

**Southwestern Pennsylvania Commission  
Transportation Technical Committee (TTC)  
Meeting Minutes via Webex**

**November 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
- Joe West, Beaver County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Jeremy L. Kelly, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning Commission
- Jason Theakston, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Kevin McCullough, PennDOT Central Office
- Jen Crobak, FHWA
- Steven Shanley, Allegheny County Department of Public Works
- Jeff Skalican, City of Pittsburgh
- Brendan Coticchia, City of Pittsburgh
- Scott Harshman, Port of Pittsburgh
- Austin McDaniel, Washington County Planning
- Brandon Leach, PennDOT Central Office
- Matthew Crea, PennDOT Central Office
- Kathryn Schlesinger, Pittsburgh Downtown Partnership
- Lynn Manion, Airport Corridor Transportation Association
- Chris Watts, Pittsburgh Downtown Partnership
- 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
- Stephanie Spang, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Angela Saunders, PennDOT District 12-0
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Adam Mattis, DCNR
- Jeff Strejcek, Bergmann
- Andy Waple, SPC Transportation Director
- Domenic D'Andrea, SPC Staff
- Ryan Gordon, SPC Staff
- Tom Klevan, SPC Staff
- Chuck Imbrogno, SPC Staff
- Dan Bernazzoli, SPC Staff
- Lillian Gabreski, SPC Staff
- Erika Eagan, SPC Staff
- Greg Shermeto, 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 October 14<sup>th</sup> TTC Meeting Minutes**

A motion was made by Jeremy Kelly and seconded by Ann Ogoreuc to approve the minutes of the October 14<sup>th</sup> TTC meeting.

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

Jen Crobak began the report by discussing the passing of Infrastructure Investment and Jobs Act (IIJA). Jen mentioned the excitement of passing the bill on Monday, and the Executive Order that was passed by President Biden which outlines some of the priorities that are expected to be implemented through the order. These include investing efficiently by focusing on measurable outcomes, increasing the competitiveness of the US economy through improving job opportunities, building resilient infrastructure to combat climate change, and coordination with local, state, and tribal governments on the implementation of the IIJA. FHWA is currently reviewing the legislation and developing additional information and fact sheets about the new programs in the legislation, and as soon as that information is available it will be shared. FHWA will also be hosting a webinar next week on active transportation, funding, and financing, and FHWA has recently published a new GIS resource, which allows the public to take a closer look at different equity and demographic factors in highway and project areas, which can help with equity analysis in project areas.

Kevin McCullough continued the report, discussing the IIJA in relation to Pennsylvania. Kevin mentioned that the official numbers and formulas are still being run, however initial estimates have Pennsylvania receiving a little more than \$13 billion over the next five years, up approximately \$4 billion from the previous FAST Act. The bill itself has an additional \$12.5 billion in bridges nationally, which will be awarded on a competitive grant basis. Still going through the details on those grants, but Pennsylvania will be able to apply for those grants and will look to be on the forefront to receive as much of those funds as possible. The bill also has an additional \$2.8 billion in public transit funds nationwide, as well as \$171 million to Pennsylvania for electric vehicle charging stations. With most of the federal numbers needing a state match of 20%, almost \$1 billion in matching state funds will need to be addressed over the next five years. Kevin also discussed the PA pathways program, mentioning that the 9 bridge projects are currently in different phases, and none of them are a done deal. The PA House attempted to vote to try and stop the projects, however the Senate and Governor are against pulling the projects. There are plenty of discussions, especially in the Pittsburgh area, with a number of local entities who have opened lawsuits to stop the tolling. If the tolling was pulled on these projects, the \$1 billion in state match wouldn't even cover the cost of the 9 bridge projects, so the strategy right now is to continue moving forward on studying the effects of tolling the bridges, and to have further discussions on the preliminary studies on next steps.

Joe West asked a question about where the charging stations would be placed, and if they would be located near public facilities, such as court houses, libraries, or transit authority buildings. Kevin commented that they would have to wait until the rulemaking is completed for those grants, and who would be administering the project in Pennsylvania, more than likely involving a partnership with DEP. Kevin noted that again that

there will be approximately \$171 million for Pennsylvania in charging stations, and once everything is finalized they can begin looking at options for locations. Andy Waple mentioned that the financial guidance group was reconvened recently, and that preliminary numbers will be looked at in the next 2-3 weeks so that SPC can begin to program some numbers using the preliminary funding in order to get a jump on programming ahead of the December 30<sup>th</sup> deadline for the submittal of the draft TIP. Andy also mentioned the two new programs which are a part of the IIJA, a carbon reduction program, and a resiliency program called PROTECT, in which distributions and rule makings still need to be worked out. Tom Klevan asked about the additions to the transit side of the federal funding, in which Andy responded that it will be around an additional \$210 million a year in transit funds from the IIJA. Andy also mentioned that most transit funds come from the state side, but the IIJA will rise federal transit funds from approximately \$425 million per year up to around \$635 million per year, and there has been no talk on how that will be distributed yet. Lucinda Beattie asked if Kevin know about how much funding passenger rail would be receiving in Pennsylvania with the IIJA bill. Kevin mentioned that he did not have a number for Pennsylvania yet but there is \$66 billion for passenger and light rail nationally, which is quite significant.

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

**A. PennDOT District 10-0**

Harold Swan went over three administrative actions for PennDOT District 10-0. The first administrative action was for a safety improvement project which includes shoulder widening, installation of edge-line rumble strips, and sight distance improvements along SR 3021 (Franklin Road) from PA 228 north to Township Road #307 (Peters Road) in Cranberry Township, Butler County. The district requests to increase right-of-way and add \$1,500,000 (100% Federal utilizing toll credits) in FFY 2022 due to additional claimants, the current rise in real estate values in Cranberry Township, and the need for a consulting firm to complete the acquisition of all right-of-way for this project. The source will be right-of-way funds from PA 356 Corridor Improvements.

The second administrative action was for preservation of the existing structure carrying US 422 over Connoquenessing Creek, Shearer Road, and a railroad in Butler Township, Butler County. The district requests to increase preliminary engineering and add \$45,000 (100% Federal utilizing toll credits) in FFY 2022 to address railroad engineering work that was not included in the original estimate. The source will be the deobligation of surplus right-of-way funds from Freedom Road Turnpike Bridge on October 29, 2021. The remainder of the deobligation will be placed into the SPC District 10 Highway/Bridge Line Item. The third administrative action was for a safety improvement project which includes shoulder widening, installation of edge-line rumble strips, and sight distance improvements along SR 3021 (Franklin Road) from PA 228 north to Township Road #307 (Peters Road) in Cranberry Township, Butler County. The District requests to increase final design and add \$300,000 (100% Federal utilizing toll credits) in FFY 2022 due to the effort necessary to complete the NPDES permit, infiltration testing, E&S plans, and post-construction stormwater design. The source will be right-of-way funds from PA 356 Corridor Improvements.

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

**B. PennDOT District 11-0**

John Quatman went over the seven administrative actions for PennDOT District 11-0. The first administrative action was for a slide remediation, stabilizing slope, improve drainage and repaving, located

on SR 2084, Milltown Road in Plum Borough, Allegheny County. The district requests to add a construction phase to the TIP in 2022, and the source of funding will come from the 2040/Ceco Dr to Brownsville project. The second administrative action was for a signal improvement project, located at various locations in Allegheny, Beaver and Lawrence Counties. The district requests to defer the planning and engineering phase to 2023 for current project schedule, and the source of funding will come from the SPC CMAQ line item. The third administrative action was for the construction of a roundabout to reduce heavy traffic from the Shell cracker plant site, located on SR 18 and SR 51 in Monaca Borough, Beaver County. The district requests the addition of a final design phase to initiate design, a utility phase for estimated impacts, and a right-of-way phase for estimated impacts. The source of funding will come from the TIIF Oversight and Management line item.

The fourth administrative action was for bridge preservation, sidewalk repair, barrier repair, fencing repair, and pedestrian railing painting, located on McKees Rocks Bridge which carries SR 3104 over the Ohio River in the City of Pittsburgh, Stowe Township and McKees Rocks Borough, Allegheny County. The district requests to advance the construction funding for a June 2022 letting while also reducing construction funds for current estimate. The source of funding will come from McKeesport Duquesne Bridge project. The fifth administrative action will be for a bridge preservation project, located on SR 2114 (McKeesport-Duquesne Bridge) over the Monongahela River and railroad in the City of Duquesne and McKeesport, Allegheny County. The district requests to defer construction funds for current project schedule, with the source of funding coming from McKees Rocks Bridge Phase 2 project from TYP. The sixth administrative action was for landslide remediation, located on SR 2054, Northern Pike Road in Monroeville Borough, Allegheny County. The district requests to add right-of-way to 2022 TIP. The source of funding will come from the Betterment Reserve Allegheny County Line Item. The seventh administrative action was for 5 signal replacement and 1 new signal installation, located in the City of Pittsburgh's South Side along 18th Street. The district requests the increase of the construction phase for current estimates, and the source of funding will come from the CMAQ line item.

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

#### C. PennDOT District 12-0

Josh Theakston went over four amendments and five administrative actions for PennDOT District 12-0. The first amendment was for the replacement and rehab of the structure carrying PA 218 (Smith Creek Road) over a branch of Smith Creek, located in Franklin Township, Greene County. The district is requesting to adjust the project funding in the right-of-way and construction phases to correspond with the let date; right-of-way will move from FFY 2022 to FFY 2027, and construction phase will move from FFY 2022/2023 to FFY 2027. The second amendment was for replacement of the structures carrying State Route 2001/18 (South Main Street) over a branch of Catfish Creek, located in the City of Washington, Washington County. The district is requesting to adjust the project funding in the construction phase to correspond with the let date; construction phase will move from FFY 2022 to FFY 2027. The third amendment was for replacement of SR 7207 (Valley View Road) over Chartiers Creek, located in Cecil Township, Washington County. The district is requesting to adjust the project funding in the construction phase to correspond with the let date; construction phase will move from FFY 2022 to FFY 2027. The fourth amendment was for design and installation of a roundabout at the Valleybrook/Bebout Road Intersection, located in Peters Township,

Washington County. The district is requesting to remove STP funds, as funding was previously programmed on the incorrect phase.

The first administrative action was for the replacement of the structure carrying Fairwood Drive over Tinkers Run (Fairwood Manor Bridge) in Irwin Borough, Westmoreland County. The district is requesting to add a final design phase to the program in FFY 2022, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for upgrades and reconstruction of the existing highway lighting system for the ramps that are PennDOT responsibility at interchange involving US 119, SR 3091 and Toll 66, located in New Stanton Borough and Hempfield Township, Westmoreland County. The district requests to de-obligate construction phases in FFY 2022, since the project is complete. The Federal NHPP funds will be returned to the District 12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for roadway and drainage repairs to the roadway under the railroad tunnel on SR 1030 (Roseytown Road), located in Hempfield Township, Westmoreland County. The district is requesting to add a construction phase to the program in FFY 2022, with the source of funds coming from the District 12 Highway/Bridge Line Item (MPMS# 76508). The fourth administrative action was for expansion dam preservation to various structures districtwide. The district is requesting to add the construction phase of this project to the program in FFY 2022, with the source of funds coming from the District 12 Highway/Bridge Line Item (MPMS# 76508). The fifth administrative action was for epoxy overlay preservation activities to various structures, located in Westmoreland County. The district is requesting to add the construction phase of this project to the program in FFY 2022, with the source of funds coming from the District 12 Highway/Bridge Line Item (MPMS# 76508).

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

#### 6. **2023 TIP Update**

Ryan Gordon began the TIP update by mentioning that with the signing of the IIJA, the TIP update has been put into a state of flux. The updated financial guidance is currently being worked on, and should be ready to share in a few weeks, which then SPC will be able to produce a revised version of the pre-draft TIP with that financial guidance added. Currently, SPC will be trying to share as much information as possible, and coordinate with everyone how we will be implementing these new federal funds into the programs. Ryan mentioned the upcoming TIP workgroup meetings, with District 11-0 meeting on Monday, November 22<sup>nd</sup>, District 12-0 meeting on Tuesday, November 23<sup>rd</sup>, and District 10-0 meeting on Wednesday, December 1<sup>st</sup>. There will also be an additional meeting in District 11-0 on December 7<sup>th</sup>. Ryan mentioned the analysis is complete for the CMAQ update, and the evaluation committee is meeting at 1pm to discuss. Project selections will be coming out shortly.

Ryan Gordon then discussed a presentation on the TA program which had been sent out to the SPC voting members a few weeks ago. Between this meeting and the last TTC meeting, a few of the projects have been updated for costs and two TA projects were withdrawn, so this presentation was an overview of the final project applications. Ryan made a note that all of the applications were very well done, and since all the projects went through the pre-application meetings, he felt the applications had improved throughout the cycle as well. Lillian Gabreski then went over the final applications in the presentation, mentioning first about how SPCs TA program is separate from PennDOT's TA program, and even though they run concurrently they pull funds from separate pots. The TA program is a reimbursement program for construction funds, and currently SPC received \$1.8 million per year for the program.

The first project was the Kiski Junction Acquisition Project, which seeks to acquire a Kiski Junction Railroad property parcel, which is a major gap in the area for the trail corridor. The second project was the Blairsville Riverfront Trail, which is looking to improve drainage along 1.7 miles of trail through Blairsville. The third project was for the Kintersburg Covered Bridge, which is seeking funding to repair the historic covered bridge in Indiana County. The fourth project was the Tunnel #4 rehabilitation project, which is a Washington County proposal to repair a Civil-War era tunnel in Buffalo Township. The fifth project was for sidewalks associated with the Union Township redevelopment project, as they work to remove blight from the City of New Castle. The sixth project was the Butler-Freeport Community Trail Stream Bank Stabilization Project. The seventh project was the Saltsburg Avenue Hoodlebug Trail Connector, which is widening a 2,400 ft. length of Saltsburg Avenue in White Township, Indiana County, to add a bike lane and pedestrian sidewalk, which will also fill a gap in the Hoodlebug Trail. The eighth project was the Pearce Mill Road Bicycle and Pedestrian Improvement Phase 2, which will create a bicycle lane through North Park on Pearce Mill Road in Allegheny County. The ninth project was for Bus Stop Extension Pads to be used at different stops along Port Authorities most heavily used bus stops. The tenth project was for safety improvements on the Sheepskin Trail through South Union Township, which will install lighting along 2.2 miles of trail. The eleventh project was for the Little Pine Creek Connector Trail, which would create a route that connects to the newly constructed Etna Riverfront Park and would serve as a trailhead to the Three Rivers Heritage Trail. The twelfth project was for the Better Boulevard Phase 1 project, which would create sidewalks throughout Shaler and Allegheny Townships in order to connect the middle school to Kiwanis Park, as well as a number of shops.

Ryan Gordon went over the carryover projects, mentioning that there are five projects which have been carried over from previous TA programs. Normally, SPC received \$1.8 million per year on TA projects, and they select \$3.6 million in projects over a 2-year period, which was typical this time as well. New for this TA cycle will be the deliverability of the 12 projects, as SPC is looking to select projects that will help and not hamper the program. A deliverability committee was formed to rate the projects from the perspective of deliverability, which included representation from each of the three PennDOT districts, and included consultant project managers and build project specialists. These committee members ranked the projects based on 10 deliverability criteria factors, and then was combined into a composite deliverability score based on the criteria. After discussing any discrepancies, the committee finalized their composite scoring and integrated it into the overall TA evaluation. Ryan mentioned that the Kiski Junction Acquisition Project didn't score well from a deliverability standpoint, as it is for property acquisition, and there was no documentation of other funding needed for the full acquisition. Although it is an important project with a large amount of support, the funding needs to be found and documented, and discussions between the applicant and Central Office, as well as the multimodal program officials to acquire more funding are ongoing.

Lillian Gabreski provided some more information on outputs for Decision Lens, first going over the unweighted scoring from the TIP candidate projects. They were evaluated on technical and ancillary factors, as well as the project deliverability that was just discussed. The technical factors include connections to existing facilities or network expansions, access to public transit facilities, connections to local activity centers, community improvements, environmental impacts, and whether the project falls into an environmental justice census block. Ancillary factors include consistency with the SPC long-range plan and active transportation plan, and can receive a bonus point if falls within an active transportation plan network connection opportunity area where the ATP analyzed that there was a gap. There are also ancillary factors for safety and potential to reduce crashes in an area, as well as for non-federal funding which they

can bring to a project. This is all then weighted on a factor of 50% technical, 10% ancillary, and 40% deliverability to create the final scoring for the candidate projects. This is used to ensure projects move forward so that continued funding can occur in the region, as well as having the best cost-benefits.

Jason Theakston asked a question on the analysis of the projects, mentioning that there were some changes with their application since the submittal of the project, taking it from conceptual to a ready-to-go project, and whether those changes could prove to be factor in the deliverability of the project. Ryan noted that the deadline for final applications was when we cut off any new information for projects, and although this information is still useful, we wouldn't be running a second evaluation on the project. However, we can update the information to advocate it for the statewide TA and other additional funding towards the project. Andy Waple also noted that the Tunnel #4 project scored fairly well in deliverability, and it was more the technical factors of the project which scored it around the middle of the projects.

For the final applications, the SPC staff recommended funding scenario based on the analysis proposes that six projects are funded using the SPC TA funds. These projects were the Saltsburg Ave Hoodlebug Trail Connector, the Bus Stop Extension Pads, The Pearce Mill Road Bicycle and Pedestrian Improvements Phase 2, The Union Township TA project, the Better Boulevard- Phase 1, and the Blairsville Riverfront Trail. The additional projects are still in the running for statewide TA funds, and that process will include MPO review and comments as part of the selection process for the funds. Ryan mentioned that once the new financial guidance is approved, we should also see an increase in TA funding, which means more projects may be funded moving forward. Andy Waple reiterated this point, also mentioning that we stuck with the original numbers due to not knowing how much funding will be added to the TA program from the new financial guidance, and that in the coming weeks more projects may be added to the recommended list, and more information on this may be available during the next TTC meeting. A discussion was held on whether a vote should be held this month or next due to the potential changes to the TA program, however Andy made a note that we should take an action on this TA program with the funds we have available, and if additional funds come through the financial guidance we can work down the recommended TA list until those funds would be expended.

Ryan Gordon asked for a motion to approve the recommended TA program projects, with the contingency that the recommended list may be revisited if more funding is found through the updated financial guidance. Josh Krug made the motion, and was seconded by Joe West, and the motion was passed unanimously.

7. **Turtle Creek Connector Trail Feasibility Study**

Ann Ogoreuc gave a presentation on the Turtle Creek Connector Trail Feasibility Study, which was a SMART funded project that was started around 2 years ago. The purpose of the study was to determine alternatives for providing a multimodal connection through the Turtle Creek Valley and connecting the Westmoreland Heritage Trail (WHT) to the Great Allegheny Passage (GAP) in Rankin. The project was jointly sponsored within Allegheny County by the Department of Public Works, the Department of Economic Development, and the Office of the County Executive, as well as with FHWA and their trail planning partner, Friends of the Riverfront. The study area runs from the western area of Rankin, known as the Carrie furnace site, and continues east through Braddock, North Braddock, East Pittsburgh, Turtle Creek, Pitcairn, Monroeville, and ending in Trafford. This project is hoping to create an accessible, convenient, and equitable system linkage between the GAP and the WHT, improve connectivity and utilization of existing transportation assets, and enhance the well-being of the citizens in and around the corridor.

The project timeline started with a project kickoff with partners in late winter of 2020. After pausing in the spring due to COVID-19, the data collection, project team site visits, and existing conditions report were completed in the summer and fall of 2021. The alternatives development and evaluation begun in winter of 2021, continuing into the spring. This summer, virtual public meetings and two open houses were held on the project, with public input being considered and completion of the study report in late summer. The project has community engagement, with meetings with municipal managers, local elected officials, partner organizations in Westmoreland County, and key property stakeholders. Review of recent reports and studies were made, including the five boroughs active transportation plan, the Monroeville-Churchill-Wilkins Comprehensive Plan, and Monroeville active transportation plan, and the Wilkins active transportation plan.

Preliminary design proposals were made on the project, which included roadway improvements and construction cost estimates. Other potential improvements included a mix of on-road and off-road connection, and new or improved pedestrian and/or bicycle infrastructure including both shared and dedicated facilities. Three different corridor options were explored through the study area, with different right-of-way ownership noted and coordination with Port Authority on routes and stops along the pathways. The different routes go through different areas of each urban area, which give different options of shared-use lanes, bike lanes, and pathways. The next steps for the project include a final product which will be used to guide development along the study corridor. Segments of the multimodal trail will be completed at different times by various agencies with this study serving as a guide. The study will also be used as supporting documentation for agencies applying for grant funding to design or construct trail elements. The final report will be completed in early 2022.

8. **Other Business/Status Reports**

There was no other business or status reports to update.

9. **Adjourn**

A motion to adjourn was made by Joe West. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 11:46 AM.