

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
December 9, 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
 - 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
 - Brendan Coticchia, City of Pittsburgh
 - Austin McDaniel, Washington County Planning
 - 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
 - Jessica Setmire, PennDOT District 12-0
 - Josh Theakston, PennDOT District 12-0
 - Lucina Beattie, Western Pennsylvanians for Passenger Rail
 - Darryl Phillips, HDR
 - Nicholas Burdette, HDR
 - Andy Waple, SPC Transportation Director
 - Ryan Gordon, SPC Staff
 - Tom Klevan, SPC Staff
 - Chuck Imbrogno, SPC Staff
 - Erin Kepple Adams, SPC Staff
 - Dan Bernazzoli, SPC Staff
 - Lillian Gabreski, SPC Staff
 - Erika Eagan, SPC Staff
 - Greg Shermeto, SPC Staff
 - Sara Walfoort, 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 November 18th TTC Meeting Minutes**

A motion was made by Ann Ogoreuc and seconded by Arthur Cappella to approve the minutes of the November 18th 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 mentioning that on November 30th FHWA and FTA approved the air quality conformity for the amendments to the long-range plan and the TIP for SPC. Jen thanked the SPC staff for putting together the documentation and for all the other efforts taken behind the scenes to prepare everything. Jen also discussed the new bipartisan infrastructure legislation, or the Infrastructure Investment and Jobs Act (IIJA), mentioning that FHWA has developed a new website which will be releasing information about the IIJA, including the appropriations once they are made available for the public. There will also be fact sheets about the IIJA on the website, as well as areas where comments can be made about implementation as well as a PowerPoint summary which discusses key provisions of the legislation and provides an overview of all the different features of the IIJA.

Kevin McCullough discussed the financial guidance which is upcoming for the TIP, stating that currently the guidance has been released, however it is still unofficial, and the official numbers still need to come from USDOT/FHWA. The estimates moving forward are based on financial guidance from previous Acts and Central Office is trying to get out planning numbers so that they may continue to develop the draft TIP and keep everything moving forward. On November 24th, Central Office released the updated financial guidance and earlier this week they released the bridge investment program numbers as well. The new additional bridge investment program funds will be implemented alongside the new SPIKE and TISMO funding for approval. The interstate management program is currently being shared with the interstate steering committee, which will be released to the planning partners later this month. Central Office is also waiting on the estimates for FY2022 funding, which will be shared with everyone once the apportionments are finalized with USDOT/FHWA. While there will be no financial guidance to go along with this additional funding for FY2022, there will be an increase in NHPP funding for 2022, while the bridge investment numbers will remain similar to the 2023 financial guidance funding numbers. STP will see a slight dip in funding due to set-asides in the legislation, however HSIP and CMAQ will see slight increases in funding. How this additional funding will be programmed will be up for discussion statewide, which could include just adding a line item and drawing down from them to maintain fiscal constraint, or from amending programs once apportionments become available. More details will be discussed once apportionments come through FHWA. Kevin also mentioned that updated transit financial guidance numbers will be available sometime during January,

Andy Waple expanded on the SPIKE apportionments, mentioning that a few new projects that will be picked up for funding, including the construction phase of Margaret Road in Armstrong County for about \$25 million, as well as approximately \$30 million for one of the phases of the Laurel Valley project. For the regional 12-year program for SPIKE funds, there will be \$5.1 billion in funding available for the state, while

the SPC region will only be allocated around \$308 million of the SPIKE funds, or around 6%. Andy mentioned how unacceptable this is, with the region usually expecting between 20-22% of the funds, and to receive less than 10% of the funding for the region is abysmal. There will be a meeting tomorrow with the Pennsylvania legislators, and this will be a major discussion point of those discussions.

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

A. PennDOT District 10-0

Harold Swan went over four administrative actions for PennDOT District 10-0. The first administrative action was for the resurfacing, restoration, and rehabilitation of PA 228 from northeast of Township Road #554 (Brewer Road) to 300 feet north of Township Road #557 (Sarver Road) in Clinton and Buffalo Townships, Butler County. The district requests to increase preliminary engineering and add \$85,000 (100% State) in FFY 2022 for inclusion of post construction stormwater management measures and the archaeology and historic structure research identified during the design field view. The source will be the SPC District 10 Highway/Bridge Line Item. The second administrative action 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 its intersection with SR 3015 (Mars Valencia Road) to 1.0 mile east of its intersection with SR 3007 (Three Degree Road). Also included are sidewalks, Americans with Disabilities Act (ADA) ramps, bicycle consideration, and the addition of a roundabout on Three Degree Road in Adams Township, Butler County. The district requests to increase final design and add \$500,000 (80% Federal and 20% State) in FFY 2022 for design efforts associated with right-of-way plan revisions due to changes in planned surrounding land use, additional stormwater management design efforts, additional environmental mitigation plan development, and other unforeseen increases in the effort needed to finalize project plans. The source will be the SPC District 10 Highway/Bridge Line Item.

The third administrative action was for relocation and expansion of the existing park-and-ride facility at the intersection of PA 356 (South Pike Road) and SR 2017 (Silverville Road) in Buffalo Township, Butler County. The district requests to increase construction and add \$350,000 (80% Federal and 20% State) in FFY 2022 due to an increased pavement area for the parking lot to accommodate appropriate parking space layout, concrete island and curb layout adjustments, and increased excavation to provide an appropriate parking lot slope maximum grade that accommodates the ADA. The sources will be the SPC CMAQ Line Item (\$280,000 Federal) and the SPC District 10 Highway/Bridge Line Item (\$70,000 State). The fourth administrative action was for a bridge replacement project carries Township Road #372 (Taggart Road) over Slippery Rock Creek in Worth Township, Butler County. The district requests to defer construction from FFY 2023 to FFY 2024 due to delays in obtaining a completed and signed project agreement and necessary funding for the project. The source will be the STP Reserve 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 three administrative actions for PennDOT District 11-0. The first administrative action was for a slide remediation - Stabilize slope, improve drainage and repave throughout state route, located on SR 4019, Mount Royal Boulevard in Hampton Township, Allegheny County. The district requests the addition of a utility phase and a right-of-way phase in FFY 2022, with the source of funding coming from the Betterment Reserve Allegheny County line item. The second administrative action was for a slide remediation, located on SR 2102, Forbes Road in Trafford Borough, Allegheny County. The district requests the addition of a right-of-way phase in FFY 2022, with the source of funding coming from the Betterment Reserve Allegheny County line item. The third administrative action was for widening to provide four standard lanes, median barrier; grade separation at the 31st Street Bridge and 40th Street Bridge intersection, located on 31st Street Bridge to Millvale Int. in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase, with the source of funding will come from Campbells Run Road project.

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

C. Transit TIP Amendment Summary

Tom Klevan went over the one action taken by the TOC, which was a new project called Ride Act to Shuttle. TOC programmed \$251,000 (\$201,000 of 5307 funds with \$42,000 of state operating funds and \$7,750 of local funding. The purpose of the project is to provide operating funds for the Ride Act to Shuttle, which will be granted to SPC as a part of their existing FTA program, and will pass those funds through the sub-recipient program to ACTA.

6. **2023 TIP Update**

Ryan Gordon first went over the financial guidance for the 2023 TIP update, mentioning that this is the third iteration of the guidance with the passing of the IIJA. Ryan mentioned that these numbers are estimates so that we can stay on schedule for the preliminary draft TIP to be completed by the end of the calendar year. Additional work group meetings will be taking place as the financial numbers are still being released, since SPC has not been able to program any projects against the updated numbers. Ryan discussed a funding comparison guide, which related the updated estimates with the 2021 TIP finances. With the IIJA, there will be a 25.8% increase in funding over the 2021 TIP, bringing the region close to the 2019 TIP numbers. Compared to the original TIP guidance numbers from July, there has been a 46% increase in funding. Many of the increases in funding have come from the bridge portion, which is great for our region. Other increases will be in the NHPP funds, the Bridge Off-System funds, and some increases to HSIP and the TA program. Andy Waple mentioned that while we did receive a bump in Federal funds, there is no increase in State funds. Currently, we are looking to be between \$70-72 million down over the next 4 years, meaning there could become an issue with matching funds statewide over the next few years unless action is taken. Andy also mentioned that although there is an increase of \$323 million over the last TIP, there is still over \$600 million in carryover projects. This new TIP will be able to address many of the carryover projects, and possibly begin work on some new projects, however there will still be some cash flow issues involved.

Ryan Gordon then moved on to discuss the updated schedule for TIP workgroup meetings, mentioning that we've added an additional meeting to each district, totaling up to 7 work group meetings for each district. The 6th work group meeting for District 12-0 is upcoming on December 14th at 1 PM, while the 7th work

group meeting for District 11-0 will take place on December 16th at 10 AM and the 7th work group meeting for District 10-0 will take place on December 20th at 1 PM. These meetings will discuss the Bridge Program and how to utilize that funding, with cash flow balancing some of the larger projects. Ryan mentioned his appreciation for all the work group participants and will share meeting materials within the next week. Ryan then discussed the CMAQ program, mentioning that during the November TTC meeting the final CMAQ evaluations were being discussed that afternoon. Ryan then presented the final application evaluations which came out of that committee which were approved for funding. These final applications will be presented to the commission at the upcoming meeting, and then after approval work will begin with Central Office to program the phases and years to the TIP for the accepted amounts. Andy Waple mentioned that with the IIJA there will be a slight bump in CMAQ, but it shouldn't affect the final approved applications at this time and no additional projects should be approved. Daniel Carpenter made a motion to approve the selected CMAQ projects for the draft 2023-2026 TIP program, which was seconded by Amy McKinney. The motion was passed unanimously.

Ryan Gordon then discussed the TA program update, mentioning that there has been an increase in the financial guidance for the TA program with the IIJA, however no changes will be made to the accepted projects from last month, and projects will still be forwarded for consideration to the Statewide program. SPC will be providing comments and recommendations on those projects in the hope that a few more projects will be funded by the Statewide program. Comments for those projects are due on January 7th, and then SPC will wait to see what the selections are from the Statewide program, and will then circle back to the list to look at what projects and funds we have remaining. With the passing of the IIJA, there will be a significant increase in TA funds, and internal discussions are ongoing as to what that means for the program. Under consideration is another round of TA in 2022, or whether to make some additional selections into the 2023 TIP.

There will also be some additional work done on the Kiski Junction project, which wasn't selected for funding by SPC, however there was agreement that it was a significant project to the region but the funding wasn't enough to make an impact to make it feasible. With the additional funding, there may be enough funding available to now make it feasible, but discussions are still ongoing. Andy Waple elaborated that the Kiski Junction project is a once in a lifetime opportunity to acquire a stretch of rail property to utilize for a regional trail connection. Armstrong County has been working with Allegheny County on this project, and overall it is a \$3.5 million acquisition. SPC believes it is a project worthy enough to place a significant amount of funding towards, as if it doesn't get acquired it will be sold off and become unrecoverable.

Amy McKinney asked why they only asked for \$350,000 from the TA program if the project costed \$3.5 million for acquisition. Ryan Gordon answered that they submitted for more money through the PennDOT TA program, which if both were accepted should have had close to enough funds to make the purchase. Between SPC, PennDOT, and DCNR, the project has been elevated to the point of being critical to act on, and with a combination of funding from all three sources would see the purchase become feasible. Determination still has to be made if that's the route we want to take, but the ability to do that is available. Lillian Gabreski elaborated further that conversations did come up about this during the TA application period, and because there was a limit of \$1 million for the program, they knew it would be impossible to fund the full \$3.5 million of the project through SPC's TA program. There was hope that through PennDOT and other means they could fully fund the project, and since they wouldn't be able to get the full funding through the SPC TA program, they could use the \$350,000 from the program for other parts of the project, such as construction of trails after acquisition. However, with the new intake of funding from IIJA, we have

been able to completely change how we are looking at funding this project. Ryan Gordon added that he would send around the handout from last month's meeting, which shows the TA projects that were and were not funded. He mentioned that the Kiski Junction project was a case all of its own, that it was known funding would be difficult, but SPC still wanted to advocate for its approval. However, with the influx of IJJA TA funds we may be able to add a significant amount of funding towards it. Andy Waple also thanked Daniel Carpenter for the support of the project, as it will greatly benefit Westmoreland County, and mentioned again that although not as big of an increase as 2023, there should still be an increase in TA funds for 2022, and if those funds aren't obligated they will be lost, so this project may be a good way to obligate these extra 2022 TA funds. Ryan Gordon mentioned that there are some projects in the pipeline still for additional 2022 funds, including Sheepskin Trail, but will be listening to conversations with Central Office to see what's next for the Kiski Junction project.

7. **Corridors of Regional Significance (CORS) – Route 28**

Andy Waple began by prefacing the Corridors of Regional Significance, mentioning that they are one of the strategies in place within the long-range plan and how SPC is working to build a framework of these higher-level non-interstate routes in order to be able to apply and create better projects that span over multiple Counties and Districts. These studies will be able to provide tools and data for people in TIP work groups, and at the County and Municipal level in order to make better informed decisions on all aspects of each corridor. This is the first of the CORS studies, which is along Route 28, and while this one took a little bit of time to get going, the next CORS studies will be coming at a quicker pace over the next few years. Ryan Gordon also mentioned that this was a very interdepartmental approach to this study, with safety and multimodal, freight, and data staff all contributing and providing expertise to the study.

John Weber began the presentation with some background to CORS, as these corridors connect activity centers across multiple counties and throughout Southwestern Pennsylvania. These corridors promote the multimodal movement of people and goods, critical to the quality of life and economic vitality of Southwestern PA. Historically, improvements made to corridors were aimed at solving specific issues, however the CORS will focus on strengthening communities holistically, rather than location by location. The purpose of the CORS is to identify the existing transportation conditions and other thoughts that should be considered when planning for future projects within the corridor, as well to better inform planning and coordination among agencies and municipalities, which will lead into the programming of funds.

SPC staff began work on the SR 28 Master Planning Framework in 2020, and was outlined into three sections: Introduction, Corridor Overview, and Segment Profile. The introduction discusses the purpose, goals, strategies, and context of the Master Planning Framework, the Corridor Overview helps to develop an introduction to the overall corridor, including relevant system-level details, such as corridor description, corridor context, and the corridor transportation system, and the Segment Profile helps to enhance holistic planning across a broader system by tailoring appropriate context of individual segments of the broader corridor and the various communities or areas they traverse. SR 28 was divided into four segments: Segment A from Clarion County Line to SR 85 in Rayburn Township, Armstrong County, Segment B from SR 85 to SR 356 in Buffalo Township, Butler County, Segment C from SR 356 to I-76 (PA Turnpike), and Segment D from I-76 to I-279 (Veterans Bridge). For each of the segments, the Segment Profile looked at a segment overview of land use, the transit and freight network, active transportation, resiliency, environmental features, and future projects. The Segment Profile also looked at segment collaboration between regional, county, and local plans, as well as segment travel details and traffic patterns, asset conditions, as well as an ability to highlight focus areas in issues such as congestion and safety,

John Weber mentioned that this was just a quick overview of the Master Planning Framework, and the report generated from it on SR 28 was comprehensive, with a lot of information relating to the route. Moving forward into implementation, the goal of developing CORS is to better inform transportation planning and coordination among agencies, which will lead into the funding program decisions and will assist the overall transportation planning process. It will also yield a valuable set of resources to help inform project planning decisions for the regions Transportation Improvement Program (TIP), as well as work in context with other transportation planning programs, such as PennDOT Connects and SPC Transportation plans, programs, and services. The SR 28 CORS Master Planning Framework was completed and published to the SPC website in November of 2021. Staff has now begun work on the CORS Master Planning Framework for US 30, which is anticipated to be completed in the Spring of 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 Jason Theakston. The motion was passed unanimously and Andy Waple called for the adjournment of the meeting at 11:15 AM.