

**Meeting Minutes for April 14, 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
- Tammy Frank, Beaver County Liquid Fuels
- Kevin Gray, 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
- Patrick Hassett, City of Pittsburgh Department of Public Works
- Dave Hutchinson, City of Pittsburgh Office of Management and Budget
- Grant Ervin, City of Pittsburgh Sustainability Manager
- Chris Bova, Westmoreland County Department of Planning and Development
- Jeffrey Leithauser, Washington County Planning Commission
- David Wohwill, Port Authority of Allegheny County
- Kevin McCullough, PennDOT Central Office
- Matt Smoker, Federal Highway Administration
- Dave Cook, PennDOT District 10-0
- Robert Miskanic, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Bill Beaumariage, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Lucinda Beattie, Pittsburgh Downtown Partnership
- Mavis Rainey, Oakland Transportation Management Association
- Jina O'Neil, Oakland Transportation Management Association
- Lynn Manion, Airport Corridor Transportation Association
- Amy Wiles, Mackin Engineering
- Brent Lahaie, Urban Redevelopment Authority of Allegheny County
- 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
- Dave Totten, SPC Staff
- Matt Pavlosky, SPC Staff
- Leann Chaney, SPC Staff
- Dan Alwine, SPC Staff
- Debbie Curry, 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 March 17<sup>th</sup> Meeting Minutes (Handout 1)**

A motion was made by Amy McKinney and seconded by Art Cappella to accept the March 17<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. Highway Safety Improvement Program (HSIP) and Safety Performance Management (Safety PM) Final Rule (Handout 2)*

Matt Smoker gave an overview of the HSIP and Safety PM Final Rule. The Safety PM Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million VMT, (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

**State Targets:** States will establish statewide targets for each of the safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any or all of the measures. Targets will be established annually, beginning in August 2017 for calendar year 2018. For common performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the NHTSA Highway Safety Grants program. The State DOT must also coordinate with the MPOs in the State on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

**MPO Targets:** MPOs will establish targets for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

**Met or Made Significant Progress Determination:** A State is considered to have met or made significant progress toward meeting its safety targets when at least 4 of the 5 targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan

**5. Action on Modifications to 2015-2018 TIP (Handout 3)**

*A. PennDOT District 10-0*

District 10-0 had no TIP modification requests that required TTC action.

*B. PennDOT District 11-0*

District 11-0 had no TIP modification requests that required TTC action.

*C. PennDOT District 12-0*

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

*D. Transit TIP Actions*

Tom Klevan reviewed TIP modifications that were approved at by the Transit Operator's Committee on their April 16th meeting.

**6. 2017 TIP Update**

*A. TIP Modification Procedures (Handout 4)*

Ryan Gordon reviewed the minor revisions to the TIP Modification Procedures. Matt Smoker noted that the Memorandum of Understanding (MOU) between FHWA and PennDOT detailing the procedures for modifying the 2017-2020 STIP added this update language that states that planning partners (MPO's, RPO's) TIP modification request be consistent with PennDOT's Investment Plan. Ryan Gordon acknowledged and stated that the language will be included in the MOU between SPC and PennDOT. The MOU between SPC and PennDOT for modifying the 2017-2020 regional TIP will go out for public comment in May as an Appendix to the draft TIP document.

*B. Air Quality Conformity Status Update*

Chuck Imbrogno gave an update on the Air Quality Conformity Assessment. SPC staff will start running the travel demand model and emissions model for the package of projects on the 2017-2020 draft TIP very shortly. SPC staff and PennDOT Districts are finishing with their responses to project questions raised by the Pennsylvania Interagency Coordination Group. All project details will need to be finalized before SPC staff can begin to run the models. The Air Quality Conformity Determination Report is a federally required document that will go out for public review along with the draft TIP.

*C. Environmental Justice*

Andy Waple gave an overview of Environmental Justice (EJ). Like the Air Quality Conformity Determination Report, an Environmental Justice analysis is federally required. SPC staff has completed the EJ report for the 2017-2020 draft TIP and it too will go out for public review along with the draft TIP.

*D. Self Certification Checklist (Handout 5)*

Andy Waple explained that every two years when the regional TIP is submitted to FHWA and FTA the SPC is required to provide a resolution certifying that it is meeting all the federally mandated requirements. SPC staff developed this checklist to ensure all federally mandated planning requirements are being fulfilled.

*E. Public Participation (Handout 6)*

Matt Pavlosky shared with TTC members upcoming counties/city public meeting dates for review and comment of the draft TIP. The public meetings will be an open house format with a brief SPC staff presentation. All TIP documents will be made available and there will be large visual map displays on-hand. Also, there will be opportunity at the meetings for all interested in submitting public comment. TIP Public Comment period will run from May 4<sup>th</sup> through June 3<sup>rd</sup>.

*F. Smart Transportation Program Update*

Andy Waple gave an update on SPC's Livability through Smart Transportation Program. Final applications were due on April 11<sup>th</sup>, SPC received eleven. Thirteen pre-applications were submitted in March, of which one sponsor was deemed ineligible and the other did not submit a final application. Total request of federal funds is slightly over \$4M; approximately \$500K more than is available through the 2-year program. SPC staff is evaluating the eleven final applications and will provide scoring to the TTC at their May meeting. After the May meeting, TTC members will be asked to score the deliverability of each of the eleven

projects. At the June TTC meeting, SPC staff will provide a recommendation of projects to advance through the program to the TTC for their approval. The TTC recommended list will then be provided to the Commission in June for their approval

#### **7. City of Pittsburgh Smart City Challenge Presentation**

Grant Ervin gave a presentation on the City's "Smart City Challenge" application. The City's application builds upon existing work by the Traffic21 and Metro21 Initiatives at CMU, the Western Pennsylvania Regional Data Center formed by the City, Allegheny County and the University of Pittsburgh, and other initiatives. It utilizes adaptive transportation systems that evolve over time as technologies improve, and would pilot "Smart Spines" that use new sensor information and controls that gather data on major city transportation corridors.

Using that information, the city and its partners could create new uses for various modes of transportation, provide new transportation options for underserved neighborhoods, and improve safety and traveler information. The system would be designed on an open platform, which would encourage innovation by the private sector and position Pittsburgh as a testbed for future transportation technologies. For residents, the work could open up new transportation options for businesses and commuters in struggling neighborhoods; improve air quality; and improve safety for all commuter types.

The "Smart City Challenge" is a federal initiative that provides the winning city with \$50 million to build technology-based systems to address the city's transportation and transit challenges.

Nearly 80 cities applied for the contest back in February. Pittsburgh is one of 7 finalists; competing against Austin, Texas, Columbus, Denver, Kansas City, Portland and San Francisco.

#### **8. LACO Comprehensive Plan Presentation**

Amy McKinney along with Amy Wiles of Mackin Engineering provided an overview the Lawrence County Comprehensive Plan update. The Plan was first adopted in 2004, with sections updated in 2010. Beginning in 2015, the County Planning Department embarked on a full update to the Plan, with a mission to:

- Stimulate progressive planning and visionary thinking
- Improve County-Municipal partnerships
- Manage growth and development pressures
- Enhance economic development
- Establish market trends and prepare a fiscal analysis
- Identify infrastructure needs
- Prepare model ordinances
- Identify Best Management Practices

A variety of government agencies and community organizations are assisting in the development and ultimately, implementation of the recommendations identified in the County's Plan.

#### **9. ARC-EDA Partnerships for Opportunity and Workforce and Economic Revitalization (POWER)**

Lew Villotti gave an overview of ARC-EDA Partnerships for Opportunity and Workforce and Economic Revitalization Power Initiative. The United States is undergoing a rapid energy transformation, particularly in the power sector. Booming natural gas production, declining costs for renewable energy, increases in energy efficiency, flattening electricity demand, and updated clean air standards are changing the way electricity is generated and used across the country. These trends are producing cleaner air and healthier communities, and spurring new jobs and industries. At the same time, they are impacting workers and communities who have relied on the coal industry as a source of good jobs and economic prosperity, particularly in Appalachia, where competition with other coal basins provides additional pressure.

To help these communities adapt to the changing energy landscape and build a better future, the President's FY 2016 Budget proposed the [POWER+ Plan](#). The POWER+ Plan invests in workers and jobs, addresses important legacy costs in coal country, and drives development of coal technology.

#### **10. Other**

Doug Smith quickly highlighted recent and upcoming meetings below:

- A. March 23<sup>rd</sup> – SPC Active Transportation Forum
- B. March 28<sup>th</sup> – Southwestern Pennsylvania Commission

- C. April 13<sup>th</sup> – Transit Operators Committee
- D. April 25<sup>th</sup> – SPC Executive Committee
- E. May 5<sup>th</sup> – SPC Freight Forum
- F. May 11<sup>th</sup> – SPC Active Transportation Forum
- G. May 19<sup>th</sup> – Transportation Technical Committee