Planning and Stakeholder Relations Committee
Minutes
February 18, 2021

The meeting was called to order at 8:30 am in Port Authority's Neal H. Holmes Board Room at 345 Sixth Avenue, Fifth Floor, Pittsburgh, with the following in attendance:

Via WebEx Board Committee Members	**Board Members and Solicitor**
John Tague, Jr., Chairman	Sandy Garfinkel, Esq.
Jessica Walls-Lavelle	Lori Mizgorski
Ann Ogoreuc	Michelle Zmijanac
Stephanie Turman	Representative Austin Davis

Opening Remarks

Mr. Tague, Committee Chair, opened the meeting and welcomed those in attendance.

Approval of Minutes from the January 21, 2020 Planning and Stakeholder Relations Committee Meeting

Mr. Tague asked Committee members if there were any corrections to the minutes. There were none and members approved the minutes.

Downtown-Oakland Bus Rapid Transit Project Briefing (David Huffaker)
Mr. Huffaker giving a brief update and next steps on the BRT Project:

- Overview – Highlights of public outreach meetings
    - Last month we had several public meetings there were four general meetings in the evening and targeted in specific neighborhoods. We had one meeting in each one of these communities: Highland Park, Squirrel Hill, Oakland and Uptown. Each of these individual presentations we did have a targeted slide that covered some of the issues that were relevant to those communities. However, the meetings were all open to everyone and we got over 200 participants. It was a very nice way to use Microsoft Teams to be able to open it up to as many people as possible. We started out with a 45-minute recorded presentation by Amy Silbermann and opened for questions and answers as well as chat in Microsoft Teams. This was a two-hour session. The community had a chance to hear some of the updates on the project and could ask questions about anything of particular concern to them. The presentation covered an overview of bike infrastructure, signaling infrastructure and transit lane infrastructure

that is going to be put in. We covered the fleet and sustainability. We also included a simulation of the bus lanes and bike lanes during the presentation. We had a few Port Authority staff online as well as our design consultant AECOM and DOMI staff. For the uptown meeting we had the PWSA staff and they did their own presentation in that session as well because of the utility upgrades occurring in the Uptown area. We also included a simulation of some of the operations of the dedicated bus lanes and how the bikes and pedestrians would interact with the single occupancy vehicles and transit traffic occurring throughout the community. We gave people a chance to feel like that the project was more real and see how things were going to occur. We had a few takeaways. We have increased the engagement and awareness of the project and learned a few things that we can incorporate as we move into the next steps.

- Overview of project management oversight consultant process (PMOC)
    - We had a kickoff meeting in early January where we spent a day walking them through the corridor. We gave them a very similar presentation which was given publicly. We went deeper on topics. As you recall we had applied for a capital investment grant from the Federal Transit Administration. It is a significant grant of nearly $100 million dollars. As part as the CIG process the FTA requires that the project go through a project management oversight process. Interesting side note - the FTA has just changed its rules to increase the minimum value of a project that would be assigned to PMOC and that dollar value has gone up to $250 million dollars. So, if this project were to go forward, say next year, there would not have been a PMOC assigned. However, I'm going to stipulate that having a PMOC is a good thing for the project. The PMOC represents the FTA and represents FTA interest and if they're investing a significant amount of money in the project, they want to make sure that we do have a strong solid project plan. That includes everything from our right-of-way acquisitions to how are we connecting with other projects, to what are our key third-party agreements that we need to have in place, to whether we have a solid methodology for putting a schedule into place and sequencing that our cost estimating is in-line with expectations and best practices, specific to our project electrification plan put forward. It is important to us because it helps us put our ducks in a row for any concerns that could come up. We did some of the risk analysis ourselves internally prior to having the PMOC named and assigned to the project plan and we have all of the elements to help

the project succeed but, the FTA PMOC will be the ultimate decider on that. They will be providing a readiness report that the FTA reviews, that is sort of our last hurdle before getting the actual FTA grant awarded to us. It is an exciting step it is one that provides a lot project knowledge to us. The company that is the PMO for this project is McKissack, which is based out of New York. They have done several projects like this BRT project in the past. So, they can help us supply lessons learned from elsewhere. This PMOC is actually contracted by the FTA.

- Look ahead to upcoming activities over the next month
    - For the next six to eight weeks we will have a series of meetings with the PMOC, they actually start up next week and will continue for a number of weeks as we go through all those various elements that I talked about assuming that they come back with a favorable report of the grant funds could be released, most likely I believe scheduled for their report is early April currently. We are hopeful that that process will move along expeditiously. We continue to advance the project, continuing with the outreach, listening to the concerns from the community, we have several meetings setup with individuals and organizations. We continue to provide information about the project on the website. Mr. Huffaker encourages for members to check out the website because all the designs are included there. We will continue to coordinate with DOMI and utility partners as well, this is a very complex project particularly in the Uptown area. There are a lot of very complex projects that need to be sequenced. We will spend a lot of time coordinating with those utilities, coordinating with DOMI and their partners. I will be going to a meeting later this morning, where we will be coordinating with PennDOT, county and any number other private parties such as UPMC, Duquesne and PPG Paints Arena. It is a very complex corridor and a lot of construction work going on. Finally we are in the process of reviewing proposals for our construction management consultant. This will be the consultant that takes our design, helps us transition to the actual construction of the project and we will be ready to take that contract to the board as soon as the federal funding has been released.

- Reminder of project timeline
    - Late 2020/Early 2021 – we will be going through the PMO review and we had the 90% design meeting.

- We are starting to do the bidding and letting of the project
- Construction would start very late this year, when we are able to take those contracts to the board
- 2022 Will be a very heavy construction year moving into 2023
- Our hope and goal are for that the project is going to be in revenue service in late 2023

Questions from Board Members and Others

1. Mr. Tague stated that he thinks that we worked on a better public engagement for the disability community but, there still seems to be some confusion on jurisdiction on what DOMI's responsibilities are and what the Port Authority's responsibilities are. At some point I would like to have you address that.
    a) Mr. Huffaker responded most of the roadway operations are going to be controlled by department of mobility and infrastructure at the City of Pittsburgh. For quite some time we have been working with DOMI staff but, just late last year had DOMI name a full-time project manager to engage with the project and to address some of roadway operation issues. We have Steve Auterman from DOMI, and he has really helped us advance some of those discussions around street operations, drop-offs, and pickups in public right-of-way. The DOMI does control the operations within the public right-of-way. Steve is meeting with individual stakeholders to understand some of their issues and help us address those concerns; whether it is with work that would occur in the right-of-way, design changes that might happen there or accommodating some of those uses on side streets adjacent to where the current pickups and drop-offs are.