

Meeting Minutes for January 14, 2015
Transportation Technical Committee Meeting
SPC Offices

Two Chatham Center, Pittsburgh

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
Steve Shanley, Allegheny Department of Public Works
- Tom Swisher, Armstrong County Department of Planning and Development
Andrew Harvey, Armstrong County Department of Planning and Development
- Tammy Frank, Beaver County Liquid Fuels Department
Kelly Gray, Beaver County Consultant
- Joel MacKay, Butler County Planning Commission
Kevin Boozel, Butler County Commissioner
- *Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Jeremy Kelly, Greene County Planning Commission
- Jeff Raykes, Indiana County Department of Planning and Development
- *Doniele Russell, Lawrence County Planning and Community Development
Dave Hutchinson, City of Pittsburgh Office of Management and Budget
- Chris Bova, Westmoreland County Department of Planning and Development
- Jeffrey Leithauser, Washington County Planning Commission
- Ed Typanski, Port Authority of Allegheny County
- Kevin McCullough, PennDOT Central Office
Matt Smoker, Federal Highway Administration
Tim Jablunovsky, PennDOT District 10-0
Dave Cook, PennDOT District 10-0
H.D. Cessna, PennDOT District 11-0
Cheryl Moon-Sirianni, PennDOT District 11-0
Robert Miskanic, PennDOT District 11-0
Stephanie Spang, PennDOT District 11-0
Joe Szczur, PennDOT District 12-0
Rachel Duda, PennDOT District 12-0
Angela Saunders, PennDOT District 12-0
Bill Beaumariage, PennDOT District 12-0
Josh Theakston, PennDOT District 12-0
Mavis Rainey, Oakland Transportation Management Association
Jina Lynn Manion, Airport Corridor Transportation Association
Lucinda Beattie, Pittsburgh Downtown Partnership
Mary Ann Bucci, Port of Pittsburgh Commission
Sara Hansel, Fisher Associates
James Hassinger, SPC Executive Director
Doug Smith, SPC Transportation Director
Andy Waple, SPC Staff
Darin, SPC Staff
Matt, SPC Staff
Pavlosky, SPC Staff
Chuck Imbrogno, SPC Staff
Ryan Gordon, SPC Staff
Tom Klevan, SPC Staff
Sara Walfoort, SPC Staff
Dan Alwine, SPC Staff
- Indicates voting member
- * Participated by telephone

1. Call to Order

Doug Smith called the meeting to order at 10:00 a.m.

2. Action on the December 10th Minutes (Handout 1)

A motion was made by Jeremy Kelly and seconded Chris Bova by to accept the December 10th TTC meeting minutes as presented. The TTC approved.

3. Public Comment

There was no public comment.

4. FHWA/PennDOT Central Office Reports

A. FAST Act Summary (Handout 2)

Matt Smoker shared FHWA talking points regarding the Fixing America's Surface Transportation Act, or "FAST Act" signed into law December 4th of 2015:

- The FAST Act covers five fiscal years (FY 2016-2020), and is the first new federal transportation authorization bill in over ten years. The FAST Act offers long-term funding certainty to the Federal Surface Transportation Program; now states and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a federal partner over the long term.
- Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit.
- The FAST Act is a down-payment for building a 21st century transportation system, increasing avg. annual funding (over FY 2016-2020, vs. FY15 enacted levels)—
 - for all modes, by 11%; and
 - for the Federal-aid Highway Program, by 10%. (In comparison, the Administration's proposal—the GROW AMERICA Act—would have increased federal-aid highway funding by 29%)
- The law also makes changes and reforms to many federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.
- A few FAST Act provisions of interest to FHWA include—
 - two new programs (one formula-based, and the other discretionary) that will for the first time dedicate federal funding to freight projects, including multimodal projects;

- a number of administration proposals to further speed the permitting processes while still protecting environmental and historic resources;
- a new National Surface Transportation and Innovative Finance Bureau (located in the Secretary’s office) to serve as a one-stop shop for state and local governments to receive technical assistance on financing transportation projects or permitting processes; and
- The enactment of FHWA’s “Every Day Counts” (EDC) innovation partnership, which ensures that this valuable Federal-State innovation partnership will remain a driving force to improve our program delivery and transportation infrastructure for years to come.
- FHWA—along with the rest of the Department—is carefully reviewing the individual provisions of the FAST Act; we will provide additional information in the coming weeks and months.

Doug Smith discussed the magnitude of the FAST Act and its impact on Pennsylvania and the Region for TIP years 2017-2020. Pennsylvania received an additional \$650M and the Region, \$100M; of which the bulk of the additional funding was NHPP funds. Doug also mentioned that the region received an additional \$50M in Transit funding.

B. Other

Kevin McCullough touched upon a few state updates:

- The state has not passed a 2015/2016 budget. However, budget briefings for the 2016/2017 budget are underway.
- PennDOT Secretary Leslie Richards shared the Agency’s 2015 Accomplishments and can be viewed at the following link:
<https://www.youtube.com/watch?v=rPVFP5JTgs>
- Liquid Fuels and Act 44 payments have not been impacted by the state budget impasse. Liquid Fuels payments are scheduled for March and Act 44 payments are scheduled for February. Steve Shanley inquired on how many more Act 44 payments can be expected. Kevin stated he will check into the matter.
- PennDOT has begun phase one of an Extreme Weather Vulnerability Study. The study is scheduled to be completed in nine months. SPC staff serve on the study’s steering committee.

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

A. PennDOT District 10-0

Dave Cook of PennDOT District 10-0 reviewed the requested TIP modifications. There were two amendments and three administrative modifications requiring TTC action (as highlighted within Handout 3). Tom Swisher’s motion to approve was seconded by Jeff Leithauser and the TTC approved the modifications as presented.

B. PennDOT District 11-0

Rob Miskanic of PennDOT District 11-0 reviewed the requested TIP modifications. There were two administrative modifications requiring TTC action (as highlighted within Handout 3). Jeff Leithauser's motion to approve was seconded by Joel MacKay and the TTC approved the modifications as presented.

C. PennDOT District 12-0

Angela Saunders of PennDOT District 12-0 reviewed the requested TIP modifications. There were seven administrative modifications requiring TTC action (as highlighted within Handout 3). Arthur Cappella's motion to approve was seconded by Tom Swisher and the TTC approved the modification as presented.

6. 2017 TIP Update

A. Pre-Draft TIP Update Status

Ryan Gordon updated TTC members on where we are at in the overall TIP process. A draft list of projects needs to be submitted to PennDOT Central Office on January 22nd. There is a regional TIP work group meeting today following TTC to discuss program details and specifics.

Looking at the schedule ahead:

- Commission action on the draft TIP is scheduled for June.
- A 30-Day public comment period is required for the Draft TIP and is scheduled for May.
- Air Quality Conformity is required for the Draft TIP and needs to begin in March.
- The TTC needs to finalize the draft list of TIP projects at its March meeting in order for the Air Quality Conformity testing to begin.

B. Draft TIP Investment Status Report

Doug Smith presented a snapshot of the Draft TIP, looking at the mix of projects and highlighting some of the higher profile projects fully funded or partially funded for each county.

Doug also presented details concerning the Draft TIP Discretionary Funding:

- SPC only received \$76.5M regionally for "Spike"; \$424M less than if the discretionary set-asides had been allocated to regions by formula
- No "Spike" projects in District 12-0 or in District 10-0 SPC Counties

PennDOT's draft list of projects to receive discretionary funding is through the year 2028. The Long-term implications are:

- District 8-0: \$179M in discretionary funding this TIP but an additional **\$1.03B** committed beyond 2017 TIP

- Currently no discretionary commitments in the SPC region beyond the 2017 TIP

C. CMAQ – Carryover Status and Prioritized Candidate Projects List (Handout 4)

Andy Waple presented a recommended 2017-2020 Draft CMAQ Projects List. The Draft List is comprised of \$48.9M in twenty-one carry over projects and \$26.4M in eleven new candidate projects. The new candidate projects were the top eleven projects prioritized by the TTC.

Joel MacKay’s motion to endorse the Draft CMAQ Candidate Projects List recommended for advancement was seconded by Jeff Rayke’s and the TTC unanimously approved. The endorsed CMAQ Projects List will be presented to the Commission at their January meeting.

D. Public Participation Panels

Matt Pavlosky recapped the ten Public Participation Panel meetings conducted September through December. Topics discussed included the TIP, Long Range Plan, and federal and state funding. Turnout was strong at many of the meetings. Matt thanked the counties/city planning departments for their support.

E. Livability Through Smart Transportation Program

Andy Waple discussed the 2016 SPC Livability Through Smart Transportation Program. The program will be rolled out in February and will be open for thirty to forty-five days with projects selected in May. Very few changes in the program are proposed. SPC still plans to accept project applications through the counties and city planning departments. There will be \$3.5M available in funding compared to the \$3M available last program. Like the CMAQ and TA programs, there will be evaluation criteria tied to the region’s long range plan and Congestion Management Process. Program guidance will be distributed to the TTC in advance of the February meeting.

7. 2016-2018 Unified Planning Work Program Overview

Doug Smith gave an update on SPC’s Unified Planning Work Program (UPWP), which is 2-year contract between PennDOT and SPC. The UPWP is a statement of work identifying the planning priorities and activities to be carried out within the metropolitan planning area.

SPC has five program areas; each includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Some of the key work elements within each of the program areas are:

- ***Plans & Programs:*** *Mapping the Future* Implementation, Planning & Environmental Linkages, Local Project Delivery, 2019 TIP Update

- **Multimodal Planning:** Regional Active Transportation Plan, ATWIC CTP Implementation, Transit Development Plans, Corridor Planning, Regional Freight Plan Implementation
- **Operations & Safety:** Regional Traffic Signal Program, ITS Architecture Website, Road Safety Audits, Traffic Incident Management Program
- **Data & Modeling:** Next Gen Travel Demand & Economic Modeling, Regional Aerial Photography
- **Outreach & Coordination:** Public Participation Panels, Website Enhancements

8. Regional Cashless Tolling Study Overview

Dom D'Andrea provided an overview and scope of work for the Regional Cashless Tolling Planning Study. With the implementation of cashless tolling and subsequent elimination of toll booth facilities, increased arrival rates may have an impact on intersections and interchanges of Turnpike off-ramps with state and local roadways and adjacent intersections. The purpose of this study is twofold.

- First, the study is to assist the Turnpike Commission, PennDOT and other regional stakeholders in determining what the potential impacts are, if any, within the SPC region and to make recommendations for mitigating those potential impacts.
- Secondly, the study is to identify locations that currently do not have direct access to mainline I-76, where, it may be desirable at some point in the future to provide a full or partial access cashless tolling interchange. New access locations will be evaluated for the potential to improve operational conditions for commuter, freight, and emergency vehicle traffic as well as potential to facilitate economic development. Initially, the study will evaluate the desirability and limitations of nine (9) locations for potential future access. More details will then be developed for up to 4 of the most feasible locations.

9. Other Business/Status Reports

Doug Smith and staff highlighted recent and upcoming meetings below.

- January 25th - Corporation Board of Directors and Commission Executive Committee
- January 25th - Southwestern Pennsylvania Commission
- February 2nd – Freight Forum
- February 11th CommuteInfo Partners
- February 18th - Transportation Technical Committee
- February 25th – Transportation Operations and Safety Committee