

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
April 13, 2023, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Dan Distler, Beaver County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Jeremy L. Kelly, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Jason Theakston, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Brandon Leach, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
- Steven Shanley, Allegheny County Department of Public Works
- Brendan Coticchia, City of Pittsburgh
- Tammy Frank, Beaver County Planning
- Austin McDaniel, Washington County Planning
- Lisa Cessna, Washington County Planning
- Bella Fiume, Westmoreland County Planning
- Lynn Manion, Airport Corridor Transportation Association
- Amy Mathieson, Airport Corridor Transportation Association
- Aaron Sukenik, Downtown Pittsburgh Partnership
- Mavis Rainey, Oakland Transportation Management Association
- Julia Cornell, PennDOT Central Office
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Domenic Sacchetti, HDR Inc.
- Kate Mundie, Kittleson and Assoc.
- Matthew Kelley, CDR Maguire
- Domenic D'Andrea, SPC Transportation Director
- Chuck Imbrogno, SPC Staff
- Ryan Gordon, SPC Staff
- Anthony Hickton, SPC Staff
- Tom Klevan, SPC Staff
- Leann Chaney, SPC Staff
- Lillian Gabreski, SPC Staff
- Caleb Knudsen, SPC Staff
- Greg Shermeto, 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 March 16th TTC Meeting Minutes**

A motion was made by Arthur Cappella and seconded by Jeremy Kelly to approve the minutes of the March 16th TTC meeting. The motion was approved unanimously.

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

Brandon Leach gave an update to the 12-year program, which included a continuation to the public outreach campaign, which is normally the kickoff for the next round of the TIP, which this time will be the 2025 TIP. A public meeting was held on April 12th on the program, and a survey period is open on the PennDOT website until April 30th for any requests or comments about transportation planning. Once complete, the PennDOT staff will compile that data and make it available for use in the upcoming TIP development process. Brandon then mentioned upcoming discretionary grants, which includes the Safe Streets and Roads for All FY2023 funding opportunity, which is now open until July 10th. Any information on this program can be found on grants.gov or on the PennDOT IJA website. Brandon next mentioned that PennDOT connects municipal outreach sessions, of which the first one was held in District 11 on March 30th. There will be one held in District 10-0 on Wednesday, May 3rd from 1pm to 3pm and another one held in District 12-0 on Wednesday, May 24th from 1pm to 3pm. District 10-0s will be all virtual and District 12-0s will have the option to be virtual or in person at District 12-0s office.

5. **Action on PM2 and PM3 Measures**

Ryan Gordon first discussed the PM2 Pavement and Bridge Conditions target settings for the 2022-2025 period, beginning with a review, elaborating that PM2 measures pavement and bridge conditions across the National Highway System (NHS). This includes six measure which are established for the NHS, which includes percentage of interstate pavements in good condition and poor condition, percent on non-interstate NHS pavements in good and poor condition and Percent of NHS bridges by deck area classified in good and poor conditions. State PM2 performance targets were established by PennDOT in May of 2018, and were adopted by SPC in August of 2018. In October of 2020, a mid-term performance period progress report was made, in which no target adjustments were deemed necessary. Comparing NHS Pavement and Bridge conditions for Pennsylvania and SPC, both have good overall performance across the region and across Pennsylvania. The SPC region conditions are better than state averages in both pavement and bridge conditions. For the SPC region and Pennsylvania on poor miles on interstates and deck area on bridges, it is expected to remain better than the Federal minimum in 2023. The Federal minimum for interstate poor miles is currently 5%, while both the state and region are under 1%, and the Federal minimum for poor bridge deck area is under 10% poor, while both the state and regional bridge deck areas are under 5% poor. Due to old pavements and suspected deterioration, both 2023 targets are below their 2021 baselines across the performance targets.

Looking at interstate pavement conditions for the PA and SPC region, the 2021 percent of statewide pavement had a preliminary percentage of 68.8% good pavement and a .7% poor pavement. The SPC region

had a preliminary percentage of 73.1% good pavement and a .1% of bad pavement. SPCs actual 2021 percentages have not been calculated yet, but the statewide percentages showed a 68.8% good statewide pavement conditions, and a .4% poor condition. Due to these conditions, SPC and Pennsylvania have set targets of 69% good pavement conditions for 2023 and 65% good pavement conditions for 2025, with a 2% poor conditions for both 2023 and 2025. For non-interstate pavement conditions for the PA and SPC regions, the 2021 percent of statewide pavement had a preliminary percentage of 32.5% good pavement and a 4.6% poor pavement. The SPC region had a preliminary percentage of 35.8% good pavement and a 5.4% of bad pavement. SPCs actual 2021 percentages have not been calculated yet, but the statewide percentages showed a 37.2% good statewide pavement conditions, and a 1.5% in poor condition. Due to these conditions, SPC and Pennsylvania have set targets of 31% good pavement conditions for 2023 and 29% good pavement conditions for 2025, with a 6% in poor conditions for 2023 and a 6.5% in poor conditions for 2025. For the interstate bridge conditions in Pennsylvania and the SPC regions, the 2021 percent of statewide bridges had a preliminary percentage of 27.5% in good condition and a 4.5% in poor condition. The SPC region had a preliminary percentage of 29.9% in good condition and a 2.2% in bad condition. SPCs actual 2021 percentages have not been calculated yet, but the statewide percentages showed that 27.5% are in good conditions, and a 4.4% in poor condition. Due to these conditions, SPC and Pennsylvania have set targets of 28% good bridge conditions for 2023 and 2025, and a 7.5% in poor conditions for 2023 and 2025 as well.

Ryan noted that SPC is recommending that the Commission adopt the state PM2 performance measure targets established by PennDOT for NHS highways and bridges in PA. TTC is to recommend support of the state PM2 targets by continuing to plan and program projects in the SPC region that contribute to meeting, or taking significant progress toward, the established PennDOT performance targets. SPC planning and programming at the TIP and LRTP levels has supported PM2 measures and the targets set by PennDOT since its inception during the 2019 TIP. Domenic D'Andrea asked for a motion to recommend the PM2 targets to the commission, which was made by Ann Ogoreuc and seconded by Josh Krug. The targets were recommended unanimously.

Domenic D'Andrea then presented on the PM3 system performance measures, which have six different targets. Four of these measures are aimed at the NHS, while two of the measures are aimed at traffic congestion and on-road mobile source emissions. The Four measured at the NHS are percent on person-miles traveled on the Interstate system that are reliable, percent of person-miles on the non-interstate NHS that are reliable, Interstate system truck travel time reliability index, and annual hours of peak-hour excessive delay (PHED) per capita. The two measures aimed at traffic congestion were percent non-single occupancy vehicle (SOV) travel and on-road mobile source emissions reduction for CMAQ funded projects. These measures have 2-year and 4-year targets established by PennDOT in December 2022, and were submitted to FHWA. The process established in Federal rules notes that State DOTs and MPOs are to cooperatively calculate baseline performances, set performance targets, monitor and measure progress towards such targets, report to USDOT and revise and update the targets on a regular schedule. MPOs can agree to support the PM3 targets that PennDOT establish, or can establish their own targets. Domenic gave a comparison of the SPC regions 2021 measurables to other notable MPOs in the area, as well as across Pennsylvania. Domenic mentioned that much of the reliability increased around 2020 due to the COVID pandemic, as with less people driving it caused an increase in reliable traffic, which is now seeing a decrease back to more normal levels.

Domenic then went into the performance targets for 2023 and 2025, beginning with interstate reliability. The previous 4-year target for interstate reliability statewide and in the SPC region was 89.5%. The SPC regions 2021 actual reliability was 95.9%, while the statewide reliability was 92.8%, meaning both targets were met. For 2023 and 2025, both SPC and the statewide targets for interstate reliability will be set as the same target as 2021, at 89.5%. For non-interstate reliability, the statewide and SPC regional targets for 2021 were 87.4%. The SPC regions 2021 actual non-interstate reliability was 93.8%, while the statewide reliability was 92.6%, meaning both targets were met. For 2023 and 2025, SPC and the statewide targets will both be set for 88%. For the truck reliability index, the statewide and SPC regional targets in 2021 were both set to 1.4. The SPC regions actual 2021 performance was 1.32, while the statewide truck reliability index was 1.30, both meeting the targets set. For 2023 and 2025, both SPC and the statewide targets will be set to 1.4, the same as 2021. The PennDOT rationale behind setting these PM3 targets considered the statistical trends from 2017-2021, future increases in freight activity and road construction, and traffic levels and performance that will move closer to pre-pandemic levels in the near future.

Domenic asked for a motion to recommend the targets set for PM3 to the commission, which was made by Jeff Skalican and seconded by Arthur Cappella. The motion was recommended unanimously.

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

A. PennDOT District 10-0

Harold Swan went over the four administrative actions for PennDOT District 10-0. The first administrative action was for a bridge replacement project which carries SR 3014 (Kline Avenue) over Breakneck Creek in Callery Borough, Butler County. The district requests to increase construction and add \$984,000 (80% Federal and 20% State) in FFYs 2023-2025 due to an increased estimate, with the source of funding coming from Rearick Road Bridge #1 project, the Rattigan Bridge #1 project, the Baker Hollow Bridge project, the South of Rural Valley Bridge #3 project, the Green Valley Bridge #1 project, the Brodhead Run Bridge #2 project, the Straight Run Bridge #2 project, and the SPC District 10 Highway/Bridge Line Item. The second administrative action was for a bridge replacement project, which carries SR 1021 (Conerty Road) over Buffalo Run in Donegal Township, Butler County. The district requests to transfer \$3,360 Federal of surplus utility funds from a deobligation on January 31, 2023, into the SPC District 10 Highway/Bridge Line Item in FFY 2023. The third administrative action was for a bridge replacement project, which carries PA 68 over the B&LE and B&P Railroads and Connoquenessing Creek in Butler and Summit Townships, Butler County. The district requests to remove \$152,079 and \$273,300 (80% Federal and 20% State), respectively, from the right-of-way and utility phases in FFY 2023 due to the phases being overprogrammed on the current TIP. The funds will be placed into the SPC District 10 Highway/Bridge Line Item. The fourth administrative action was for a bridge replacement project, which carries PA 954 over Yellow Creek in Brush Valley, Center, and White Townships, Indiana County. The district requests to remove the utility phase in FFY 2023, as the utility funding is not needed. The funds will be placed into the SPC District 10 Highway/Bridge Line Item.

Jeff Skalican made a motion to approve the administrative actions from PennDOT District 10-0, which was seconded by Arthur Cappella. The motion was approved unanimously.

B. PennDOT District 11-0

John Quatman went over the one amendment and eight administrative actions for PennDOT District 11-0. The first amendment was for lighting, sidewalks, accessible improvements, landscaping, street trees, and other beautification amenities, located on Rodi Road in Penn Hills Township, Allegheny County. The district requests the addition of a construction phase by \$800,000 (SXF) and \$200,000 (LOC) in FFY 2025 for an anticipated early 2025 project letting, with the source of funding being that the project is an approved Highway Infrastructure Appropriation Earmark project. The first administrative action was for a transportation enhancement project, located in the Hill District, including the Lower, Middle and Upper Hills, in the City of Pittsburgh, Allegheny County. The district requests the addition of a planning and engineering phase by \$960,000 (RAISE) and \$240,000 (LOC) in FFY 2023 to initialize design, with the source of funding being that the project is an approved RAISE grant project. The second administrative action was for the Carbon Reduction program, which is located district wide. The district requests to increase the construction phase in all 4 FFYs for SPC Regional and the 3 district CRP/CRPU line items. The third administrative action was for a highway restoration project, located on SR 3015 (Snowden Road) in South Park Township, Allegheny County. The district requests the addition of a right-of-way phase by \$150,000 (581) in FFY 2023 to cover cost to finalize ROW plan, with the source of funding coming from the Slide line item. The fourth administrative action was for a congestion reduction project, located on I-79 at SR 910 Interchange in Marshall Township, Allegheny County. The district requests to increase the planning and engineering phase by \$1,300,000 (NHPP) in FFY 2023 for additional alternative analysis, with the source of funding coming from the projects final design and utility phases.

The fifth administrative action was for a highway restoration project, located on SR 2040 (Lebanon Church) from Ceco Drive to Brownsville Road, as well as SR 885, from Clairton Road to Lebanon Road, in Baldwin, West Mifflin, Pleasant Hills Borough in Allegheny County. The district requests to add a utility phase by \$152,000 (581) in FFY 2023 to restore TIP 2021 funds for coordinated utilities work, with the source of funding coming from the Slide line item. The sixth administrative action was for a highway restoration project, located on Wenzell Avenue, from the intersection with Tole Street to the intersection with Banksville Road (S.R. 0019), and along Carnahan Road, from the intersection with Banksville Road (S.R. 0019) to the intersection with Banksville Avenue, in the City of Pittsburgh, Allegheny County. The district requests to add a planning and engineering phase by \$28,000 (STU) and \$7,000 (LOC) in FFY2023 for outstanding design invoice, and a right-of-way phase by \$33,600 (STU) and \$8,400 (LOC) in FFY 2023 for outstanding ROW invoices. The source of funding will come from the same project's construction phase. The seventh administrative action was for a bridge preservation project, located on McKees Rocks Bridge carries SR 3104 over the Ohio River in the City of Pittsburgh, Stowe Township and McKees Rocks Borough, Allegheny County. The district requests an increase to the construction phase by \$12,000,000 (185) in FFY 2026 to cover cost to replace barrier on entire bridge with the source of funding coming from the Bridge-Allegheny County line item, Tarentum Bridge Over Allegheny River and Tarentum Bridge Ramp "A" over RR projects. The eighth administrative action was for diesel emissions reduction and alternative fuel technologies, located in multiple municipalities throughout the SPC region. The district is requesting to swap out CMAQ funds with CRPU funds by \$2,200,000 in FFY 2024 for more effective leveraging of CMAQ funds. CMAQ funds will be placed back in SPC Regional CMAQ line item and CRPU funds will be taken from the SPC Regional CRP/CRPU line item.

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

C. PennDOT District 12-0

Josh Theakston went over one amendment and seven administrative actions for PennDOT District 12-0. The first amendment was for the replacement of the pedestrian structure over I-70 (From Ross Street to Carson Street) which will include updating the ADA facilities, located in Rostraver Township, Westmoreland County. The district is requesting to add the 2023 Earmarked funds to the construction phase on the 2023 TIP in FFY 2025 and remove the state A-185 funds currently there. The State A-185 funds will be returned to the District 12 Highway/Bridge Line Item (MPMS# 76508). The first administrative action was for the replacement of the structures carrying Interstate 70 over State Route 3009 and Buffalo Creek, as well as realignment of the Interstate 70 approaches, located in Buffalo Township, Washington County. The district is requesting to add the preliminary engineering phase to the 2023 TIP in FFY 2025 in order to perform photogrammetry activities before surrounding foliage blooms, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for the replacement of two locally owned structures carrying Moyer Road over Mounts Creek, located in Bullskin Township, Fayette County. The district is requesting to add the right-of-way phase to the 2023 TIP in FFY 2025 in order to cover total claimant damages as well as to reimburse solicitor fees for condemnation acquisition efforts. The third administrative action was for the replacement of one traffic signal and minor improvements to 7 traffic signals located on Congestion Management Corridor 88 to implement a more efficient traffic signal system and coordination timings, located in various municipalities in Westmoreland County. The district requests to remove the construction phase funding in FFY 2023 to allow funds to be available for use, with the funds being returned to the SPC Regional CMAQ Line Item (MPMS# 84078).

The fourth administrative action was for trailhead improvements along the Five Star Trail at Euclid Ave/S Urania Ave and Highland Ave/Mt Pleasant Street, as well as new sidewalks, ADA ramps, crosswalk pavement markings, electronic pedestrian warning flasher, trailhead signage, improved operations with a new traffic signal and pedestrian countdown signals and bike racks, located in the City of Greensburg, Westmoreland County. The district is requesting to add a construction phase to the 2023 TIP in FFY 2023 to match the latest estimate and the reimbursement agreement, with the funds coming from the SPC Smart Line Item (MPMS# 94698). The fifth administrative action is for improvements to the intersection of US 40 (National Pike) and SR 3005 (Liberty Road), located in Donegal Township, Washington County. The district is requesting to add a construction phase to the 2023 TIP in FFY 2025 to match anticipated let date, with the source of funding coming from the Central Office HSIP Set Aside Reserve Line Item (MPMS# 101969). The sixth administrative action was for various roadway improvements on PA 21 (Roy E. Furman Highway) from East of Waynesburg to the Masontown Bridge and SR 2002/2009 around the I-79 Mt. Morris interchange, located in various municipalities in Greene County. The district requests to add HSIP funds to the construction phase to the 2023 TIP in FFY 2023 for additional safety improvements, with the source of funds coming from the Central Office HSIP Set Aside Reserve Line Item (MPMS# 101969). The seventh administrative action was for the resurfacing of SR 0188 from SEG 0010/0000 to SEG 0070/0000 (PA 21 to Poverty Run Road), located in Franklin Township, Greene County. The district requests the addition of HSIP funds to the construction phase to the 2023 TIP in FFY 2023 for additional safety improvements, with the source of funding coming from the Central Office HSIP Set Aside Reserve Line Item (MPMS# 101969).

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

D. Transit TIP Amendment Summary

Tom Klevan gave a summary of the one action made from the Transit TIP, which was an amendment for New Castle Area Transit for a bus wash system replacement. This will have an addition of \$836,000 to the TIP, \$73,000 coming from Federal 5311 funds, and \$738,000 from PennDOT state capital program, and \$25,000 in local funds.

7. Long Range Transportation Plan Update

Ryan Gordon gave an update to the Long Range Transportation Plan, noting that SPC has approved the highway bridge fiscally constrained project list as of last month. Currently SPC is in document preparation mode, as we are working to get all of the documents in order for the start of the public comment period. The public comment period is scheduled to begin on May 11th, and SPC is working to completing the air quality conformity portion, as well as formally submitting the project lists for review and comment to the agency group. For the public meetings, there will be one held in each county, as well as one for the City of Pittsburgh. Rhonda Craig from SPC has been coordinating with the counties on times and dates, as well as locations for these public meetings. These will be finalized and sent out in the May TTC agenda. Of the meeting dates we have scheduled, Beaver County's will be held on May 11th at 2pm, Washington County's will be held on May 15th at 3pm, Indiana County will be May 18th at 3pm, Lawrence County will be May 22nd at 11:30am, Armstrong County will be May 23rd at 3pm, City of Pittsburgh will be on May 25th with a time to be determined, Westmoreland County will be on May 30th at 5pm, Fayette County will be on May 31st at 5:30pm, Greene County will be on June 1st at 5pm, Butler County will be on June 6th with a time to be announced, and Allegheny County will be on June 8th with a time to be announced.

8. 2025 TIP Update

Ryan Gordon gave a presentation on the beginning of the 2025 TIP, beginning with a mention that the STC pre-TIP comment period is currently open and is set to conclude on April 30th. Statewide financial guidance work groups are underway, as well as the statewide general and procedural work group. Candidate project development will be the next step for the TIP update, as SPC will be providing several resources to assist with candidate identification. SPC will be reaching out to District executive staff to begin scheduling TIP work group meetings. There will be 5-6 work group meeting in each district, and will be held from June to December of 2023. The May TTC meeting will discuss financial and procedural guidance development, as well as review of upcoming schedule and procedural logistics. SPC will also distribute the list of known candidate projects at the May TTC. The first work group meeting in July will review work group meeting goals, objectives, and process, as well as a review of new candidate project submittals, as well as confirming a list of 2025 candidate projects for screening and recapping the PPP sessions. The second work group will review final TIP financial guidance, review and assign status to submitted public comments, and reviewing projects included in the screening. Second meeting will also reconfirm the candidate list for screening and further discussing any candidate projects. The third work group meeting will finish comment review and assign status to submitted public comments, as well as reviewing projected conditions in NHS and PAMS/BAMS output and rankings and adjusting project prioritization where applicable.

Ryan mentioned a draft of the process flow was included in the final packets for TTC, and feedback on the process would be welcomed. SPC is looking to identify areas for process enhancements, and may set up a few conference calls with key work group members to discuss these enhancements. SPC will also provide the current LRTP and TYP lists for each work group member for review, as well as providing the 2023 TIP candidate list updated for current status for each member. Candidate projects will be submitted via the 2025 candidate template, which will be provided. This includes any bridge, roadway, safety /operations, or new capacity project. They must have SPC long range plan consistency, and the anticipated deadline for project submittal is currently June 23, 2023. Air quality, active and community candidate projects will come through a separate, competitive process for the CMAQ, Carbon Reduction (CR), TA, and Smart programs. Ryan then reviewed the 2025 TIP candidate template, including the candidate project consistency with SPC Long-Range Plan portion of the template. Next steps for work group members will include review of the draft timeline and draft process flow and sending any comments to SPC for review. Also, for work members to continue to confer with key staff on candidate projects and forthcoming resources to populate candidate submissions templates. Before the next TTC meeting, SPC staff will send out candidate resources and the 2025 candidate template, as well as work on TIP work group meeting outlines, and continuing to participate in statewide guidance development.

9. **Other Business/Status Reports**

Ann Ogoreuc asked about the Safe Route to Schools program, and whether SPC will be resubmitting the same project from last year. Lilian Gabreski answered that SPC will be resubmitting that project. A meeting was held with FHWA recently on the project, and the submission will be tweaked to make it smaller in scope to possibly make it more successful. Lillian mentioned that they are looking at other projects as well which have had preliminary planning or a road safety audit, as the program is looking for projects that are developed and have a high safety impact. A final list of candidate projects will be sent around in a few weeks.

10. **Adjourn**

A motion to adjourn was made by Jeff Skalican and seconded by Jason Theakston. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 11:31 AM.