

Meeting Minutes for June 20, 2012
Transportation Technical Committee Meeting
PennDOT District 11-0
Bridgeville, PA

Attendees:

- Arthur Cappella, Fayette County
- Kelly Shroads, Greene County
- Jeff Leithauser, Washington County Planning Commission
- Jason Theakston, Washington County Planning Commission
- Chris Bova, Westmoreland County Planning Department
- Kevin McCullough, PennDOT Central Office
- Matt Smoker, FHWA
- Dave Cook, PennDOT District 10-0
- Cheryl Moon-Sirianni, PennDOT District 11-0
- Rob Miskanic, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Jeremy Shaneyfelt, PennDOT District 12-0
- Lucinda Beattie, Pittsburgh Downtown Partnership
- Lynn Manion, Airport Corridor Transportation Management Association
- Chuck DiPietro, SPC Staff
- Domenic D'Andrea, SPC Staff
- Ryan Gordon, SPC Staff
- Darin Alviano, SPC Staff
- (Indicates Voting Member)

1. May 17th, 2012 TTC Meeting Minutes (Attachment A)

Chuck DiPietro called the meeting to order at 10:02 a.m. and reviewed the agenda for the meeting. The May meeting minutes were approved with no revisions.

2. Public Comment

There was no public comment.

3. FHWA/PennDOT Central Office Reports

a.) Federal & State Update

Chuck DiPietro noted that Matt Smoker is back from his brief rotational assignment with Eastern Federal Lands. Matt noted that he is back working full time in the PA Division Office of FHWA in Harrisburg.

Matt Smoker reviewed the current Federal transportation reauthorization picture. Matt noted that the current SAFETEA-LU continuing resolution was due to expire next week. The Senate and the House still seem to be far apart on some very key elements of the reauthorization bill. It is expected that since there has been no reconciliation on the multi-year reauthorization, another short term continuing resolution will be passed.

Kevin McCullough reviewed the current status of the state funding issues. Kevin noted that work on the state budget continues and Secretary Schoch has been involved in pushing for the incorporation of some of the TFAC funding recommendations. Kevin reported that there is not a lot known at this time about what will come out of the budget negotiations.

b.) 2010 PCTI Project Sponsors Status Report (Attachment B)

Kevin McCullough reviewed Attachment B, which was the list of PCTI projects in the SPC region and their status as of April 2012. Kevin noted this information is being used to coordinate with project sponsors in an effort to assist in the obligation of these funds. The Districts are leading the coordination with these project sponsors. Cheryl Moon-Sirianni added that District 11-0 is working to assist advancement of the Airport Corridor Commercial Center Mobility Plan. Cheryl noted that on the Route 8 design-build project they are working with the sponsor and, if the District is able to hold the construction contract, the project will meet its scheduled let date. Both Kevin and Cheryl noted that

PennDOT is really pushing for obligation of these projects and it is very unlikely that these projects will be carried into the next program.

Kevin noted that both a very close look at carryover TE projects, and an overall strategy for the TE program, is upcoming. Kevin noted that the concern is that a few old projects that are not advancing could compromise the ability to select new projects in the near future. Kevin added that Central Office is watching the developments in Congress closely to see what happens to the Federal TE program; some in Congress feel the program cannot be afforded with limited funds, while others see it as critical. Kevin noted that Central Office will be tightening management of the TE projects in 2013 and 2014. If the Federal TE program is continued the region needs to be prepared to select new projects by clearing out old projects. Kevin noted that for example District 10-0 has delivered all of its TE projects and is positioned to select new projects if the Federal TE program continues.

c). Introduction to Planning and Programming

Kevin McCullough conducted the second of a series of professional development trainings on planning and programming. The 30 minute training module focused on Federal funding. The training covered:

- State Motor License Fund
- Annual Budget
- Appropriations
- Bridge funding
- Highway funding
- Maintenance funding
- Annual budget sources and uses
- Motor License revenue and expenditures

Jeff asked if when Act 44 ends will the increase in liquid fuels funds revert back to pre-Act 44 levels. Kevin noted that currently it appears that the liquid fuels funds would revert back to pre-Act 44 levels. Jeff added that municipalities should be notified of this because they will likely not include the decreased funding amounts in their annual municipal budgets.

Kevin noted that future training modules will include toll credits and PA infrastructure bank.

d). PennDOT Star of Excellence Recipients (Handout 1)

Chuck DiPietro pointed to both Angela Saunders and Rob Miskanic as recent recipients of the PennDOT Star of Excellence. Chuck noted that there were only 31 recipients

statewide. Cheryl Moon-Sirianni added that it is a very prestigious award within PennDOT and it is noteworthy that both District 11 and 12 had their planning and programming manager selected. Cheryl noted that this position interacts with many of the other units within the District and coordinating project funding is a critical function. Kevin McCullough added that it is a pleasure to be working with such excellent employees.

e). Performance Measures Annual Report (Attachment C)

Chuck DiPietro directed attention to Attachment C which provided details on the 2011 Performance Measures Annual Report and County Needs. Kevin McCullough noted that these reports highlight the challenges and goals of the highway and bridge program, Kevin noted any feedback on these products is welcomed.

f). Act 26 Eligible Counties Update (Handout 2)

Chuck DiPietro reviewed Handout 2 on the approved list of Act 26 eligible counties. Currently Armstrong, Fayette, and Lawrence Counties are fully eligible. Beaver and Westmoreland Counties only have one year of Act 26 eligibility remaining. Act 26 provides funding to assist underprivileged counties with their local match on county bridge projects. County unemployment numbers are used to determine which counties are eligible for Act 26 funding. Kevin noted that since the Act 26 was passed counties continue to go on and off the eligible list. Kevin noted that this creates challenges with programming and continuity from program to program. Kevin noted that PennDOT is working to provide as much Act 26 funds as possible for local match on county bridge projects. Dave Cook stressed that the Act 26 funds are only eligible on county owned bridges.

4. Action on Amendments and Modifications to the 2011 to 2014 TIP

The current administrative action and amendment procedures are attached following these meeting minutes.

a.) PennDOT District 10-0 (Attachment D & Handout 3)

Dave Cook of PennDOT District 10-0 highlighted the administrative actions. District 10-0 had two amendment requests to the current TIP.

- o Oak/Chestnut Street Crossing – add project and \$307,000 to construction phase on the current TIP.
- o PA 240 RR Crossing – add project and \$6,000 to the construction phase to the current TIP

Dave noted on the administrative action for Little Creek Road Bridge, the let date is approaching and in order to advance a 4232 obligation the project must be added to the current TIP.

The TTC motioned and unanimously approved the PennDOT District 10-0 Amendment and administrative action requests to the current TIP.

b.) PennDOT District 11-0 (Attachment E and Handout 4)

Rob Miskanic of PennDOT District 11-0 reviewed the requested amendments and administrative actions to the current TIP. District 11-0 had one amendment request:

- Signal Upgrades Route 8, Braddock Road to Linden – add \$60,000 preliminary engineering and \$1,200,000 Construction to the current TIP.

Rob highlighted one of the administrative actions:

- Hulton Bridge – adding \$1,200,000 to cover current right-of-way phase.

The TTC motioned and unanimously approved the PennDOT District 11-0 amendment and administrative action requests to the current TIP.

c.) PennDOT District 12-0 (Attachment F)

Angela Saunders of PennDOT District 12-0 reviewed the requested amendments and administrative actions to the current TIP.

The TTC unanimously approved the PennDOT District 12-0 amendment and administrative action requests to the TIP.

5. Report on Public Comment Period; Draft 2013-2016 TIP; 2040 Plan Update; Companion Air Quality Conformity Determination; & Environmental Justice Report (Handout 5)

Chuck DiPietro reviewed the public meetings and public comment period for the 2013 TIP update. Chuck noted the public comment period concluded on Monday June 18th at 4:00 PM. Chuck reviewed Handout 5, which summarized the results of the public comment period on the TIP. Cheryl Moon-Sirianni noted that the Beaver County PPP meeting she attended was one of the best she has been involved in. Chuck reviewed

some of the highlights at some of the other county PPP meetings. Chuck thanked everyone involved for their preparation and extensive assistance in making the public meetings a success.

6. Action to Recommend Commission Approval of Air Quality Conformity Determination (for 2013-2016 TIP & 2040 Plan Update)

Chuck DiPietro reviewed aspects of the Air Quality Conformity Determination and reviewed the highlights of the resolution that will be put before the Commission to approve the conformity determination. Chuck explained that SPC staff conducted a qualitative and quantitative analysis for the designated nonattainment and maintenance areas in accordance with the procedures of the Clean Air Act and has demonstrated that the 2013 TIP is in conformity.

The TTC motioned and unanimously approved a recommendation to the full Commission that the Air Quality Conformity Determination for the 2013 TIP and the 2040 Plan Update be approved.

7. Action to Recommend Commission Adoption of the 2013-2016 TIP

Chuck DiPietro reviewed the highlights of the resolution that will be put before the Commission to approve the 2013 TIP and associated documents on June 25th. Chuck noted that the 2040 Transportation and Development Plan for Southwestern Pennsylvania was updated to reflect the new TIP. Chuck noted other associated items include the Cycle 9a forecasts and the findings and conclusions from Report on Environmental Justice. Chuck noted that many members of the TTC have been very involved over the last year and a half, through seven work sessions in each District, in developing the draft TIP. Chuck thanked all the PennDOT staff and county planning staff that were involved in the TIP update process.

Art Cappella questioned if the projects that received comment during the recent Draft TIP comment period, but were not included in the 2013 TIP, would be incorporated into the Linking Planning and NEPA process for the next TIP update. Chuck DiPietro noted that it may be possible to utilize the PennDOT Level 1 screening forms to record information on these candidate projects.

The TTC motioned and unanimously approved a recommendation to the full Commission that the 2013 TIP and associated documents be approved.

8. Other Business

a.) June 13th Transportation and Environmental Work Group Meeting

Ryan Gordon reviewed the recent meeting of the Transportation and Environmental Work Group. Ryan explained that the work group consists of SPC planners and the Environmental Managers from each PennDOT District in the region. The purpose of the work group is to continue necessary coordination between SPC planners and District Environmental/NEPA professionals required to advance implementation of Linking Planning and NEPA. The Work Group discusses ongoing, mutually-beneficial activities useful in advancing planning and environmental linkages. Ryan highlighted a recent project he completed that did environmental screenings of 45 projects with new preliminary engineering phases on the draft 2013 TIP. The screening included field views by NEPA specialists in the areas of natural resources, historic structures, archaeology, and hazardous waste. Ryan noted that if anyone is interested in a meeting summary or a copy of one of the District Linking Planning and NEPA reports to contact him.

Matt Smoker noted that in the future, with TIP amendments and administrative actions related to historic bridge projects in preliminary engineering, the projects should not be titled “replacements.” Matt noted that calling a project a replacement in advance of the completion of the Section 106 process has created some issues regarding the historic bridge rehabilitation options in other parts of the state.

b.) Transit Operators Committee –June 13th.

Chuck DiPietro highlighted a few items from the recent Transit Operators Committee. Chuck noted that the meeting took place at the Butler Transit Authority Office in Butler.

c.) Operations and Safety Committee

Chuck DiPietro highlighted the following items from the recent SPC Operations and Safety Committee meeting:

- New Bluetooth readers being utilized by the SPC CMP program
- The ARLE program deadline for applications (June 30)
- SPC Regional Signal Program update
- TIM Committee update
- RSA candidates for FY 2012-2013 discussions
- Functional classification update work

Chris Bova noted a new parking management system that the City of Latrobe has put in place. Chris noted that it creates the capability to pay for parking through a smart phone application.

The meeting concluded with a tour of the PennDOT Western Regional Traffic Management Center. The TMC began operation in 1998. It currently controls ITS equipment in District's 1-0, 10-0, 11-0, and 12-0. It monitors conditions on I-79, I-279, I-376, I-579, PA 51, and West End Bridge with the help of 90 closed circuit TV cameras.

d.) Next TTC Meeting – July 19th at Koppers Building (Golden Triangle)

Chuck DiPietro stressed that next month's TTC meeting will be held at the Koppers Building downtown, more information will be included in the advanced agenda.

g.) Next Commission Meeting – September 17

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TTC administrative action and amendment procedures

For general information purposes, SPC is using the following administrative action and amendment procedures:

Administrative Actions

To be considered as an administrative action a proposed change must meet the following criteria:

- Exempt from air quality testing
- Does not add a new project or delete an existing project (except for emergency situations and 100% state or local funded projects as stated below)
- No significant change in project scope or design concept
- Maintains overall and year-to-year fiscal balance

Administrative actions may include any of the following types of changes:

- Adds a project for emergency relief purposes except those involving substantial, functional, location, or capacity changes
- Adds a project from a funding initiative or line item that utilizes 100% state or local funding
- Correction of a misprint or data entry error
- Addition of local match funds
- Schedule change, for projects or phases in any of the first four years of the TIP
- Change in the funding source
- Exempt projects

New or Deleted Phase

The Transportation Technical Committee or Transit Operators Committee can approve an administrative action if the cost is \$5 million or less for a highway and/or transit project.

Line Items

The programming on the TIP of specific projects within an approved line item (i.e., betterments, rail-highway crossings, Transit Section 5310 Program, transportation enhancements, bridge preservation and local bridges, etc.) is an administrative action as long as the line item is reduced

by the same amount as the eligible project. Line item-based actions require Transportation Technical Committee or Transit Operators Committee approval.

Cost Changes

Changes in the cost of a project or project phase can be handled as an administrative action if the cost change is \$5 million or less. A project sponsor is permitted to make an administrative cost change of \$1 million or less by reporting the change to the committee for informational purposes only. The Transportation Technical Committee or Transit Operators Committee must approve a cost change greater than \$1 million but \$5 million or less for a highway and/or transit project. The action becomes effective when it is forwarded by the committee to PennDOT and FHWA or FTA.

Administrative actions do not require Federal approval but FHWA and FTA reserve the right to reject an administrative action if it is not consistent with federal regulations and the current STIP/TIP Modifications Memorandum of Understanding between PennDOT, FHWA, and FTA. SPC and PennDOT will work cooperatively to address and respond to any such administrative actions rejected and returned by FHWA and/or FTA.

TIP Amendments

Any project change that cannot be processed within the rules governing administrative actions must be handled as a TIP amendment request. A proposed change must be considered as a TIP amendment if it meets any of the following criteria:

- Affects air quality conformity (regardless of funding source)
- Adds or deletes a project (regardless of project cost, except for existing approved line item changes and any emergency projects that are considered administrative actions)
- Adds a new project phase or deletes a phase that exceeds \$5 million for a highway and/or transit project
- Creates a new line item
- Adds or deletes a project or a project phase that transfers Federal funds between a TIP and a Statewide line item
- Involves a major change in the project scope of work or design concept

New or Deleted Project

The Transportation Technical Committee or Transit Operators Committee can approve an amendment to add a new project or delete an existing project if the total cost change is \$10 million or less. Total cost changes that exceed \$10 million for a highway and/or transit project

require approval by the Commission.

Cost Changes

For changes in the cost of an already approved project or project phase, the dollar level of the change will determine the procedures that are required for approval. Changes of \$5 million or less are administrative actions. Changes that exceed \$5 million are amendments. Cost changes of \$10 million or less can be approved by the Transportation Technical Committee or Transit Operators Committee. Changes that exceed \$10 million require approval by the Commission.

Major TIP Amendments

A proposed change must be considered as a Major TIP amendment if it meets any of the following criteria:

- Turnpike projects advancing under the 1987 Turnpike Expansion Act
- Amendment requests with an air quality impact that requires air quality testing and conformity determination and a 30-day public comment period including a public meeting before they can be presented to the Commission.
- Highway funds flexed to Transit projects
- A major significant change in the scope and/or schedule of an existing project
- A major deferral/delay to a lower priority project
- High visibility projects deemed potentially controversial. The Transportation Technical Committee or Transit Operators Committee will interpret if any such proposed TIP change should follow the Major TIP Amendment procedures.
- A Major fiscal impact to the region

An opportunity for public review and comment will be provided for all major TIP Amendment requests. Amendment requests with an impact that has been deemed Major, are subject to a 30-day public comment period and a public meeting before they can be presented to the Commission.

Transportation Technical Committee or Transit Operators Committee Authorization to handle TIP modifications as Administrative Actions and/or Amendments is an option intended to streamline the procedures and the effectiveness of the review process. Transportation Technical Committee or Transit Operators Committee members may request that Major TIP Amendment requirements be applied regardless of whether the change would otherwise qualify.

Special Expedited Approval Option

A proposed change requiring Transportation Technical Committee, Transit Operators Committee, or Commission action, may be expedited via e-mail, fax, and/or telephone ballot if it meets any of the following criteria:

- The safety of the public would be jeopardized by waiting until the TTC/TOC/Commission meets formally
- A project or projects would be significantly delayed by waiting until the TTC/TOC/Commission meets formally
- A delay would significantly and adversely affect, the scheduling, cost and/or funding of the project or projects
- The project is not considered a Major TIP Amendment
- When special funding uniquely made available through federal or state channels may be jeopardized by delays in project delivery or funding obligation

Expedited Procedures

A project narrative will be prepared by the project sponsor requesting expedited action including the project name and contact person, project description (including map), requested action, the justification for the ballot, the project funding, impacts to other projects, and any other discussion needed to supply the best information to the voting members.

The project request and narrative, will be e-mailed, faxed, and/or mailed to all voting members of the appropriate Committee and/or Commission within an appropriate time for a decision to be made. (A minimum of one week will be allowed for review and questions prior to the request for a vote. If less than one week is needed for the vote, justification shall be given.)

A deadline will be established for the tallying of votes. If a vote is not received by the deadline, SPC staff will attempt to contact the voting members to receive their votes. If approved, the action will then be forwarded by SPC staff to PennDOT and FHWA or FTA in accordance with established procedures. TIP amendments only become effective when federal approvals are received by SPC. As with administrative actions, SPC and PennDOT will work cooperatively to address and respond to any FHWA and/or FTA comments on TIP amendment actions.

Results of the vote will be presented at the next regularly scheduled meeting of the Committee/Commission. Any remaining discussion of the issue will be allowed.