

Transportation Operations & Safety Forum
Thursday, June 30, 2016, 10:00AM
SPC Conference Center, 4th Floor
Chatham II, Pittsburgh, PA

Attendees

Gary Barber, PennDot D-12	Jim Katsafanas, Michael Baker	Lisa Kay Schweyer, SPC
Stan Caldwell, CMU	Tom Klevan, SPC	Michael Shanshala, PennDOT D10
Ernest Cascino, PennDot D-10	Todd Kravits, PennDOT D11	Doug Smith, SPC
Anthony Castellone, Pennoni	Jeff Leithauser, Washington Co.	Joshua Spano, SPC
Frank Cippel, PennDOT D11	Mark Magalotti, Univ. of Pitt.	John Stahl, Pennoni
Leann Chaney, SPC	Adam Marshall, PennDOT D10	Bob Taylor, PA Turnpike
Kevin Conahan, Drive Engr.	Kelly Maurer, Cranberry Twp	Mario Toscano, Drive Eng.
Domenic D'Andrea, SPC	Ann Ogoreuc, Allegheny County	Dave Tomaswick, PennDOT D10
Dan Farley, PennDOT	Matt Pavlovsky, SPC	David Totten, SPC
Rich Feder, Pitt/CMU	Darryl Phillips, PB	Sarah Walfort, SPC
Steve Gault, Michael Baker	Chris Prisk, Langan	Bryan Walker, PennDot D-12
Jay Goldstein, Pennoni	Amanda Purcell, City of Pittsburgh	Andy Waple, SPC
Keith Johnson, AECOM	Chad Reese, WRA	David Wohlwill, Port Authority

Meeting Summary

Domenic D'Andrea welcomed the attendees and initiated a round of introductions.

Regional TIP Update/Livability Through Smart Transportation Program Update

Doug Smith - SPC and Andy Waple - SPC

- Doug Smith began by discussing the 2017-2020 TIP Development process and schedule. Three main themes were touched upon including infrastructure condition/asset management, safety, efficiency and system reliability, and multimodal options. Mr. Smith explained how the funding formula was broken down. The 30-day public comment period began on May 4th and concluded on June 3rd. SPC held 12 meetings and received over 60 comments. The top comments included Mount Washington infrastructure, bicycle infrastructure, and support for transit operations in Westmoreland County.
- Keith Johnson highlighted the amount of comments (17) that were received from Westmoreland County.
- Andy Waple discussed the Livability Through Smart Transportation (SMART) Program. SPC initiated the program in 2014. Available funding includes \$1.5 million (2017) and \$2.0 million (2018) of STP-U funds. The projects that are eligible include: Bike and Pedestrian facilities, corridor management/congestion reduction, intermodal, land use and transportation linkages, planning and redevelopment, road/intersection improvements, and streetscapes/traffic calming. Mr. Waple discussed the project evaluation criteria and timeline for project selection. SPC received 11 candidate projects totaling \$5.5 million.
- Dom D'Andrea asked Mr. Waple to give a brief summary of the projects. Mr. Waple followed this up with a brief description of each project.

Regional Freight Plan Update

Sara Walfort - SPC / Chad Reese - WRA

- Sarah Walfort introduced Chad Reese from WRA.
- Mr. Reese gave an introduction to the plan and summarized the planning area that included the SPC region; however, the freight network is heavily influenced by a 37 county region that includes three other states. The development process included freight data and inventories, freight issues and opportunities, freight planning perspective, and freight action planning. Mr. Reese went on to explain the various economic influences on regional freight movement along with some background information on the freight transportation system. Mr. Reese highlighted the 13 regional freight objectives and strategies. Lastly, the county freight profiles were discussed. The profiles highlight key freight cluster areas, roadways, freight activities, freight system details, commodity details, and population.
- Stan Caldwell asked about the data gaps including O.D and travel times. Mr. Reese mentioned the overwhelming amount of freight data that is available but there are some gaps in the commodity data at the county levels.
- Mr. Taylor talked about truck parking and the lack of data. The PA Turnpike has an issue with truck parking and staging.
- Mr. Johnson asked is there an advantage for a road being on the National Freight Network compared to others? Ms. Walfort responded yes and it has to do with Federal funding opportunities.
- Mr. Magolotti asked about the expansion of the Panama Canal and the effects on our region. Mr. Reese mentioned the study didn't address this but the expansion could shift distribution centers.

PennDOT Traffic Signal Asset Management Systems (TSAMS)

Dan Farley - PennDOT CO, Steve Gault - Michael baker, Anthony Castellone, Pennoni Associates

- Mr. Farley and Mr. Gault presented a status of the TSAMS project. Currently, stage 1 is 100% complete and stage 2 is nearing completion. Stage 3 (inspection, projects, enhanced GIS, and maintenance) will be completed in late 2016. Stage 4 (system requirements and its devices) will be complete in 2017+. Mr. Farley demonstrated to the group on how to register for TSAMs and walked the group through the search engines. Additionally, he showed the group all of the other details the website will have including location maps, location details, manufacturing details and management documents. Lastly, Mr. Farley stressed the benefits of TSAMs including uniformed data collection, one-stop-show, data mining, products listing, and product manufacturing information.
- Mr. Gault presented the statewide data collection effort, which included 8,623 traffic signals and 1,805 in the SPC region. The techniques the teams used were mobile LiDAR, stakeholder data gathering, and field inspections. The field inspectors used a custom iPad app, took photos, and collected many data elements.
- Dom D'Andrea asked about the City of Philadelphia conducting their own inventory. Mr. Farley responded by saying the city is using the same techniques and will be incorporated into database.
- Dom D'Andrea asked about the conditions of the signal and is this being accounted for. Mr. Farley answer by saying LiDAR has the ability to capture a picture in time and any major issues were noted in the collection process. This was an effort to see what the state has rather than the condition of the signals.
- Dom D'Andrea asked about the sustainability of this system and will PennDOT rely on municipal participation. Mr. Farley responded: Input into the system will be PennDOT and municipal

responsibility but this is more of a user document for municipalities and as well as an electronic tracking tool.

USDOT's Advanced transportation and Congestion Management Technologies Deployment (ATCMTD)

Dom D'Andrea - SPC

- Dom D'Andrea presented the ATCMTD initiative. The purpose is to develop model deployment sites for large scale installation and operation of advance transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Mr. D'Andrea highlighted the funding availability. For each FFY from 2016-2020, about \$60 million will be made available for projects. Each award requires a 50% non-federal match. Eligible applicants include state and local governments, transit agencies, MPO's (population over 200,000), other political subdivisions, and research or academic institutions. Lastly, Mr. D'Andrea talked about Pennsylvania's first round applications: PA Turnpike and City of Pittsburgh "Smart Spines". He indicated that someone from USDOT would be asked to explain the program in more detail at a future Transportation Operations and Safety Forum meeting.

Other Activities

- The SR 2040 Curry Hollow Road/Lebanon Church Road RSA was completed in June. Dom will be asking stakeholders about future locations.
- The Lawrence County SR 18 OSA is scheduled for Fall of 2016.
- The SWPA Regional ITS Architecture was completed and SPC is working with their consultant to launch the website.
- The Regional Cashless Tolling Planning Study is to be completed by mid July.
- Josh Spano summarized the TIM activities for the remaining part of 2016.