

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
September 16, 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
- Joe West, Beaver 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
- Daniel Carpenter, Westmoreland County Planning Commission
- Kevin McCullough, PennDOT Central Office
- Steven Shanley, Allegheny County Department of Public Works
- Brendan Coticchia, City of Pittsburgh
- Austin McDaniel, Greene County Planning and Community Development
- Lisa Cessna, Washington County Planning Commission
- Brandon Leach, PennDOT Central Office
- Matthew Crea, PennDOT Central Office
- Tammy Frank, Beaver County Liquid Fuels
- Matt Pavlovsky, Port of Pittsburgh Commission
- Kathryn Schlesinger, Pittsburgh Downtown Partnership
- Mavis Rainey, Oakland Transportation Management Association
- Lynn Manion, Airport Corridor Transportation Association
- Harold Swan, PennDOT District 10-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Evan Tobin, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Rachel Duda, PennDOT District 12-0
- Bill Kovach, PennDOT District 12-0
- Andy Waple, SPC Transportation Director
- Ryan Gordon, SPC Staff
- Tom Klevan, SPC Staff
- Chuck Imbrogno, SPC Staff
- Belachew Ayele, SPC Staff
- Dan Bernazzoli, SPC Staff
- Lillian Gabreski, SPC Staff
- Erika Eagan, SPC Staff
- Greg Shermeto, SPC Staff
- Catherine Tulley, SPC Staff
- John Weber, 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 August 19th TTC Meeting Minutes**

A motion was made by Arthur Cappella and seconded by Jeremy Kelly to approve the minutes of the August 19th TTC meeting.

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

Kevin McCullough first discussed the PennDOT Pathways program, which will be having public meetings on the nine candidate projects across Pennsylvania, including the one in the SPC region on I-79. These public meetings will go over project purpose and need, design, mitigation strategies, environmental analysis, and other insight gathered through the stakeholder workshop. Public meetings will be recorded, and they will be available on the PennDOT website. Next, Kevin went over the statewide long-range transportation plan and the freight movement plan, which will be opening a public comment period on September 20th, and will then be closed on October 19th.

Kevin then quickly gave an update on federal legislation, now entitled the Infrastructure Investment and Jobs Act (IIJA). This legislation is a combination of negotiations between the Senate and the current administration. The Senate has passed the Act onto the House, which includes a 5-year reauthorization of the FAST Act, with \$110 billion in new spending for roads and bridges. It also includes a new highway trust fund formula with programs for carbon reduction and resiliency. Most of the standard program funds, such as NHPP, CMAQ, HSIP, and STBG will be continuing in the new Act. There will be borrowing from the general fund, as well as no discussion on raising gas taxes in order to establish the highway trust fund, however based on initial estimates Pennsylvania could receive approximately \$100 million each year in additional funds for roads and bridges. Transit and passenger rail will also see increases as well. September 27th is the current target date for the Act to be passed, however with many things going on in Washington, including the \$3 trillion reconciliation bill, voting on the Act could easily be delayed.

Kevin next went over updates to the highway trust fund, mentioning that there have been transfers from the highway trust fund into the general fund for the past 10 years, totaling over \$100 billion in order to keep the highway trust fund solvent. Due to COVID, there has been challenges faces with the general trust fund, which in turn has caused reduced receipts on the state and national sides into the federal highway trust fund. This has added considerable pressure onto keeping the highway trust fund solvent, and if there are no changes in funding soon, the highway trust fund could run out of money by the end of the calendar year. If the IIJA Bill is passed through House, approximately \$90 million will be placed back into the highway trust fund, making the fund solvent once more. However, as we get close to running out of funds, FHWA may implement cash management procedures, which will not affect programming projects, however it could affect cashflow between PennDOT and contractors.

Lastly, Kevin gave a quick update on the SPC certification review from FHWA, mentioning that the federal review team is finishing up their review and documenting their findings. After they write a draft report, they will share it with the MPO, who will then do a review with PennDOT to make sure everything looks factual. Federal review will then make any updates needed, and will then issue their final report, sometime near the

end of the calendar year. Kevin also made a note that PennDOT multimodal applications are now being accepted through November 5th, and there is a multimodal page on the PennDOT website with information on the program. The PennDOT Transportation Alternatives Program (TAP), and Transportation Set Aside Program (TASA), have also went through their pre-application stage for their programs, and final applications are due for those programs on October 15th.

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

A. PennDOT District 10-0

Harold Swan went over the one amendment and two administrative actions for PennDOT District 10-0. The first amendment was for a streetscape project which includes new street lighting, sidewalks, crosswalks, ADA curb ramps, signage, benches, and bike racks along Main Street from Wayne Street to Brady Street and extending west on New Castle Street to the Transit Authority Bus Terminal in the City of Butler, Butler County. The district requests to add construction and program \$349,170 (80% Federal and 20% Local) in FFY 2022 for SMART Transportation Program project reimbursement. The source will be the SPC Smart Transportation Initiative Line Item.

The first 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 approximately 2.0 miles north of SR 1018 to approximately 5.8 miles south of SR 1004 in Boggs and Wayne Townships, Armstrong County. The District requests to advance a portion of construction funds from FFY 2023 to FFY 2021. The source will be surplus construction funds from Philadelphia Street Bridges Group. The second administrative action was for a relocation/realignment project which includes the addition of a travel lane in each direction and a center turn lane (five-lane typical section), construction of four new structures, and realignment of local road connections along PA 228 (Mars Crider Road) from approximately 0.8 mile east of SR 3007 (Three Degree Road) to the intersection of PA 8 in Middlesex Township, Butler County. The District requests to increase construction and add \$250,000 (100% State) in FFY 2022 for the addition of asbestos testing of structures to be demolished, geotextile quantities, and drainage quantities. The source will be the SPC District 10 Highway/Bridge Line Item.

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

B. PennDOT District 11-0

John Quatman went over the nine administrative actions for PennDOT District 11-0. The first administrative action was for a bridge replacement, located at SR 4011, Elmbrook Road over Branch of Small Run in South Beaver Township, Beaver County. The district requests to add final design, utilities, and construction in FFY 2022, with the source of Funds being the Bridge – Allegheny Line Item. The second administrative action was for a safety improvement project, located on SR 885, Bates Street from Blvd of the Allies to Second Avenue, in the City of Pittsburgh, Allegheny County. The district requests the addition of a planning and engineering phase to the TIP to initiate design. The third administrative action was for a stormwater management project, located on SR 1001 (Main Street) from 5th Street to 8th Street in Sharpsburg, Allegheny County. The district requests the increase of funds on the construction phase for additional work.

The fourth administrative action was for a safety improvement project, located on SR 3003, Washington Pike between SR 3006 (Boyce Road) and Alpine Drive in South Fayette Township, Allegheny County. The

district requests to change a technical correction from the August FCC and switch to CMAQ funding. The fifth administrative action was for congestion and safety issues for pedestrian, bike and motor vehicle, signal upgrade, signing updated and milling and resurfacing, located on SR 837 from Station Square to Steelers Practice Field (UPMC Sports Performance Complex, after South 33rd Street) in the City of Pittsburgh, Allegheny County. The district requests the addition of construction funding for additional costs. Previous obligations occurred on the 2019 TIP. The source of funds will be sourced from deferring Expansion RideACTA Last Mile and CMAQ Line Item. The sixth administrative action was for Interchange improvements, ramp and bridge extend ramp construction, located on I-376 from the Parkway Center Interchange (SR 8091) to the Fort Pitt Tunnel, including US 19 (Banksville Road), US 19/PA 51 at Woodville ramps and Banksville Interchange, in the City of Pittsburgh, Allegheny County. The district requests to advance planning and engineering to 2021 to capture funding this FFY. Source of Funds are deferring PGH – South Side Signals and CMAQ Line Item.

The seventh administrative action was for a widening, mill and overlay the existing pavement, concrete patching, curb gutter repair, replacement of the existing median guiderail, structure repair (minor), signalization improvements, and drainage improvements, located on SR 2040 (Lebanon Church) from Ceco Drive to Brownsville Road, as well as SR 885, from Clairton Road to Lebanon Road, in Baldwin, West Mifflin, Pleasant Hills Borough in Allegheny County. The district requests to transfer approved HSIP fund from A22 to A23. Not a cost increase. The eighth administrative action was for a bridge superstructure replacement, located on SR 0168 over Hottenbaugh Run in Hickory Township, Lawrence County. The district requests the addition of a final design, utilities, right-of-way, and construction phase to TIP in FFY 2021. The source of funds are SR 2064-A02 utility phase, SR 2058-A14 utility phase and the Bridge Line Item. The ninth administrative action was for mill/resurfacing, bridge preservation, minor widening for lane reconfiguration, ITS upgrade, and green storm water feature, guiderail and signing, located on SR 28 from Delafield Ave northbound ramps to on Harmar Township line in O'Hara Township, Aspinwall and Fox Chapel Borough and City of Pittsburgh, Allegheny County. The district requests an update for cash flow to capture 2021 funding, with the source of funds coming from the I-579 CAP (remove - sufficed obligation occurred), Pittsburgh City BPRSF Line Item (defer to 2022), 79-A64 (remove - sufficed obligation occurred), PGH South Side Signals (fully funded via increased CMAQ), Beaver local Bridge Line Item (reduce), 50-A26 (defer to 2022), 375-A51 (defer to 2022) and Bates Street Study (defer to 2022).

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

C. PennDOT District 12-0

Angela Saunders went over one amendment for PennDOT District 12-0. The amendment was for the first of the Laurel Valley Transportation Projects. The limits of work extend from the intersection of Route 981 and Route 819, just north of Mount Pleasant Borough, and ends near the intersection of Route 981 and Route 2023 in Norvelt, Mount Pleasant Township. The district is requesting \$11,410,985 to cover a low bid plus inspection cost increase. The project was let for construction on July 29, 2021. The original apparent low bidder (Mele & Mele) withdrew their bid and it was officially rejected on 8/12/2021. The 2nd bidder was Walsh Construction Company II, LLC. for \$55,217,553.74. Funding for this increase will be made available from the District Highway/Bridge Line Item (MPMS#76508), and the adjustments of MPMS#98869 West Newton Bridge and MPMS#81747- Salina Bridge. The LVTIP project will be carried over the FFY 2023 TIP to cover the AC Conversion for the funding cash flowed into FFY 2023 and FFY 2024.

Andy Waple made the note that this project is for a rather large sum of money, and according to the SPC MOU, TTC does have the discretion to make this amendment a major amendment and send it to the commission for approval, as the amendment is for \$11.4 million to add to the Laurel Valley project, and anything over \$5 million has the discretion to become a major amendment. Staff recommendation is that we do not send this to the commission, as this project has been on the TIP for some time, and there is no change in design, and has previous federal funds obligated on it. Arthur Cappella asked the question of why would we not let the commission vote on the project. Andy Waple answered that sending the project to the commission would classify it as a major amendment, and the project would have to go through another 30-day public comment period, which it had already went out for previously, thus delaying the project further.

Daniel Carpenter made a motion to approve the amendment from PennDOT District 12-0, which was seconded Jeremy Kelly. The motion was approved unanimously. There was no vote to make the project a major amendment.

D. Transit TIP Amendment Summary

Tom Klevan went over the four transit TIP amendments from last week's TOC meeting. The first two projects were from Fayette Area Coordinated Transportation, in which the first project was to add \$115,900 in TA funds for computer upgrades to the facility. The second project added \$100,000 (80% in FTA formula funds and 20% in state capital funds) for new maintenance equipment. The third amendment was a new project for Allied Coordinated Transportation Services in Lawrence County, which gave ADA facility improvements. \$150,000 were also added to the TIP from the State Community Transit Funding. Lastly, a new project from Port Authority of Allegheny County added \$5 million, \$4 million in state of good repair funds and \$1 million of state capital bond and local match funding, to the TIP for Station Square improvements.

6. **2023 TIP Update**

Ryan Gordon gave an update on the 2023 TIP, beginning with mentioning the completion of the third work group meeting in each district. Ryan thanked Kevin McCullough who gave presentations on project prioritization in terms of bridge and highway projects during those meetings. The next TIP group meetings will be in early October, with the District 10-0 work group meeting set for 10 am on October 6th, District 11-0 work group meeting set for 10 am on October 7th, and District 12-0 work group set for 1 pm on October 13th. Ryan mentioned that the District 10-0 work group may have a scheduled time change to 1 pm on October 6th due to conflicts, and would be getting back around to confirm that new time. During those work group meetings, we will be discussing the results of the candidate project screenings and will be receiving some working copies of pre-draft TIPs from district programming, including carryover project analysis, in which the groups will be looking through and getting a sense of what funding will be available for new planning and engineering start dates. Ryan mentioned he will be sending around the draft agenda for those meetings and links to the meeting in advance, and will send out the final agenda on the morning of each meeting.

Ryan next spoke on the upcoming CMAQ application period for SPC, which closes on September 24th. The next step for CMAQ will be the evaluation committee, which Ryan showed a slide with the members of the evaluation committee. Each county, PennDOT district, PennDOT Central Office, Transit, TMA, Air Quality Agency, Active Transportation, and Freight have a member and an alternate member on the evaluation committee, and should have received a conformation email recently. If there are any changes to the members, please let Ryan or Lillian Gabreski know as soon as possible. Notifications and materials will be sent out to the committee members soon after the application period ends. The virtual meetings for the CMAQ evaluation committee will be on October 8th, October 29th, November 18th, and December 2nd, if

needed, with the CMAQ program to be endorsed during the December meeting.

Ryan then discussed the SPC Transportation Alternatives (TA) program, which also has passed the pre-application deadline. Some of the information in the pre-applications is being reviewed for project eligibility, and feedback will be provided back to applicants before the submittal of the final applications. The deadline for final applications will be on October 15th. Regionally, SPC received 12 pre-applications for the TA program, with a very even distribution across the region. All but one of the projects were also applied to the PennDOT statewide TA program, which gives good consistency as SPC staff will be working with the Districts to set up meetings with the TA applicants and will be able to provide feedback at that point. After these meetings, SPC will be issuing emails to the applicants to let them know if they are good to apply for the final application. Ryan also mentioned that there has been no increase in the TA amount for this period, and it will be the same amount of funding for this cycle as last time.

Andy Waple also mentioned the upcoming Public Participation Panel (PPP) meetings, which will be held sometime mid to late October through mid-November. Andy mentioned he was looking to gauge whether to hold the meetings virtually or in person, with half of the County's responding to him so far. If the meetings are held virtually, they will be done by District instead of by County. Andy would like the remaining counties who have not responded to give him a response by tomorrow.

7. **MPO Regional Priority Projects**

Andy Waple discussed a list of priority projects, which was requested by PennDOT in case additional funding does become available through the Federal Infrastructure bill or any other means. Criteria for these projects states that they must be consistent with the TIP and long-range plan, project must be deliverable within the calendar years for 2022-2025, and project total must not exceed FFY 2023 regional allocations, which is \$278.8 million. Using this criteria, six total projects were submitted, two from each of the PennDOT districts. These projects were taken from the legislative priorities document that was worked on for additional SPIKE funding in summer 2020, as well as projects allocated through the earmark process in the Spring of 2021.

For District 10-0, the Margaret Road Intersection Improvement project (\$24.8 million) and the Karns Crossing Bridge Replacement project (\$47 million) were submitted. For District 11-0, the McKees Rock Bridge Rehabilitation Phases II and III (\$86 million) and the Bates Street Improvement (\$25 million) were submitted. For District 12-0, the US 119 McClure/Kingview Road Interchange (\$35 million) and the Laurel Valley Transportation Improvement Project Phase III (\$30 million) were submitted. There was also additional consideration for the Statewide Interstate Program for I-79/SR 910 Interchange Improvements (\$35 million). Andy made a note that these projects are not guaranteed any funding, the projects are just if any additional funding comes available. A question was asked on whether there were any non-highway projects submitted for consideration, in which Andy answered that the projects were limited to only highway and bridge projects.

8. **Draft 2022-2024 UPWP**

Andy Waple mentioned that in the handout everyone should have received a copy of the draft 2022-2024 Unified Planning Work Program (UPWP). This lays out everything over the next two years that SPC will be using Federal planning funds for. During the last TTC meeting, SPC put out a call for requests to incorporate into the UPWP, and we have worked to add requests that we felt were feasible into the work program, given our current financial and staff constraints. Andy requested that everyone reviews the draft UPWP and if there are any comments or questions, to please have them emailed to Andy by September 24th. These

comments will be reviewed and any suggestions will be finalized so that we may submit the final UPWP to Central Office by early October. After Central Office's review, they will send it back to SPC for additional changes, which after those are made the UPWP will be sent to Federal Highway and Federal Transit Agencies for review at the beginning of November for a 30-day comment period. After those come back, any other adjustments needed will be made, and then the commission will look to adopt the UPWP in their January 2022 meeting. After final approval, the UPWP will take effect on July 1st, 2022.

Ann Ogoreuc asked if Andy could share some of the highlights of the draft UPWP to the TTC. Andy mentioned that there is a focus into SmartMoves Connections, the regional transit study implementation, continuation of performance-based planning, language updating the active transportation plan, updating of the freight plan, the new long-range plan update that will be upcoming, as well as initial discussions of a combined transportation, community revitalization, and economic development plan of the Mon Valley area, if we can find some discretionary funding to help. The plan is discussed in SmartMoves and in SPC's long range plan, but it is something that has not been done at this scale before in the region. This was pitched to SPC by Westmoreland County, and is still in initial discussions with the other counties, such as Fayette, Greene, and Washington in the area. This will be integrated from both the economic development and transportation sides of SPC and could look at workforce development and transportation improvements, including ITS upgrades in the entire region, as well as transit improvements as well. Andy mentioned that the concept sounds good, but needs more work and funding to grow the idea more.

Tom Klevan mentioned the regional freight plan as a part of the UPWP, discussing that it is an integral part of the long-range plan, and initial discussions are beginning. The update will look to be innovative and different than the previous freight plan, and will use flexible language in the UPWP as SPC looks to follow the States updating freight plan, as it will be a big deal for not only the region, but for all of Pennsylvania. Andy Waple added a point on the organizational assessment that is currently ongoing at SPC. One of the recommendations from that assessment stressed flexibility in the work program, and while the work program is focused on such things as Federal and State regulations, there is a good deal of flexibility in the UPWP as this organizational assessment continues and more recommendations come out from that. Kevin McCullough mentioned that the engineering districts for PennDOT 10-0, 11-0, and 12-0 take a look at the draft UPWP as much of the work in there is closely related to what they work on, and to send any comments over to Andy. Joe West asked the question if there are any light rail study's going from the airport to the downtown area. Andy answered that the Port Authority are looking into it with their long-range plan, and have recommendations for the airport corridor in there. SPC also has plans in our long-range plan for some type of high-speed transit connection to the airport from downtown, but nothing concrete until an alternatives analysis is done by Port Authority, as well as a way to secure discretionary funding to advance that project. Tom Klevan also mentioned Port Authority's long-range plan, as there is extensive discussion on this connection and some sort of high-speed connection between downtown and the airport is in the top 10 project studies that Port Authority policy would like to pursue.

9. **Other Business/Status Reports**

There was no other business or status reports to update.

10. **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 11:15 AM.