

Meeting Minutes for January 17th, 2019
Transportation Technical Committee
SPC Conference Center
Two Chatham Center, Pittsburgh PA 15219

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
Stephen Shanley, Allegheny County Department of Public Works
- Darin Alviano, Armstrong County Department of Planning and Development
- Joel MacKay, Butler County Planning Commission
- Arthur Capella, Fayette County Zoning, Planning and Community Development
- Jeremy L. Kelly, Greene County
- Dr. Jeff Raykes, Indiana County Office of Planning and Development
- Doniele Russell, Lawrence County Planning Commission
- Jeffrey W. Leithauser, Washington County Planning Commission
- Daniel Carpenter, Westmoreland County Department of Planning and Development
- Jeff Skalican, City of Pittsburgh
Sofie Yarish, City of Pittsburgh
Lucinda Beattie, Pittsburgh Downtown Partnership
Mavis Rainey, Oakland Transportation Management Association
Lynn Manion, Airport Corridor Transportation Association
Steve Shadle, CDRM
- Kevin McCullough, PennDOT Central Office
Dave Cook, PennDOT District 10-0
Harold Swan, PennDOT District 10-0
Rob Miskanic, PennDOT District 11-0
Joan Quatman, PennDOT District 11-0
Angela Saunders, PennDOT District 12-0
Josh Theakston, PennDOT District 12-0
Jessica Setmire, PennDOT District 12-0
Dr. James Hassinger, SPC Executive Director and CEO
Andy Waple, SPC Transportation Director
Ryan Gordon, SPC Staff
Tom Klevan, SPC Staff
Dan Alwine, SPC Staff
Abby Stark, SPC Staff
Evan Schoss, SPC Staff
Josh Spano, SPC Staff
Domenic D'Andrea, SPC Staff
Sara Walfoort, SPC Staff
Chuck Imbrogno, SPC Staff
Lillian Gabreski, SPC Staff
- Indicates TTC voting member
- * Participated via telephone

1. Call to Order

Andy Waple called the meeting to order at 10:02 am.

2. Action on the December 6th TTC Meeting Minutes (Handout 1)

A motion was made by Jeff Leithauser and seconded by Jeremy Kelly to accept the December 6th TTC meeting minutes as presented. The TTC approved.

3. Public Comment

There was no public comment.

4. FHWA/FTA/PennDOT Central Office Reports

Kevin McCullough briefly iterated that his office had been getting inquests regarding the status of the federal lawsuit by truckers challenging the use of turnpike tolls. These questions revolve around how the lawsuit will continue to impact suspended annual payments to PennDOT, as well as regarding the January 2019 Pennsylvania Turnpike toll increase. He asked the TTC to pay attention to what is going on, as issues will have to be addressed in order to facilitate the movement of this funding, and said that more information should be coming out soon.

A. Executive Order on Climate Change:

Kevin McCullough noted that on January 8th, the Governor signed an [executive order](#) addressing climate change and promoting energy conservation and sustainable governance. He briefly reiterated the points in the executive order, including prioritizing smart infrastructure, purchasing more hybrid and/or electric vehicles, utilizing natural gas, and being good stewards of the environment in general. Some of this will transition down to the local level and involve our planning partners. He added that we can expect to hear more information as state agencies look at items and action plans over the course of the next several months. Andy Waple stated that the executive order aligns with some of the strategies that are contained in SPC's new long range plan draft.

B. Transition to new FHWA representative:

Kevin McCullough stated that the SPC region's new FHWA representative, Michael Sherman, is finishing up an assignment in D.C., and should be back in about a month to attend regular meetings from that point forward. Matt Smoker is filling in while he finishes his assignment so that the e-stip and amendment submission processes run smoothly.

C. Connects Municipal Training:

On Wednesday morning, there was a PennDOT Connects training session for Western Pennsylvania via a web conference call. The training went over the new system—and explained the transition in producing new connects forms and the new way to track projects in the system. These features were piloted in District 8 and District 9 over the last several months, and modifications are being made to improve the new system. Mapping features, geographic layers, and environmental report processes are much improved and faster. The old system will be

accessible and users will be able to attach any data and forms, like PIF forms, to projects in the new system.

On February 6th there will be a makeup date for the webinar; those interested should contact Joshua Theakston for more information.

Ryan Gordon added that the main point of the PennDOT Connects training for TTC is that 2021 TIP Candidates will be tracked via this system to process that candidate information that we develop at work group meetings. There will probably be a point where SPC and District Planners will have to get on the same page about how to input candidates and who is doing what. Typically Ryan would do this for county proposed projects, and districts will do district proposed, so SPC will probably continue to do that, but will have to have a meeting to coordinate within the region on how to use that system.

Andy Waple added that the 2021 TIP update is approaching quickly, and that Financial Guidance would be beginning the following week. On the Connects front, for the municipal training sessions to be held in this region, SPC has one scheduled for February 8th for District 10 from 12-3:30 at the West Kittanning Fire Hall. If you're interested and haven't signed up for any of the Northern counties please do so and pass along to municipalities. They should be receiving email invitations. SPC is in the process of scheduling District 11 and 12 meetings for the near future.

5. Action on Modifications to 2019-2022 TIP (Handout 2)

A. PennDOT District 10-0

Dave Cook reviewed the requested TIP modifications. There were two amendments and one grouping of administrative modifications requiring TTC approval. There were 17 total groupings of administrative actions presented for information only.

Dave Cook noted that the first amendment, Trade City South PM, has no cost increase but is programmed with 100% state highway forms, and District 10 is requesting to change this funding to 80% federal, 20% state. The bulk of the money is coming from the district's reserve line item.

The second amendment, Armagh Bypass PM, is a resurfacing project, with an approximately 3 million dollar cost increase due to additional shoulder milling and repaving, transverse and longitudinal patching, guide rail replacement, paving entire ramps and shoulders, and bridge preservation work at the PA 56 and 403 interchanges, plus installation of a culvert liner under the PA 56 EB onramp. The cost increase is being funded primarily via a low bid savings on the Pittsburgh Street Intersection project.

Dr. Jeff Raykes made a motion to approve, which was seconded by Joel MacKay, and the TTC approved the modifications as requested by Dave Cook.

B. PennDOT District 11-0

Rob Miskanic reviewed the requested TIP modifications. There were two amendments and several groupings of administrative modifications requiring TTC approval. There were 35 total groupings of administrative actions presented for information only.

The first amendment regards the PA 18 – 7th Ave & 7th Street Bridge, which is a highway resurfacing project. District 11 is adding federal STU funds, to a previously 100% state funded project for SPC Smart Transportation Initiative award of funds, and reducing state funds by the same amount. There is no cost change.

The second amendment is a bridge washing project, one of which is let every year. Traditionally this is funded via 80%/20% fed/state funds, but on this TIP it was programmed as 100% state. District 11 would like to make this federal again, and is also increasing the cost by \$100,000. The source of funds is the bridge line item for Allegheny County.

Lucinda Beattie asked Allegheny County if the Armstrong Tunnel was going to close this year and if it was when – Stephen Shanley answered that it would not commence until 2020 and that he would keep the TTC updated.

Ann Ogoreuc made a motion to approve, which was seconded by Doniele Russell, and the TTC approved the modifications as requested by Rob Miskanic.

C. PennDOT District 12-0

Angela Saunders reviewed the requested TIP modifications. There were two amendments and three groupings of administrative modifications requiring TTC approval. There were 11 total groupings of administrative actions presented for information.

The first amendment, US 119 Youngwood Recon, was held to a separate vote to determine if it would be processed as a regular amendment or a major amendment. Ryan Gordon stated that the project would be adding 11 million dollars to the TIP. When approving TIP modification procedures for the 2019 TIP, one of the changes was to eliminate the major amendment automatic triggers. Under the 2017 TIP this would have triggered an automatic major amendment to go to Commission, but under the 2019 TIP this is at the discretion of TTC. This eliminated the need to take projects to public comment that elicited zero comments and delayed the project. Ryan Gordon noted that from this point moving forward, TTC will flag projects that could trigger a major amendment, and allow the TTC to determine.

Ryan Gordon noted that the project has been through public involvement, and was identified on the 2019 TIP. The opinion of the SPC staff is that this is not a major amendment, but an addition of Right-of-Way and Utilities for reasons as explained by Angela. Ryan added that this is the type of project we had in mind when we didn't want an automatic major amendment because it falls on line with typical process. Andy Waple reiterated that both the county and the municipality have been active in participating with scoping field view and PennDOT Connects. This project was awarded a million dollars in SMART funds for the sidewalk upgrades that are

discussed in the PMC report for the project, as such, not only has it been through public comment through the TIP project but was also vetted through the SMART process and has been approved in TTC before regarding those funds.

Angela Saunders reviewed the US 119 Youngwood Recon amendment. It is about 3.7 miles of reconstruction through Youngwood Borough. The utility work is to get the manholes out of the travel lines –and into parking lanes and under sidewalks. As a major NHS route through the city, it is imperative to conduct the large construction process in an efficient manner. Curb ramps and sidewalks will be constructed to connect to the Five Star trail. Water relocation and sewer location will be paid 75% via PennDOT if the utility companies move lines prior to work starting. This will help the project happen faster. Furthermore, safety upgrades will be made.

Daniel Carpenter made a motion to process the amendment as a regular amendment (not a major amendment), and Jeffrey Leithauser seconded. TTC agreed to process the amendment as a regular amendment.

Angela Saunders outlined the McClure/Kingview Road Interchange project, which is the review of the US Route 119 McClure Road intersection area in Upper Tyrone Township, Fayette County, to develop a proposal for projects that would update and modernize US Route 119 in that area. District 12 is requesting to adjust cash flow of the project schedule and change the flavor of funds from federal NHPP to state funds for the utility phase. The state funds will be returned to the District 12 Highway/Bridge line item.

Angela added that Green County submitted for the \$5 fee for car registrations, which PennDOT will match, and central office is matching two bridge funds. Jeremy Kelly added that these bridges connect to homes and have a lot of activity due to the oil and gas industry. These bridges will be funded with SPIKE funds on a statewide line item.

Domenic D’Andrea commended District 12 for taking on the challenge of the Youngwood project. As someone who worked on the road safety audit, he noted that this project would be a real safety enhancement as well as a traffic calmer that restores order to a main street that just happens to be a state route.

Jeremy Kelly made a motion to approve the amendments and modifications, seconded by Daniel Carpenter, and the TTC approved the modifications as requested by Angela Saunders.

6. Long Range Plan Update

A. Long Range Plan Smart Moves Strategies and Survey Results

Andy Waple gave an update on the Long Range Plan (LRP) development process. He addressed the LRP Smart Moves Strategies, the new LRP survey results, and the remaining LRP schedule (Handouts 3 and 4) – and at the end asked the committee to endorse the vision, goal areas and strategies as shown in Handout 3. These remain unchanged from what was presented at TTC last month, and also from what the Commission saw last month.

Regarding the remaining schedule for the LRP, Andy Waple noted that the strategy priority survey had been launched, and that SPC is in the midst of the second round of LRP project development work groups. The District 10 meeting was held in Indiana on January 15th, the District 11 meeting will be held on January 23rd, and the District 12 meeting has been moved to February 1st to facilitate the attendance of the District Executive of PennDOT District 12, Joe Szczur. A third round of these meetings will be held around the end of February, with the goal of finalizing the project list by March so that the air quality conformity analysis and the environmental justice analysis can be initiated by April. Beginning in May, SPC will hold the formal 30-day public comment period which will include online promotion and public meetings to be held in each of the 10 counties. After the formal public comment period, the plan will be taken to the Commission for adoption on June 24th, 2019.

Andy Waple reiterated that the three central goal areas are Connected Mobility, Globally Competitive Economy, and Resilient Communities. There are 24 strategies within these three areas, 8 in each category. There are common themes around all of the goal areas, with the most fundamental being connecting people with opportunity. The federal planning factors –set out in us 23 CFR § 450.306 - Scope of the metropolitan transportation planning process – are underlying of everything SPC does, so when developing our planning process, these are the things that we need to consider and address. The strategies that SPC is recommending for approval augment and enhance these planning factors.

The prioritization survey was launched at the last commission meeting, first opening to commissioners, secondly to expert panels and committee members, and then shortly after the 1st of the year to the general public. Abby Stark has been promoting the prioritization survey and it has been distributed to all of our contact lists, which include county planning partners, municipalities, public information officers, and more. There has been significant newspaper coverage. As of Monday, January 13th, SPC received over 300 responses. This survey will only be open until the end of January or early February, because after this is approved by the commission and taken to public input, we want to move forward with the project development side of the LRP—using this input to inform that.

Andy Waple then went over the average rankings for the survey so far. He also noted that with an affirmative agreement between the TTC, county planning directors, and the commission on goals and strategies, we can move forward on parallel paths with plan project development and the beginning of the TIP development.

Darin Alviano asked how the ranking of the strategies would be used in the Long Range Plan, and whether they would be used to score project ranking. Andy Waple responded that SPC would not be scoring projects based on these, but holistically looking at projects in the contexts of these, making sure projects are consistent with these strategies.

Darin Alviano made a motion to endorse the overarching vision, three goals, and the underlying strategies for the SPC Long Range Plan. Ann Ogoreuc seconded. The TTC approved the visions and goals for the Long Range Plan as presented by Andy Waple.

B. Long Range Plan Work Group Meetings

Ryan Gordon gave an update on the second round of work group meetings for the Long Range Plan, and reiterated the dates provided by Andy Waple above. He underscored that TTC would need to finalize the project list in March so that it could go through air quality conformity.

Darin Alviano added that the District 10 meeting went well, and that the subject of the need for showing a commitment and a funding source for local bridges in the Long Range Plan was brought up. He asked that other districts bring up and discuss this need on a regional level during their subsequent work group meetings.

7. Safety Performance Measure Update

Domenic D'Andrea gave an updated version of the presentation given before the first safety performance measures were passed last year. It includes 2017 crash data and an overview of how safety performance targets were being met.

As part of MAP-21, a federal rule making was established to enact national performance management requirements to make sure that State DOTs and MPOs choose the most efficient investments for Federal transportation funds. We are now required to track 20 different performance measures that will have an impact on transportation investments. Coming down from the federal level, decision-making is more and more driven by performance measures. Five of the 20 performance measures are safety related, 9 are asset management related, and 6 are system performance related.

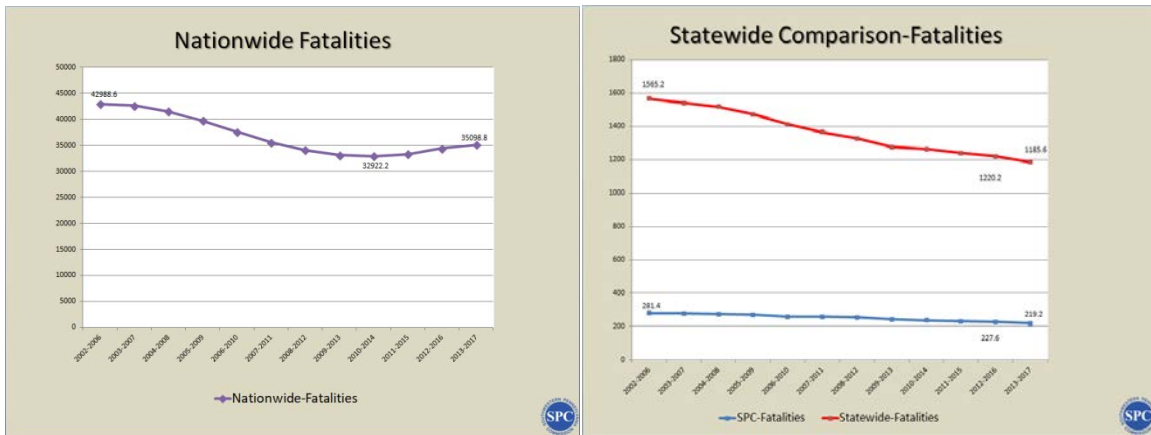
Federal safety metrics are done in five year rolling averages which are used in order to absorb annual anomalies from year to year and establish trend lines. Those five federal safety performance measures are:

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of non-motorized fatalities and non-motorized serious injuries.

A target for each of those measures is required. There are two options to establish targets: MPOs can agree to support the State DOT target, or MPOs can establish a numerical target specific to the MPO planning area for each of the five measures. PennDOT's second target setting on these were established on August 31, 2018 – so MPOs must establish targets or support PennDOT targets by February 27, 2019 (within 180 days of PennDOT establishing targets). Calendar year 2019 is the start for tracking the 2015-2019 new targets (the five year rolling average).

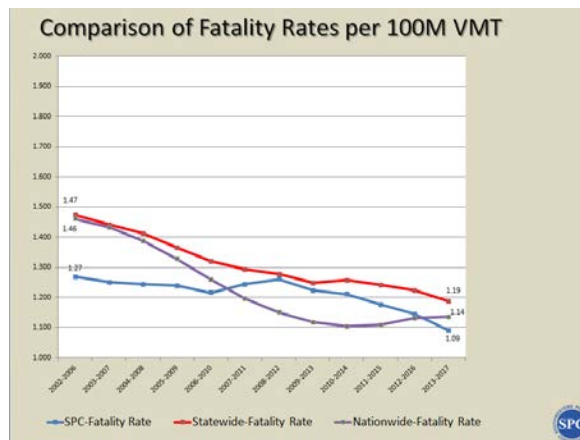
If a state has not met or made significant progress toward meeting its targets, the state must comply with new provisions which say that they shall submit an Implementation Plan that describes actions, including funding adjustments, which will facilitate making significant progress toward meeting its targets.

So, in order to consider targets we must look at how we have been doing historically. In 2017, the new data shows nationwide we had 37,133 fatalities – which is about 102 deaths per day on US roadways in 2017. Nationally, between 2002 and 2014, we saw fatalities decrease on average about 1.6% per year. However in 2015 and 2016 we saw annual increases of 7.7% per year over those two years. In 2017, we saw a small decrease compared to 2016 in fatalities nationwide.



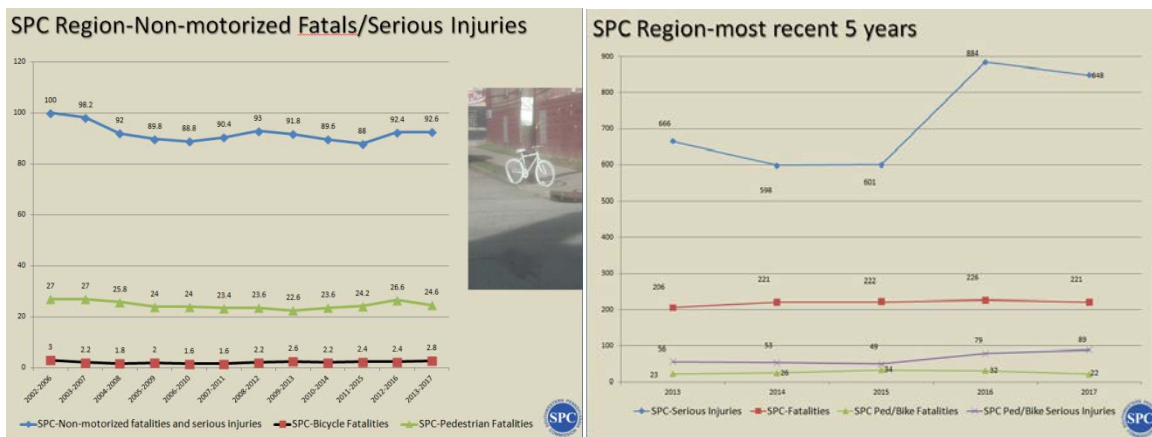
Looking back 16 years, fatalities are decreasing across the board, but are starting to flatten out in recent years both statewide and regionally. Based on the last 16 years, fatalities are decreasing on average at a rate of about 1.5% per year both statewide and regionally.

Pennsylvania’s fatality rate per 100 million vehicle miles traveled is trending downward and the national rate is trending upward. However, the statewide fatality rate is still a little higher than the national fatality rate. The most current regional fatality rate is lower than the national and state rates. When looking at the last 16 year period overall, the fatality rates are decreasing on average about .9% regionally, 1.2% statewide, and 1.4% nationwide.



Along with the new metrics, the Feds provided a new definition for serious injury. In the past, major injury records were collected to include amputation of limbs and severe burns, but as of 2016, we now count more injuries, such as severe lacerations, significant loss of blood, etc. So, Pennsylvania converted to this new definition, called suspected serious injury, and the conversion resulted in many more injuries being counted than previously considered. So, in 2016 that definition change caused the state to count an additional 1300 injuries.

Serious injuries have also been on the decline across the board until recently. We see a small uptick in the last two 5 year rolling average periods—primarily due to the definition change. When you look at the 16 year period overall, serious injuries are decreasing on average about 1.2% regionally and 1.35% statewide. Similar trends can be seen in the serious injury rates per vehicle miles traveled – with the 16 year period overall showing that serious injury rates are decreasing on average about .6% regionally and 1% statewide. These trends are again seen in the pedestrian and bicyclist fatalities and major injuries, which show that for the 16 year period overall, non-motorized fatalities and major injuries are decreasing on average about .25% per year statewide, and .5% per year regionally.



Looking at the last 5 years, year to year in our region, you can see what counting more injuries does to our graph. There was a decrease (from 884 to 848) when comparing 2016 to 2017. The red line is fatalities in our region, similar to the national graph, we saw an uptick in 2015 and 2016 and then a decrease in 2017. The purple line is basically ped/bike fatalities and serious injuries combined. Again, we are counting more injuries and that is why you see the sudden uptick in 2016. However, there was an increase in injuries between 2016 and 2017 (from 79 to 89) in our region. The green line is ped/bike fatalities only. Again you see 2015 and 2016 as the worse years; however, 2017 had the fewest bike fatalities out of the last 5 years and the second fewest in the last 16 years.

Last year, PennDOT established a goal of 2% fatality reduction across the board, and they have established that same goal this year. This plays into PennDOT’s adoption of the Toward Zero Deaths Vision as part of their Strategic Highway Safety Plan. In October 2016, the National Highway Traffic Safety Administration (NHTSA) committed to eliminate all traffic deaths within 30 years. Pennsylvania is supporting this national effort. Completion of the goal within the

ambitious timeline will rely heavily on the implementation of autonomous vehicle technology and driver assist systems, which is assumed to be implemented in the mid to late 2020's.

Pennsylvania data has shown overall a 1.5% fatality reduction based on historical state data for the last 15 years. The 2% marker was considered a stretch goal, but PennDOT thought it was still obtainable based on PA's current data, and SPC staff agrees on a regional level. Because of the definition change for serious injuries, the targets for serious injuries, serious injury rate, and non-motorized fatals/serious injuries will appear to be going up for the next 4 years even though we are incorporating a 2% reduction annually.

Last year, SPC established targets for 2014 – 2018. We will know in mid-2019 how we did on those targets when the full 2018 data becomes available. In the interim, we can see that when looking at the 2013-2017 data, we are, for the most part, on track to hit the targets. Furthermore, because starting in 2016 we are required to count more of the injuries due to the definition change, our target related to serious injuries are actually higher than baseline even though a 2% annual reduction is applied.

Performance Management – SPC										
Performance Measure	5-year Rolling Averages			2014	2015	2016	2017	2018	2019	2018
	PREVIOUS TARGETS	ACTUAL	BASELINE							
	2014-2018	2013-2017	2012-2016							
Number of Fatalities	221.5	219.2	227.6	221	222	226	221	217	212	212
Fatality Rate	1.072	1.091	1.146					221		
Number of Serious Injuries	759.7	719.4	702.2	598	601	884	866	849	814	814
Serious Injury Rate	3.667	3.581	3.534					848		
Number of Non-motorized Fatalities and Serious Injuries	97.9	92.6	92.6	79	83	111	109	107	111	111

For planning purposes SPC should consider the above values to support the State in meeting the 2% annual reduction target.

Performance Management – SPC										
Performance Measure	5-year Rolling Averages			2015	2016	2017	2018	2019	2018	2019
	TARGET	ACTUAL	BASELINE							
	2015-2019	2015-2019	2013-2017							
Number of Fatalities	219.6		219.2	222	226	221	217	212	212	212
Fatality Rate	1.06		1.091							
Number of Serious Injuries	795.7		719.4	601	884	848	831	814	814	814
Serious Injury Rate	3.839		3.581							
Number of Non-motorized Fatalities and Serious Injuries	104.7		92.6	83	111	111	109	107	111	111

For planning purposes SPC should consider the above values to support the State in meeting the 2% annual reduction target.

The state is asking SPC to continue to either endorse a 2% annual reduction in fatalities and major injuries or to set our own goals Staff is recommending continued support of the 2% reduction goals. Using the actual numbers from 2017, we will reset the targets for 2017 and establish new targets for 2019 (with that same 2% reduction each year). Today, we ask the TTC to continue to endorse the same 2% reduction targets as they endorsed last year.

Arthur Capella made motion to continue to endorse the state target of a 2% reduction across all categories. Ann Ogoreuc seconded. The TTC approved the 2% annual reduction in fatalities and major injuries target for 2019 as presented by Domenic D’Andrea.

Jeffrey W. Leithauser asked if the information presented would be broken down more specifically in the future. Domenic D’Andrea answered that SPC has accidents by type, causation, and some statistics by county available. Those are typically provided in SPC’s Safety Action Plan, which will be updated later this year and will include county specific statistics.

8. Other Business / Status Reports

Andy Waple noted that shortly after the December TTC meeting, Butler County was awarded a \$ 20 million grant for improvements to the Route 228 corridor as a result of their application to the Federal BUILD program (formerly TIGER).

Sara Walfoort reviewed the agenda for the upcoming Freight Forum meeting.

- A. January 28th – SPC Executive Committee, Commission, and Regional Policy Advisory Committee*
- B. January 30th – Regional Operations Plan Stakeholders (ROP)*
- C. February 5th – Freight Forum*
- D. February 6th – ATWIC*
- E. February 7th – CommuteInfo Partners*
- F. February 13th – Transit Operators’ Committee (TOC)*
- G. February 14th – Transportation Technical Committee (TTC)*

Ryan Gordon added that after the TTC meeting in February, SPC will have give an update on the Natural Heritage Inventory Regional Update, with a presentation by Ryan and representatives from the Conservancy.

9. Adjourn

Daniel Carpenter made a motion to adjourn which was seconded by Doniele Russell, and the TTC approved adjournment of the meeting at 11:41 p.m.