

Meeting Minutes for November 17, 2016
Transportation Technical Committee
SPC Offices
Two Chatham Center, Pittsburgh PA 15219

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Steve Shanley, Allegheny County Department of Public Works
- Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Jeremy Kelly, Greene County Planning Commission
- Jeff Raykes, Indiana County Department of Planning and Development
- Patrick Hassett, City of Pittsburgh Office of Public Works
- Dave Hutchinson, City of Pittsburgh Office of Management and Budget
- Amy McKinney, Lawrence County Planning and Community Development
- 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
- Dan Laird, Allegheny County Department of Public Works Consultant
- Dave Cook, PennDOT District 10-0
- Robert Miskanic, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- Justin Dunbar, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Lucinda Beattie, Pittsburgh Downtown Partnership
- Rebecca Davidson-Wagner, Urban Redevelopment Authority of Pittsburgh
- Gary Chodkowski, Michael Baker International
- Dr. James Hassinger, SPC Executive Director and CEO
- Doug Smith, SPC Transportation Director
- Andy Waple, SPC Staff
- Darin Alviano, SPC Staff
- Matt Pavlosky, SPC Staff
- Dan Bernazzolli, SPC Staff
- Ryan Gordon, SPC Staff
- Tom Klevan, SPC Staff
- Leann Chaney, SPC Staff
- Dan Alwine, SPC Staff
- Kathy Stefani, SPC Staff

- Indicates voting member

1. Call to Order

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

2. Action on the October 20th Meeting Minutes (Handout 1)

A motion was made by Amy McKinney and seconded by Jeff Leithauser to accept the October 20th meeting minutes as presented. The TTC approved.

3. Public Comment

There was no public comment.

4. FHWA/PennDOT Central Office Reports

Kevin McCullough provided updates on the following:

- State TAP awards have yet to be announced; expect something, hopefully soon;
- PennDOT Multimodal funding announced – Applications for the next cycle are being accepted until December 16th;
- PennDOT expects \$2.4B in construction lettings statewide for 2016;
- Effective December 3rd, George McAuley will serve as PennDOT’s new Deputy Secretary for Highway Administration, replacing the retiring Scott Christie. Mr. McAuley comes from PennDOT District 10-0 where he served as Assistant District Engineer for Maintenance. Brian Allen will be Acting ADE for Maintenance in District 10-0; Jim Andrews will serve as Acting ADE for Design; and Rich Gill will be Acting Bridge Engineer.

5. Action on Modifications to 2017-2020 TIP (Handout 2)

A. PennDOT District 10-0

PennDOT District 10-0 had no TIP modification requests requiring TTC approval.

B. PennDOT District 11-0

Rob Miskanic of PennDOT District 11-0 reviewed the requested TIP modifications. There were eight administrative modifications requiring TTC action (as highlighted in handout 2). Ann Ogoreuc made a motion to approve, which was seconded by Jeff Raykes, 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 two amendments and nine administrative modifications requiring TTC action (as highlighted in handout 2). The two amendments involved the removal of two projects from the TIP that had federal funds programmed. Other projects have become higher priorities and will utilize the available funding. The two projects removed from the TIP will be reprogrammed on a future TIP. Jeff Leithauser made a motion to approve, which was seconded by Art Cappella, and the TTC approved the modifications as presented.

6. Highway Functional Classification Update (Handout 3)

Doug Smith shared an update on highway functional classification. SPC staff has been working with PennDOT in completing function class changes that were first

initiated back in 2012. Every ten years, when concluding the decennial Census, SPC reviews the region's urban boundaries and highway functional classification system. The process of updating the highway functional classification this time around provided some unique challenges. The enactment of MAP 21 in 2012 introduced the National Highway Performance Program (NHPP), which added all principal arterial highways to the National Highway System (NHS). With this inclusion, all the principal arterial roads will be eligible for NHPP funding, but they will also need to meet NHPP performance standards. This could increase costs associated with maintenance, rehabilitation and reconstruction of these roadways.

SPC and its partners were in the process of reviewing the functional classification network when FHWA requested input prior to adding all principal arterials to the NHS. The deadline for providing this input was very short, so SPC provided some interim feedback and then completed the comprehensive review with cooperation from the PennDOT Districts, City of Pittsburgh, and County Planning Departments. In January 2013, the Commission approved a final list of changes, which was submitted to PennDOT Central Office. However, PennDOT at that time was more focused on changes to the urban boundaries and set aside the proposed functional classification modifications. Much time elapsed before PennDOT Central Office got back to reviewing these changes and there were many iterations between SPC staff and PennDOT staff on the details of these lists. Given the amount of time that has elapsed since the initial submission, SPC staff thought it would be best to split the functional classification changes into two categories: non-NHS roadways and NHS roadways. Changes to the non-NHS roadways are relatively straight forward and the review process for those is not as complex. These changes were recently resubmitted to PennDOT and they have forwarded the changes to the FHWA Division Office for approval. For the second task, SPC staff would like to hold a regional work session with the PennDOT Districts, City, and Counties to review the NHS roadways and revisit the proposed changes. Now that everyone has a much better understanding of the requirements of the NHPP, it would be best to take an in-depth look to see which roadways are best suited for this program. It was agreed that a regional work session will be held in January 19th after the TTC meeting.

7. Critical Urban & Critical Rural Freight Corridors

Doug Smith provided information to members on Critical Urban and Critical Rural Freight Corridors. The FAST Act requires USDOT to establish a National Multimodal Freight Network (NMFN) to:

- Assist States in strategically directing resources toward improved system performance for the efficient movement of freight
- Inform freight transportation planning
- Assist in the prioritization of Federal investment
- Assess and support Federal investments to achieve the national multimodal freight policy goals

PennDOT is asking planning partners to provide input on critical corridors both urban and rural within their areas. These corridors are important to Pennsylvania's economy – the most vital roads supporting the movement of freight.

Critical Urban Corridors

- Lies inside an urbanized area
- Connects Primary Highway Freight System (PHFS) or Interstate to intermodal (IM) facilities
- Is located within a corridor of a route on the PHFS
- Provides an alternative highway option
- Provides access to significant multimodal (MM) freight facilities or manufacturing and warehouse industrial land
- Is determined by the MPO or State to be important to goods movement within the region

Critical Rural Corridors

- Lies outside of an urbanized area
- Rural principal arterial with minimum 25% truck traffic
- Access to energy exploration
- Connects PHFS or Interstate to IM facilities
- Provides access to various facility types
- Connects to an international point of entry
- Provides access to significant MM freight facilities
- Is determined by the State to be vital to goods movement

SPC staff is requesting input from its members in identifying potential corridors within the region. Input/comments can be submitted to Sara Walfoort swalfoort@spcregion.org up until Friday, December 2nd. This input will be compiled and additional discussion will take place at the December TTC meeting to help prioritize the list of potential corridors before submitting to PennDOT in late December.

8. Resiliency Studies Update

Ryan Gordon gave a presentation titled “Extreme Weather Vulnerability and Resiliency.” The presentation aimed to provide the TTC with an update of studies that are going on in this area of transportation planning and provide a perspective on where it’s going and how it relates to planning for future TIP updates. In transportation planning and programming the term resiliency applies to the transportation system’s ability to provide its critical functions under uncertain and extreme conditions. This involves identifying a system’s functions, its vulnerabilities, and ways to reduce vulnerabilities.

Ryan provided background on why extreme weather impacts on transportation infrastructure are being studied and the emphasis at the federal, state, and regional level. PennDOT is currently completing a statewide study of extreme weather, which will result in a toolbox of methods and strategies that MPOs and Districts can utilize for improving resilience. Ryan then focused on a pilot study he is doing regarding flooding impacts in the Redstone Creek Watershed in Fayette County.

Four different analysis tools were used in the pilot study (FEMA Hazus flood model, ArcGIS Spatial Analyst, FHWA CMIP climate data processing tool, and FHWA

Vulnerability Assessment Scoring Tool). Ryan explained how each of the analysis tools was used to provide a detailed understanding of the transportation infrastructure vulnerability, particularly bridges, to extreme flooding within the study watershed. Ryan reviewed the findings of the pilot study and how they can be applied to larger efforts going forward. Next steps in integrating extreme weather resiliency elements into transportation planning will involve close coordination between SPC staff and PennDOT District staff. Ryan is hopeful that a small work group of SPC staff and District 12-0 staff can be assembled in the near future to refine the vulnerability assessment methodology and expand it to the entire county and district.

Angela Saunders of PennDOT District 12-0 commented that extreme weather in the form of flooding and landslides has had a significant impact on the TIP and in use of emergency funds in their District. Dave Cook commented that PennDOT District 10-0 is already starting to look at adapting infrastructure to withstand extreme flooding and Ryan's study could be helpful in identifying specifically what areas to focus on.

9. Green Sustainable Highways - Gary Chodkowski, Michael Baker International

Gary Chodkowski gave a presentation that examined recent programs incorporating sustainability into highways, including program structures, design and construction components, rating systems, construction contractor buy-in, and advantages of a client promoting program.

10. Other Business/Status Reports

- A. *City/County/District Roundtable Discussion*
- B. *November 3rd – CommuteInfo Forum*
- C. *November 14th – Freight Forum*
- D. *November 19th – TransportationCamp Pittsburgh 2016*
- E. *December 7th – Transit Operators Committee*
- F. *December 7th – Active Transportation Forum*
- G. *December 8th – Transportation Technical Committee*
- H. *December 12th – Southwestern Pennsylvania Commission Executive Committee*
- I. *December 12th – Southwestern Pennsylvania Commission*