FFY 2021, and will be sourced from the D12 Highway/Bridge Line Item (MPMS# 76508).

The fourth administrative action was for a replacement/rehabilitation of the structure carrying SR 1009 (Pike Street) over Chartiers Creek in Houston Borough, Washington County. The district requested the addition of a final design phase to FFY 2021 TIP in FFY 2021, and will be sourced from the D12 Highway/Bridge Line Item (MPMS# 76508). The fifth administrative action was for the replacement of the structure carrying Buttermore Road (T-906) over White's Run in Bullskin Township, Fayette County. The district requested the addition of a planning and engineering phase to FFY 2021 TIP in FFY 2022 to increase, and will be sourced from the D12 Highway/Bridge Line Item (MPMS# 76508).

Daniel Carpenter made a motion to approve the administrative actions from PennDOT District 12-0, which was seconded by Jeremy Kelly. The motion was approved unanimously.

D. Transit TIP Amendment Summary

Tom Klevan went over the Transit TIP amendment summary from the previous days Transit Operators Committee meeting, first speaking of an amendment from the Port Authority of Allegheny County, adding funding to their electric bus purchase, adding \$5 million of federal funds and \$5 million of state funds, as well as local funding to the project. That funding was sourced from an EPA grant which was granted to the Port Authority. Next, the Beaver County Transit Authority added \$348,000 of federal funds and \$92,000 of state funds for an overhaul of 6 commuter service busses. The Fayette Area Coordinated Transportation Authority added \$355,000 in state funding for two replacement vehicles. Lastly, Washington County Transportation Authority has been able to implement for 2021 a \$220,000 project for bus shelters along Washington County Transit's fixed route system.

6. **SmartMoves Connections Regional Transit Study Draft Report**

Dave Totten gave a presentation on the SmartMoves Connections Regional Transit Study, beginning with an explanation of the study, which give a transit supportive land use approach to try and find places in the region

that support multimodal investments based on the way the land is being used today. Starting with the visions of the SPC Long range plan, SmartMoves for a Changing Region, and with the idea that our original transportation network in the region was first based on hubs and connected by roads, then trolleys, and then by cars, the study looked at finding the places in which these services converge for transportation. The study was then able to find current multimodal hubs and multi modal corridors which connect to them.

The study was a multi-agency collaboration, with many different agencies on the steering committee, which included work stemming from other plans, including the Pittsburgh Downtown Partnership and their Downtown Pittsburgh Mobility Plan, the City of Pittsburgh and their 2070 Transportation Vision Plan, Strip District Mobility Study, and Comprehensive Plan, the Port Authority of Allegheny County and their Long Range Plan, and other SPC plans including the Regional Long Range Plan and the Regional Transit Plan. There was also a stakeholder's workshop help in the fall of 2019, a transit operations workshop in the fall of 2020, as well as a survey sent out to gain even more input. SPC also ran best practices research of other multimodal implementation projects in hubs and corridors, such as Alexandria, Virginia who used planning and zoning tools to create new transit-oriented development as well as the highway-based bus rapid transit development of Boulder, Colorado.

Dave Totten then explained that land use clusters were found and brought together to form potential multi modal hubs, looking down at the parcel level and concerting land use data and building footprints into an algorithm to see if they convert to suitable areas for multi modal development. These were then split into six different categories: Crossroads, Commercial Centers, District, Major District, County Seat, and Employment Center. Crossroads were major intersections which may have a low population density, however can create a crossroad connection on other major commercial corridors, such as intersections along Route 8, or through Trafford. Commercial corridors are more major roadways with higher density, such as Route 30. Districts are the center of multimodal hubs, and where fixed route transit should be going on, such as in Canonsburg or New Kensington. Major Districts are where there is a very high density of activity going on at a time, such as North Shore, Strip District, or Oakland. County Seats have more government service type places in which people come for access, such as Greensburg, New Castle, or Indiana. Employment Centers are places where there is low density office park type of work which is different than commercial, such as Cranberry, Monroeville, or Pittsburgh International Airport.

By connecting all of these hubs, a network criticality analysis was able to be created, which shows how much each corridor is currently being used. By overlaying these corridors over the cluster analysis, you can look and see on a map which cluster groups are being used the most together, and where traffic is most used between clusters. This can be used to look at future investments for hubs, including new transit-oriented development, paratransit, and other key investments. Dave then went into some examples of priority hubs in the region and where this data could show investment opportunities, including the Cranberry Commercial Hub, creating a multimodal hub which could have regional connectivity to several counties and transit agencies, including as far away as Lawrence County. The I-376 multimodal corridor has already made some multimodal investments, such as the Super Stop at the IKEA and the 28X bus route. The Greensburg County Seat hub has a connection to an Amtrak center, which creates an interstate connection opportunity that could be enhanced with more multimodal amenities. Rochester is considered a district hub that has used a number of best practice examples to improve its multimodal investments, and more of the recommended features could be implemented. New Castle is another county seat hub that has made some multimodal investments, how could be come a much larger transit center through some additional investments.

The next step was to try and use computer simulations to see what the traffic patterns would look like if additional bus and bike lanes were added in some of these locations. Dave Totten then showed one of these many simulations, showing what these changes could do to a hub area. Dave also showed on the SmartMoves Connections website there is a link to a story map, which shows all of the clusters and hubs in which he spoke about throughout the presentation. The story map also shows recommendations of investments for each cluster and hubs, in order to give an idea of what types of investments would be good in each area. The next steps for the Transit Study Report is to work on a printed version of the report to present to the commission. Dave also mentioned that they are looking to see if there are any projects which can be pulled straight from the study to begin work on planning and investing in multimodal hubs in certain areas of the region. Andy Waple thanked Dave for the presentation, and mentioned that they will be looking for commission adoption of the Transit Study sometime in the Spring.

7. **Other Business/Status Reports**

Andy Waple mentioned that the state RCAP program will open on March 1st, and will be open for 30 days for project submittals.

8. **Adjourn**

A motion to adjourn was made by Jeremy Kelly. The motion was passed unanimously and Andy Waple called for the adjournment of the meeting at 11:25am.