

Meeting Minutes for October 20, 2016
Transportation Technical Committee
SPC Offices
Two Chatham Center, Pittsburgh PA 15219

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Steve Shanley, Allegheny County Department of Public Works
- Tom Swisher, Armstrong County Planning and Development
- Tammy Frank, Beaver County Liquid Fuels
- Dan Colville, Beaver County Department of Public Works
- 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
- Akshali Gandhi, City of Pittsburgh Department of City Planning
- Patt Hassett, City of Pittsburgh Office of Management and Budget
- Chris Bova, Westmoreland County Department of Planning and Development
- Jeffrey Leithauser, Washington County Planning Commission
- Ed Typanski, Port Authority of Allegheny County
- Kevin McCullough, PennDOT Central Office
- Steve Shadle, Allegheny County Department of Public Works Consultant
- Dave Cook, PennDOT District 10-0
- Robert Miskanic, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Crystal Masriao, 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
- Lucinda Beattie, Pittsburgh Downtown Partnership
- Jina O'Neil, Oakland Transportation Management Association
- Lynn Manion, Airport Corridor Transportation Association
- Steve Shadle, Allegheny County Department of Public Works/Consultant (McGwire Group)
- Mike Brinza, Port of Pittsburgh Commission
- Adam Mattis, Department of Conservation and Natural Resources
- John Petulla, McCormick Taylor
- Dawn Schilling, McCormick Taylor
- Betsy Zang, McCormick Taylor
- Sara Hansel, Fisher Associates
- Vico Innocenti, Fisher Associates
- Doug Smith, SPC Transportation Director
- Andy Waple, SPC Staff
- Darin Alviano, SPC Staff
- Dom D'Andrea, SPC Staff
- Chuck Imbrogno, SPC Staff
- Ryan Gordon, SPC Staff
- Tom Klevan, SPC Staff
- Sara Walfoort, SPC Staff
- Leann Chaney, SPC Staff
- Dan Alwine, SPC Staff
- Josh Spano, SPC Staff
- Jonathan Spencer, SPC Staff

- Indicates voting member

1. Call to Order

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

2. Action on the September 15th Meeting Minutes (Handout 1)

A motion was made by Jeff Leithauser and seconded by Art Cappella to accept the September 15th meeting minutes as presented. The TTC approved.

3. Public Comment

There was no public comment.

4. FHWA/PennDOT Central Office Reports

Doug Smith and Kevin McCullough discussed the following items:

A. Statewide Planning Partners Recap

The Statewide Planning Partners Conference was held in Camp Hill on October 11th and 12th. Topics discussed included: PennDOT Connects, Critical Urban and Critical Rural Freight Corridors, Green Light Go, Planning for Operations, Bridge Bundling for Local Governments, and Endeca Bridge Investment Plan Bridge Investment Plan.

B. PennDOT Transportation Systems Management & Operations (TSM&O) Recap

PennDOT hosted a statewide meeting to discuss TSM&O on October 13th in Harrisburg. TSM&O offers the potential to provide an integrated program to optimize the performance of existing infrastructure through the implementation of specific systems and services that preserve capacity and improve reliability and safety. The TSM&O activities focus on a set of well-known strategies such as incident management, traffic signal timing, ramp metering, road weather management, and others. A few years ago, FHWA developed a specific guidance framework to help transportation agencies improve the effectiveness of their TSM&O activities. The framework is based on self-evaluation regarding the key process and institutional capabilities required from a transportation agency (or group of agencies) to achieve effective TSM&O. At the meeting PennDOT solicited input from planning partners for the state's statewide strategic operations plan, which is intended to help advance Pennsylvania on FHWA's capability maturity model.

C. Advanced Transportation and Congestion Management Technologies Deployment Program

https://www.transportation.gov/sites/dot.gov/files/docs/FactSheet_ATCMTD_20161013.pdf

The Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) funds cutting-edge transportation technologies that help reduce congestion and improve the safety of our transportation system. Transportation Secretary Anthony Foxx announced the award of \$56.6 million to 8 projects that will use innovative strategies to deploy, demonstrate, and evaluate advanced transportation

technologies. These projects have leveraged closed to \$100 million in additional public and private funds to support these efforts. The City of Pittsburgh received nearly \$11M to deploy “Smart Spine” corridors that layer environmental, communications, energy, and transportation infrastructure technologies to improve connections between isolated neighborhoods & major centers of employment, education, and healthcare.

D. STIP Approval & Federal Planning Finding (Handout 2)

The 2017-2020 STIP was approved by US DOT on September 29th. Along with a copy of the approval letter, SPC received a copy of the companion Federal Planning Finding. The Federal Planning Finding is a formal action taken by the FHWA and FTA to ensure that the STIP and TIPs are developed according to Statewide and metropolitan transportation planning processes that are consistent with required statutory and regulatory planning and related provisions. The Federal Planning Finding highlights noteworthy practices, processes, and/or products and also identifies areas for potential improvement. SPC was acknowledged for its Linking Planning and NEPA (LPN) efforts in TIP development and it was suggested that PennDOT showcase this effort to aid other Planning Partners and/or PennDOT Districts in advancing a consistent and systematic implementation of PennDOT's Design Manual 1 - Project Delivery Process across the Commonwealth.

E. PennDOT Multimodal Transportation Funding Program (Handout 3)

Eight projects in the region will receive funding from PennDOT as part of the statewide release of \$40 million in funds through the Multimodal Transportation Funding Program.

The \$40 million awarded by PennDOT will direct funding to thirty-seven highway, bridge, bike and pedestrian improvement projects. PennDOT received 251 applications for the funds.

The following local projects, by county, are receiving grants:

Allegheny County:

- Allegheny County Parks -- \$2,100,000 to improve roadways throughout Allegheny County's parks through widening the shoulders, paving, signage installation, and bike markings.
- Borough of Wilkinsburg -- \$203,703 to implement two-way conversion on Wood Street and a bicycle lane on Ross Avenue to enhance neighborhood connectivity, reestablish two-way traffic flow, address bicycle connectivity, and decrease social division.
- Urban Redevelopment Authority of Pittsburgh -- \$3,000,000 to construct street, pedestrian, bike circulation, and public space improvements in the four-acre area around East Liberty Transit Center (ELTC), a transit-oriented development.
- Ross Township -- \$865,000 for improvements at the intersection of McKnight Road and Siebert Road, which include adding an additional turning lane and installing a sidewalk Babcock Boulevard to McKnight Road.

Beaver County:

- Zelenople Airport Authority -- \$2,244,153 to relocate and realign approximately 2,400 lineal feet of SR 288 to improve sight distances and create a safer roadway.

Indiana County:

- Indiana County Development Corporation -- \$1,400,000 for Phase 3A road improvements in Windy Ridge Business and Technology Park, including extending the internal roadway, final design, survey, construction, storm water improvements and street light installation.

Westmoreland County:

- Borough of Derry -- \$210,000 for reconstruction of East Owens Avenue from SR 0217 to the intersection with N. Ligonier Street to provide two-way access and demolition of the existing bridge on N. Ligonier Street at the intersection with SR 0217.
- City of Latrobe -- \$100,000 to enhance the safety and accessibility of a major intersection in downtown Latrobe, including eight new curb ramps, new asphalt at the site, four decorative crosswalks, and a surface sign.

5. Action on Modifications to 2017-2020 TIP (Handout 4)

A. PennDOT District 10-0

Darin Alviano reviewed the amendment request (as highlighted in handout 4) regarding the deferral of the Indiana Borough/White Township (Indiana County Multimodal Corridor) project from the TIP. Given the project's uncertain development timeline and the limited availability of approved CMAQ eligible projects, it is recommended that the CMAQ funds be removed from the Indiana County Multimodal Corridor project and reprogrammed to a project in which the FFY17 funding can be obligated. SPC staff acknowledged that the Indiana County Multimodal Corridor project is a good project and is committed to assist Indiana County in securing funding when the project is ready to be constructed. Art Cappella made a motion to approve the amendment 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 sixteen administrative modifications requiring TTC action (as highlighted in handout 4). Ann Ogoreuc made a motion to approve, which was seconded by Pat Hassett, and the TTC approved the modifications 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 4). Art Cappella made a motion to approve, which was seconded by Jeff Leithauser, and the TTC approved the modifications as presented.

6. **SPC Discretionary Programs Update**

Darin Alviano updated members on the status of SPC's discretionary programs (TAP, SMART, CMAQ). Darin thanked the PennDOT District Program Managers for their assistance and cooperation in managing the TIP to ensure local discretionary funded projects are programmed appropriately according to schedule.

7. **SPC - PA Turnpike Cashless Tolling Study Update**

Domenic D'Andrea made a presentation on the Regional Cashless Tolling Planning Study which was recently completed by AECOM for SPC.

The Regional Cashless Tolling Planning Study was identified as a need through SPC's Long Range Plan process.

The purpose of the study was to :

- identify the potential state and local road impacts of cashless tolling at existing interchanges along the mainline Turnpike (I-76) within the SPC region; and
- identify the feasibility and associated state and local road impacts of potential new access points along the mainline Turnpike (I-76).

The first evaluation included the following existing interchanges/toll plazas:

Interchange 28-Cranberry	Interchange 57-Pittsburgh
Warrendale Toll Plaza (MP 30)	Interchange 67-Irwin
Interchange 39-Butler Valley	Interchange 75-New Stanton
Interchange 48-Allegheny Valley	Interchange 91-Donegal

The study concluded that the travel times and delay in the existing turnpike interchange areas will not be significantly impacted once a cashless tolling system is implemented. This is because of the relatively high market penetration of E-ZPass already (75% on average). This represents a significant change from what was experienced with all-cash transactions many years ago. Concept-level improvements were identified as potential strategies to alleviate existing congestion issues at certain interchanges.

The feasibility of potential new access locations was evaluated for the based on the ability to improve operational conditions for commuter, freight, and emergency vehicle traffic as well as the potential to facilitate economic development and generate additional customers for the Turnpike. Initially, the team developed qualitative rating criteria for 9 potential new access locations.

Based upon the results of the qualitative evaluation and consultation with the Technical Advisory Committee for this study, four locations were chosen for a more detailed evaluation including concept-level plan layouts. Along with the layouts, the detailed evaluation covered traffic demand from the network model, a planning level cost estimate, and identification of preliminary environmental constraints related to the potential new interchange project.

The detailed level evaluation was conducted for the following 4 locations:

- SR 910 (Richland Township, Allegheny County)
- SR 28 (Harmar Township, Allegheny County)
- SR130 (Penn Township, Westmoreland County)

- SR 981 (Mount Pleasant Township, Westmoreland County)

The study concluded that new cashless tolling access appears to be feasible at each of the above locations, but the costs and impacts of providing that access vary considerably.

The full study is now available on SPC's website at

<http://www.spcregion.org/pdf/ops/tollstudy/SPCCTFINALREPORT.pdf>

8. Laurel Valley Transportation Improvement Project

The Laurel Valley Transportation Improvement Project (LVTIP) is a comprehensive approach to identifying a series of fundable, attainable, and sustainable roadway improvements to meet transportation needs on or near the existing Route 981 Corridor. The Study Area extends from Route 30 near the Arnold Palmer Regional Airport to the Route 819/981 intersection in Mount Pleasant. The study is considering improvements that will enhance safety, mobility and access consistent with land use and projected future growth in the region.

The first step of the LVTIP is the Feasibility Study that will identify and prioritize transportation solutions and potential funding sources for the improvements. The study will include numerous opportunities for public input into the process. During the first part of the study, traffic studies including a safety analysis, travel time analysis, and geometric analysis, were conducted. Public meetings are being scheduled prior to key decision points throughout the study and a committee of key local and regional stakeholders, called the KeyS Committee, is providing ongoing feedback to the Study Team.

Next, the Purpose and Needs for the project will be defined using information gathered from the traffic studies and community input by the KeyS Committee and the general public. Once this step is completed, solutions will be identified to improve the roadway conditions throughout the corridor. Mapping has been developed and will be updated to identify natural, cultural and socio-economic resources, utilities, traffic conditions, and engineering constraints that may affect the project and its proposed solutions.

The Feasibility Study will present multi-modal transportation solutions to modernize access throughout the study area to address safety, mobility, access, and economic development needs for those who live, work, and travel in the region. Fundable and feasible transportation solutions will be developed in detail for phased implementation as funding sources are identified.

Throughout the study, the Study Team will use public input to support the analysis, development, and advancement of potential improvements.

9. Resiliency Studies Update

Due to time constraints, this item will be placed on the November TTC agenda.

10. Other

A. City/County/District Roundtable Discussion

Akshali Gandhi and Dom D'Andrea informed members of the upcoming TransportationCamp PGH. <http://transportationcamp.org/events/pgh-2016/>

B. September 29th – FHWA Congestion Pricing Workshop

C. October 3rd – SPC Commissioners' Workshop

D. October 27th – Safety and Operations Committee

E. November 16th – Statewide Traffic Incident Management Summit

F. November 17th – Transportation Technical Committee