

**Southwestern Pennsylvania Commission  
Transportation Technical Committee (TTC)  
Meeting Minutes via Webex  
August 19, 2021, 10:00 a.m.**

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

Attendees:

- Darin Alviano, Armstrong County Planning Commission
- Mark Gordon, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Jeremy L. Kelly, Greene County Planning and Community Development
- Amy McKinney, Lawrence County Planning Commission
- Jason Theakston, Washington County Planning Commission
- Daniel Carpenter, Westmoreland County Planning Commission
- Kevin McCullough, PennDOT Central Office
- Brendan Coticchia, City of Pittsburgh
- Austin McDaniel, Greene County Planning and Community Development
- David Wohlwill, Port Authority of Allegheny County
- Matt Pavlovsky, Port Authority of Allegheny County
- Scott Harshman, Port Authority of Allegheny County
- Lynn Manion, Airport Corridor Transportation Association
- Harold Swan, PennDOT District 10-0
- Eric Buchan, PennDOT District 10-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Cheryl Moon-Sirianni, PennDOT District 11-0
- Evan Tobin, PennDOT District 11-0
- Jessica Setmire, PennDOT District 12-0
- Bill Kovach, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Darryl Phillips, HDR
- Dan Laird, Hill International
- Andy Waple, SPC Transportation Director
- Ryan Gordon, SPC Staff
- Domenic D'Andrea, SPC Staff
- Chuck Imbrogno, SPC Staff
- Belachew Ayele, SPC Staff
- Lillian Gabreski, SPC Staff
- Sara Walfoort, 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 July 15<sup>th</sup> Joint TOC/TTC Meeting Minutes**

A motion was made by Amy McKinney and seconded by Jason Theakston to approve the minutes of the July joint TOC/TTC minutes as presented. The TTC approved.

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

Kevin McCullough first discussed the Transportation Revenue Options Commission, or TROC, which submitted their report to Governor Wolf at the end of July, which developed funding alternatives to the gas tax. This report can be found online, and was meant to be ongoing and full of options, not full solutions. PennDOT provided support for the commission, however the report was run independently. Next steps for the report will be to review the options and consider which ones legislatively make the most sense for implementation in the short, medium, and long term for Pennsylvania. All of the solutions will be considered alongside what is being passed at the Federal level.

Kevin went on to discuss the Federal infrastructure bill, Infrastructure Investment and Jobs Act (IIJA), which was introduced on August 10<sup>th</sup>. The \$1.2 Trillion bill was passed in the Senate, and is still being considered in the House. The IIJA did not have a mention of earmarks, which had been discussed recently in the past, but could be introduced in the House. The bill is for 5 years, and is focused on highway, transit, and passenger rail. It will be formula based, however funding could come out for earmarks if they are added. The FAST act will be expiring in September, and unless there is another extension, the Federal funding is in limbo until something is passed. The IIJA bill will take the FAST act funding and add an additional \$550 Billion in new funding. Between the IIJA bill, the earmarks, and the \$3.1 Trillion budget resolution bill, there is a lot in play currently at the House level when they come back from recess. Kevin also mentioned that there will be no increase on the gas tax funds, meaning that more money will have to be borrowed, with where that funding will be borrowed from still unknown. Currently we have approximately \$130 Billion borrowed against the general fund, and this additional bill will double that borrow number. Kevin also briefly mentioned the districts are currently doing presentations to the interstate steering committee for the interstate program. This will include looking over the state of the interstates in each district, including help from the districts and Central Office with FHWA and BOMO, to discuss prioritization of projects for the upcoming interstate program.

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

A. PennDOT District 10-0

Harold Swan went over the eight administrative actions for PennDOT District 10-0. The first administrative action was for traffic signal retiming and upgrades to 42 signals in Butler County on Local routes, PA 19, and PA 228 in Cranberry, Marshall, and Adams Townships and Seven Fields Borough, and 2 signals in Armstrong County on Local routes and US 422 in West Franklin Township and Worthington Borough. The district requests to program construction and add \$213,915 (100% Federal utilizing toll credits) in FFY 2022. The source will be the SPC CMAQ Line Item. The second administrative action was for a signal upgrade along PA 356/68 from Campus Lane to Moraine Pointe Plaza in Butler Township, Butler County. The district requests

to defer construction from FFY 2021 to FFY 2022 due to additional negotiation time needed to obtain right-of-way clearance. The source will be the SPC CMAQ Line Item. The third administrative action was for a bridge replacement project which carries SR 3020 (Freedom Road) over Interstate 76 (Pennsylvania Turnpike) in Cranberry Township, Butler County. The district requests to increase construction and add \$1,783,085 (80% Federal and 20% State) in FFY 2021 for additional oversight; impacts of COVID-19; and additional drainage, MPT devices, paving, line painting, and pavement markings not anticipated during project design. The sources will be from Cox's Corner Intersection: \$60,624 Federal from the deobligation of surplus utility funds, Tollgate School Multimodal Project: \$20,868 Federal from the deobligation of surplus construction funds, Freedom Road Turnpike Bridge: \$38,083 Federal from the deobligation of surplus right-of-way funds, Indian Springs Road/Rustic Lodge Road Intersection: \$200,000 Federal from the deferral of final design from FFY 2021 to FFY 2022; SPC District 10 Highway/Bridge Line Item: \$1,106,893 Federal funds, US 119 - Marshall Road to Jefferson County: \$223,994 State of surplus construction funds, Philadelphia Street Bridges Group: \$115,000 State of surplus construction funds, and the SR 3025 Park Road South: Slides 1-4: \$17,623 State of utility funds that will be deferred from FFY 2021 to FFY 2022.

The fourth administrative action was for a safety improvement project includes roadway realignment, bridge replacements, continuation of a truck-climbing lane, and turn lanes at intersecting roads along PA 28 from 0.53 mile north of SR 1027 to 0.30 mile south of SR 1016 (Calhoun School Road) in Boggs and Wayne Townships, Armstrong County. The District requests to advance a portion of construction funds from FFY 2023 to FFY 2021. The sources will be Cunningham Street Bridge: \$33,060 Federal from the deobligation of surplus utility funds, Cabot Bridge: \$135,459 Federal from the deobligation of surplus right-of-way funds and \$3,196 Federal from the deobligation of surplus utility funds, South of Cooperstown Bridge #1: \$350,000 Federal from the deobligation of surplus construction funds, PA 268 over Lowrey Run: \$44,365 Federal from the deobligation of surplus right-of-way and preliminary engineering funds, Plumville Bridge #1: \$63,221 Federal from the deobligation of surplus right-of-way funds, Five Points Road Bridge: \$44,208 Federal from the deobligation of surplus construction funds, Park Road Slide: \$8,074 State of surplus right-of-way funds and \$38,000 State of utility funds that will be deferred from FFY 2021 to FFY 2022, and SR 3025 Park Road South: Slides 1-4: \$22,377 State of utility funds that will be deferred from FFY 2021 to FFY 2022. The fifth administrative action was for the slide along SR 2029 (Logansport Road) in Bethel Township, Armstrong County. The district requests to remove the construction funds in FFY 2022 and place them into the SPC District 10 Highway/Bridge Line Item.

The sixth administrative action was for a resurfacing project includes milling of the existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses, minor drainage and guide rail upgrades, and other miscellaneous construction along US 19 from approximately 1.0 mile north of the intersection with Freedom Road to approximately 1.8 miles south of Middle Lancaster in Cranberry, Jackson, and Lancaster Townships and Zelienople Borough, Butler County, and Marshall Township, Allegheny County. The District requests to advance a portion of construction funds from FFY 2022 to FFY 2021. The source will be the deobligation of surplus final design and utility funds from US 422 Cunningham Culverts. The FFY 2022 funds from Cranberry North Resurfacing will be placed into the SPC District 10 Highway/Bridge Line Item. The seventh administrative action was for a bridge replacement project which carries PA 954 (Cheese Plant Road) over a tributary to Little Mahoning Creek in West Mahoning Township, Indiana County. The District requests to add utilities and program \$27,000 (80% Federal and 20% State) in FFY 2021. The sources will be Plumville Bridge #1: \$21,600 Federal from the deobligation of surplus right-of-way funds, and the SPC District 10 Highway/Bridge Line Item: \$5,400 State. The eighth administrative action was for a bridge replacement project which carries PA 286 over a tributary of Cherry Run in White Township, Indiana County. The District requests to advance preliminary engineering from FFY 2022 to FFY

2021. The sources will be Plumville Bridge #1: \$85,799 Federal from the deobligation of surplus right-of-way funds, PA 38 over a Tributary of Connoquenessing Creek: \$19,390 Federal from the deobligation of surplus construction funds, Grange Bridge: \$24,593 Federal from the deobligation of surplus utility funds, PA 228 Northbound Onramp: \$20,632 Federal from the deobligation of surplus utility funds, Trade City South PM: \$11,606 Federal from the deobligation of surplus construction funds, PA 286 over North Branch of Two Lick: \$460 Federal from the deobligation of surplus construction funds, Five Points Road Bridge: \$120,000 Federal from the deobligation of surplus construction funds, Portersville Bridge: \$23,280 Federal and \$5,820 State of surplus utility funds that are not needed, and the SPC District 10 Highway/Bridge Line Item: \$70,620 State.

Cheryl Moon-Sirianni made a comment on the Freedom Road Bridge Project, mentioning how excited she is about the project moving along, and mentioned the minimal impacts that the construction of the project has caused and the huge impact the project will make in the area. Mark Gordon also mentioned his excitement for the project as well, also noting the minimal impacts to traffic disruption and its impact to Cranberry. Mark Gordon made a motion to approve the administrative actions from PennDOT District 10-0, which was seconded by Arthur Cappella. The motion was approved unanimously.

#### B. PennDOT District 11-0

John Quatman went over the one amendment and four administrative actions for PennDOT District 11-0. The one amendment was for a bridge preservation project on several ramps on PA 885 & SR 8004 over I-376 in the City of Pittsburgh, Allegheny County. The district requests the increase of funds on the construction phase by \$8.7M for work being added back into the project. Back in January, it was decided that the majority of the work on Ramps V and T would be deferred to reduce the project cost to \$33M. Late in Final Design, it was anticipated that additional funding would become available, at which point the work previously removed could be added back in. Cheryl Moon-Sirianni mentioned that this project has such a large scope of work due to not wanting to impact the area multiple times, and wanting to get all the work done at once, so only to impact the area once in a 15-20 year period.

The first administrative action was for a slide remediation - Stabilize slope, improve drainage and repave throughout state route, located on SR 3026, Millers Run Road in South Fayette Township, Allegheny County. The district requests the addition of a construction phase on the TIP, with a planned let for 2021 with additional letting capacity which was identified by Central Office. The second administrative action was for a bridge replacement project, located on SR 0837, Eighth Avenue over Homestead Run in Homestead, Allegheny County. The district requests the addition of a right-of-way phase to initiate plan review. The third administrative action was for resurfacing, minor drainage work, guiderail, pavement marking, located on Business 376 (SR 3160) in Moon Township, Allegheny County. The district requests the increase of the construction phase to cover current estimate and change in scope from microsurface to mill and overlay. The fourth administrative action was for a tunnel restoration of the Armstrong Tunnel, located at the intersection of S. 10th Street and 2nd Avenue in the City of Pittsburgh, Allegheny County. The district requests to add available funding from two deobligations and the SR 837-A39 project to capture funding in 2021.

Jason Theakston made a motion to approve the amendments and 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 one administrative action for PennDOT District 12-0. The only administrative action was for Bicycle/Pedestrian improvements including trailhead improvements along the Five Star Trail in several areas, and will consist of new sidewalks, ADA ramps, crosswalk pavement markings, electronic warning devices, trailhead signage, improved traffic operations and bike racks, located in the city of Greensburg, Westmoreland County. The district is requesting the addition of a construction phase in FY2022, and the funds will be drawn from the SPC Smart Tr. Initiative Reserve Line Item (MPMS# 94698).

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

**6. Recommend Long Range Plan Amendment Adoption**

Andy Waple went over the recommendation of the Long Range Plan amendment for commission adoption. The amendment included three projects; State Route 356, Market Place District Improvements – Phase 1, and the I-79 Widening and Interchange Improvement project. The State Route 356 project is located in Buffalo Township, Butler County, for a widening from 2 to 5 lanes from Harbison Road to Bear Creek Road. This also included installation of sidewalks, ADA Ramps, three traffic signals, and replacement of storm water drainage. Cost of the project is \$21 million and should be complete by 2026. The Market Place District improvement is located in Moon Township, Allegheny County. The project is adding a through lane on Montour Run Road between Fedex Drive and Market Place Boulevard, as well as turn lanes, implementing pedestrian and bike connection and improving intersections at the I-376 interchange, Market Place Boulevard, and Fedex Drive. Cost of the project is \$6,210,000 in local funds and should be complete by 2024. The I-79 Widening and Interchange Improvement project is located in South Fayette Township, Allegheny County. The project will add a 3<sup>rd</sup> lane widening from Alpine Road to Prestley Road for an approximate length of 2.5 miles. This includes mainline i-79 bridge widening and replacements, and a reconfiguration of the Bridgeville interchange. There will also be improvements on SR 50 and traffic signal upgrades between Washington Pike and the Hickory Grade Road intersection to accommodate bridge and ramp improvements, as well as new retaining walls and replacement of six sign structures along I-79. The cost of the project is \$155,500,000 and should be completed in 2024. There will also be changes on the fiscal constraint chart, including the addition of stage 2 to the SR 356 Corridor Improvement project, with an increase of \$12.9 million, as well as a name change to the Parkway East Corridor Transportation Improvement Phase 2, to now be named the I-376 Squirrel Hill Interchange Improvement.

The three projects held a 30-day public comment period, which yielded no comments. Air quality conformity showed there will be little to no effect on air quality from the projects. Arthur Cappella asked a question about the opposition from a legislator for the I-79 project. Andy mentioned that the chair of the Senate transportation committee felt that the way the project was authorized was bypassing the authority of the legislature. Since the project will be paid by tolling efforts on the road, the legislator felt the P3 office is overstepping the office of the legislature. Kevin McCullough also added that Act 89 gave PennDOT the ability to enter into agreements with P3, however this legislator felt that it was an overstep in PennDOT's abilities, even though they were in their right to do everything that they did. Intentions are to move forward with the project, although discussions are still happening at the legislative level.

Arthur Cappella made the motion to recommend the adoption of the Long Range Plan Amendment to the commission, and was seconded by Mark Gordon. The motion was approved unanimously.

7. **2023 TIP Update**

Ryan Gordon went over the TIP update, discussing first that the second group of work group meetings were compiled in the first week of August. Following the meeting, a table which documented all the public comments was sent out to the groups for review. The final comment list will be sent out to each of the organizations who can help with potential action on the projects when it is finalized. The next round of work group meetings will be in early September. Outlines and preliminary agendas have been sent to each of the districts, as the meeting will be heavily led by PennDOT. Any feedback on the agendas can be sent back to Ryan as soon as possible, as final agendas will be sent out to the workgroups by the end of August. Ryan then went over the guidance for the 2023-2026 CMAQ program, which will help to guide the CMAQ work this fall with the CMAQ application and evaluation period. The CMAQ will have around the same amount of funds and eligibility as the last cycle. The application period for CMAQ will open on Monday, August 23<sup>rd</sup>, will close on September 24<sup>th</sup>, and all available information will be posted to the SPC website. The CMAQ evaluation committee has been put together, and a roster was sent out in the agenda package. Ryan asked for a review of the members by committee, and if there are any changes needed to let him know as soon as possible. Ryan then discussed the TA program application period, mentioning that the application period is still open. A webinar will take place later in the afternoon which will go over local project funding, the TA program, the CMAQ program, and the basics of eligibility of different projects. Webinar will be recorded and will be available on the SPC website.

8. **SPC 2022-2024 Unified Work Program Development Schedule**

Andy Waple gave a presentation on the 2022-2024 Unified Work Program (UPWP) Development Schedule, first mentioning that any suggestions and ideas from TTC or TOC members are due by August 27<sup>th</sup>. The draft UPWP will be discussed at the September TTC and TOC meetings, with comments stemming from that meeting due on October 1<sup>st</sup>. The commission will be briefed on the draft UPWP at the September 27<sup>th</sup> meeting, and the draft will be submitted to PennDOT central office on October 8<sup>th</sup>. Federal review of the draft UPWP will take place through November of 2021, with commission adoption of the 2022-2024 UPWP in January of 2022.

9. **SPC Roundabout Screening Study Introduction**

Dominic D'Andrea gave an overview of the SPC roundabout screening study, mentioning that the study will screen over 600 intersections across the region to address the need for a roundabout in those locations. A study team based up off members of SPC, Urban Engineers, WRA, and Markosky, as well as a steering committee of members from SPC, City of Pittsburgh, PennDOT, and County planning partners, have both been set up in order to undertake this study. The roundabouts are a proven safety countermeasure, as they can substantially reduce crashes that result in serious injury or death. Roundabouts improve safety, promote lower speeds and traffic calming, reduce conflict points, lead to improved operational performance, and meet a wide range of traffic conditions because they are versatile in size, shape, and design. Dominic showed a video from FHWA on modern roundabout solutions, which showed the safety and efficiency benefits of the addition of roundabouts in intersections. Currently, there are 72 roundabouts across the state of Pennsylvania that are built, with 21 more under construction and 51 either in design or in planning. The SPC region has 15 built in the SPC region, with 5 more under construction, and 11 either in design or in planning.

The regional roundabout screening study will utilize an approach that uses systemic data, starting with a list of intersection that are underperforming from a safety perspective, then adding additional intersections based on feedback from the steering committee. There will first be a development of screening criteria, including topography, physical constraints, right of way and utilities, and multimodal considerations. This will then be

finalized by the steering committee and applied to the intersections to determine which intersections move into the second phase of screening, which includes the PennDOT intersection control evaluation, narrowing down the intersections even further. From the final pool of intersections, estimated to be somewhere around 50, then there will be a determination of which intersections are considered “high-priority” for roundabout construction. Six of these intersections will then be used for concept development. The notice to proceed on this project was issued on July 13<sup>th</sup>, with a large amount of data collected already. The goal is to have the study completed by early January with a final report issued shortly after.

**10. Other Business/Status Reports**

Domenic D’Andrea mentioned that he will be sending TISMO funding information out to the district, as there is a \$5 million increase in funding on the program for this year for transportation system projects. Applications are due September 30 to PennDOT Central Office. Ryan Gordon mentioned that the link to the SPC CMAQ information will also be sent out early next week. Arthur Cappella asked a question about the Route 40/Route 19 intersection study, wondering about the status of the project. Josh Theakston mentioned that he would get Arthur some information about that project as soon as possible.

**11. Adjourn**

A motion to adjourn was made by Jason Theakston and seconded by Amy McKinney. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 11:19 AM.