

**Meeting Minutes for June 16, 2016**  
**Transportation Technical Committee Meeting**  
**SPC Offices**  
**Two Chatham Center, Pittsburgh, PA 15219**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Steve Shanley, Allegheny Department of Public Works
- Tom Swisher, Armstrong County Department of Planning and Development
- Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Jeremy Kelly, Greene County Planning Commission
- Jeff Raykes, Indiana County Department of Planning and Development
- Amy McKinney, Lawrence County Planning and Community Development
- Dave Hutchinson, City of Pittsburgh Office of Management and Budget
- Chris Bova, Westmoreland County Department of Planning and Development
- Daniel Carpenter, Westmoreland County Department of Planning and Development
- Jeffrey Leithauser, Washington County Planning Commission
- David Wohlwill, Port Authority of Allegheny County
- Kevin McCullough, PennDOT Central Office
- \* Matt Smoker, Federal Highway Administration
- Doug Dupnock, PennDOT District 10-0
- Victor DeFazio, PennDOT District 11-0
- Robert Miskanic, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Kathryn Powers, PennDOT District 11-0
- Bill Beaumariage, PennDOT District 12-0
- Angela Saunders, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Mavis Rainey, Oakland Transportation Management Association
- Jina O'Neil, Oakland Transportation Management Association
- Lucinda Beattie, Pittsburgh Downtown Partnership
- Mary Ann Bucci, Port of Pittsburgh Commission
- Amy Travis, Walsh-Granite Joint Venture
- Jeff Rossi, Walsh-Granite Joint Venture
- Brent Lahaie, Urban Redevelopment Authority of Pittsburgh
- Sara Hansel, Fisher Associates
- Doug Smith, SPC Transportation Director
- Andy Waple, SPC Staff
- Darin Alviano, SPC Staff
- Chuck Imbrogno, SPC Staff
- Ryan Gordon, SPC Staff
- Dave Totten, SPC Staff
- Matt Pavlosky, SPC Staff
- Kathy Stefani, SPC Staff
- Madison Pityk, SPC Intern
- Jiawen Qi, SPC Intern
  
- Indicates voting member
- \* Participated via telephone

**1. Call to Order**

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

**2. Action on the May 19<sup>th</sup> Meeting Minutes (Handout 1)**

A motion was made by Amy McKinney and seconded by Tom Swisher to accept the May 19<sup>th</sup> TTC meeting minutes as presented. The TTC approved.

**3. Public Comment**

There was no public comment.

**4. FHWA/PennDOT Central Office Reports**

A. US DOT Publishes [Final Transportation Planning Rule](#)

Doug Smith and Matt Smoker gave an overview of the FHWA and FTA final rule to update the regulations governing the development of metropolitan transportation plans and programs for urbanized areas, long-range statewide transportation plans and programs, and the congestion management process as well as revisions related to the use of and reliance on planning products developed during the planning process for project development and the environmental review process. The changes reflect the passage of MAP-21 and FAST Acts. MAP-21 continues many provisions related to transportation planning from prior laws; however, it introduced transformational changes related to performance-based planning and added some new provisions. The FAST Act makes minor edits to existing provisions. The changes make the regulations consistent with current statutory requirements and implement the following: A new mandate for State DOTs and MPOs to take a performance-based approach to planning and programming; a new emphasis on the nonmetropolitan transportation planning process, by requiring States to have a higher level of involvement with nonmetropolitan local officials and providing a process for the creation of RTPOs; a structural change to the membership of larger MPOs; a new framework for voluntary scenario planning; new authority for the integration of the planning and environmental review processes; and a process for programmatic mitigation plans. Many of these practices are already part of the planning process in Pennsylvania.

B. Extreme Weather Vulnerability Assessment

Andy Waple gave an update on PennDOT Central Office's extreme weather vulnerability study. This vulnerability assessment includes: gathering and integrating data and information on asset location, characteristics and climate sensitivities; gathering and obtaining information on historical weather events and projected climate; combining the asset and climate information to identify vulnerabilities; and assigning a level of risk of the climate impact on the assets. Upon completion of the vulnerability assessment, the study will identify adaptation measures that can be implemented to reduce the risks associated with current and future climate impacts and provide methods to incorporate the results into decision making processes. The

study, expected to conclude at the end of the year, will address ways to integrate the study results and process into asset management programs, hazard mitigation plans, transportation planning project selection criteria, and other programs and processes. Recently work sessions were held in PennDOT District 12 and PennDOT District 10 with PennDOT county maintenance managers and county emergency management officials to discuss critical infrastructure and identify known vulnerabilities and impact locations. The input collected at these work sessions will be incorporated into the final report. A workshop has been schedule for District 11 in July.

**5. Action on Modifications to 2015-2018 TIP (Handout 2)**

*A. PennDOT District 10-0*

Doug Dupnock of PennDOT District 10-0 reviewed the requested TIP modifications. There were two modifications requiring TTC action; one amendment and one administrative action (as highlighted in handout 3). Jeff Raykes made a motion to approve, which was seconded by Tom Swisher, and the TTC approved the modifications as presented.

*B. PennDOT District 11-0*

Rob Miskanic of PennDOT District 11-0 reviewed the requested TIP modification. There was one administrative modification requiring TTC action (as highlighted in handout 3). Ann Ogoreuc made a motion to approve, which was seconded by Amy McKinney, and the TTC approved the modification as presented.

*C. PennDOT District 12-0*

Angela Saunders of PennDOT District 12-0 reviewed the requested TIP modifications. There were three administrative modifications requiring TTC action (as highlighted in handout 3). Art Cappella made a motion to approve, which was seconded by Jeff Leithauser, and the TTC approved the modification as presented.

**6. Livability Through Smart Transportation Program Project Selection (Handout 3)**

Andy Waple reviewed handout 3 which contained candidate project scores, project delivery comments provided by the TTC, and a SPC staff program recommendation. The staff recommendation was based on the candidate scores. The only project not recommended for funding at this time was the US-19/Brandt Dr. Intersection Improvements in Cranberry Township. The project scored the lowest of all the projects and had the third highest funding request at \$640K. The projects recommended to the program along with their funding requests are as follows:

Westmoreland Heritage Trail Park and Ride/TrailHead	\$209,120
Tollgate School Rd. Multimodal Project	\$332,111
Washington Blvd Multimodal Path	\$448,471
Allegheny Co. Road Bike/Ped Facility Assessment	\$200,000

Lawrence Co. Multimodal Corridor Study	\$160,000
Sheepskin Trail Extension	\$96,000
Millvale/Shaler/Etna TRHT Connection Study	\$200,000
Washington Co. Fairgrounds Multimodal Project	\$750,000
Allegheny Circle Phase 2	\$741,196
Rt. 68 Corridor Improvements	\$200,000

Joel MacKay’s motion was seconded by Art Cappella to approve the projects recommended for funding through SPC’s Livability Through Smart Transportation Program. The TTC approved. The recommended project list will be presented to the Executive Committee at their June 27 meeting.

**7. Report on Public Comment Period Response (Draft 2017-2020 TIP; EJ Benefits & Burdens Assessment; Air Quality Conformity Determination; 2040 Plan Amendment) (Handout 4)**

Matt Pavlosky gave an overview of the Public Comment period which was open from May 4<sup>th</sup> through June 3<sup>rd</sup>. Eleven public meetings were held throughout the region, at least one in each county. SPC received sixty-six comments via public meetings, online, and written letters. All comments will be shared with the full Commission in advance of their June 27<sup>th</sup> meeting.

**8. Action to Recommend Commission Approval of Air Quality Conformity Determination for 2017-2020 TIP & 2040 Plan Amendment**

Ann Ogoreuc’s motion was seconded by Jeff Leithauser to recommend Commission Approval of the Air Quality Determination for the 2017-2020 TIP and 2040 Plan Amendment. The TTC approved.

**9. Action to Recommend Commission Adoption of 2017-2020 TIP**

Art Cappella’s motion was seconded by Ann Ogoreuc to recommend Commission Adoption of the 2017-2020 TIP. The TTC approved.

**10. Rapid Bridge Replacement Program Update**

Jeff Rossi of Plenary Walsh Keystone Partners (PWKP) distributed to TTC members a list of bridges in the region to be replaced over the next couple of years as part of the Rapid Bridge Replacement (RBR) Private-Public Partnership. Jeff gave TTC members an overview of Plenary Walsh Keystone Partners RBR website <http://parapidbridges.com/>. The website is a valued resource containing information regarding the RBR program, who PWKP are, bidding procedures for contractors, a public outreach calendar, bridges to be replaced by county, a well as a bridge blog.

**11. Transit Funding Overview**

David Totten presented an overview of the transit funding process. About 75% of

the \$1.9 billion transit TIP is operating funding, and most of that comes from state sources, through Act 89 formula funds along with a state-required local contribution. Small urban agencies may choose to use some of their capital funding for operating expenses, as both FACT and Freedom Transit (Washington) are doing. Most capital funding—for bus purchases, facilities and other improvements—are funded through the federal 5307 Urbanized Area Formula Grant program. This funding is 80/20, with the non-federal match provided mostly by the PennDOT, with a local contribution, as well. The formula is based on population & density as well as the level of transit service provided by the agency. In addition, two other federal sources are also available: the “State of Good Repair” program funds maintenance of bus and light rail infrastructure and is also formula-based, while the discretionary “Bus and Bus Facilities” discretionary grant could be used to upgrade buses to no/low-emission vehicles.

Formula funds are granted to Port Authority, but are used by the entire urbanized area. This arrangement is governed by an agreement between the region’s urban transit operators and Port Authority. SPC staff manages the agreement for the grantees as technical assistance to transit—this includes processing and reporting the data needed to calculate the sub-allocation of formula funds according to the adopted process.

State capital funding to Port Authority is a formula program through Act 89 and funds the agency’s bridge maintenance activities, for example. For small urban agencies, state capital funds are allocated by PennDOT through a consolidated capital/operating grant on an annual basis. Capital decisions are informed by the state’s new Capital Planning Tool asset management database.

Shared Ride funding in Pennsylvania comes from two sources: lottery proceeds fund free rides for persons over 65 while the Medial Assistance Transportation Program provides rides for qualified purposes, but usually charges a fare. Shared Ride capital improvements can be funded through state or federal sources, but the funding is also administered by PennDOT and informed by the Capital Planning Tool.

Adding new capacity to the region’s transit network typically requires the addition of discretionary funding. For medium and large projects, such as Bus Rapid Transit or light rail, the federal New Start program can provide up to 80% funding (but typically funds around 50%). To qualify for New Start, TIGER, or other discretionary sources, transit agencies must complete a significant amount of planning before applying. Usually, this means an Alternatives Analysis or other project development work—the case must be made up-front that the proposed improvement will accomplish federal goals, such as mobility, economic development and ridership. This makes planning all the more important, as successful transit agencies work to build partnerships with local and regional stakeholders.

## **12. Emerging Industries Corridor and Mobility Study**

Abigail Stark provided an overview of The Emerging Industries Corridor and Mobility Study which was conducted in 2015 by SPC staff. The study addresses specific needs related to the emerging petrochemical industry. The study corridor was roughly defined as I-376 from the interchange with Route 422 in Lawrence County in the north, to the I-376 interchange with I-79 in southern Allegheny County, along I-79 to the interchange with I-70 and I-70 east to the Monongahela River.

The intent of the study was two-fold: First, identify appropriate sites and locations for business opportunities associated with Shell's proposed petrochemical facility that would meet the needs of businesses associated with the emerging petrochemical industry; Secondly, improving the supply chain needs by identifying and addressing the accessibility and mobility of product and workforce needs.

### ***Findings and Recommendations of the Study***

#### ***General Findings:***

- The Southwestern PA region is lacking in shovel-ready industrial sites
- Basic utility infrastructure needs to be improved

#### ***Broad Recommendations:***

- Identify new potential (raw) sites not yet on the market
- Attract money for site development
- Increase funds and access to freight programs
- Expand site analysis

#### ***Designate Toll 576 as an Interstate***

#### ***Freight improvements for "last mile" connections***

#### ***Site specific transportation improvements:***

- Aliquippa Industrial Park and the Bet-Tech Sites
- Cemex Site
- Clinton Commerce Park
- Mon River Industrial Park

## **13. Other**

### ***A. TTC Meeting Schedule (Handout 5)***

The Transportation Technical Committee meetings for July 2016 Through June 2017 are scheduled as follows:

#### **2016**

July 14, August 18, September 15, October 20, November 17, December 8

#### **2017**

January 19, February 16, March 16, April 20, May 18, June 15

Doug Smith highlighted recent and upcoming meetings including:

### ***B. June 15<sup>th</sup> – Transit Operators Committee (TOC)***

- C. *June 27<sup>th</sup> – Southwestern Pennsylvania Commission Executive Committee*
- D. *June 27<sup>th</sup> – Southwestern Pennsylvania Commission*
- E. *June 30<sup>th</sup> – Transportation Operations & Safety Committee*
- F. *July 14<sup>th</sup> – Joint TOC and TTC Meeting*