

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

September 15, 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
- Jason Theakston, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Kevin McCullough, PennDOT Central Office
- Steven Shanley, Allegheny County Department of Public Works
- Brendan Coticchia, City of Pittsburgh
- David Wohlwill, Pittsburgh Regional Transit
- Tammy Frank, Beaver County Liquid Fuels
- Mavis Rainey, Oakland Transportation Management Association
- Kathryn Schlesinger, Downtown Pittsburgh Partnership
- Lynn Manion, Airport Corridor Transportation Association
- Kyle Lamb, Greene County Planning and Community Development
- Austin McDaniel, Washington County Planning
- Shane Rice, PennDOT Central Office
- Brandon Leach, PennDOT Central Office
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- Cheryl Moon-Sirianni, PennDOT District 11-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Bill Kovach, PennDOT District 12-0
- Rachel Duda, PennDOT District 12-0
- Matthew Kelley, CDR Maguire
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Andy Waple, SPC Deputy Executive Director, Programs
- Domenic D'Andrea, SPC Transportation Director
- Chuck Imbrogno, SPC Staff
- Tom Klevan, SPC Staff
- Ryan Gordon, SPC Staff
- Josh Spano, SPC Staff
- Belachew Ayele, SPC Staff
- Dan Bernazzoli, SPC Staff
- Erika Eagan, SPC Staff
- Greg Shermeto, SPC Staff

Attendees Cont'd:

Dave Totten, SPC Staff
Catherine Tulley, SPC Staff
Sara Walfoort, SPC Staff
John Weber, SPC Staff

- **Indicates TTC voting member**

1. **Call to Order**

Domenic D'Andrea 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 18th TTC Meeting Minutes**

A motion was made by Joe West to approve the minutes of the August 18th TTC meeting. The motion was approved unanimously.

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

Kevin McCullough first went over the PennDOT multimodal transportation fund applications, which opened on Monday and will close on November 14th. Projects for this fund will include sidewalks, bike lanes, and other similar projects. There is a 30% local match required, and a keystone login account. If anyone needs help with the application process, please get in contact with either Kevin, Dave Bratina, or Susan Heimburger to answer your questions. After the application deadline there will be an administrative review, which will last approximately a month, followed by a final review before the announcement of winning projects in the April/May 2023 timeframe.

Next, Kevin discussed August redistribution, which is a financial process that takes obligation limitation available at the Federal level and happens with the appropriations bill each year. The process redistributes unused obligation limitation from States that were unable to utilize it, giving funds to States that are able to show the ability to utilize more funds and have used up all their original obligation amounts. Kevin gave an explanation on obligation authority, giving the example that while Pennsylvania is authorized a certain amount of funding with bills such as the IJA bill, an obligation limitation is placed on such bills, so that only 75-85% of the total money obligated can be spent. If a State cannot reach that obligation authority, then the rest of the funds that were not spent by the beginning of September will be sent through the August redistribution process for other States which did reach the obligation limitation. Every year, Pennsylvania has been able to reach their obligation limitation and has been able to apply for additional funds, even if some years it is as little as \$10-20 million. This year, Pennsylvania was able to receive \$170 million in August redistribution, which is significant. This is not additional funding, but it does give the ability to program additional funds on the current TIP, which takes pressure off of the upcoming draft TIP and allows the ability to program additional projects. Kevin mentioned that PennDOT has been working with Federal Highways to make the August redistribution more transparent than previous years, as these movements would only be seen previously if mentioned by districts that were able to receive some obligated funding. This time, August redistributions will be shown as a part of the monthly modification actions taken at TTC beside the Districts monthly modifications, with regards to the increased transparency of the situation. Changes will also be made to the upcoming TIP in terms of projects shifting funding around in regards to the funding received for these projects, which will be shown in the fiscal constraint charts in October/November and

possibly beyond for each district.

Kevin next spoke on Pennsylvania State Implementation Plan, and potential highway Federal funding impacts from emission regulation. In March 2022, the Pennsylvania Department of Environmental Protection approved a final form rulemaking to control VOC, or volatile organic compound, emissions from existing natural gas resources. This air quality regulation is required by the US EPA's Clean Air Act. The legislature did not approve this legislation, believing that the two rulemaking packages that were required could be separated. This has delayed the rulemaking process until after the December 2022 deadline to pass the rulemaking, and after that deadline the US EPA is required to implement sanctions that prohibit the authorization of obligations for project awards for certain non-exempt projects in certain counties. These sanctions could impact Federal highway projects, and PennDOT is working closely with Federal Highways and EPA to see what impacts will happen. Weekly meetings are ongoing between PennDOT policy staff and FHWA to coordinate what could end up happening, as currently Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, and Westmoreland counties could be impacted by these sanctions. This could include not being able to authorize any project awards in these counties after December 16th, as well as over \$400 million of projects across Pennsylvania. PennDOT is still working with Federal Highways to see which projects would be impacted, as there could still be some agreements and waivers put through to keep projects moving forward. Kevin will be providing more information as this moves forward, as there is still a lot of grey areas in the process, and will be giving updates on a month to month basis based on any new information on this legislation.

Kevin lastly touched upon some upcoming webinars for the Carbon Reduction Program, mentioning that the two webinars would be held on the program on September 15th at 2pm and September 21st at 11am. This program will provide \$6.4 billion over the next 5 years in funding designed to reduce carbon dioxide emissions from roadway sources. Links to these webinars were sent out, and Kevin would be able to provide more information to anyone interested. David Wohlwill asked the question about the air quality sanctions, asking if CMAQ projects would be exempt under these sanctions. Chuck Imbrogno answered that he has a list of projects which would be affected by these sanctions, and would send them out to the committee for review. He mentioned that some of the CMAQ projects could be affected, but it is mostly the large, regionally significant, construction projects which would be affected.

5. Action on Modifications to the 2021-2024 TIP

A. PennDOT District 10-0

Harold Swan went over their August Redistribution, mentioning that three projects have had funds advanced due to the redistribution. First, A highway restoration project, located on PA 28 from approximately SR 3023 (Iron Bridge Road) to approximately US 422 in North Buffalo, South Buffalo, and East Franklin Townships, had an advancement of \$8.16 million in construction funds to FY 2022. Secondly, A bridge replacement project, located on the structure carrying SR 3016 (Jacksonville Road) over Two Lick Creek in Center Township and Homer City Borough, Indiana County, had an advancement of \$590,136 in construction funds to FY 2022. Lastly, a bridge replacement on PA 488 (East Portersville Road) over Interstate 79 northbound and southbound in Muddy Creek Township, had an advancement of \$1.61 million in construction funds to FY 2022.

B. PennDOT District 11-0

Stephanie Spang went over the two amendments and one administrative action for PennDOT District 11-0. The first amendment was for a multimodal project, which will expand and upgrade a cargo facility, located at the Pittsburgh International Airport in Moon Township, Allegheny County. The district is requesting to increase the construction phase by \$5.8 million to capture additional awarded BUILD Grant funding as part of US DOT's reallocation process. Funding is currently being processed (obligated) by FHWA, and the source of funding will come from available BUILD Grant funding. The second amendment was for a bridge replacement project, located on SR 3082, Clinton-Frankfort Road in Findlay Township, Allegheny County. This district is requesting to add the construction phase to the TIP in FFY 2022 for work needed for culvert replacement due to a bridge hit. A portion of Clinton-Frankfort Road is closed between Sunny Hill Road and Route 30 and the project has been submitted for Emergency Procurement Procedures. The source of funding will come from the Bridge – Allegheny line item. The first administrative action was for a bridge preservation project, located on SR 1038 over Allegheny River in East Deer Township, Allegheny County. The district is requesting to increase final design phase by \$200K in FFY 2022 to cover agreement supplement. The source of funding will come from available Construction funds from the East Washington Street Bridge project. Stephanie also discussed their August redistribution which will advance \$1.5 million in construction funds to a highway restoration project located on SR 3007/Frankfort Rd - Allegheny Co Line in the City of Aliquippa, Hopewell and Center Townships, Beaver County.

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

C. PennDOT District 12-0

Angela Saunders went over August Redistribution, mentioning that two projects have had funds advance due to the redistribution. The first project was a bridge replacement project, located on SR 2027 (Maple Drive) over Interstate 70 in Speers Borough, Washington County had an advancement of \$727,005 in construction funds to FY 2022. The second project was a safety improvement project, located on PA 819/PA 981 Intersection to Norvelt (981-Q20), in Mount Pleasant and Unity Townships, Westmoreland County, which had an advancement of \$7.05 million in construction funds FY 2022.

6. **2023 TIP Update**

Ryan Gordon gave an update to the 2023 TIP, mentioning that with the development of the TIP completed, SPC has reviewed the feedback given from the end of process review, which we will look back and see what things worked and where we can make adjustment for the next TIP update. This survey was emailed out on August 11th to 52 participants, of which 22 responded back with feedback. 100% of participants felt that the process and schedule of the TIP was adequately presented and explained at the beginning of the update and at the start of each TIP work group meeting. Question two had 95% of participants say that adequate time was given to reviewing and considering public comments. 100% of comments said that how SPC pre-screened the comments was helpful in considering the comments at the work group meeting. 100% of the comments said the work group agenda, process materials, candidate project handouts, and preliminary TIP handouts were understandable and assisted in preparation and participation in the meetings. Ryan also noted that the PennDOT One Map, SPC Interactive comment map, SPC interactive candidate map, SPC TIP SharePoint site, SPC Virtual public meetings, and online maps were all utilized during the 2023 TIP update.

The next question had 95% of responses mention that each district was provided adequate time to discuss needs, present candidate projects, review the screening of candidate projects, and review working versions of the preliminary draft TIP. 90% of responses said that adequate time was spent discussing/reviewing/considering the characteristics, constraints, scope and prioritization of candidate projects, and 100% said that the work group format was the appropriate level of opportunity to communicate with other transportation professionals on various steps of the process. 90% of responses said that SPC virtual meetings were an effective mechanism for gathering stakeholder input into the TIP development process. 95% of responses felt the additional meeting on asset management system outputs and performance measures was useful on integrating performance-based planning and programming into the TIP development process. 100% of responses felt the TA/Smart evaluation criteria scoring results accurately reflected the intent of the program. Harold Swan asked the question of whether the survey made any mention of specific comments made by each district, which Ryan responded that it was kept completely anonymous to allow proper feedback.

Cheryl Moon-Sirianni made a note that last week PennDOT presented their business plan to Harrisburg, mentioning that they came up with some ways of improving processes, mostly concerning local bridges and how to get a look at which local bridges have needs and to get them risen to the point where they would be able to be added to the TIP. She mentioned that any way to get together and discuss local bridges in a more analytical type fashion would be useful, and Ryan answered that both himself and Dominic are in discussions about doing something to enhance local bridges in the area as well, but are still figuring out how to implement. Ryan also mentioned the upcoming webinars for local bridges in Districts 10-0 and 11-0.

7. **CMAQ Performance Plan**

Chuck Imbrogno gave a presentation on transportation performance measure, and the PM3 – full performance period progress report and CMAQ performance plan. The six transportation performance measures defined by USDOT include two for NHS performance (Interstate Travel Time Reliability and Non-Interstate Travel Time Reliability), one for freight movement (Truck Travel Time Reliability), and three for the CMAQ program (Excess Peak Hour Delay per Capita, Percent non-SOV travel, and Total Emissions Reduction). Chuck mentioned that he will specifically be going over the three CMAQ performance measures for the presentation, showing that the period progress report lasts over a 4-year cycle, starting back in 2018 and continuing through 2022 with 2- and 4-year targets. This will also start a new 4-year performance period with 2- and 4-year targets through 2025. The mid performance report was submitted to FHWA on October 1, 2020, and the MPOs had 180 days after submittal to either concur the statewide NHS performance and freight performance targets, or to develop their own targets. All of the MPOs and the State concurred on the CMAQ program in time. The full performance period progress report will include progress toward meeting 2021 targets, the 2021 baseline condition, 2 (2023) and 4 (2025) year targets for NHS and freight travel time reliability targets, CMAQ traffic congestion measures, and CMAQ total emissions reduction measure, as well as descriptions of CMAQ funded projects and how they contribute towards these targets.

The data used to calculate peak hour excess delay per capita include NPMRDS Data for mainline NHS segments within UZA, which includes two-way AADT, Posted Speed Limit, Speed, and Distance. Average Peak Hour Vehicle Occupancy, from NHTS, includes cars (1.7), trucks (1.0), and buses (10.8). Peak period definitions include an AM period of 6-10 AM, and a PM period of 3-7 PM. Excess delay is calculated from an NHS segment with a speed that is under 20mph, or a speed under the posted speed limit times .6. For the PM3 congestion measures, the peak hour excess delay per capita had a 2017 baseline of 11.1 hours, there

was no 2-year target, however a 4-year target of 11.8 hours was created. The actual 2-year target had 10.1 hours of delay, while the 4-year actual was 9.3 hours of delay. For the percent of non-SOV travel, a 2017 baseline of 24.8% was found, with a 2-year target of 24.6% and a 4-year target of 24.4%. The 2-year actual found the percent non-SOV travel was increased to 25.5%, and the 4-year actual was increased further to 27.6%. For the five different emissions measures, the 2019 2-year targets were not met in four of the five measures. Due to this, the original 4-year targets were updated, which the 2021 actual measures ended up meeting four of the five targets, with only the VOC emissions, which were met in 2019 and not updated for 2021, not meeting the target emissions. Chuck showed a series of graphs, which showed a large increase in the number of people working from home in the past 4 years, mostly due to COVID, and showed decreases in people walking, biking, and using public transportation as ways of getting to work. He also showed an increase in non-SOV travel and a slight decrease in SOV travel.

Chuck next went over the targets for the draft 2023 and 2025 performance measures, starting with the peak hour excess delay per capita, which sets a target of 11.1 hours. The 2023 2-year target is set at 10.5 hours, with a 4-year target also at 10.5 hours. The percent non-SOV travel percentages has a target of 24.8%, with a 2-year target and 4-year target of 27%. The emission reduction targets for 2021 include a 107 kg/day for VOC emissions, with a 2-year target of 35.58 kg/day and a 4-year target of 71.16 kg/day. The NOx emissions for 2021 target 250 kg/day, with a 2-year target of 92.64 kg/day and a 4-year target of 185.27 kg/day. The PM2.5 emission reduction target for 2021 is 10 kg/day with a 2-year target of 4.88 kg/day and a 4-year target of 9.76/day. The PM10 emission reduction target is 0 kg/day, with 2-year and 4-year targets also at 0 kg/day. The CO emission reduction targets a 250 kg/day, with 2-year and 4-year targets at 0 kg/day.

8. **NEVI Plan Presentation**

Shane Rice gave a presentation on the PennDOT National Electric Vehicle Initiatives (NEVI) plan, first speaking about electric vehicle benefits. These include climate change benefits, including no greenhouse gas emissions, 3x lower life-cycle emissions, and opportunity to incorporate more renewable energy resources. They also include significantly reducing air pollution, noise pollution, improving health outcomes for communities, saving consumers money on fuel and life cycle maintenance, electricity rates being paid to electric utilities and generation companies in the local economy, and the production of EVs and installation of EV infrastructure create good paying jobs in clean energy industries. Shane went over a comparison of conventional gas vehicles, hybrid electric vehicles, plug in electric vehicles, and battery electric vehicles, comparing their power sources, fuel types, and emissions. He also went over a chart with the different types of EV charging stations, showing that level 1 charging stations can charge 3.5-6.5 miles per hour, with locations in residential, parking, or home garages, and can be plugged into standard wall outlets. Level 2 charging stations can charge 14-35 miles per hour, with charging locations in longer term parking, needing a heavy-duty outlet to plug in. Lastly, the DC fast charging stations can charge up to 200+ miles per hour, and are typically located on interstates, roadways, and convenience locations, with the power source being designated charging stations.

Shane then went over the annual electric vehicle sales in Pennsylvania, showing an increase from .5% in 2015-16 up to almost a 3% market share as of 2021. He then showed an interactive map on the PennDOT website (www.penndot.pa.gov/EV), which maps out the current 2,900 public plugs across Pennsylvania. Shane mentioned the PennDOT EV Fleet transition, which has set an executive order with a goal to reduce greenhouse gas emissions by 25% by 2025 and 80% by 2050. PennDOT has set a goal to replace 254 vehicles, or 25% of their fleet, by 2025, with 77 PHEVs and 1 BEV already ordered, with 44 PHEVs already received. The PennDOT EV mobility plan also indicates specific actions PennDOT can take to facilitate the

transition to electrified mobility across Pennsylvania. It also lays the groundwork for the implementation of the NEVI state plan, and recommends supporting the installation of at least 5,000 new charging ports at 2,000 sites by 2028. Another tool developed was the EV model ordinance toolkit, which is a guide created by Temple University which conducted literature review, data analysis, and interview with 20+ stakeholders, including policy experts, developers, EV charging companies, planning authorities, and state and local governments on a guide to working with EVs.

Shane then went into discussing the NEVI formula program, which was funded through the 2021 Bipartisan Infrastructure Law (BIL). It provides Pennsylvania with \$171.5 million over the next 5 years for EV infrastructure, and will be administered by PennDOT. All states must submit a NEVI State Plan before funds can be used, and the plan is an evolving document that will be updated annually. The current plan supports allocation of federal funds for FY2022 and FY2023. To qualify, the charging stations must be DC Fast charging, public use, have 4 ports and CCS connectors, at least 150kw per port and be within 1 mile of highway, and 50 miles of the next station. PennDOT is also planning a build out of DC fast chargers in alternative fuel corridors (AFC). They have nominated different corridors over 6 rounds, including all interstates and portions of US 30, US 15, US 1, and US 422. NEVI funding will be available to be applied to all AFC, and all NEVI funding is required to be applied to AFC until a “build-out” certification by FHWA. Development of this plan began in spring 2022 with stakeholder outreach meetings, which included stakeholders in utilities, municipalities, labor unions, education/trades, environmental advocates, and PA legislatures. A public survey was sent out in Summer of 2022, which over 4,400 responses were received. From the survey, new goals to address environmental benefits and multiple modes of transportation for electrification were discussed. It also identified needs and priorities, which included first responder training, signage/location identification, SBE/DBE inclusion, and early utility coordination.

PennDOT is also recommending applicants to address or identify challenges in their responses to application requests for funding. This could include profitability/sustainability of infrastructure in rural communities, disadvantaged and under-deserved populations, utility infrastructure, cost of charging, capacity and vehicle size accommodations, workforce availability, changing climate, emergency management and response, accessibility, public educations and familiarity with EVs and chargers, and land use. The NEVI state plan’s priorities will build out the AFC network, ensure capacity and redundancy on AFCs, work on routes of significance, and emergency routes, mobile charging for emergency response, key public destinations, mobility hubs such as transit stations and neighborhood locations, and priority on heavy and medium-duty charging. The NEVI program will be implemented first with a competitive grant program, which will focus initially on designated AFCs. Infrastructure will not be placed in PennDOT right-of-way, and will not be owned, operated, or maintained by PennDOT. It will be bidder/vendor inclusive, with targeted outreach to businesses for NEVI funding opportunities, and will use NEVI funds to support local planning studies to identify needs and opportunities, data collection, and labor, training, and installation standards. The discretionary grant program will provide \$2.5 billion for all alternative fuels (EVs, compressed natural gas, hydrogen, etc.). \$1.25 billion will be for designated AFCs and will be eligible for states, local governments, MPO/RPOs, and transit and port authorities, while the other \$1.25 billion will be designated for community fueling projects along any public road or publicly accessible locations.

The NEVI program will also look to address equity, including developing and maintaining EV equity principles to inform and guide NEVI program decisions, coordinate with equity and advocacy groups for the development of the NEVI state plan, identify local DACs within PA and integrate information into program processes, identify and targeting interstate and non-interstate corridors or destinations that serve DACs,

and providing opportunities for funding to small or disadvantaged businesses. It will also look to integrate equity criteria into the project prioritization and selection process, expand engagement to equity groups to better understand needs and opportunities and benefits received from the NEVI program, develop a monitoring dashboard to track and report how NEVI investments address DACs, support workforce development for low-income and minority workers, and address Title VI, ADA, and Section 504 considerations. Funding will be available to grow and diversify the local workforce for installation, operation, and maintenance of EV structures. There will be requirements for qualified technicians, and engagement with education institutions, as well as educational workshops, support for training programs, equity considerations, and first responder safety training for EVs. There will be a three-phase outlook for community engagement, beginning with the first phase of current stakeholder engagement and general education, phase 2 will target specific neighborhoods and sites along the AFC build outs, and phase 3 will be community-based project outreach along a defined radius of approved communities.

The NEVI program's formula funds will allow FHWA and department procedures for STIP/TIP programming, project development, and authorization/obligation/reimbursement of funds. NEVI formula funds will be assigned a line item in MPMS and project selection and packaging will dictate the process. All projects will be identified, funds will be drawn down to the project, as appropriate, via MPMS, and when projects are ready for implementation, 4232s will be submitted for FHWA authorization and work can begin with reimbursement. The funding opportunity will have a NOFO sent out within the next few weeks, and elected projects will follow the same project development process. Individual Roles and responsibilities are still being discussed or considered within PennDOT, but more information will be released in the next few weeks.

9. **Long Range Transportation Plan Update**

Ryan Gordon mentioned that most of the prevalent information on the long-range plan was presented in August. He mentioned that he will be sending out an email next week with deadlines to get information sent back to SPC in terms of the district's candidate lists and any revisions to the current LRTP project list. He also mentioned the dates of the first work group meetings, which will be October 5th at 10:00 am for District 10-0, October 11th at 10:00 am for District 12-0, and October 26th at 10:00 am for District 11-0.

10. **Other Business/Status Reports**

Domenic D'Andrea mentioned that a submission was made to the USDOT Bridge Investment Program for 8 local bridges. Any information wanted on this submission or the program can be found by emailing Domenic. SPC is also making a submittal to the USDOT Safe Streets for All discretionary funding, which will be for 29 projects and around \$41 million covering safety related projects across the region. Any information on that can also be distributed by Domenic.

11. **Adjourn**

A motion to adjourn was made by Joe West and seconded by Joel MacKay. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 12:05 PM.