

Meeting Minutes for February 16th, 2012
Transportation Technical Committee Meeting
Regional Enterprise Tower - Pittsburgh, PA

Attendees:

- Lynn Heckman, Allegheny County Dept of Economic Development
- Steve Shanley, Allegheny County Dept of Public Works
- Darin Alviano, Armstrong County Planning Commission
- James Camp, Beaver County
- Tammy Frank, Beaver County
- Arthur Cappella, Fayette County Planning Department
- Kelly Shroads, Greene County
- Jeff Grim, Indiana County Planning Department
- Amy McKinney, Lawrence County
- Pat Hassett, Pittsburgh Department of Public Works
- Jeff Leithauser, Washington County Planning Commission
- Chris Bova, Westmoreland County Planning Department
- Kevin McCullough, PennDOT Central Office
- Dave Cook, PennDOT District 10-0
- Doug Dupnock, PennDOT District 10-0
- H. Dan Cessna, PennDOT District 11-0
- Rob Miskanic, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- Philip Mutunga, PennDOT District 11-0
- Joe Szczur, PennDOT District 12-0
- Barry Lyons, PennDOT District 12-0
- Angela Saunders, PennDOT District 12-0
- Lynn Manion, Airport Corridor Transportation Management Association
- Lucinda Beattie, Pittsburgh Downtown Partnership
- Chuck DiPietro, SPC Staff
- Chuck Imbrogno, SPC Staff
- Sara Walfoort, SPC Staff
- Tom Klevan, SPC Staff
- David Totten, SPC Staff
- Matt Pavlosky, SPC Staff
- Ryan Gordon, SPC Staff

- (Indicates Voting Member)

1. January 12th 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 January meeting minutes were approved with no revisions.

2. Public Comment

There was no public comment.

3. FHWA/PennDOT Central Office Reports

a.) Federal Update

Kevin McCullough pointed to Handout 1 and Handout 2, which provided summary tables about the proposed House and Senate Transportation Reauthorization bills. The House Transportation and Infrastructure Committee bill (HR 7) is five years in duration at an estimated \$269 billion. The Senate Environmental and Public Works Committee bill (MAP-21) would span two years at an estimated \$109 billion. Kevin noted that the direction this reauthorization debate takes in the next few months is very unpredictable and that the Department is watching and waiting to see how it plays out.

Chuck DiPietro noted that the national TIGER IV grant application deadline was very tight and that the TTC members were provided all the information in an e-mail on February 1st. The pre application deadline for the very competitive TIGER IV funds is February 20th. Final applications are due March 19th.

b.) State Update

Kevin McCullough discussed the status of advancing the TFAC recommendations in the PA legislature. Kevin reported that no specific direction on the TFAC recommendations has yet been released by the Governor's office. Other critical legislative priorities appear to have bumped action on the TFAC recommendations further into the future. Kevin noted that there is a clear consensus among the administration and the legislature that action on transportation funding needs is critical.

Chuck DiPietro reported on a draft piece of legislation just introduced in the PA Senate pertaining to several components of the approved PA State Implementation Plan to comply with the Federal Clean Air Act. The legislation 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 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 FHWA will not permit the majority of Federal Funds to be expended in the sanctioned area (including SPC region) and that this would have a dramatic negative impact on the region's TIP. Art Cappella questioned what the impact would be of the EPA sanctions on the SPC TIP. Chuck Imbrogno replied the sanctions would result in essentially a 50% decrease in available TIP funds. Kevin McCullough noted that first a violation finding is delivered and then 18 months after the finding, the sanction is imposed. Chuck DiPietro noted that the existing SIP with these two key strategies has been in existence since the mid-1990s

c.) SPC Quarterly Progress Reports

Chuck DiPietro pointed to Attachment B, which was the TIP Quarterly Progress Report. Chuck briefly compared the region's numbers with the statewide numbers noting that the region is above the statewide average in most categories. Chuck complemented the PennDOT Districts on their proficiency in utilizing bridge funds in the first quarter.

Kevin McCullough noted that a press release is pending from PennDOT Central Office on the approved list of ARLE projects. Statewide there were 306 applications received for this round of the program. Chuck noted that the region made out well in the initial cycle of this program.

d.) Central Office Marcellus Shale Survey (Handout 3)

Chuck DiPietro reviewed Handout 3, which was information regarding an upcoming survey of PA counties and municipalities on transportation issues associated with the Marcellus Shale activity. Chuck noted the survey is being conducted by PennDOT's Bureau of Municipal Services.

Lynn Heckman suggested information sharing with the counties that have more experience with Marcellus activity (specifically Washington and Westmoreland) through an SPC forum so that input to the survey can provide a consistent and clear message. Chuck noted that when further information on the survey is released this may be possible.

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 reviewed the administrative action requests. District 10-0 had one amendment request to the current TIP.

- o Goheenville Dip – adding the project and the PE phase for \$350,000 to the current TIP.

Dave noted that the District has been trying to start this project for a long time and that it will provide a much needed safety improvement to a section of PA Route 28 in Goheenville.

The TTC motioned and unanimously approved the PennDOT District 10-0 Amendment and Administrative Action requests to the TIP.

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 Liberty Tunnel Phase 3 – adding the project and \$60,000 for the CON phase on the current TIP.

Rob noted that this was an old project that was being added to the current TIP to cover accrued unbilled costs.

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)

District 12-0 had several amendment requests this month:

- o State Highway Reserve Line Item – consolidating deobligations and project savings into the State Highway Reserve Line Item.
- o I-79 in Canonsburg – adding project and \$2.5 million in CON phase to the current TIP.
- o Bailey's Crossroads – adjusting earmark funding to correspond to the project schedule.
- o Thorn Hill Bridge – Switching funding type and advancing CON phase of the

project from 2013 to 2012.

- o Donora-Webster Bridge – Adding the project and \$2,975,000 in CON phase to the current TIP.

Joe Szczur provided background on the Donora-Webster Bridge. The bridge was closed to traffic in 2009 and local traffic has been utilizing the nearby Donora-Monesson Bridge. Joe noted the concern that they may soon have to totally remove the bridge deck because the bridge may not be able bear the weight of the deck. Joe explained all the background that went into the decision to demolish the bridge and detailed the public meeting that was recently held. Joe also noted that there will be some minor improvements to the existing detour and to an existing industrial park in the area.

Both Joe and Chuck DiPietro commented on the fact that demolishing crumbling, nonessential bridges and not replacing them is a difficult reality that Pennsylvania must face in the current funding crisis. Joe noted that the Secretary Schoch has said that closing bridges is an option being assessed throughout the state.

Chris Bova expressed some concern about voting on this amendment because his Commissioners may not have reviewed the project fully. Chris noted he is not opposed to the project advancing to the bridge demolition. Joe Szczur noted that a public officials meeting was held the previous day to discuss the project. Jeff Leithauser stated he has some of the same concerns as Chris, but would be willing to vote for the amendment if it was only for the demolition of the existing bridge and any language saying the bridge would not be rebuilt was eliminated from the amendment. Chris concurred that he would be voting for demolition of the existing bridge only and not making a vote as to whether or not to rebuild a bridge at the location.

Jeff Leithauser made a motion to approve PennDOT District 12-0 Amendment and Administrative Actions (including Donora-Webster Bridge Demolition Amendment). The TTC unanimously approved the PennDOT District 11-0 Amendment and Administrative Action requests to the TIP.

5. I-70 and Route 19 Interchange Project Presentation

Barry Lyons of PennDOT District 12-0, project manager, did a presentation on the I-70 and Route 19 Interchange project. The project is unique because it is being designed as a divergent diamond interchange to replace the conventional cloverleaf interchange at I-70 and Route 19 in South Strabane Township. The intersection would be the first of its type in Pennsylvania. Barry reviewed the existing conditions at the current interchange with 70,000 ADT on I-70 and 28,000 ADT on Route 19. In preliminary design, FHWA suggested that the divergent diamond design be considered as an alternative in the

project.

Barry noted that the District is using an outside consultant on this project with experience in designing divergent diamond interchanges. Throughout the presentation Barry noted the many benefits of the divergent diamond design, including:

- Fewer conflict points
- More efficient traffic movements
- More compact footprint
- More cost efficient
- Reduced number of crashes
- Accommodations for pedestrians and bicyclists

Barry noted that District 12-0 is taking advantage of the experience and lessons learned in the implementation of some of the existing divergent diamond intersections. The District recently held a well-attended public plans display on the project. Joe Szczur noted that there may be other locations along substandard sections of I-70 where this type of configuration will be considered.

6. 2013 – 2016 TIP Update

a.) Recap of January Central Office Visits

Chuck provided a summary of the PennDOT Central Office Program Center visits to each District to review the draft 2013 TIP. Chuck noted that most of the changes were administrative in nature and were relatively minor. Kevin noted that the main concern is the lack of new projects and particularly the lack of preliminary engineering phases in the outer two years. Kevin added that preliminary discussions on discretionary spike funding went well and Larry Shifflet and Robin Metz are finalizing the recommendations for the Secretary's approval. Kevin stated that the PCTI program will no longer be part of the STIP, but a new Corridor Modernization Program the will be advanced.

b.) March 8th CMAQ Evaluation Committee Debriefing

Chuck DiPietro announced the CMAQ Evaluation Committee Debriefing will be held on March 8th 10:00 AM on the 31st floor of the Regional Enterprise Building. Chuck Imbrogno noted that they hope to have the final CMAQ list to present to the Committee at that session. Chuck Imbrogno noted that the Committee will be discussing potential enhancements/improvements for the next CMAQ program development.

c.) Reschedule Round 7 TIP work Sessions.

Chuck DiPietro led a discussion of potential meeting dates and times for the next round of TIP work sessions. The following dates were approved:

District 10 – March 14th at 1:00 PM at District Office in Indiana

District 11 – March 7th at 1:00 PM at District Office in Bridgeville

District 12 – March 6th at 12:30 PM at Washington County Maintenance Office

d.) Air Quality Analysis Deadlines

Chuck Imbrogno stated that the statewide Air Quality Work Group is scheduled to meet March 7th. It is hoped that they can begin to review the project list for the STIP. Chuck noted that he and his staff have been coordinating with the PennDOT Districts to get accurate project descriptions in order to assign air quality codes to each project on the draft TIP. The project lists and air quality codes must be reviewed by the inter-agency review team.

e.) LPN Screening Forms Update

Ryan Gordon provided a summary of the LPN level 2 forms for local and CMAQ projects. Ryan noted that all of the LPN Level 2 screening forms for the new local projects and new CMAQ projects for the draft TIP have been submitted. Ryan noted that the forms will be in a “awaiting review” stage for the next round of PennDOT District review. Ryan briefly discussed some of SPC’s Linking Planning and NEPA activities for the spring, including running the new TIP projects through the NEPA screening model, producing preliminary constraints maps, and environmental reports.

f.) Schedule for TIP adoption (Attachment F)

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.

7. Other Business

a.) February TOC Recap

Tom Klevan highlighted the February 15th TOC. Tom noted that the TOC discussed the latest round of TIGER grants, the federal reauthorization picture, and state funding crisis. Tom noted that two amendments were made to the transit TIP for transit facilities in Donora and Kittanning. The TOC included a presentation by Indiana County Transit on the long-range plan for transit in Indiana County. Tom noted a significant achievement in the development of the draft transit TIP, which was a much earlier review of the draft transit TIP by the PennDOT Bureau of Public Transportation. Tom noted that this is an

element of ongoing efforts within PennDOT to improve communication between transit grant making and the project programming. Tom also discussed the funding cut and service elimination in the medical transportation services that are provided by funds from the State Welfare Department. Tom stated that all service will be discontinued by the end of March.

b.) PPP update

Matt Pavlosky reviewed the upcoming activities associated with SPC's public involvement program. Matt noted that an update of the SPC Public Participation Plan is underway to incorporate text consistent with Linking Planning and NEPA and FTA mandated public display ad language. Activities associated with these updates include:

- Comment Period on the updated Public Participation Plan update will be Monday March 5th through Friday April 20th
- A public meeting 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 6th Freight Forum

Sara Walfoort noted the SPC Regional Freight Forum will meet on March 6th.

d.) Ped/Bike Committee

Sara Walfoort provided information on the upcoming SPC Ped/Bike Committee meeting scheduled for March 14th.

e.) April 12th, Regional Freight Forum

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.

f.) Next TTC Meeting – March 22nd

g.) Next Commission Meeting - April 30th

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.