

Meeting Minutes for March 22, 2012
Transportation Technical Committee Meeting
Regional Enterprise Tower - Pittsburgh, PA

Attendees:

- Lynn Heckman, Allegheny County Dept of Economic Development
- Bernie Rossman, Allegheny County Dept of Public Works
- Steve Shanley, Allegheny County Dept of Public Works
- Tammy Frank, Beaver County
- Joel McKay, Butler County
- Arthur Cappella, Fayette County Planning Department
- Kelly Shroads, Greene County
- Jeff Grim, Indiana County Planning Department
- Amy McKinney, Lawrence County
- Jeff Leithauser, Washington County Planning Commission
- Chris Bova, Westmoreland County Planning Department
- Kevin McCullough, PennDOT Central Office
- Matt Smoker, FHWA
- Dave Cook, PennDOT District 10-0
- Kathy Reeger, PennDOT District 10-0
- H. Dan Cessna, PennDOT District 11-0
- Cheryl Moon-Sirianni, PennDOT District 11-0
- Victor DeFazio, PennDOT District 11-0
- Rob Miskanic, PennDOT District 11-0
- Jeff Skalican, PennDOT District 11-0
- Emily Kowalsky, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Ryan Thorn, PennDOT District 12-0
- Bryan Walker, PennDOT District 12-0
- Katelyn Novak, PennDOT District 12-0
- Mary Beth Kim, Airport Corridor Transportation Management Association
- Lucinda Beattie, Pittsburgh Downtown Partnership
- Rich Feder, Jacobs Engineering
- Chuck DiPietro, SPC Staff
- Chuck Imbrogno, SPC Staff
- Sara Walfort, SPC Staff
- Tom Klevan, SPC Staff
- Doug Smith
- David Totten, SPC Staff
- Matt Pavlosky, SPC Staff
- Ryan Gordon, SPC Staff
- Darin Alviano, SPC Staff
- (Indicates Voting Member)

1. February 16th, 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 February 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

Kevin McCullough provided a brief summary of the efforts to pass a new federal transportation authorization bill. The Senate has passed a bill (MAP-21) that would span two years at an estimated \$109 billion. Kevin highlighted some aspects of the Senate's Map-21 bill, including the consolidation of the existing transportation programs into 5 core areas. Kevin noted that CMAQ would remain as a program, however, it would be consolidated with other programs such as Transportation Enhancements and Safe Routes to School; essentially creating more competition for limited funds. Kevin noted that Map-21 would create increased flexibility to states, but also mandate increased performance measures. The House Transportation and Infrastructure Committee bill (HR 7) is five years in duration at an estimated \$269 billion.

Matt Smoker added that the House could take up the Senate version or proceed on passing their five-year extension. Matt noted that most people watching the reauthorization closely think that it is unlikely the House takes up the Senate's Map-21 bill.

Chuck DiPietro noted that the House Transportation and Infrastructure Chairman Mica introduced a short-term federal surface transportation authorization bill that would reauthorize SAFETEA-LU through June 30th.

Matt Smoker stated that the U.S. DOT is reviewing the applications for the 13 different federal discretionary programs. Matt expects an announcement to be made regarding the project lists on successful applicants in April. Matt noted that the new Census urban area classifications will be coming out in April, which will require that the roadway functional classifications be updated. Chuck DiPietro noted that SPC conducts this analysis and updates the roadway functional classifications once every ten years.

Kevin McCullough noted that the Districts are finalizing their individual press releases regarding the recently approved Automatic Red Light Enforcement grants. Kevin noted that he is assuming that these funds will be distributed yearly, and advised all to monitor the PA Bulletin for announcements related to the next round of ARLE. Chuck DiPietro noted that currently the automatic red light enforcement is operational in Philadelphia and 50 percent of the funds collected are required to be dispersed outside of Philadelphia to the rest of the state. SPC was very successful in capturing funds from ARLE in the last round of funding.

b.) Air Quality Transportation Work Group (Attachment B and Handout 1)

Chuck Imbrogno provided a summary of the proceedings at the recent PA Air Quality Transportation Work Group. The Work Group reviewed the conformity work for the TIP update and the schedule of MPO TIP adoptions. Chuck noted the Work Group is reviewing the Air Quality codes associated with projects on the draft TIPs in the PennDOT MPMS. Chuck noted that a revised guidance document on the air quality conformity process has been developed and should soon be available on PennDOT's web site.

Chuck Imbrogno provided an update on PA Senate legislation that would repeal the summertime blend of gasoline sold in Western Pennsylvania and the use of stage II vapor recovery systems at gas pumps. Chuck Imbrogno noted that these two air quality improvement strategies are key components of the EPA approved State Implementation Plan for nonattainment areas (including the SPC region). If these air quality improvement strategies are repealed, the EPA will impose sanctions on the state, unless equally effective strategies are amended to the PA SIP. Chuck Imbrogno stated that if sanctions are imposed, the EPA will not permit the majority of Federal Transportation Funds to be expended in the sanctioned area (including SPC region) and that this would have a dramatic negative impact on delivery of the region's TIP. Chuck Imbrogno reported that the legislation has passed the Senate. The legislation has not yet been taken up in the PA House.

Kevin McCullough noted that a number of regions have had no changes in the Draft TIP that require air quality conformity. This will result in time savings in air quality analysis and review time. The SPC region still has to conduct air quality conformity, but Central Office/FHWA review time should be faster due to the reduced work load statewide. Matt Smoker and Chuck Imbrogno concurred that review time should be quicker than normal.

Cheryl Moon-Sirianni noted that there may be a problem with non-municipal sponsors of new CMAQ projects. Cheryl explained that the non-municipal sponsors do not have a source of funds to back/insure the project in advance. On the other hand, individual municipalities are able to use their liquid fuels funds for this purpose. Dan Cessna noted that these sponsors need to partner with a municipality and may have to provide a letter of credit. Dan and Cheryl noted that for example all HOPs require municipal support.

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 C)

Dave Cook of PennDOT District 10-0 highlighted the administrative actions. District 10-0 had no amendment request to the current TIP.

Dave noted one of the administrative actions was on an old project (119 road widening) due to outstanding right-of-way claims that are currently in litigation.

District 10-0 Administrative Actions did not require TTC approval.

b.) PennDOT District 11-0 (Attachment D & Handout 4)

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

- o PA 65 A41 – add the project and \$15,000 to the current TIP.

Rob noted that this was an old project that was being added to the current TIP to cover accrued unbilled costs. A discussion occurred between Rob Miskanic and Kevin McCullough that this type of move, on an old project to cover accrued unbilled costs, should be an administrative action under the new TIP amendment procedures. Chuck DiPietro noted SPC can add some additional language to the draft TIP Amendment procedures.

The TTC motioned and unanimously approved the PennDOT District 11-0 Amendment request to the TIP.

c.) PennDOT District 12-0 (Attachment E & Handout 3)

District 12-0 had several amendment requests this month:

- I-79 Canonsburg Repairs – Add project and construction funding to the current TIP.
- SR 3093 over US 119 Bridge Preservation – add project and \$600,000 to the current TIP.
- US 119 over US 40 Bridge Preservation – add project and \$450,000 to the current TIP.
- Small Bridge Projects on SR 136 – add project and \$3,100,000 to the current TIP
- Bridge Preservation 3023 – add project and \$600,000.

The TTC unanimously approved the PennDOT District 12-0 Amendment requests to the TIP.

5. 2013 – 2016 TIP Update

a.) CMAQ Program of Projects (Attachment G)

Chuck Imbrogno reviewed Attachment G on the Draft 2013-2016 CMAQ Program.

b.) Draft TIP Program of Projects (Handout 4)

Chuck DiPietro reviewed Handout 4, various tables summarizing the draft 2013 TIP by county, district, and region. Darin Alviano noted that these tables reflect the work done through the latest round of District work sessions.

c.) Initiate Air Quality Testing and Environmental Justice Requirements

Chuck DiPietro noted that both the air quality conformity analysis and the environmental justice analysis on the 2013 Draft TIP list of projects before the TTC today will soon begin. Chuck noted that the 2013 draft highway project list moving into the air quality and EJ analysis is the one presented at each of the final District work sessions earlier in March. The transit draft project list was developed through the Transit Operators Committee. Chuck noted there will be very little flexibility to adjust the draft TIP project list once air quality testing has been initiated. Chuck Imbrogno noted that staff has been coordinating with the PennDOT Districts, Central Office, and the project sponsors to get accurate project descriptions and that preparation for the air quality conformity analysis is underway.

d.) LPN Activities between TIP Cycles (Handout 5)

Ryan Gordon provided a summary of the LPN discussions held at the last round of TIP District work sessions. Ryan reviewed Handout 5, which included the handout provided at the last round of District work sessions and a bulleted list of the feedback received. Ryan noted that there was general consensus on moving forward to conduct pre-TIP activities earlier, aided by earlier meetings of the District Project Development Work Groups. Ryan noted that there will be a LPN debriefing in District 12-0 on April 4th for District personnel, county planners in District 12-0, and SPC LPN staff.

e.) Schedule for TIP adoption

Chuck DiPietro reviewed the remaining milestones in the TIP update schedule. Chuck noted that the SPC will consider action on the 2013-2016 TIP at the June 25th Commission meeting.

(f.) Public Comment Period – Advanced Coordination

Matt Pavlosky reviewed some of the early coordination activities underway in planning the public comment period for the Draft TIP. Matt noted that each county will be having a PPP public meeting on the Draft TIP and he anticipates these will occur in May or June. Matt will be coordinating with the counties and districts in the next few weeks to plan these meetings. Matt noted that he will have the dates of the public meetings at the April TTC.

(g.) TIP Amendment Procedures (Handout 6)

Chuck DiPietro pointed to Handout 6, the draft TIP amendment procedures for the 2013 TIP. Chuck noted that the main change proposed to the procedures involves the handling of the PennDOT Linking Planning and NEPA Level 2 screening forms.

Chuck noted that some draft language will be developed to address the point brought out by Rob Miskanic on old projects being added as new projects to the current TIP for covering accrued unbilled costs (see item 3b on page 3).

Chuck DiPietro noted that the proposed revisions to the amendment procedures will be included in the Draft TIP document out to public comment period in May/June.

6. Other Business

a.) CMAQ Evaluation Committee Debriefing

Chuck Imbrogno recapped the CMAQ Evaluation Committee debriefing that was held on March 8th. Chuck Imbrogno noted that the Committee discussed potential enhancements/improvements for the next CMAQ program development. Cheryl Moon-Sirianni stated that it was a good session that provided a lot of food for thought. Amy McKinney and Lynn Heckman concurred.

b.) Public Participation Plan (Attachment H)

Matt Pavlosky noted that an update of the SPC Public Participation Plan has been completed to incorporate text consistent with Linking Planning and NEPA and FTA mandated public display ad language. Activities associated with these updates include:

- o Comment Period on the updated Public Participation Plan update will be Monday March 5th through Friday April 20th
- o Public meetings will be held on March 28th (from 12:00-2:00 in the lobby of the Regional Enterprise Tower and 5:00-7:00 PM on 23rd floor of the Regional Enterprise Tower).

c.) March 1st-2nd SPC Commissioners Policy Conference (Handout 7)

Chuck DiPietro reviewed Handout 7, which was an extract from the agenda from the 2012 SPC Commissioners Policy Conference. Chuck provided a summary of the transportation presentations and discussion. The subjects of the four transportation sessions on the first day of the conference were: State and National Overview, Transit Funding Crisis, Regional Freight Challenges and Issues, PennDOT District Executives. Chuck complemented all the presenters on the high-quality of the presentations at this year's policy conference.

Chuck stated that the summary session on March 2 was an open discussion period with the Commissioners; the Commissioners. Chuck noted that several times PennDOT was commended by the Commissioners on how they have continued to do more with fewer funds. The TTC members, who were in attendance, provided their assessment of the policy conference. .

d.) March 6th Freight Forum

Sara Walfoort provided highlights of the recent SPC Freight Forum. Among the things discussed were:

- PA Intermodal Program and designations of intermodal connectors
- Rail/truck and rail/water intermodal points
- Freight planning mapping exercises

Kevin McCullough noted that within Map-21 there are freight performance measures, an indication of the direction that the next reauthorization will take in this area of transportation planning.

e.) March 14th Pedestrian and Bicycle Committee

Sara Walfoort provided the following highlights of the recent SPC Pedestrian and Bicycle Committee. Topics discussed were:

- Challenges of enhancing pedestrian facilities
- Municipal hesitancy to install ADA/sidewalk facilities
- Pedestrian improvement funding sources
- PA Pedalcycle Advisory Committee report
- State Pedestrian Bicycle Plan update
- Montour Trail Connection to the airport

Cheryl Moon-Sirianni noted that PennDOT continues to have issues with getting municipalities to agree on pedestrian facilities due to perceived liability issues. Cheryl noted that municipalities and property owners present real challenges when it comes to providing pedestrian facilities. Providing better education to municipalities and property owners regarding the circumstances of pedestrian facilities is important. Cheryl suggested that a work group be assembled to look into municipal education on the ramifications involved with pedestrian facility upgrades.

f.) TOC Recap

Tom Klevan provided the following highlights from the March 21st TOC meeting:

- New rulemaking from FTA on streamlining the NEPA process; application to the BRT project.
- Draft TIP review with Central Office and Bureau of Public Transportation.
- Project presentation of the proposed new SEPTA station near Temple University.
- May 16th field trip to the north shore connector.

g.) April 12th, Regional Freight Forum (Handout 8)

Sara noted that an SPC Regional Freight Forum will be held on April 12th at the Airport Doubletree and will include high level freight partner participation, including Ohio.

h.) Other

Doug Smith discussed the agenda for the upcoming March 27th Operations and Safety Committee. The agenda includes:

- Presentation on the Oakland/CMU PCTI Pedestrian Safety and Mobility Study
- Progress report on real-time travel time postings on DMS
- Regional Traffic Incident Management Program update
- Congestion Management Process Update
- Two Road Safety Audits that are planned for the spring: one on Route 51 in Rostraver Township in Westmoreland County and one on Monroeville Boulevard in Allegheny County.

Sara Walfoort added that District 11-0 has begun using the digital message signs targeting truckers to avoid Freedom Road. Cheryl Moon-Sirianni noted that the message signs have been very effective on directing trucks to avoid the Freedom Road area in Beaver County. Bernie Rossman stated that Allegheny County is encountering problems with trucks using the wrong routes especially on Scotia Hollow Road, where several trucks have needed to be towed out. Cheryl suggested Bernie take a look at the signs.

i.) Next TTC Meeting – April 19th

g.) Next Commission Meeting - April 30th & June 25th

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.