

Meeting Minutes for July 14, 2011
Transportation Technical Committee Meeting
Regional Enterprise Tower - Pittsburgh, PA

Attendees:

- Lynn Heckman, Allegheny County Economic Development
Bernie Rossman, Allegheny County Department of Public Works
Steve Shanley, Allegheny County Department of Public Works
- Darin Alviano, Armstrong County Planning Commission
- Tammy Frank, Beaver County
- Arthur Cappella, Fayette County Planning Department
- Kelly Shroads, Greene County Planning Department
- William Deguffroy, Indiana County Office of Planning and Development
- Pat Hassett, Pittsburgh Department of Public Works
- Jeff Leithauser, Washington County Planning Commission
- Chris Bova, Westmoreland County Planning Department
- Kevin McCullough, PennDOT Central Office
Brian Allen, PennDOT District 10-0
Dave Cook, PennDOT District 10-0
Doug Dupnock, PennDOT District 10-0
Cheryl Moon-Sirianni, PennDOT District 11-0
Stephanie Spang, PennDOT District 11-0
Jeff Skalican, PennDOT District 11-0
Rachel Duda, PennDOT District 12-0
Angela Saunders, PennDOT District 12-0
Lynn Manion, Airport Corridor Transportation Association
Mavis Rainey, Oakland Transportation Management Association
Lucinda Beattie, Pittsburgh Downtown Partnership
Chuck DiPietro, SPC Staff
Chuck Imbrogno, SPC Staff
Tom Klevan, SPC Staff
David Totten, SPC Staff
Karen Franks, SPC Staff
Doug Smith, SPC Staff
Matt Pavlosky, SPC Staff
Domenic D'Andrea, SPC Staff
Ryan Gordon, SPC Staff
Rebecca Stark, SPC Intern
- (Indicates Voting Member)

1. June 16, 2011 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 June 16th meeting minutes were approved with no revisions.

2. Public Comment

There was no public comment.

3. FHWA/PennDOT Central Office Reports

- a.) Governor's Transportation Funding Advisory Commission (TFAC)
 - o Kevin McCullough referred everyone to Attachment B; a handout from the July 18th meeting of the TFAC that details the current transportation funding packages under consideration. Kevin stated that currently there are five funding package scenarios on the table, but that the TFAC is expected to narrow them down to two proposals, a so called 1A and 1B. These two proposals are expected to rely heavily on increases in the oil franchise tax and be presented to the governor and the legislature by the August 1st deadline. Kevin noted that while several studies have identified \$3.5 billion in needs for transportation infrastructure statewide, the TFAC has identified a target of \$2.5 billion for the funding packages to generate. Kevin stated that \$2.5 billion is more in line with the estimated capacity that PennDOT has to deliver in the 10-12 year period. Kevin explained that out of the total \$2.5 billion, \$1.8 billion will be dedicated to highway and bridge projects. Other priority areas for this funding include transit support and municipal projects. Kevin stated that in addition to the revenue scenarios, a multi-year plan or "Decade of Investment" and strategies for "modernization" measures that could be implemented are being proposed.
 - o Kevin noted that the Districts, at the request of Central Office, have been assembling various scenarios for the "Decade of Investment" plan as part of the TFAC proposal. Cheryl Moon-Sirianni added that various scenarios that the Districts have been working on are first taking all of the projects currently on the TIP to completion. These are almost all asset management type projects. Rachel Duda and Brian Allen added that they have also worked on an unconstrained project list of all deficient bridges and out-of-cycle pavements within their Districts. Cheryl noted that working on these scenarios in District 11-0, almost all of the proposed decade of investment funds would be used up by replacing deficient bridges. Lynn Heckman noted that these scenarios are critical to sell members of the legislature on the need to pass the revenue packages recommended by the TFAC. Chuck DiPietro added that we need to be aware of

(Attachment A)

any potential air quality conformity projects contained in the Decade of Investment list. Chuck Imbrogno noted that any air quality projects would have to wait for conformity testing associated with the 2013 TIP update next year.

- Lucinda Beattie asked how transit projects are being factored into development of the Decade of Investment. Chuck DiPietro stated that his question also surfaced at yesterday's TOC meeting. It is assumed that Central Office's Bureau of Local and Area Transportations is developing and coordinating input to the "Decade of Investment" package. The TFAC funding packages provide funding for transit in the range of \$138 million to \$426 million. Kevin McCullough noted that from the beginning of the TFAC the transit need has been seen as immediate and an important part of any revenue generation options. Lynn Heckman speculated that funding levels for the transit agencies are likely to be one of the most controversial aspects of the TFAC recommendations.
- Kevin noted that extensive discussions have taken place on the maintenance collaboration and maintenance "agility" improvements with the Turnpike Commission.
- Chuck DiPietro reviewed the eight areas of "modernization" identified by the TFAC.
- Kevin noted that the TFAC recommended two studies; one on a statewide freight plan and one on use of alternative fuels.
- All the TFAC Agendas, Handouts and minutes are available at <http://www.tfac.pa.gov/>. The Commission is required to submit a final report to the Governor on or before August 1st.

b.) August 25th STC Public Hearings

The State Transportation Commission's upcoming public testimony session for the 2013 Twelve Year Program will be held on August 25th at the Marriot in Cranberry Township. Chuck DiPietro noted that staff will be working with the Commission's Executive Committee to strategize the approach to the region's testimony. Chuck noted that the presentation should include support for key aspects of the TFAC recommendations. Chuck noted that the session will include testimony from other regions in western PA including Northwest PA Regional Planning Commission, Erie County, and Mercer County.

c.) TIGER III funds

Kevin McCullough noted some facts about the US DOT TIGER Grants:

- o USDOT is authorized to award \$526.944 million in TIGER Discretionary Grants pursuant to Div. B of the Department of Defense and Full-Year Continuing Appropriations Act, 2011.
- o This is the third round of appropriations under TIGER, but not identical to the appropriation for the “TIGER” program authorized and implemented pursuant to the American Recovery and Reinvestment Act of 2009, and the National Infrastructure Investments or “TIGER II” program under the FY 2010 Appropriations Act.

Chuck DiPietro noted that staff has sent to all the TTC members the information about the TIGER III grants and the upcoming informational webinar on July 18th at 1 PM. Pat Hassett asked if SPC would be coordinating the list of applications for the region. Chuck responded no; SPC was not formally coordinating a list of projects. Kevin McCullough and Lynn Heckman both noted that coordination and teaming on projects involving SPC members will be occurring.

d.) Federal Transportation Act Reauthorization

House Committee on Transportation and Infrastructure Chairman John L. Mica (R-FL) and Committee leaders recently presented a framework for a six-year reauthorization of federal highway, transit, and highway safety programs. Chuck DiPietro noted that staff sent the details of this proposal to the TTC members last week. Kevin McCullough noted that the proposal was significantly less funding than was included in SAFETEA-LU and is considered dead on arrival in Congress. Chuck DiPietro noted that it is likely that nothing will happen on federal transportation act reauthorization except for more continuing resolutions to extend SAFETEA-LU. Chuck noted the concern that if nothing is done the highway trust fund will be broke in two years. Kevin noted that there is a lot of pressure to get this done, but it appears for now that reauthorization has been pushed further into the future.

e.) Transportation Advisory Committee – Local Needs Draft Report

Kevin McCullough noted that the TAC has been working on the issue of local asset management needs and will be issuing a draft report in late August. Chuck DiPietro noted that this is of particular interest to the TTC members.

Kevin noted that many of the planning partners are involved currently in local asset management data collection that will further add to the information on the local network. Doug Smith briefly reviewed the efforts of SPC to collect local bridge data. Doug noted

(Attachment A)

that they are finding some bridges that should be on the state BMS, but are not. After some additional quality control checks, Doug will present this additional bridge detail to the Districts for review. Kevin asked Doug for a brief assessment of the pace of progress. Doug replied that four interns working through the summer are going to be able to complete the inventory, as data is collected on over 7,000 local 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 C and Handout 2)

Dave Cook of PennDOT District 10-0 reviewed the administrative actions. Dave highlighted one of the newly added administrative actions; the Oscar Bridge. Karen Franks noted that the amount of funds being moved is over \$1 million dollars so the Oscar Bridge project would require TTC action.

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

b.) PennDOT District 11-0 (Attachment D & Handout 3)

Stephanie Spang of PennDOT District 11-0 pointed to the amendment requests and administrative actions to the 2011-2014 TIP. District 11-0 had two amendments requests:

- o Blvd of the Allies – add ROW phase for additional funds required (\$336,000 fed and 84,000 state).
- o Low Cost OP IMP Study – add project and \$300,000 to the current TIP in 2011.

Cheryl Moon-Sirianni and Stephanie both remarked on the serious problems of landslides that the District has been dealing with noting a total of 26 landslides that have occurred this spring impacting roads in the District.

Stephanie highlighted some of the administrative actions including a study on the Kenmawr Bridge and the Freedom Road upgrade phase C.

Domenic D'Andrea noted he has submitted the agreement associated with the regional signal line item to the Districts. Dom noted that he is ready to separate these into individual projects on the TIP once the agreements are approved. Stephanie noted that separating out these projects from the line item must occur before the end of the fiscal year. Chuck DiPietro noted that this is important to monitor and take care of before the

end of fiscal year.

Kevin McCullough provided some background pertaining to ongoing work being done on one of the PCTI projects in Robinson Township. On this project IKEA is providing private funds for a portion of the project, but requires a 3% contingency, which cannot be matched by the project sponsor. Therefore, the intent is to use CMAQ line item as a source for this 3% contingency in order to keep the project moving. Chuck Imbrogno noted that prior to the project receiving PCTI funds, it was a CMAQ applicant, and it has been determined that it will qualify for CMAQ funds. This change will be made as a future administrative action.

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

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

Angela Saunders of PennDOT District 12-0 pointed to the amendments and administrative actions to the 2011-2014 TIP. District 12-0 had two amendment requests this month.

- o SR 21, Junction Deli to Paisley – add the utility phase and \$587,839 for construction to the current TIP in 2011 and 2012.
- o SR 21 & SR 1021 Baileys Crossroads – add the project and all phases to the TIP for 2012.

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

5. 2013 – 2016 TIP Update & LPN Response

a). LPN Screening Forms Training

Chuck reviewed the dates for the LPN screening forms training schedule listed in the agenda. Kevin McCullough stated that he has recently taken the LPN screening forms training. Kevin noted that the forms have come a long way and that Central Office staff will participate in the forms training. Ryan Gordon noted that SPC staff will also participate at each training. Ryan also noted that he has not heard when the forms website will go live, but assumes it will be after the trainings are complete and that once this occurs SPC will be notifying the PPP stakeholders. Matt Pavlosky noted that the public involvement and PPP work for the TIP update will include the level 1 forms for stakeholders.

b). CMAQ: Evaluation Committee & Program Management Committee

Chuck Imbrogno reported on the activities going on related to the CMAQ program's two committees:

- The CMAQ Evaluation Committee – Chuck noted that this Committee is set with 23 members and will be issuing a CMAQ call for projects and subsequent evaluation process. Chuck stated that the application period for new applicants will be early September thru early October, with an expected list of projects by the end of December.
- CMAQ Program Management Advisory Committee - The purpose of the Program Management Advisory Committee (PMAC) is to advise and assist SPC staff, PennDOT, and project sponsors with ongoing project monitoring, and identifying needed amendments to the TIP's CMAQ Program. Chuck noted that the Committee consists of 11 members and they held their first meeting on June 20th. Each of the CMAQ funded project sponsors will receive a status report request each quarter. Chuck noted that the PMAC will meet two times a year and on an as needed basis.

c). District TIP Update/LPN Work Group

Chuck DiPietro reviewed the schedule for the next round of District work group meetings.

6. ROP implementation Traffic Incident Management

Doug Smith provided a basic introduction to Traffic Incident Management (TIM) by showing several videos on the topic. Doug explained that back in May FHWA sponsored a local workshop on TIM. FHWA had identified the SPC region as an area that could utilize greater TIM measures. Doug explained that SPC is in the early phases of establishing a new work group to coordinate regional TIM approaches. The TIM Work Group will focus on regional level activities such as public service announcements and signage, but also on some pilot corridors, likely one per PennDOT District. Cheryl Moon-Sirianni noted that she is in support of this initiative and stated that a focus for the selection of the pilot areas should include the Interstates and tunnels.

7. Other Business

a). July 13th TOC

Tom Klevan and David Totten reviewed the proceedings of the recent Transit Operators

Committee. The meeting included:

- Current TIP amendments including those for new bus purchases in Indiana and Lawrence Counties.
- Presentation and discussion on alternative fuels for bus fleets and associated funding opportunities and potential problems.
- A presentation on FTA discretionary funding that focused on what is available and how to go after the funding.

b). Next Commission Meeting - July 25th

c). Next TTC Meeting September 15th

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.