

Meeting Minutes for December 8, 2016
Transportation Technical Committee
SPC Offices
Two Chatham Center, Pittsburgh PA 15219

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Tom Swisher, Armstrong County Planning and Development
- Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development *
- Jeremy Kelly, Greene County Planning Commission
- Patrick Hassett, City of Pittsburgh Office of Public Works
- Jeff Skalica, City of Pittsburgh Office of Public Works
- Dave Hutchinson, City of Pittsburgh Office of Management and Budget
- Amy McKinney, Lawrence County Planning and Community Development
- Chris Bova, Westmoreland County Department of Planning and Development
- Daniel Carpenter, Westmoreland County Department of Planning and Development
- Jeffrey Leithauser, Washington County Planning Commission
- Kevin McCullough, PennDOT Central Office
- Steve Buckley, WSP/Parsons Brinkerhoff
- Dan Laird, Allegheny County Department of Public Works Consultant
- Dave Cook, PennDOT District 10-0
- H.D. Cessna, PennDOT District 11-0
- Robert Miskanic, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Joshua Grimm, PennDOT District 11-0
- Bill Beaumariage, PennDOT District 12-0
- Angela Saunders, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Lucinda Beattie, Pittsburgh Downtown Partnership
- Lynn Manion, Airport Corridor Transportation Association
- Mavis Rainey, Oakland Transportation Management Association
- Jina O'Neil, Oakland Transportation Management Association
- Brent Lahaie, Urban Redevelopment Authority of Pittsburgh
- Kenny Barry, Urban Redevelopment Authority of Pittsburgh
- Mary Ann Bucci, Port of Pittsburgh Commission
- Nathom Beyene, RAND Corporation
- Sara Hansel, Fisher Associates
- Vico Innocenti, Fisher Associates
- Dr. James Hassinger, SPC Executive Director and CEO
- Doug Smith, SPC Transportation Director
- Andy Waple, SPC Staff
- Tom Klevan, SPC Staff
- Darin Alviano, SPC Staff
- Matt Pavlosky, SPC Staff
- Chuck Imbrogno, SPC Staff
- Dan Bernazzolli SPC Staff
- Ryan Gordon, SPC Staff
- David Totten, SPC Staff
- Sara Walfoort, SPC Staff
- Leann Chaney, SPC Staff
- Dan Alwine, SPC Staff
- Kathy Stefani, SPC Staff
- Indicates voting member
- * Participated by telephone

1. Call to Order

Doug Smith called the meeting to order at 10:00 a.m.

2. Action on the November 17th Meeting Minutes (Handout 1)

A motion was made by Jeff Leithauser and seconded by Amy McKinney to accept the November 17th meeting minutes as presented. The TTC approved.

3. Public Comment

There was no public comment.

4. FHWA/PennDOT Central Office Reports

Kevin McCullough provided reports on the following:

- TAP – Expect an announcement soon.
- PennDOT Connects – Guidance to be released before end of the month. No surprises. Similar to the draft policy that was shared previously.
- Rapid Bridge Replacement Program – 156 of the 576 bridges in the program are open to traffic. 26 bridge replacements are underway leaving 378 bridges to be completed.

5. Action on Modifications to 2017-2020 TIP (Handout 2)

A. PennDOT District 10-0

Dave Cook of PennDOT District 10-0 reviewed the requested TIP modification. It was amendment request to add the “Kittanning Business District Local Access Road” project to the TIP for construction in FFY 2017 in the amount of \$250K (100% Federal). Tom Swisher made a motion to approve, which was seconded by Jeff Leithauser, and the TTC approved the modifications as presented.

B. PennDOT District 11-0

Rob Miskanic of PennDOT District 11-0 reviewed the requested TIP modifications. There were two amendments and three administrative modifications requiring TTC action (as highlighted in handout 2).

The first amendment request was to add the “I-79 Widening (Southern Beltway Connector)” project to the TIP for construction in FFYs 2018, 2019, and 2020 in the amount of \$23.1 M (100% State). It was noted that because of project cost and potential impact on air quality conformity that the request is considered a major amendment and will require approval by the Commission, as per SPC Procedures for TIP Modifications, the Long-Range Transportation Plan will also need to be amended to move the project from the third stage to the second stage of the Fiscally Constrained Plan. A 30-day public review and comment period and a public meeting will be conducted before the major amendment request will be presented to the Commission at their March meeting.

The request to add the “ I-79 Widening (Southern Beltway Connector) ” project to the TIP will again be presented to the TTC in March after the 30-day public review and comment period. Upon TTC approval, it will then be presented to the Commission for action at their March meeting. It was noted that the PA Turnpike

Commission will be requesting to add the “Mon-Fayette Expressway PA Route 51 to I-376” project to the TIP and the Long-Range Transportation Plan at the same time as the “I-79 Widening (Southern Beltway Connector)” (March). Since the Mon-Fayette project will also be a major TIP amendment request, SPC will conduct a joint 30-Day public review and comment period and will conduct two public meetings; one in each respective project area.

The second amendment request involves a cost increase to the “Elizabeth Bridge Rehabilitation” project for construction in FFYs 2017 and 2018 in the amount of \$9.9M.

Ann Ogoreuc made a motion to approve the “Elizabeth Bridge Rehabilitation” amendment and the three administrative action requests, which was seconded by Jeff Leithauser, and the TTC approved.

C. PennDOT District 12-0

Angela Saunders of PennDOT District 12-0 reviewed the requested TIP modifications. There were eight administrative modifications requiring TTC action (as highlighted in handout 2). Chris Bova made a motion to approve, which was seconded by Jeff Leithauser, and the TTC approved the modifications as presented.

D. Transit Operators

Tom Klevan provided a report on the TIP modifications presented to the TOC at their meeting yesterday.

6. FASTLANE Application Schedule (Handout 3)

Doug Smith and Andy Waple updated the committee on the USDOT FASTLANE program and SPC’s approach. FHWA announced applications were due on December 15th, leaving little time to evaluate potential candidates for review. In communicating with PennDOT, because of the quick turnaround, it appears that applications that were submitted last round will again be submitted this round. SPC, in cooperation with District 11-0, will again submit an application for the I-376 Parkway West (Banksville, Green Tree and Carnegie Interchanges). The District is modifying the application in hopes to make the project more competitive. Doug asked the committee for their endorsement of the application. Jeff Leithauser made a motion to endorse, which was seconded by Ann Ogoreuc, and the TTC approved the endorsement of the I-376 Parkway West FASTLANE application. Staff will prepare a resolution of support for the application for Commission adoption at their December meeting.

7. Critical Urban & Critical Rural Freight Corridors

Doug Smith provided a recap from last TTC on Critical Urban and Critical Rural Freight Corridors to the committee. The FAST Act requires USDOT to establish a National Multimodal Freight Network (NMFN) to:

- Assist States in strategically directing resources toward improved system performance for the efficient movement of freight;
- Inform freight transportation planning;

- Assist in the prioritization of Federal investment; and,
- Assess and support Federal investments to achieve the national multimodal freight policy goals.

PennDOT has asked planning partners to provide input on critical corridors within their areas. PennDOT will then evaluate and prioritize the corridors statewide. It was noted that there is a statutory limit on miles that can be designated.

Sara Walfoort presented a draft list of critical corridors for consideration.

For consideration in CRFC designation:

1. SR 0519 in Houston, PA – this corridor begins in an urbanized area and extends beyond the UA limits. The rural portion of this corridor has little independent value as a CRFC if the corridor does not continue through the Urbanized Area to connect to Interstate 79.
2. SR 0422 in Butler County – this is an entirely rural corridor
3. SR 0422 in Armstrong and Indiana Counties – this is an entirely rural corridor.

For consideration in CUFC designation:

1. SR 0051 / McKees Rocks Bridge, in Allegheny County (State and local roadway segments included)
2. SR 0028 / Freeport Road, in Allegheny County (State and local roadway segments included)
3. SR 0018/SR 0151/SR 051 (Shell Cracker Facility Truck Routing, exclusive of I-376), in Beaver County (State roadway segments only)
4. Local routing to I-579, City of Pittsburgh (Local roadway segments only)
5. SR 0119, in Westmoreland County (State roadway segments only)
6. SR 0051/Pennsylvania Avenue/SR 0018, in Monaca, Beaver County (State and local roadway segments included)
7. SR 0088 / Elco Hill Road, in Washington County (State and local roadway segments included)
8. SR 0060, in Allegheny County (State roadway segments only)
9. SR 0019/SR 0528, in Butler County (State roadway segments only)

Several of the SPC CUFC candidate corridors include both state and local roadway segments. CUFC Candidate 4, local routing to I-579 in the City of Pittsburgh is the only CUFC candidate corridor consisting exclusively of local roadway segments. Lucinda Beattie asked about the prioritization of this corridor and emphasized its importance in moving freight through Downtown. SPC staff will discuss further with City of Pittsburgh staff before finalizing the prioritized list for Commission action.

SPC staff believes that each candidate corridor provides an important freight connection into and through our region.

Jeff Leithauser made a motion, which was seconded by Ann Ogoreuc, and the TTC approved the recommended critical urban and critical freight corridors. The list of corridors will be presented to the Commission at their December meeting for action. Upon approval by the Commission the list will be shared with PennDOT Central Office for their consideration.

8. Washington County Urban Boundary Adjustment (Handout 4)

Doug Smith presented Washington County's request for a boundary adjustment to the 2010 Urbanized Area Boundary. The County has designated a projected SR 136/519 Growth Area in their Comprehensive Plan and would like the area to be designated urban in order to provide consistency in roadway design throughout the area. Doug informed the committee that the request will be presented to the Commission for action at their January meeting. Jeff Leithauser made a motion to approve, which was seconded by Tom Swisher and the TTC approved the boundary adjustment. Upon approval by the Commission the request will go to PennDOT and FHWA for their review and approval.

9. SPC Active Transportation Plan

Doug Smith provided an overview of SPC's approach to development of an Active Transportation Plan for Southwestern PA. Doug emphasized that the region's Long-Range Plan, *Mapping the Future*, serves as the broad foundation for everything SPC does and that it provides the context for developing more specific modal and topical plans that add depth to regional planning. Doug stated that as part of developing *Mapping the Future*, SPC heard loud and clear that there is growing interest in multimodal options and that a regional active transportation plan would be helpful. SPC staff is in the process of engaging consultant support on the first task of the project, which will involve researching planning regulations and guidance for federal, state and MPO roles and responsibilities and facilitating regional discussion on the various roles and responsibilities of partners in our region. Doug anticipates presentation and discussion of this material in the Feb-March timeframe with TTC, TOC and the Active Transportation Forum.

10. Planning Connectivity & Autonomous Vehicles – Steve Buckley, Parsons

Brinckerhoff

Steve Buckley discussed planning for autonomous vehicles. Autonomous vehicles have the potential to change all aspects of mobility—from driver safety and insurance liability to car ownership and how Americans commute. It has the potential to disrupt both public and private transportation as we know it. As Google, Uber, the automobile industry, and other organizations continue to make rapid technological advances, it is vital that federal, state, and local governments establish policies, laws and regulations that account for these disruptions. Of utmost importance is finding a balance between guarding public safety while regulating insurance/liability and still encouraging investment in research and development of autonomous vehicles.

11. Other Business / Status Reports

Doug Smith provided a quick review/preview for previous and upcoming meetings.

- A. City/County/District Roundtable Discussion
- B. November 19th – TransportationCamp Pittsburgh 2016
- C. December 7th – Transit Operators Committee
- D. December 7th – Active Transportation Forum
- E. December 8th – Statewide Planning Partners Conference Call

- F.* December 12th & January 30th – Southwestern Pennsylvania Commission Executive Committee
- G.* December 12th & January 30th – Southwestern Pennsylvania Commission
- H.* January 19th – Transportation Technical Committee
- I.* January 19th – National Highway System/Functional Classification Work Session