

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
January 20, 2022, 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
- Daniel Carpenter, Westmoreland County Planning
- Kevin McCullough, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
- Steven Shanley, Allegheny County Department of Public Works
- Brendan Coticchia, City of Pittsburgh
- Lisa Cessna, 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
- Brian Allen, PennDOT District 10-0
- John Quatman, 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
- Josh Theakston, PennDOT District 12-0
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Darryl Phillips, HDR
- Andy Waple, SPC Transportation Director
- Domenic D'Andrea, SPC Staff
- Ryan Gordon, SPC Staff
- Tom Klevan, SPC Staff
- Chuck Imbrogno, SPC Staff
- Jared Bedekovich, SPC Staff
- Dan Bernazzoli, SPC Staff
- Ronda Craig, SPC Staff
- Lillian Gabreski, 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 December 9th TTC Meeting Minutes**

A motion was made by Jeremy Kelly and seconded by Jeff Skalican to approve the minutes of the December 9th TTC meeting.

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

Kevin McCullough went over recent news on guidance and apportionments in regards to the Infrastructure Investment and Jobs Act (IIJA). An email was sent out to the planning partners yesterday afternoon detailing some updated guidance and what can be expected moving forward. Central Office is going over the procedures for how the adding of funds will be handled, and will be updated for everyone in February/March. On January 14, Federal Highways launched the official guidance for the Bridge Formula program, which will give approximately \$1.6 Billion over 5 years, including \$327 million to Pennsylvania in FY2022. These additional funds will be programmed over the next couple of months, and in a press release which came out on Friday an estimate of 3000 bridges will be fixed using this funding. For off-system bridges, now locally owned facilities can be 100% funded with no match, which will impact how we fund local bridges as we look to mix and match some funds to deliver local bridge projects. Central Office will work closely with the Districts in order to work out details on those projects. Kevin mentioned that further information on program eligibility is upcoming for the new protect program and the carbon reduction program.

Currently, Central Office is ready to begin adjusting the current TIP, using the funds allocated by the IIJA. Kevin mentioned that they would like these projects programmed as quickly as possible, since we have already lost 4 months of the federal fiscal year. Many of the actions to add projects should be in the February and March timeline, so that way we can capture all of the Statewide TIP increase for FFY2022. During the actions for the next few months, Districts will specifically point out when there is a project with new IIJA money attached, either directly into line items or just added as a notation. Central Office will have to figure out which method would be best for the region. Another way the funds could be used is to only program new funds onto new projects and put any additional money into line items, moving those funds onto other projects to handle cost increases and cash flows.

Jeff Skalican asked the question of new projects, wondering if these funds could be used for design phases to take projects to construction. Kevin McCullough answered that these funds can be used the same as any other TIP funds, which includes design work. Kevin says he anticipates a large amount of this funding will go towards pre-construction phases for FY2022. The increase in funding was anticipated, however some funding could also impact some of the projects in the upcoming Draft TIP, so these details will be worked out with the Districts in regards to programming these funds. Andy Waple also mentioned that since the official numbers were released yesterday for the region, SPC has not been able to do District breakdowns of funding yet, however over the next few days something regarding those breakdowns should be released. Andy also asked if there has been any update to the increased FTA funds from the IIJA, so that we may begin to program those funds as well. Kevin said that there still is no update on transit funds, however he

expected to receive a chart with updated funds that are known, but was recently told not to expect anything like that. If there is any update next month on FTA funds, he will let the committee know.

5. Action on Modifications to the 2021-2024 TIP

A. PennDOT District 10-0

Harold Swan went over one amendment and one administrative action for PennDOT District 10-0. The first amendment was for a preventative maintenance project which includes resurfacing, milling of the existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses, minor drainage and guide rail upgrades, deck repairs to four structures, and other miscellaneous construction along PA 28 from approximately SR 3023 (Iron Bridge Road) to approximately US 422 in North Buffalo, South Buffalo, and East Franklin Townships, Armstrong County. The District requests to program \$2,000,000 (100% Federal utilizing toll credits) in FFY 2022. These funds will cover a low bid cost increase and will compress the cash flow by advancing a portion of FFY 2025 and all of FFY 2026 funds to FFY 2022. The source for the remaining funds will be the SPC District 10 Highway/Bridge Line Item. The first administrative action was for a bridge restoration project which carries US 422 eastbound and westbound over Two Lick Creek in White Township, Indiana County. The District requests to advance preliminary engineering from FFY 2026 to FFY 2022 and change the funding type from 100% Federal to 100% State. The source will be the SPC District 10 Highway/Bridge Line Item.

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

B. PennDOT District 11-0

John Quatman went over the five administrative actions for PennDOT District 11-0. The first administrative action was for a slide remediation project, located on SR 2075, Logans Ferry Road in Plum Borough, Allegheny County. The district requests the addition of a construction phase in FFY2022 for \$800K for a scheduled May 2022 letting, with the source of funds coming from the SR2040/Ceco Drive project. The second administrative action was for a highway restoration project, 2" mill and overlay, 500 feet reconstruction and bridge preservation, located on SR 65, East Washington Street from Savannah Road to Croton Ave., as well as SR 108 from Jefferson Street to East Washington St (SR 65), in Shenango Township and the City of New Castle, Lawrence County. The district requests the addition of a utility phase \$40K in FFY 2022 for utility impacts, with the source of funding coming from the Betterment Reserve – Allegheny.

The third administrative action was for Interchange improvements, including the construction of ramp and bridge and extend ramp, located on I-376 from the Parkway Center Interchange (SR 8091) to the Fort Pitt Tunnel, as well as US19 (Banksville Road), US 19/PA 51 at Woodville Ramps and Banksville Interchange Ramps (SR 8075), in the City of Pittsburgh, Allegheny County. The district requests the increase in planning and engineering funds for the CCTV camera location investigation along Banksville Road. The source of funding will come from SPC CMAQ line item. The fourth administrative action was for bike and pedestrian infrastructure including 20 electric charging stations and 285 electric-assist bicycles, located from within the City of Pittsburgh, Allegheny County. The district requests to advance CAQ funding and switch to procurement contract, while switching construction funding to the planning and engineering phase. The source of funding will come from the PA 51 Clairton Blvd Adaptive Traffic System project. The fifth

administrative action was for a highway restoration, milling and overlay project, located on SR 588 in Chippewa Township in Beaver County. The district requests to add a construction phase for \$2.2M in FFY 2022 for a scheduled March 2022 letting, with the source of funding coming from the Guiderail Upgrades line item.

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. PennDOT District 12-0

Josh Theakston went over the five de-obligations and six administrative actions for PennDOT District 12-0. The five de-obligations were for PA 366 Bridge over Pucketa Creek (\$303,475), PA 906: Valley Independent – Industrial Park (\$31,760), PA 356 Truck Climbing Lane (\$261,766), US 40/PA 381 Intersection (\$3,997), and PA 981 @ Kennametal (\$2,037), which funding will be placed back in to the District 12-0 Highway/Bridge line. The first administrative action was for the replacement of the structure carrying PA 21 (Roy E. Furman Highway) over PA 166 in German Township, Fayette County. The district is requesting an increase in the construction phase in FFY2022, with the source of funds drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for the installation of 8 DMS boards, seven DMS boards along interstate I-79 and one on interstate I-70. The boards are located at exits from the I-79 south junction to the District 11 border on I-79 in Washington County. The district is requesting the addition of a construction phase to TIP FFY 2022 to increase funding and to cover the low bid plus inspection, with the source of funds drawn from the D12 Highway/Bridge Line Item (MPMS# 76508).

The third administrative action was for the installation of six closed circuit cameras at five exits along I - 70, from the Lover exit to the Dunningville exit in various municipalities in Washington County. The district is requesting the addition of a construction phase to TIP FFY 2022 to increase funding and to cover the low bid plus inspection, with the source of funds drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The fourth administrative action was for the installation of six closed circuit cameras along I-79 exits from the I-70 North junction the Canonsburg exit in various municipalities in Washington County. The district is requesting the addition of a construction phase to TIP FFY 2022 to increase funding and to cover the low bid plus inspection, with the source of funds drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The fifth administrative action was for the construction of a Truck Climbing Lane on PA 356 from the Freeport Bridge to SR 4073 (White Cloud Road) in Allegheny Township, Westmoreland County. The district is requesting the addition of a construction phase to FFY 2022 to increase funding, with the source of funds drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The sixth administrative action was for the replacement of three existing traffic signals located in the City of Washington on PA 18, two additional signals located at PA 18 (Jefferson Avenue) at SR 8014 (I-70 Ramps) and SR 4022 (Wylie Avenue) at SR 8014 (I-70 Ramps), sidewalk, ADA, roadway and drainage improvements, located in the City of Washington, Washington County. The district is requesting to increase the construction phase in FFY 2022 and FFY 2023, with the source of funding coming from the SPC CMAQ Line Item (MPMS# 84078).

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

6. **2022-2024 UPWP Endorsement**

Andy Waple discussed the 2022-2024 UPWP, mentioning the work that had been done over the past 6 months on the work program. The final draft was sent out on Tuesday for review, and SPC will be taking this final document to the commission for approval on January 31st. A motion is needed to be taken today in order to recommend the UPWP for commission adoption. The motion was made by Daniel Carpenter to recommend the 2022-2024 UPWP for adoption by the commission at their next meeting. Which was seconded by Ann Ogoreuc. The motion was approved unanimously.

7. **Safety Performance Targets**

Andy Waple went over the update to the federal safety performance targets, mentioning that these are updated every year and were established by MAP-21 and continued in the FAST act, establishing rule making to enact National performance management requirements to make sure state DOT's and MPO's were choosing the most efficient investments for Federal Funds. Southwestern Pennsylvania is required to track about 20 different performance measures, which have impacts to out Federal funds. Five of these are related to the safety program, and those five are done in 5-year rolling averages which are used to establish trend lines. These five measures are number of fatalities (public roads), rate of fatalities (per 100m VMT), number of serious injuries (public roads), rate of serious injuries (per 100m VMT), and number of non-motorized fatalities and serious injuries (public roads).

There are two options to establish these targets, either MPOs can agree to the State DOT's targets, or they can establish a numerical target specific to their MPO planning area in the 5 measures. Originally, SPC has established their own safety targets, but after looking at the trends in numbers, SPC decided last year to adopt the statewide targets. For this year, the statewide targets include a 2% annual reduction in fatality goals, which is the same as last year. The statewide target also includes a 0% reduction in serious injuries, which is also the same goal as last year. Looking at the last two years of data, there was a 17% reduction in vehicle miles travelled across both Pennsylvania and the SPC region. There was a 6.6% increase in Pennsylvania fatalities, however, there was a 3.7% decrease in SPC regional fatalities. Pennsylvania saw a 5.3% decrease in serious injuries, which was also seen in the SPC region with a 5.4% decrease in serious injuries over a two-year span. Pennsylvania saw an increase in non-motorized fatalities at a rate of 2.4%, however saw a decrease in non-motorized serious injuries at a rate of 22.3%. The SPC region saw decreases of both non-motorized fatalities and serious injuries, at rates of 21.4% and 20%, respectively. Statewide, 2 of the 5 safety targets were hit, while in the SPC region, 3 of the 5 safety targets were hit, with the number of serious injuries target being the only one SPC hit that Pennsylvania did not. Since Pennsylvania did not meet their 2020 targets, provisions and new targets must be made to adjust funding in order to make significant progress towards meeting the targets. These provisions will be made by FHWA in March of 2022.

For the 2018-2022 targets, a continuation of the 2% decrease is recommended for the next year as well, which could help cut fatalities in half between 2006 and 2030. This 2% goal was established in the first regional safety action plan, which was completed in 2015, and as well in the update to the plan, which was completed last year. SPC will also continue with the 0% goal of serious injuries, however note that it is a somewhat conservative goal. However, with potential fluctuations that we may see due to impacts from the pandemic, and keeping in mind the ability to be able to adjust that goal every year, SPC recommends to maintain the 0% goal. This will be presented to the executive committee on January 31st for informational purposes. Steve Shanley asked the question of whether distracted drivers play a factor in this study. Andy Waple answered that he was not sure, but could get an answer from Dominic D'Andrea for that question. Another question was asked as to how these targets tie into funding. Andy Waple answered that the targets

affect funding on a statewide level, so the safety targets need to be met on that level in order to not affect their funding, and if targets are not met, then Central Office will be forced to invest more of our regional TIP funds into safety projects, than into other types of projects.

8. **Connectivity Improvement Program**

Andy Waple gave a presentation on the connectivity improvement program for equitable broadband access, beginning by mentioning that this presentation was given to the national TRB environmental and decarbonization committee last Monday. This provided a good opportunity to show what SPC is working on to a national and international stage. Coming out of SPC's Long-Range Plan, one of the top things we heard across all counties was a need for more and better high-speed internet across the region. High-speed internet is a need that is becoming increasingly more important, and is needed everywhere from schools to health care, as well as infrastructure, public safety, and economic development. This regional connectivity plan will deploy high-speed connectivity programs and projects, and intends to act as a catalyst in proactively assisting the region to collect, develop, and prioritize a pipeline of connectivity projects and initiatives in order to secure funding for implementation.

Currently, the implementation program is in phase one, which will develop the program itself. This will be done by convening a broad coalition of stakeholders to inform and guide the development of the program, including partners from Carnegie Mellon and Allies for Children, as well as people on SPC's Steering and Regional Advisory committees. Phase one should be completed near the end of February. The scope of work entitles 8 major tasks to complete for the program, with the first 3 already completed (Project Administration and Kick-off, Regional Engagement and Data Collection, and Establishing Regional Vision, Goals, and Strategies). Currently, steps 4 through 6 are being worked on (Measures of Effectiveness, Project Development, and Governance Structure, Funding, and Implementation), with the governance structure portion to be presented to the Regional Policy Advisory committee on the 31st of January. A funding matrix is currently in the final steps of completion and is going through a final review. Individual deployment areas are being worked on, collected from data from committees and charettes which were held in November. The final two steps (Lessons Learned and Final Report) will come at a later date. There is also a website (<https://swpaconnectedhub.org/>) which provides analysis and interactive mapping on the program.

The engagement strategy outlined a 4-pronged approach to gather data, including a market research survey, website, social media, and community engagement packets, the Allies for Children community conversations, which was a series of 15 meetings across the SPC region, as well as provider and industry expert outreach. The market research survey was out between November 2nd and December 8th, and we received around 3600 responses from across the SPC region, while the community engagement packets helped to highlight some of the important information about the program. The community conversations were helpful to capture the human elements and societal impact of the absence of consistent high-quality connectivity across the SPC region, with a strong emphasis on improving education and health outcomes, with the last of these meetings completed in December. The regional visions, goals, and strategies portion included diverse voices, needs, and opinions to create holistic community visions across 5 sessions, and included members from our Regional Advisory Committee, SPC Public Participation Panels, Partners, Influencers, and Beneficiaries.

A list of measures and targets was created in order to measure the progress of the program, including impacted households and businesses, affordability and reliability of service, equity, digital inclusion, and literacy, benefits to transportation systems, jobs created, workforce development and training, and impact

on connectivity opportunity areas. The implementation roadmap for the different geographic areas for deployment of the broadband is currently being worked on. It will not be a “one size fits all” across the region, so different geographies and topography is being assessed to see what different types of broadband solutions, such as fixed wireless, cable, or fiber would work best. Consultants are currently working on these very area-specific implementation strategies. The governance structure will provide an initial list of options (3 to 5), which will investigate pros and cons, administrative costs, ability to deliver each project, and future flexibility of each of these options. The Regional Advisory Committee will review these options on January 31st, and will look to refine them before taking the recommendation to the executive committee, and to see what kind of role SPC or an entity like SPC would take in the implementation of these projects. One of the final aspects will be a “lessons learned” document, which will document what worked and what we would do differently from our process this time around, and can serve as future guidance for local, regional, and statewide broadband planning initiatives. Phase 2 includes a retention of services from consultants at Michael Baker and Kimberly Horn, in order for implementation of projects, programs, and recommendations, including data collection, public engagement, legislative services, grant writing, and project mobilization and implementation. The Final Report should be completed by the end of February, with approval from the Commission coming in March.

9. **2023 TIP Update**

Ryan Gordon began the TIP update by mentioning that the preliminary draft TIP has been submitted for each district via MPMS. Central Office review is ongoing, and there may be some tweaks in the next few weeks. There have been two calls over the past two weeks with Central office to go over the development process and some significant project reviews. Yesterday, Ryan sent out where each district’s preliminary draft currently stands, and a status of each district’s candidate lists and how they are reflected in the 2023 pre-draft TIP. There will be another work group meeting in each district, as a final review of the TIP and then a dive into the Long-Range Plan revenue projects and the fiscally constrained project list to make them consistent with the 2023 financial guidance and the 2023 TYP. The work group meetings will take place in early March. CMAQ project lists should be completed by March, and during the March TTC we will look at the CMAQ project list and conformity work. Environmental Justice analysis is also starting, as well as several other sections of the Long-Range Plan, over the next few weeks. For TA, SPC is still awaiting results from the statewide evaluation and selection process, which should come in the next few weeks. Lastly, the SMART program has updated guidance for its upcoming round of project selections, which has been sent out with the TTC packet.

Lillian Gabreski gave a presentation on the upcoming SMART (SPC Livability Through SMART Transportation) program, mentioning that SPC is looking for comments on the draft guidance that was sent out, with a deadline of February 11th. The eligibility requirements and funding amounts have not changed for this round, however there are new additions on eligibility for electric vehicle charging projects, new EJ scoring criteria, and a new deliverability review process. The SMART program itself is a reimbursement program, with a 20% non-federal match per project phase requested. Available funding is \$3 million a year, region-wide. Projects are selected by competitive application process every 2 years, and requests may not exceed \$250,00 for design and planning and \$1 million for construction. Eligible sponsors include SPC member county governments and the City of Pittsburgh, who may submit one project each, and PennDOT districts 10-0, 11-0, and 12-0 may submit one project each, and the project for PennDOT must come from a PennDOT Connects meeting. Eligible activities include planning studies, preliminary engineering, final design, and construction, and eligible project categories include bike and pedestrian improvements, corridor management, congestion reduction, transit-oriented development, land use and transportation linkages.

The application period for SMART will open on February 18th, with pre-qualification applications due to SPC on March 4th, Sponsors will be notified if the candidate projects meet requirements and are invited to submit final applications by March 11th. The final application period closes on April 8th, with project evaluation and selection taking place through May 13th. The project list will be presented on May 19th at the TTC meeting, and after endorsement will be placed into the 2023-2026 TIP with a June deadline. The selection process will evaluate projects using five SMART transportation themes and five ancillary factors. A nonpartisan deliverability committee will be appointed and will evaluate each candidate project in terms of its availability to be delivered on-time and within budget. TTC will utilize Decision Lens to analyze weighted project scoring and make a recommendation to the Commission on projects selected to receive SMART funding.

10. **Other Business/Status Reports**

There was no other business or status reports to update.

11. **Adjourn**

A motion to adjourn was made by Joe West. The motion was passed unanimously and Andy Waple called for the adjournment of the meeting at 11:17 AM.