

**Southwestern Pennsylvania Commission  
Transportation Technical Committee (TTC)  
Meeting Minutes via Webex  
May 12, 2022, 10:00 a.m.**

**Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Joe West, Beaver County Planning Commission
- Joel MacKay, Butler 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
- Amy McKinney, Lawrence County Planning Commission
- Jason Theakston, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Kevin McCullough, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
- Steven Shanley, Allegheny County Department of Public Works
- Brendan Coticchia, City of Pittsburgh
- Austin McDaniel, Washington County Planning
- Brandon Leach, PennDOT Central Office
- Ed Typanski, Port Authority of Allegheny County
- Kathryn Schlesinger, Pittsburgh Downtown Partnership
- Lynn Manion, Airport Corridor Transportation Association
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- Jordan Bergamasco, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Matthew Kelley, CDR Maguire
- Andy Waple, SPC Deputy Executive Director, Programs
- Domenic D'Andrea, SPC Transportation Director
- Ryan Gordon, SPC Staff
- Chuck Imbrogno, SPC Staff
- Josh Spano, SPC Staff
- Dan Bernazzoli, SPC Staff
- Ronda Craig, SPC Staff
- Lillian Gabreski, 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 April 14<sup>th</sup> TTC Meeting Minutes**

A motion was made to approve the minutes of the April 14<sup>th</sup> TTC meeting, and the motion was approved unanimously.

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

Kevin McCullough first discussed the notice of three funding opportunities which are coming up recently. These funding opportunities, the National Infrastructure Project Assistance grant (MEGA grant), the nationally significant multimodal, freight, and highways project grants (INFRA grant), and the rural surface transportation grant (Rural) grant, are all due on May 23<sup>rd</sup>. These opportunities have been combined by USDOT into one Notice of Funding Opportunity and one application (Multimodal Project Discretionary Funding Opportunity). Currently, SPC and PennDOT are working together to make sure there are plans in place to strategically apply for these grants. Domenic D’Andrea mentioned that currently SPC is putting together an application for the MEGA grant, discussing with Port Authority and PennDOT on an application for improvements to the Martin Luther King Jr. East Busway, as well as I-376 Parkway East, integrating both corridors as a combined eastern integrated corridor management project. The project will include active traffic management and queue management on the on-ramps, as well as wrong way detection and variable speed limits. The projects will help to be more effective in handling incidents on the parkway and the arterial roads. Also included in the application is a mitigation of the Parkway East “bath tub” area, which has always had historic flooding issues. On the busway side, there will be rehabilitation of poorly rated bridges along the busway, as well as station amenity enhancements and dynamic signage. Andy Waple also mentioned the new SPC hire as director of strategic initiatives and policy, Dan Alwine, who will be working on the various discretionary programs coming through the recent Federal bills, and will be working on projects throughout the region to go after these funding opportunities. These include the reconnecting communities NOFO, the Smart Streets program, and any other discretionary programs found through USDOT, EPA, Department of Commerce and any broadband programs, among others. The first step that SPC has taken to begin gathering projects for this is by gathering a list of priorities from each of the counties commissioners in order to see what is wanted and then go after these opportunities in transportation, broadband, economic development, environmental, resiliency, and sustainability. Andy mentioned to reach out to himself or Dan for any questions or updates on these discretionary programs.

Kevin next moved on to discuss that the Bipartisan Infrastructure Law (BIL) does have some additional information on the federal websites (USDOT, FTA), as well as an informational PowerPoint which Kevin can provide a link to if wanted. Kevin also mentioned the upcoming funding opportunity called the reconnecting communities’ pilot discretionary grant program, which there will be a training webinar designed for any potential applicants. This webinar will take place on Thursday, May 19<sup>th</sup>, from 1:30pm to 2:30pm, and there is a registration link which will be shared. This program will be for up to \$1 billion over the next five years, and covers support, planning, capital, construction, technical assistance, community connectivity through removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities. Kevin then quickly discussed the completion of PennDOT’s 2045 Long Range Transportation Plan. He mentioned that the digital version of the LRTP will be available on PennDOT’s website, and he would be able to send a link

to that for any interested person. Kevin also mentioned that on April 20<sup>th</sup> Governor Wolf announces the approval of 64 TAP projects across Pennsylvania, 5 of which were in the SPC region. There was one project in Allegheny County, one project in Butler County, one project in Lawrence County, one project in Washington County, and one project in Westmoreland County. Normally, there is around \$18 million available in the TAP, however with the passing of the IJA bill, Pennsylvania awarded \$54.1 million for those projects in the Transportation Alternatives Set-Aside, or TASA, program. There was also an announcement for the multimodal discretionary program, which announced 58 new highway, bridge, transit, bike and pedestrian projects across 28 counties with a statewide total of \$47.8 million. Six of these projects were in the SPC region, with two in Butler County, one in Allegheny County, one in Greene County, one in Indiana County, and one in Westmoreland County.

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

A. PennDOT District 10-0

Harold Swan went over one administrative action for PennDOT District 10-0. The administrative action was for a safety improvement project which includes adding through lanes along the length of the project, turn lanes at various intersections, side road improvements, the addition of service roads for access control, drainage and guide rail upgrades, signal replacement, signage, and pavement markings along PA 228 (Mars Crider Road) from 500 feet east of its intersection with SR 3015 (Mars Valencia Road) to 1.0 mile east of its intersection with SR 3007 (Three Degree Road). Also included are sidewalks, Americans with Disabilities Act (ADA) ramps, bicycle consideration, and the addition of a roundabout on Three Degree Road in Adams Township, Butler County. The district is requesting to increase final design and add \$503,500 (80% Federal and 20% State) in FFY 2022 for design of an additional retaining wall, stream mitigation credits, in-house oversight, and to adjust plans due to a recently approved request. The sources will come from the Pittsburgh Street Intersection project: \$50,281 Federal from the deobligation of surplus utility funds, the US 119 Three Bridges project: \$102,565 Federal from the deobligation of surplus final design funds on October 29, 2021, and the SPC District 10 Highway/Bridge Line Item: \$249,954 Federal and \$100,700 State.

Joel MacKay made a motion to approve the administrative action from PennDOT District 10-0, which was seconded by Josh Krug. The motion was approved unanimously.

B. PennDOT District 11-0

John Quatman went over the one amendment and five administrative actions for PennDOT District 11-0. The one amendment was for a superstructure replacement located on Summit Park Drive in North Fayette Township, Allegheny County. The district requests the addition of a planning and engineering phase to initiate design, with the source of funding coming from the D11 IJA Allegheny line item reserve. The first administrative action was for a bridge preservation project, located on Herron Avenue over NSRC and CSX RR in the City of Pittsburgh, Allegheny County. The district requests to increase the planning and engineering stage by \$391,000 and adjust to STU funding, with the source of funds coming from the Penn Avenue Reconstruction Phase 2 project. The second administrative action was for the same project, removing the \$391,000 in BOF funding, which was switched to STU funding above. These funds will be placed back into the D11 IJA line item reserve for Allegheny County.

The third administrative action was for a bridge replacement project, located on SR2006, East Washington Street over Neshannock Creek in the City of New Castle in Lawrence County. The district is requesting the addition of a final design phase by \$600,000 for current engineering estimates, with the source of funding coming from the same project's construction phase. The fourth administrative action was for a bridge replacement project, located on McClaren Road (formerly Cliff Mine Road) over McClarens Run in Findlay Township, Allegheny County. The district has requested to increase the final design phase by \$50,000 for current design needs, with the source of funding coming from the Allegheny County Local Bridge S/L construction phase. The fifth administrative action was for a roadway relocation/realignment, box culvert replacement, new roundabout, paving, signing and pavement markings, guiderail, and highway lighting, located on a relocation of SR 2004 (Freedom Road) from T-606 (Park Quarry Road) to SR 989 in New Sewickley Township, Beaver County. The district has requested the increase of the construction phase by \$1,375,935 for unforeseen field conditions, with the source of funding will come from the construction phase of Kenmar Ave Ramp project.

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

#### C. PennDOT District 12-0

Angela Saunders went over the two administrative actions for PennDOT District 12-0. The first administrative action was for improvements to the culvert carrying SR 4050 (Main Street) over a tributary to the Kiskiminetas, located in West Leechburg Borough, Westmoreland County. The district is requesting the addition of a construction phase to the TIP in FFY 2022, with the source of funding coming from the D12 Highway/Bridge Line Item. The second administrative action was for the replacement of the structure carrying State Route 2040 (Main Street) over Redstone Creek, located in various municipalities across Washington County. The district is requesting to add the utility phase to the TIP in FFY 2022, with the source of funds coming from the D12 Highway/Bridge Line Item.

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

#### 6. **2023 TIP Update**

Ryan Gordon gave an update on the 2023 TIP, first mentioning that the 2023 Draft TIP document is completed and is now out for public comment. The full document is available for viewing on the SPC website, and the comment period for the TIP will run from Monday, May 9<sup>th</sup> to Tuesday, June 7<sup>th</sup>. The online document includes all of the Draft TIP, the 10 appendices, the environmental justice report, air quality conformity report, the recalibrated long-range plan, the project list, and the financial plan. There was a total of 23 TIP workgroup meetings which took place, which Ryan thanked the members of these work groups for their hard work. This also included 5 different iterations of financial guidance and thanked the help of the workgroups in the work to receive as much Federal funds as possible. Ryan mentioned that there will be three virtual public meetings on the draft TIP, with the first being on District 10-0 on May 18<sup>th</sup>. The second will be on May 26<sup>th</sup> on District 11-0, and the final one on District 12-0 will be on June 1<sup>st</sup>. These meeting links can be accessed from the SPC website, as well as the ability to view and provide public comment on the draft TIP. Ryan then moved on to discuss the Smart program, mentioning that we currently have 16 candidate projects, which were discussed at the last TTC meeting. Evaluation of these projects is still ongoing from SPC staff, with a recommendation of funding and selections to take place during the June TTC

meeting. The Smart program will be a regional line item in the Draft TIP and will become active in October, when the projects will be added to the TIP. The deliverability committee has had several meetings to review the projects already, and SPC will present their findings with their recommendations next month.

**7. Regional Roundabout Screening Study**

Domenic D’Andrea went over a presentation of SPCs Regional Roundabout Screening Study. The background of this study comes out of the SPC long-range plan, which has an emphasis area of safety, and to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Nationwide, roundabouts have become a proven safety measure because they can substantially reduce crashes that result in serious injury or death, including a 90% reduction of fatal crashes, 76% of serious injury crashes, and 39% of all crashes. Roundabouts also promote lower speeds and traffic calming, reduce conflict points, and lead to improved operational performance. Roundabouts were also identified by PennDOT’s Strategic Highway Safety Plan to address intersection safety. There are currently over 7,000 roundabouts nationwide, with 72 in Pennsylvania and 15 in the SPC region. Currently there is an additional 21 across Pennsylvania that are under construction (5 in SPC region), 42 in a design phase (9 in SPC region), and 9 in a planning stage (2 in SPC region).

The purpose of the study was to identify high potential locations for modern roundabouts across the SPC region, there was a focus on enhancing safety, accessibility, mobility, and connectivity in locations across the region. These locations were identified for concept development, and to position ourselves to be informed when we receive funding applications and to be prepared for any discretionary, statewide, or federal funding opportunities. SPC collaborated with PennDOT, County Planning Partners, and the City of Pittsburgh on a steering committee when developing this study, and began in July 2021 with a data collection phase. This led into a creation of an intersection database and analysis, a 2-step roundabout screening, concept development, and finally a draft and final report. This study was completed in March of 2022. A study website was also created, in which SPC was able to receive comments and suggestions on intersection locations, as well as the ability to locate other PennDOT projects in the relative vicinity to the intersections. The approach to the study was to utilize systemic data, starting with a list of 1,300 intersections that are underperforming from a safety perspective, and adding additional intersections based on feedback from the steering committee. The intersections were first screened utilizing crash type and traffic volume data. Based on the first screen, the list was narrowed to 578 intersections. The next screen included data regarding factors such as typography, physical constraints, utilities, multimodal/transit considerations, coordinated signal systems, and other constraints such as gas stations, streams, and parks. Utilizing this data, the 578 intersections were then categorized into 160 high potential, 257 normal potential, and 161 low potential for roundabouts. Utilizing the methodologies of the Highway Safety Manual, the 40 intersections with the highest potential from that analysis were put through a final screen, the PennDOT Intersection Control Evaluation (ICE). The ICE analysis resulted in 32 of the 40 confirmed as a roundabout being the best intersection control. Of those 32 intersections, SPC staff, working with the Steering Committee, selected seven (7) of the intersections for concept development.

A detailed report which included concept development, a desktop environmental screening, traffic analysis, cost estimates, HSM analysis, and a benefit-cost analyses was developed for each of the 7 concepts. Domenic mentioned that all projects have a safety based benefit-cost, which shows anything over a 1 will save money caused by crashes in the intersection, with 2s, 3s and higher giving even more benefits. The first roundabout concept was located on Evans City Road and Benbrook/Meridian Road in Butler Township, Butler County. The construction cost for this roundabout is \$1,632,000, with crash benefits of \$3,801,508,

giving a crash benefit cost of 2.33. The second roundabout concept was located on Evans City Road and Eberhart Road, also in Butler Township, Butler County. This roundabout has a construction cost of \$1,577,900, while having crash benefits of \$3,469,051, giving it a safety benefit cost of 2.20. The third roundabout concept was located on SR 51 (South Jordan Street) and SR 151 (Laurel Road) in Beaver County. The construction cost for this roundabout would be \$2,242,600, with a crash benefit of \$7,275,845, giving a safety benefit cost of 3.26. The fourth roundabout concept was for Union Avenue and Gass Road/Highland Avenue in Ross Township, Allegheny County. This roundabout has a construction cost of \$1,131,100 with crash benefits of \$3,290,322, giving a safety benefit cost of 2.91.

The fifth roundabout concept was for SR 201 (Rostraver Road) and SE 3013 (Vance Dei Cas Highway), located in Rostraver Township, Westmoreland County. This roundabout has a construction cost of \$2,510,700 with crash benefits of \$2,856,861, giving a safety benefit of 1.14. The sixth roundabout concert was located at SR 66 (Freeport Road) and SR 366 (Greensburg Road), in Washington Township, Westmoreland County. This roundabout has a construction cost of \$2,441,500 with a crash benefit of \$14,780,045, giving a safety benefit of 6.02. The seventh roundabout concept is located on SR 136 (Main Street) and SR 1055 (Brownlee Road), in Somerset Township, Washington County. This roundabout has a construction cost of \$1,258,000 with crash benefits of \$16,557,437, with a safety benefit cost of 13.10. All seven of these roundabout concepts met the requirements of PennDOT's Highway Safety Improvement Program (HSIP), which address strategic highway safety priorities, makes sure the projects have been identified through a data-driven process, and contributes to the reduction in fatalities and serious injuries. Harold Swan made a comment that he was very impressed with the roundabout screening study, and enjoyed that all of the roundabout concepts showed only one circular lane, instead of the two or more sometimes seen around, which can cause additional safety concerns. Domenic answered that there are 2 lane roundabouts designed with safety in mind, however these one-lane roundabouts are the simplest and safest for the intersections that were chosen.

**8. Proposed 2022-2023 TTC Meeting Dates**

Ryan Gordon quickly highlighted the 2022-2023 Proposed TTC Meeting Schedule, which shows when the TTC will meet from July 2022 to June 2023. He mentioned that these dates may still be adjusted in the future, and were sent out to gauge whether they work for everyone here in TTC. Most of the meetings will be on the third Thursday of the month, as per usual, except for a few on the second Thursday due to other meetings or holidays. The finalized meeting schedule will be set during the June commission meeting, which will then be shared with the TTC once again.

**9. Other Business/Status Reports**

There was no other business or status reports to update.

**10. Adjourn**

A motion to adjourn was made by Joe West. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:07 AM.