



## SOUTHWESTERN PENNSYLVANIA COMMISSION

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Executive Director  
Vincent Valdes

### Southwestern Pennsylvania Commission

4:30 p.m., June 29, 2020 via Zoom

### Zoom Meeting

**It is important to register in advance for this meeting:**

[https://us02web.zoom.us/webinar/register/WN\\_aA\\_xMFDvRQy1tTEVsiBubw](https://us02web.zoom.us/webinar/register/WN_aA_xMFDvRQy1tTEVsiBubw)

After registering, you will receive a confirmation email containing information about joining the meeting.

**Please log in for the meeting no later than 4:15 p.m.**

### AGENDA

1. Call to Order
  - a. Quorum
  - b. Any Conflict of Interest Declarations on Action Items
2. Action on Minutes of the April 27th Meeting
3. Public Comment
4. Financial Report – Vince Massaro
5. Report on Public Comment Period Response for Draft 2021-2024 Transportation Improvement Program (TIP), Environmental Justice Benefits and Burdens Assessment of the Draft 2021-2024 TIP, Air Quality Conformity Determination for the Draft 2021-2024 TIP, Amendment to the region's *SmartMoves for a Changing Region* to reflect project phasing and cost information included in the Draft 2021-2024 TIP – Jared Bedekovich/Andy Waple
6. Action on Resolution 6-20 to Make a Finding of Air Quality Conformity for 2021-2024 Transportation Improvement Program (TIP) and *SmartMoves for a Changing Region* – Chuck Imbrogno
7. Action on Resolution 7-20 to Certify SPC's Transportation Planning Process – Andy Waple

8. Action on Resolution 8-20 to Adopt the 2021-2024 Transportation Improvement Program – Andy Waple
9. Action on Resolution 9-20 to Adopt a Meeting Schedule for 2020-2021 – Vincent Valdes
10. Action on Certificate of Appreciation to Honor the Services of Joseph Szczur – Andy Waple
11. Staff Report/Other Business/Announcements – Vincent Valdes  
Next Meeting Date – **July 27th**
12. New Business
13. Adjourn

Southwestern Pennsylvania Commission  
Minutes of the Meeting  
April 27, 2020 – 4:30 p.m.  
Zoom Webinar Video – Chorus Call Audio

The one hundred fortieth meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Rich Fitzgerald.

Members present: Brian Allen, Darin Alviano, Tony Amadio, Mike Belding, Kevin Boozel, Morgan Boyd, Scott Bricker, Tom Ceraso, Gina Cerilli, Mike Coonley, Scott Dunn, Pat Fabian, Rich Fitzgerald, Jim Gagliano, Kim Geyer, Sheila Gombita, Mark Gordon, Joe Grata, Dick Hadley, Lynn Heckman, Sherene Hess, Diana Irey Vaughan, Fred Junko, Katharine Kelleman, Sean Kertes, Clifford Levine, Bob Macey, Larry Maggi, Jack Manning, Betsy McClure, Kevin McCullough, Cheryl Moon-Sirianni, Leslie Osche, Johnna Pro, Mavis Rainey, Bob Regola, Aurora Sharrard, Nick Sherman, Larry Shifflet, Byron Stauffer, Jr., Vince Vicites, Jessica Walls-Lavelle, Christopher Wheat and Blair Zimmerman.

Others present: Ann Ogoreuc, Allegheny County Department of Economic Development and Jason Rigone, Westmoreland County Planning and Development

Staff: Jim Hassinger, Kirk Brethauer, Leann Chaney, Linda Duffy, Chuck Imbrogno, Tom Klevan, Jenn Lasser, Vince Massaro, Shannon O'Connell, Jeremy Papay, Kay Tomko, and Andy Waple.

1. Chairman Fitzgerald called to order the April 27, 2020 meeting of the Southwestern Pennsylvania Commission
  - a. Quorum – There being a quorum present the meeting proceeded
  - b. Any Conflict of Interest Declarations on Action Items – None
2. Action on Minutes of the January 27, 2020 Meeting

A motion was made to approve the minutes of the January 27, 2020 meeting by Commissioner Larry Maggi which was seconded by Commissioner Tony Amadio. The affirmative vote was unanimous.

3. Public Comment – None
4. Financial Report – Vince Massaro

Mr. Massaro reported on the financials for the fiscal period July 1, 2019 to February 29, 2020. Total project related revenues actual and encumbered to date are \$9,224,838 compared to the adopted annual budget of \$13,603,991. This reflects about 68% of the budget recognized.

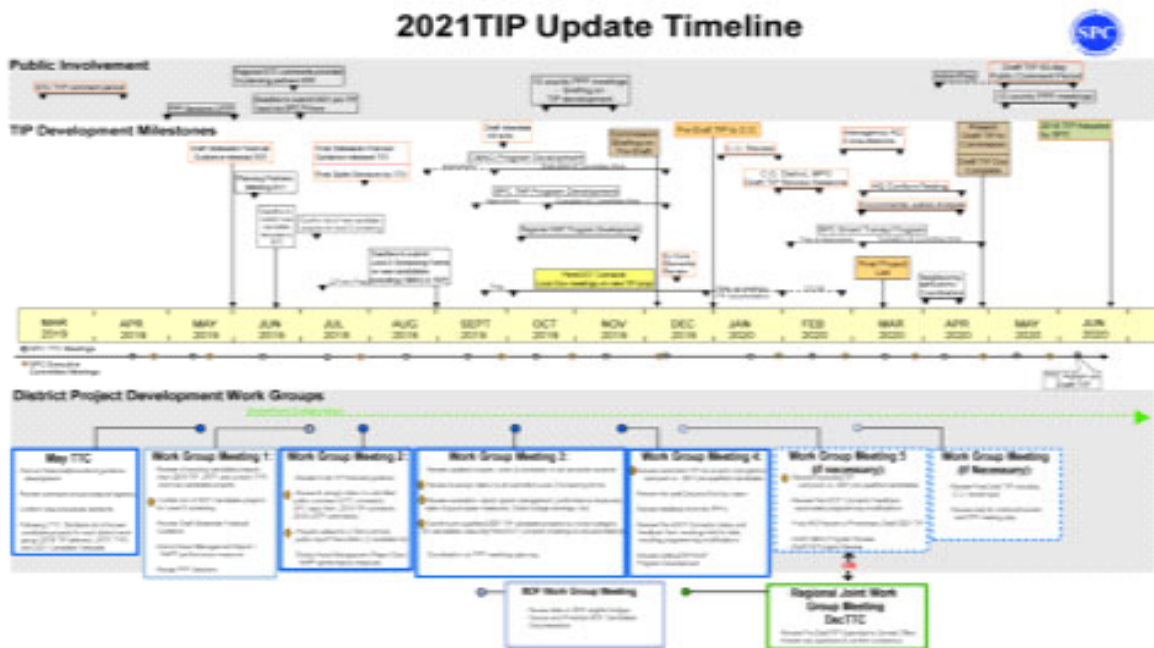
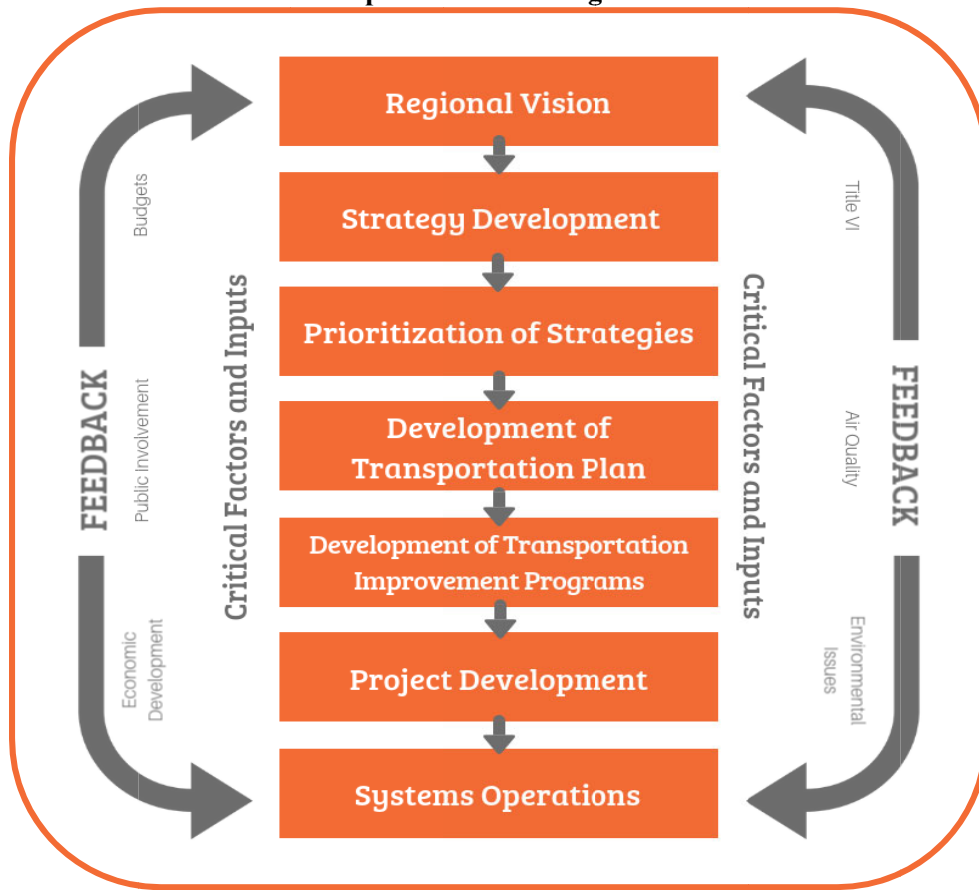
Mr. Massaro said we don't anticipate any grant or funding issues. Payments are timely and cash is flowing.

The financial report was accepted as presented.

5. 2021-2024 Transportation Improvement Program (TIP) Update – Andy Waple

Andy mentioned that these next few slides are for the benefit of our new Commissioners. He reminded everyone of the overall planning process and the steps involved.

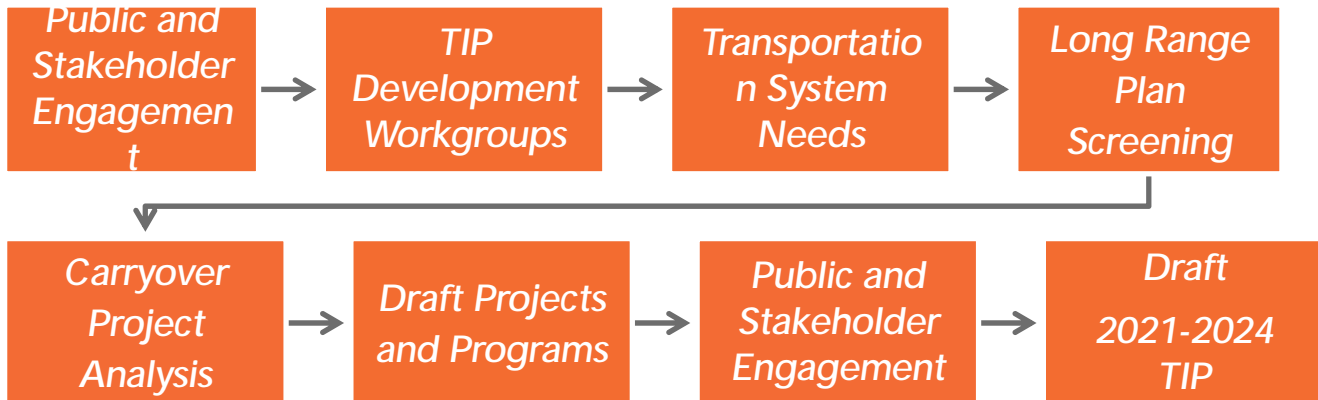
## Transportation Planning Process



Andy said you can see there are many moving parts and points of coordination with our members and partners.



## Project Development Process



Andy explained that during the TIP work group process, the three Counties and District 11-0 submitted candidates for consideration to include in the TIP update. Public Comments were reviewed and considered for candidate project inclusion. After discussions at the first two TIP work group meetings, the candidate list was shortened to 96 projects. Given the amount of projects that are being carried over from the current TIP to the 2019 TIP, it is likely that only a small number of new projects will be added. Most of the new projects that get added to the TIP will be focused on asset management and safety.

### Long-Range Plan Screening

Once projects are grouped into investment categories, they are evaluated for consistency with *SmartMoves* by utilizing the Strategy and Investment Matrix that can be found in Appendix III of *SmartMoves*

### Highway and Bridge Program Investment

We discussed priority projects that are advancing at the December Commission Meeting. This is an overall look at our investment categories. There will be negative effects on both state and federal revenues as a result of COVID-19. We will not know the magnitude of the effects for some time and we'll adjust the program as the effects become known.

- Bridges (Asset Management) - \$576M
- Roads (Asset Management) - \$310M
- Operations and Safety - \$199M
- Multimodal / Active Transportation – \$36M
- Reconstruction / New Capacity - \$128M
- Environmental (Stormwater) - \$6M
- Transit Flex - \$35M

\$1.29 Billion Total (base \$1.25 + local matching funds), down from \$1.577B: 20%). Highway program is near pre-Act 89 levels.

### Public Transit Investment

- Buses / Passenger Vehicles - \$121M

- Equipment / Facility Improvements - \$358M
- Multimodal Facilities - \$6M
- New Capacity (Downtown to Oakland BRT) - \$120M
- Operating / Maintenance - \$1.6B

\$2.23 Billion Total This does not include the \$162M for transit that came into the region from the CARES Act.

Federal - \$397,729,058

State - \$1,586,617,453

Local - \$217,492,048

### **State Managed, Discretionary & PA Turnpike**

- Interstate Maintenance Program - \$437M
- State Managed Programs (HSIP, TA, RRX) - \$19.1M
- PennDOT District Maintenance - \$266M
- State Economic Development - \$2M
- Spike Discretionary Program - \$65M (Parkway East, Highland Park/28 and Balls Bend, Greene County Local Bridges)
- Federal ATCMTD (City of Pittsburgh Smart Spines) - \$14M (Advanced Transportation and Congestion Management Technologies Deployment)
- PA Turnpike Mainline Improvements - \$281M
- PA Turnpike Expansion Program - \$988M (MFE \$543M; SB \$445M)

\$2.08 Billion Total

### **Public Engagement to Date**

- SPC Committees, Speaking Engagements, PPPs, Social Media
- State Transportation Commission 12-Year Plan (600+ comments)
- Input from *SmartMoves* Long Range Plan

### **Virtual Public Engagement**

- Draft TIP documents available for review on SPC's website and member/partner websites
- Virtual public meeting(s) (to be recorded and available on SPC YouTube channel)
- Online mapping of projects and commenting
- Geographically targeted social media promotion

These actions are going to be facilitated through a new, state of the practice, online public engagement platform that we will be piloting for the TIP public comment period. **[www.PublicInput.com](http://www.PublicInput.com)**

Features of the software include:

#### **Online/Offline Engagement Hub**

- Set up surveys and websites
- Support traditional meetings with presentation and polling tools

- Host Virtual Public Meetings
- Manage all forms of engagement
- Collect Title VI demographic info and compare with census data

#### Communications Cloud

- Engage in two-way email, SMS, and social media conversations
- Geo-enabled subscriber database
- Drag-and-Drop email builder
- Automate replies or messages
- Optimize campaign performance with open rates and tracking

#### Resident Database

- Automatic Integration throughout
- Sync participants across channels
- Build momentum with each interaction
- Manage your contacts, groups, and relationships

### **Remaining TIP Development Schedule**

- Complete Air Quality Conformity & Environmental Justice Analysis
- Draft Document Preparation
- **May 11 –June 12, 2020:** Formal 30 Day Public Comment Period with Virtual Public Engagement
- **June 29, 2020:** Commission Adopt 2021-2024 TIP

**Questions:** Johnna Pro asked if we should include something for those who don't have access to the Internet. Do they know how to participate? Is there a hard survey? Shannon O'Connell responded that it will be advertized in the local papers showing who will carry the documents for public viewing. They can also call in or mail in their comments.

6. Action on Resolution 5-20 to Proclaim May, 2020 as "National Bike Month" in Southwestern Pennsylvania – Leann Chaney

WHEREAS, the bicycle is an economical, healthy and environmentally sound form of active transportation for many work, school, utilitarian, recreational and social trips in southwestern Pennsylvania;

WHEREAS, there is an increasing interest in healthy, sustainable and economic transportation options;

WHEREAS, improving conditions for bicycling has been shown to improve safety and encourage healthy lifestyles, to have a positive impact on the region's economy and tourism industry, to support local businesses and to reduce air pollution and traffic congestion;

WHEREAS, the League of American Bicyclists has declared May as National Bike Month for the past 63 years and has done so again in 2020, although this National Bike Month will necessarily be different due to the pandemic. There will be less focus on biking to work and a greater focus on riding "there" whether "there" is to the grocer for essentials or to a trail for a social distancing ride.

WHEREAS, the League of American Bicyclists has postponed National Bike Week 2020 to September 21-27, 2020 with Bike to Work Day coinciding with Car Free Day on September 22, 2020; and

WHEREAS, the Southwestern Pennsylvania Commission and other groups across this region are finding unique ways to celebrate their diverse bike cultures and community pride during the month of May 2020 and moving

towards a holistic approach to integrating bicycling into many aspects of our daily lives.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission encourages the citizens of this region to participate in National Bike Month activities and offers support for this annual celebration of bicycling by declaring May 2020 as “National Bike Month” in southwestern Pennsylvania.

Dick Hadley moved to accept Resolution 5-20 and Joe Grata seconded. The affirmative vote was unanimous.

7. Committee Reports – None

8. Other Business/Announcements – Jim Hassinger  
Next Meeting Date – June 29, 2020

9. New Business – None.

10. Adjourn

Bob Macey moved to adjourn the meeting of the Southwestern Pennsylvania Commission and Lynn Heckman seconded. The affirmative vote was unanimous. The meeting adjourned at 5:05 p.m.

Respectfully Submitted

Leslie Osche  
Secretary-Treasurer

# 2021 - 2024 Transportation Improvement Program (TIP)

## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
6th Street Bridge Rehab	Multimodal Improvements	Allegheny	<i>Scott Bricker, BikePGH</i> The 6th St Bridge currently has protected bike lanes on it. When the bridge closes, it's important that there is an equivalent detour for people riding bikes. The 7th St Bridge would make an appropriate detour. We request that the protected bike lanes are reinstalled in the project as well.
<b>Response:</b> Thank you for your comments. The dedicated bike lanes on the 6th Street Bridge will be reinstalled after the rehabilitation of the bridge is complete. The detour plan for vehicular traffic, bicyclists and pedestrians is currently in the design stage. Due to widths of the bridge decks, it may not be possible to have a dedicated lane for bicyclists on the 7th or 9th Street bridges. Options are currently being explored to provide the safest detour route for all modes of transportation.			
Allegheny River Green Boulevard	Multimodal Improvements	Allegheny	<i>Scott Bricker, BikePGH</i> BikePGH fully supports this project
<b>Response:</b> Thank you for your comments. This project is programmed on the 2021-2024 TIP.			

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
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Becks Run Road	Multimodal Improvements	Allegheny	<i>Scott Bricker, BikePGH</i> This is on the City of Pittsburgh Bike Network. It is extremely dangerous for people on bikes as drivers speed frequently here. At minimum, we'd like to see a wider shoulder on the route, especially on the uphill side.
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**Response:** Thank you for your comments. Allegheny County will explore the feasibility of wider shoulders. Due to the terrain and many utility issues this may not be an option. All modes of transportation are being explored and will be evaluated on their feasibility.

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Bridge Street RR Etna	Multimodal Improvements	Allegheny	<i>Scott Bricker, BikePGH</i> BikePGH fully supports this project
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**Response:** Thank you for your comments. This project is programmed on the 2021-2024 TIP.

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## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Charles Anderson Bridge	Multimodal Improvements	Allegheny	<i>Scott Bricker, BikePGH</i> This bridge (and Panther Hollow Rd) are in the plans for connecting the Schenley Drive protected bike lanes to a larger bike network. This bridge should feature safe, comfortable bike lanes when finished and bike access to the Charles Anderson Playground.

**Response:** Thank you for your comments. Your comments will be shared with City of Pittsburgh representatives. The City is in the process of evaluating the feasibility of adding bike lanes to the project.

City of Pittsburgh Bus Shelters/Mobility Hubs	Multimodal Improvements	Allegheny	<i>Scott Bricker, BikePGH</i> BikePGH needs to see more details in order to better comment on this project.
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**Response:** Thank you for your comments. Your comments will be shared with City of Pittsburgh representatives.

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
Healthy Ride Electrified	Multimodal Improvements	Allegheny	<i>Scott Bricker, BikePGH</i> BikePGH fully supports this project
<b>Response:</b> Thank you for your comments. This project is programmed on the 2021-2024 TIP.			
Interstates	Parkway West Improvements	Allegheny	<i>Lodovico Innocenti</i> Would love to see a project that widens the parkway west from 2 to 3 lanes to the airport bypass. Also I-79 could significantly benefit from safety improvements and widening.
<b>Response:</b> Thank you for your comments. Your comments will be shared with Allegheny County and PennDOT District 11 representatives. Improvements to I-79 are included in the region's long range plan.			

## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Liberty Ave	Multimodal Improvements	Allegheny	<i>Alison Keating</i> Liberty Ave project should not be done with tunnel vision. without the ability to pass buses, cars will become backed up and may simply choose to take Penn or Smallman, adding traffic to streets not in need of it. We need more data on where people are coming from and where they're going; if we can shift users to Rt 28 or Bigelow, that would go unnoticed, but if they're going to terrorize more of the smaller streets, this project may backfire.
<b>Response:</b> Thank you for your comments. Your comments will be shared with the City of Pittsburgh and PennDOT District 11 representatives.			
Liberty Ave	Multimodal Improvements	Allegheny	<i>Scott Bricker, BikePGH</i> Better pedestrian facilities should be part of this project as well as a bike lane connection from Herron St Bridge to at least 32nd
<b>Response:</b> Thank you for your comments. Your comments will be shared with City of Pittsburgh representatives. The feasibility of adding bike lanes for the bike connection will be investigated by the City.			

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
McKees Rocks Bridge Phase 2	Bridge Improvement	Allegheny	<i>Alison Keating</i> McKees Rocks Bridge Phase 2, should include bicycle improvements to the sidewalks, because that's where most people ride, and there's no acknowledgement of that right now. Signage explaining how pedestrians and cyclists can better interact would also help, pedestrians frequently yield to cyclists out of fear, but this is incongruous with other pedestrian rights of the road.

**Response:** Thank you for your comments. Your comments will be shared with PennDOT District 11. Safety considerations are at the forefront of all projects. Unfortunately, the existing sidewalk width does not meet minimum requirements for shared use paths. Bicycles are required to yield to pedestrians on sidewalks; not doing so may become an issue of enforcement. The potential for additional signage for this scenario will be investigated by District 11.

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## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
McKees Rocks Bridge Phase 2	Sidewalk Improvements	Allegheny	<i>Jerrold Green</i> I note that Sidewalk Repair is included in the project description, and it is sorely needed, and appreciated. What is not considered, and should be, is how pedestrians are to get from the PA-65 end of the bridge to their jobs, shopping, etc., once they cross the bridge. This bridge connects affordable housing in McKees Rocks with jobs and retail on Rt. 65, but the sidewalk to those businesses in Bellevue is intermittent and what is there is poorly maintained.
<b>Response:</b>	Thank you for your comments. Safety considerations are at the forefront of all projects. Maintenance of sidewalks beyond the bridge is the responsibility of the municipality through signed maintenance agreements with PennDOT. Maintenance of the referenced sidewalk appears to be the responsibility of the City of Pittsburgh. This sidewalk is also outside the scope and limits of work for this project, which end at the bridge approach slabs. Your comments will be shared with city officials.		

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## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
Penn Ave Resurfacing Phase 2	Road Resurfacing	Allegheny	<i>Alison Keating</i> Penn Ave Resurf. Phase 2, this project should learn from the first, please speak to Port Authority about how you can build better bus stops, after the lights, where it's safer to stop and let passengers come and go. The tree pits have been a failure, please set them up for success this time. There must be more done to slow cars, the speeds are untenable; understanding why people are using the street is critical, they could likely be encouraged to drive elsewhere.

**Response:** Thank you for your comments. Your comments will be shared with City of Pittsburgh and PennDOT District 11 representatives.

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Pittsburgh BRT Establish Bus & Bike Lanes	Multimodal Improvements	Allegheny	<i>Scott Bricker, BikePGH</i> BikePGH fully supports this project
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**Response:** Thank you for your comments. This project is programmed on the 2021-2024 TIP.

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## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Sewickley Bridge Preservation	Multimodal Improvements	Allegheny	<i>Scott Bricker, BikePGH</i> This is a popular and necessary route for people on bicycles. We encourage the widest possible shoulders on the bridge, as well as thinking through the transitions and intersections at each end. There was a teenager on a bike killed here several years ago.
<b>Response:</b> Thank you for your comments. Through the PennDOT Connects process, municipalities and cities can work with PennDOT to include active transportation options in transportation projects. Safety considerations are at the forefront of all projects. PennDOT District 11 will take all comments under advisement for possible incorporation into the project if feasible.			
Smart Spines (ATCMTD) EF OPS	Adaptive Signals	Allegheny	<i>Scott Bricker, BikePGH</i> Adaptive signals must recognize and accommodate pedestrian movement and minimize ped wait time.
<b>Response:</b> Thank you for your comments. Your comments will be shared with Allegheny County, City of Pittsburgh, and PennDOT District 11 representatives. Pedestrian movements and wait time should be considered in properly designed and located adaptive traffic signal projects.			

## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
SR 50 in Bridgeville	Road Capacity	Allegheny	<i>Bob Fryer</i> Proposes solutions to congestion and traffic problem on SR50 (Washington Pike) through Bridgeville, Collier, and South Fayette. Requests more funding for studies to solve the congestion and traffic issues and requests more funding for the widening of SR50. Requesting state help in getting Wheeling & Lake Erie Railroad company to replace a bridge over SR50 in Bridgeville so that the road can be widened from two lanes to 4 lanes helping to solve congestion issues on SR50. Includes proposed solutions. This comment included a large attachment containing letters and maps regarding SR 50 and the Bridgeville area.

**Response:** Thank you for your comments. Currently there are a few projects underway in the SR 50 corridor. A public meeting was held in 2018 for the upcoming SR 0050-A28 project. This project involves the additional lanes on SR 0050 by widening the existing bridge, South Fayette Township & Bridgeville Borough, Allegheny County. Also adding additional lanes on SR 3034 (Chartiers Street). New traffic signal, ADA curb ramps. District 11 staff has met with Mr. Fryer multiple times to discuss the project. Bridgeville Borough and South Fayette Township fully support the project and are contributing funds towards it. Current status of the SR 0050-A28 project: Final PS&E package being prepared. Utility relocation plans and agreements are in the process of being finalized. Right-of-way negotiations and acquisitions are also ongoing. Anticipated that a project let in late 2020 or 2021 is possible. Also planned is the SR 50-A32 project which includes the following: Roadway widening for additional lanes and intersection improvement of PA 50/I-79, from Mayer Street to Great Southern Shopping Center and from I-79 to Thom's Run Road in Collier Township, Allegheny County. Bridge plans submitted by Mr. Fryer for the RR structure over SR 50 have recently been reviewed by the District Bridge Engineer and have been taken into advisement. RR involvement and contribution will be necessary for the bridge project to advance.

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
US 19/Banksville Rd Adaptive Signal	Adaptive Signals	Allegheny	<i>Scott Bricker, BikePGH</i> Adaptive signals must recognize and accommodate pedestrian movement and minimize ped wait time.
<b>Response:</b> Thank you for your comments. Your comments will be shared with Allegheny County and PennDOT District 11 representatives. Pedestrian movements and wait time should be considered in properly designed and located adaptive traffic signal projects.			
US 19/Washington Rd (South Hills) Adaptive Signal SR 19	Adaptive Signals	Allegheny	<i>Scott Bricker, BikePGH</i> Adaptive signals must recognize and accommodate pedestrian movement and minimize ped wait time.
<b>Response:</b> Thank you for your comments. Your comments will be shared with Allegheny County and PennDOT District 11 representatives. Pedestrian movements and wait time should be considered in properly designed and located adaptive traffic signal projects.			

## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Congestion Mitigation	Allegheny	<p><i>Chris Sandvig on behalf of Pittsburgh Community Reinvestment Group</i></p> <p>Such projects are eligible uses of existing highway funds and justifiable as congestion mitigation and safety enhancement projects. Particular TIP projects of concern throughout PCRG's membership footprint include: i. Penn Ave. Resurface Phase 2 from Evaline Street to Graham Street in City of Pittsburgh, Allegheny County; ii. Reconstruction of 1,000 feet of roadway on SR 837 starting at Smithfield Street then mill and overlay on SR 837, East Carson and West Carson Street starting at Smithfield Street to Saw Mill Run Boulevard in City of Pittsburgh; iii. Intersection and signal improvements region-wide; iv. Design and Construction of an Adaptive Traffic Signal System along SR 51, Clairton Boulevard, from Peters Creek Road to Provost Road in the City of Pittsburgh, Baldwin, Brentwood, Jefferson, Pleasant Hills and Whitehall Boroughs, all within Allegheny County; v. New traffic signals, pedestrian accommodations and equipment, new signing and pavement markings on Liberty Avenue from Grant Street to Herron Avenue in the City of Pittsburgh, Allegheny County; vi. Design and Construction of a Traffic Adaptive Signal System along SR 1001 - Freeport Road from 8th Street in Sharpsburg to Powers Run Road in O'Hara Township, Allegheny County; vii. Parkway East Active Traffic Management study for the Interstate 376 East corridor (see more detail below)</p>

**Response:** Thank you for your comments. The TIP lists 93 roadway and bridge projects (\$524 million) located on current public transit routes. In addition, there are 16 new CMAQ funded projects (\$40.9 million) in the TIP estimated to reduce vehicle trips by 2,344 trips per day and vehicle miles traveled (VMT) by 13,327 miles per day, primarily through expansion of the region's active transportation network, enhancements to public transit service and traffic signal system upgrades. SPC and its planning partners understand that Transit Signal Priority (TSP) could be beneficial on many corridors in our region. Transit signal priority is planned as part of the Downtown-Oakland BRT. Planning partners are considering implementation of TSP in some signal upgrade projects such as State Route 51 in the South Hills (which was recommended by an SPC study). As funding becomes available, further studies of TSP implementation will be planned and coordinated with planning partners and municipal traffic signal owners.

## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Public Transit Improvements	Allegheny	<p><i>Pittsburghers for Public Transit (PPT)</i></p> <p>We applaud the SPC's thoughtful and comprehensive approach to identifying priority transportation projects for funding in the TIP. We just have a few comments to add. 1. The SPC and legislators of the ten county region need to identify a sustainable state transit funding stream in advance of any moves to discharge the Turnpike transit obligation. All efforts should be made to remove the state police from illegitimately siphoning hundreds of millions of dollars from the Motor License Fund, and that should be evaluated as a possible short-term replacement for transit funding shortfalls. Moreover, the SPC and legislators should identify additional opportunities for local source funding including the possibility of a ride-hailing tax, corporate income tax or commensurate fee on our major, untaxed non-profits in our region. 2. PPT requests that feasibility and engineering studies be considered for the TIP of the priority BRT corridors that riders identified through our Beyond the East Busway planning effort. The planning effort, done using a participatory planning tool generated by CivicMapper and concluding with a report by EvolveEA, calls for BRT Extensions of the East Busway to Monroeville and the extension of the 61C BRT to McKeesport. The BRT extensions of the East Busway to Monroeville that should be prioritized involve adding a slip-ramp from 376 in Edgewood to access the busway and BRT shoulder lanes on 376, as well as on-street transit improvements through Rankin, Braddock and East Pittsburgh and terminating at Forbes Hospital. Two reports on this proposal are forthcoming for the SPC and for regional legislators. 3. Ensure that funding allocation in the TIP properly reflects the emphasis around transit, bike and pedestrian mode-shift highlighted in the SPC's Smart Moves plan. 4. We are concerned with the emphasis around e-mobility (including e-scooters and ride-hailing) for first-last mile connections with the proposed mobility hubs. These modes are cost-prohibitive for a lot of transit users, are not accessible for riders with disabilities, and make revenue off of monetizing users' mobility data without consent. We strongly emphasize the importance of having prioritized sidewalk, lighting, and shelter investments at and around transit. Thank you for your consideration.</p>

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
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**Response:** Thank you for your comments. SPC and its members are actively communicating the urgency of finding a sustainable revenue stream for public transportation funding with our delegation. Multiple SPC Commissioners and executive leadership were active in the Southwest Partnership for Mobility Advisory Council and in developing the Southwest Partnership for Mobility Report that identifies a vision for future mobility in southwestern Pennsylvania that is supported by a range of stable and viable funding options for public transportation. An extension of the Martin Luther King Jr. East Busway to Monroeville is included in the vision set forth in SmartMoves for a Changing Region. Additionally, there is funding programmed for the Parkway East Corridor Transportation Network between Downtown and Monroeville. Taken together, these represent the potential for specific project development and service planning to address the need for improvements like those cited in the comment. Also, it should be noted that SPC recognizes the importance of the planning effort cited in the comment as well as the significance of the results of that effort.

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## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Transit funding and projects	Allegheny	<p><i>Chris Sandvig on behalf of Pittsburgh Community Reinvestment Group</i></p> <p>More resources must be allocated to transit if this region is to remain competitive in the attraction of youth, talent, and investment, let alone become more competitive or equitable. We support the recommendations of the Southwestern PA Partnership for Mobility's recommendations to allow local jurisdictions to raise funds for such priorities. We are pleased to see that many highway projects are cross-referenced as transit projects on SPC's TIP story board. However, we stress that enhancing transit access and accessibility and attracting riders - not simply make it easier to operate a vehicle - be the expectation of these projects.</p>

**Response:** Thank you for your comments. SPC and its partners will continue to consider the enhancement of transit accessibility in the planning and programming of the region's TIP.

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## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Traffic Management	Allegheny	<p><i>Chris Sandvig on behalf of Pittsburgh Community Reinvestment Group</i></p> <p>Parkway East Active Traffic Management Study must include transit In 2014, PCRG commented on the Parkway East Mobility Study – Plan and Potential Construction, that was on the 2015-18 TIP. There is little in the current iteration of study of the Parkway East corridor description to suggest that our comments have been heard. Worse, the sentiment of the communities already adversely impacted by the Parkway seem to have been lost. PennDOT's own 2013/14 engagement, in response to community backlash against ramp metering, revealed a very strong preference that transit expansion be part of the solution to Parkway East congestion mitigation. Yet the current iteration of this study makes no mention of transit is even made in the description of the project. PCRG and its members believe that shoulder, arterial BRT from the Edewood Ave./E. Busway overpass through Monroeville is a viable, cost-effective rapid transit expansion that could pay dividends for traffic mitigation and economic development. Not even considering this is a glaring omission. It does not fall on Port Authority's shoulders, alone, to explore transit opportunities like this; as the administrator of public transportation funding and programming in the state, and as with ped/bike, PennDOT must do more to advance and incorporate transit into projects – especially in a time of increasingly constrained resources. These projects are not mutually exclusive, nor do their costs need to be additive. Hence, our 2014 comments, in full below, still hold true today: As a representative of community groups serving over a half-million residents within the economic core of the region, we encourage SPC and PennDOT to explore and support multi-modal transportation enhancements throughout this corridor. Mainline improvements must not come at the expense of communities within this core. As such, each improvement should be scrutinized to determine whether it supports traffic reduction and encourages mode shift to transit and pedestrian/bicycle utilization safety within these neighborhoods. Those that do not support quality of life in neighborhoods near I-376 or achieve a modal shift away from the private automobile should not be supported. We urge SPC and PennDOT to support corridor enhancements that will</p>

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
			increase transit ridership as a primary form of transportation in the I-376 corridor. This would include capital investments in premium transit enhancement and expansion into eastern Allegheny County.
<b>Response:</b>	Thank you for your comments. The study portion of the Parkway East Corridor Traffic Management project has been completed. At the conclusion of the study, District 11 presented the findings to public officials and stakeholders on September 28, 2017. There was consensus on the Active Traffic Management project, which is the work that is currently advancing on the 2021 Draft TIP, as well as several others that have are planned pending funding availability, i.e., Bates Street on Ramp extension, Squirrel Hill Interchange improvements. The initial project that was selected from the study, supported by the stakeholders and elected officials, is the current Parkway East Active Traffic Management project. The Parkway East Active Traffic Management System (PE ATMS) is an intelligent transportation system (ITS) improvement intended to improve traffic safety and operations on portions of I-376 in Allegheny County, Pennsylvania. The limits of the project are between the Grant Street interchange (MP 70.5) and the eastern terminus of I-376 at the Pennsylvania Turnpike and US 22 (MP 84.5). All comments will be taken under advisement. An extension of the East Busway to Monroeville is included in the Vision set forth in SmartMoves for a Changing Region and the Port Authority of Allegheny County is currently developing a long-range plan. Additionally, there is funding programmed for the Parkway East Corridor Transportation Network for I-376 between Downtown Pittsburgh and Monroeville. SPC recognizes the need for Integrated Corridor Management and coordination between the Parkway East and any potential expansion of public transit service in this critical link to and from the urban core of the region. As such, SPC will continue to work collaboratively with PAAC and PennDOT District 11 as these initiatives advance into the project development process.		

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## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Bike Lanes	Allegheny	<p><i>Anonymous</i></p> <p>Please do not expand any existing roadways, or add any additional lane miles. Please reduce lane counts, lane widths and road size in general moving forward. Please partner with other organizations to change land use policies to discourage more suburban sprawl and refocus on existing built areas and roadways. Please partner with other organizations to encourage use of non-single-occupant vehicles in all possible instances through all possible incentive and design elements. Please shift from a "get them there as fast as possible" mentality to a mentality of ensuring that system users have basic access to the places they need to go. Let's put live, work and play closer together. Let's take funding away from any highway expansion effort and redirect it to transit or mixed use development or walk/bike support or any other better idea. Please also advocate at the federal level for vehicle manufacturers to stop marketing vehicles that are safe for those inside them, but increasingly deadly for anyone around them.</p>

**Response:** Thank you for your comments. Your comments will be shared with Allegheny County and PennDOT District 11 representatives.

## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Transit	Allegheny	<p><i>Chris Sandvig on behalf of Pittsburgh Community Reinvestment Group</i></p> <p>Making sure road projects are transit projects We are pleased to see that many highway projects are cross-referenced as transit projects on SPC's TIP story board. However, we stress that enhancing transit access and accessibility and attracting riders - not simply make it easier to operate a vehicle - be the expectation of these projects. This would include, but is not limited to: 1) Ensuring that any ITS traffic signal upgrades include transit signal priority (TSP) transponders at purchase or that transponders be easily installed at a future date; 2) Including ADA-compliant crosswalks, signalization, signage, and sidewalks along any improved roadway throughout the network that is not a limited-access highway; 3) Accommodating safe bicycle connections to transit, especially along commuter/express bus corridors, high-ridership lines, and fixed-guideways; 4) Incorporating "superstops" along commuter corridors with express/commuter bus service, and bus shelters in other locations, into the budget and design of any highway betterment project. Projects should also include pedestrian amenities to safely access these stops. 5) Planning and engineering for future shoulder and commercial corridor bus rapid transit (BRT) on the major arteries of the region, starting with the Parkway East/Business 22, SR837/Rankin Bridge from McKeesport to the E. Busway terminus, and SR885/Second Ave./Irvine Street starting in W. Homestead (SR885/Second Avenue Corridor Study, 12-23-19) 6) Complying with Pittsburgh's Complete Streets ordinance within the city boundaries and applying Complete Streets approach to any roadway improvement, especially in dense population/commercial centers such as the City of Pittsburgh, Washington city, McKeesport, Swissvale, and other urban-form communities; 7) Clear, easily understood signage throughout the road network which alerts and directs potential transit riders to park-and-ride locations and stations. This would include, as an example, signage on the Parkway West directing people to the Carnegie West Busway station.</p>

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
<b>Response:</b>	<p>Thank you for your comments. The integration of investments in highway network and transit system improvements in the FY2021-2024 TIP represents the implementation of the primary goals and vision of the region's long range plan: SmartMoves. To that end significant investments are made in safety and operations, as well as improvements that foster connectivity in communities and corridors throughout the region, and provide sustainable, multimodal transportation choices. The TIP lists 93 roadway and bridge projects (\$524 million) located on current public transit routes. In addition, there are 16 new CMAQ funded projects (\$40.9 million) in the TIP estimated to reduce vehicle trips by 2,344 trips per day and vehicle miles traveled (VMT) by 13,327 miles per day, primarily through expansion of the region's active transportation network, enhancements to public transit service and traffic signal system upgrades. SPC and its planning partners understand that Transit Signal Priority (TSP) could be beneficial on many corridors in our region. Transit signal priority is planned as part of the Downtown-Oakland BRT. Planning partners are considering implementation of TSP in some signal upgrade projects such as State Route 51 in the South Hills (which was recommended by an SPC study). As funding becomes available, further studies of TSP implementation will be planned and coordinated with planning partners and municipal traffic signal owners. In addition, two implementation planning projects resulting from priority descriptions in SmartMoves--SmartMoves Connections: A Vision for Regional Transit, and the Corridors of Regional Significance Master Plan, are designed to further corridor-level planning and integrated multimodal project development. Both planning projects are designed to continue to deliver multimodal solutions like transit hubs, expansion of exclusive transit facilities, complete streets-type applications, infrastructure where applicable, and multimodal approaches to access and signage.</p>		

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## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Transit Funding	Allegheny	<p><i>Chris Sandvig on behalf of Pittsburgh Community Reinvestment Group</i></p> <p>Transit Funding We fully understand the challenges to transit funding in Pennsylvania even before COVID-19 stripped the highway system of its primary revenue sources. However, more resources must be allocated to transit if this region is to remain competitive in the attraction of youth, talent, and investment, let alone become more competitive or equitable. This even more necessary in the realities of a COVID-19 world. PCRG and its members cannot stress strongly enough the need to go beyond maintaining existing service to expand transit - including rapid transit - in this and future TIPs. We support the recommendations of the Southwestern PA Partnership for Mobility's recommendations to allow local jurisdictions to raise funds for such priorities.</p>

**Response:** Thank you for your comments. The financial plan for transit investment contained in the FY2021-2024 TIP shows a \$2.2 billion investment in transit capital projects and continuing maintenance and operations of the region's transit system. This level of investment is predicated on continued regional transit investment from federal sources and the Commonwealth of Pennsylvania, utilizing both existing revenue mechanisms as well as the potential creation of additional revenue mechanisms such as local funding sources. Expansion of service offerings and capital expenditures will be dependent on allocation of additional resources.

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
Various Projects		Allegheny	<p><i>Chris Sandvig on behalf of Pittsburgh Community Reinvestment Group</i></p> <p>The Pittsburgh Community Reinvestment Group, a membership-based coalition of over 50 community and economic development corporations and neighborhood-based groups within southwestern Pennsylvania's urban core – serving a regional population in excess of 600,000 – respectfully submits the following comments on the 2021-24 TIP. PCRG and its members believe that transportation investments within our region should follow the spirit and intent of the SmartMoves For a Changing Region long-range transportation plan – meaning: investments must minimize the consumption of unpopulated land; concentrate and increase job and residential density around existing communities like our county seats, cities, and river towns; and maximizing access to all modes of transportation – particularly focusing on transit and ped/bike opportunities.</p>

**Response:** Thank you for your comments and notes regarding the SmartMoves for a Changing Region long range plan.

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## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Performance Measures	Allegheny	<i>Anonymous</i> why are the target safety performance measures higher than the baseline.

**Response:** Thank you for your comments. The safety performance target values are sometimes higher than the baseline values primarily because of the method used to calculate targets. Targets are calculated and stated as five year rolling averages. A reduction target is applied to the most recent actual crash data year (year 5) to obtain a projected year 6 target. Then the year 6 target is used to project the new 5 year rolling average utilizing Years 2 through 6. If actual Year 1 crash data is low (good), then eliminating Year 1 in the new projection could lead to higher target values than baseline even with an applied reduction target. In addition, with regard to the most recent target setting, starting in 2016, in accordance with federal guidelines, there was a definition change that affected how we count injuries. This conversion resulted in the counting of many more "suspected serious injuries" than we had previously counted as "major injuries". This also resulted in targets that were higher than baseline despite a reduction being applied.

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## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Adaptive Signals	Allegheny	<i>Anonymous</i> traffic signal projects are listed mostly as adaptive. infrastructure also needs considered. many corridors are antiquated and should be given attention to. Interconnection where possible should be given priority. potentially funding maintenance staff through CMAQ funds could lengthen the useful life of equipment and reduce the cost of emergency maintenance if routine maintenance is performed.
<b>Response:</b>	Thank you for your comments. The region's traffic signals are generally owned and maintained by local governments. Statewide programs, such as the Automated Red Light Enforcement Program and the Green Light Go Program, as well as regional programs such as SPC's Regional Traffic Signal Program and CMAQ Program can all be utilized to fund traffic signal infrastructure.		

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## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Active Transportation	Allegheny	<p><i>Anonymous</i></p> <p>Although the TIP talks about active transportation and improving accessibility for all including low income, there doesn't seem to be much in the way of prioritizing active transportation shown on the map or in the city. a potential project could be a planning study to explore how to extend the exiting trail system to serve more of the city. With reduced capacity of transit, additional options for non-vehicular travel is needed. It should not be mandatory to own a personal vehicle to traverse the city. safe and convenient active transportation options must exist. Examples include extending the eliza furnace trail at least to regent square, building the Allegheny green boulevard and connections into the neighborhoods, creating a trail from the south hills into downtown. Active transportation meets many goals of the TIP such as benefits to quality of life and and reduction in climate change. the funding available to it should be commensurate. the increase in interstate funding at the detriment to other projects is unfortunate. is there no way to find creative solutions to trim budgets and maintain funding to other also critical projects.</p>

**Response:** Thank you for your comments. Your comments will be shared with City of Pittsburgh, Allegheny County and PennDOT District 11 representatives.

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
Various Projects		Allegheny	<i>Anonymous</i> Seems like many projects are concentrated in Beaver county.
<b>Response:</b> Thank you for your comments. Your comments will be shared with Beaver County and PennDOT District 11 representatives.			

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## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Roadway Funding	Allegheny	<p><i>Douglas Smith</i></p> <p>My comments are not project specific. The PTC's program cutting is necessary and reflective of actual traffic - I feel as though FHWA forcing PA to put additional money into the Interstate system in PA at this time is misguided. With funding already down, and the Coronavirus driving revenue much lower, the real NEED is on the non-Interstate roads and bridges. Add to this that Act 89 funds are basically expired and the FAST act expires end of 2020 and there is real URGENCY to re-direct those funds to state and local roads. If the Federal Government wants extra investing in Interstates, they can find a way to add revenue.</p>

**Response:** Thank you for your comments. The redirection of additional federal NHPP funds toward the Interstate Highway System is a direct result of the federal Performance Based Planning and Programming (PBPP) initiative introduced in MAP-21 and further defined in the FAST Act. PBPP requires states to set targets across many areas including the condition of roads and bridges on the NHS Network, which includes the Interstate System. The Interstate System is critical to the movement of people and goods across the Commonwealth and beyond. In fact, the Interstate System carries approximately 27% of the Commonwealth's vehicle miles traveled while only accounting for about 6% of the state owned roadway miles. If the system is left to fall into a state of disrepair, the Commonwealth risks being further restricted in the way it invests its federal transportation funds. SPC also recognizes the impact that the redirection of regional funding to the Interstate System will have on other lower level state-owned roads, which are critical to the region, its economy and mobility. SPC is continuously working with our City of Pittsburgh and county partners along with PennDOT to maximize the funding we are currently receiving to ensure critical regional roads are maintained adequately and safely for all users.

## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Pittsburgh Beltway	Allegheny	<p><i>Joseph A. Schuster</i></p> <p>I am a 69 year old lifetime resident of Allegheny County, and with all of the transportation proposals and projects that have been proposed through the years, I cannot recall anyone proposing the idea of the construction of a beltway around the Southwestern Pennsylvania region. Simply look at Columbus, Ohio, and you'll quickly see that in Columbus, you can get from here to there in approximately twenty minutes, using their beltway. It's a fine road, invaluable to their region. It just makes sense. Why this region hasn't taken a long hard look at this project for this area is beyond me.</p>
<p><b>Response:</b> Thank you for your comments. the Pennsylvania Turnpike Commission is currently in the process of implementing two major projects - the Southern Beltway (Section from Route 22 to I-79) scheduled to be complete in 2021; and the completion of the Mon-Fayette Expressway from Route 51 to the Parkway East, scheduled to be completed in 2034. These two projects, along with a planned future project that will complete the Southern Beltway, connecting I-79 to the Mon-Fayette Expressway, would essentially complete a "beltway" around Pittsburgh utilizing the aforementioned roads along with I-76 - the Pennsylvania Turnpike.</p>			
West Ohio St/Ridge Ave Bridges.	Multimodal Improvements	Allegheny	<p><i>Scott Bricker, BikePGH</i></p> <p>West Ohio St is part of the bike network and connects to bike lanes. Please be sure bike lanes are included in the project</p>
<p><b>Response:</b> Thank you for your comments. Your comments will be shared with City of Pittsburgh representatives. The current project scope includes bike lanes on this project.</p>			



## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Cranberry North Resurfacing of Rt. 19	Road Resurfacing	Butler	<i>Jerry Andree</i> This project description is incorrect, the project starts at the Allegheny County Line and continues north to Zelienople. I support this project starting at the County line and going North.
<b>Response:</b> Thank you for your comments. Your comments will be shared with PennDOT District 10 (sponsor of the project). PennDOT District 10 will review project description. If changes are made in the project description, it will be reflected in the final version of the 2021 TIP.			
PA 228/UPMC Enhancements	Corridor Improvements	Butler	<i>Jerry Andree</i> This is also an outdated description. The other missing project is Freedom Road from Commonwealth Drive to Haine School Road, which is a US Department of Transportation BUILD grant funded project, with local funds from Cranberry Township and Butler County. I support the updated description of the Rt. 228 project as well as the non-listed Freedom Road BUILD project.
<b>Response:</b> Thank you for your comments. Your comments will be shared with PennDOT District 10 (sponsor of the project). PennDOT District 10 will review project description. If changes are made in the project description, it will be reflected in the final version of the 2021 TIP.			

## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
SR 3021 Corridor Improvements	Corridor Improvements	Butler	<i>Jerry Andree</i> The description is incorrect. The correct description is north from Rt. 228 to the intersection of Peters Road. I support this corrected description.
<b>Response:</b> Thank you for your comments. Your comments will be shared with PennDOT District 10 (sponsor of the project). PennDOT District 10 will review project description. If changes are made in the project description, it will be reflected in the final version of the 2021 TIP.			
Local Bridges	Bridge Improvements	Fayette	<i>Tracy Zivkovich, Brownsville Borough Council President</i> We were notified by the Pennsylvania Department of Transportation that two of our bridges are in serious condition due to structural deficiencies, and that they need to be addressed as soon as possible. The first is the Charles Street bridge, and the second is the Brownsville Avenue bridge.
<b>Response:</b> Thank you for your comments. Your comments will be shared with the county and PennDOT District 12-0 representatives and will be retained as input into the 2023 TIP update.			

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
SR 982 Intersection Improvements	Roadway Safety	Fayette	<i>Bullskin Township Volunteer Fire Company</i> Resolve unsafe conditions at intersections along SR 982 in Bullskin Township

**Response:** Thank you for your comments. This issue has been referred to the PennDOT District 12-0 traffic unit for their review. If the decision is made to install any devices, the municipality will need to sign a maintenance agreement and will be responsible for the overall maintenance of the device including the costs of maintaining.

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SR 982 Intersection Improvements	Roadway Safety	Fayette	<i>Fayette County Commissioners</i> Resolve unsafe conditions at intersections along SR 982 in Bullskin Township
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**Response:** Thank you for your comments. This issue has been referred to the PennDOT District 12-0 traffic unit for their review. If the decision is made to install any devices , the municipality will need to sign a maintenance agreement and will be responsible for the overall maintenance of the device including the costs of maintaining.

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## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
422 Interchange	Cyclist/Pedestrians safety	Indiana	<i>Laurie Lafontaine</i> PA 286:us 422 Interchange East-This project will incorporate bike/ped accommodations. Potential intersections were not identified concerning safety for cyclist and pedestrians. MPMS #25752 Claypool Hts. Bridge-Include accommodation on bridge for future bike/ped use. MPMS#100122 SR 4005 PA 954 to Oakland Ave. Narrative does not match what is shown on map. In either of those scenarios there is opportunity to provide bike lane on the existing shoulder in either case. This would provide logical connections to existing and planned bike/ped facilities. Indiana County has an Active Transportation Committee. Please include this committee when seeking information or comments.

**Response:** Thank you for your comments. Prior to the public meeting the mapping was fixed to accurately depict the project. Through the PennDOT Connects process, municipalities and cities can work with PennDOT to include active transportation options in transportation projects. Under the current project scope, the Claypool Heights bridge structure will be widened to accommodate 8-foot shoulders to accommodate passage by other modes. The current project scope on the SR 4005 project is the resurfacing of the existing roadway and shoulder template to preserve the pavement surface with no additional pavement width.

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
SR 4005 Corridor Improvement	Multimodal Improvements	Indiana	<p><i>Jeffrey Grim</i></p> <p>On a quick review, project MPMS #100122's description does not match the map. The description: along SR 4005 (Indian Springs Road) from PA 954 to PA 286 (Philadelphia Str On the map it is showing SR 954 from SR 4005 (Indian Springs Road) to the Indiana Borough/White Township line and from Philadelphia Street to SR 110. Either corridor undergoing a resurfacing project would benefit from wide shoulders for bicyclists. Thank you for the opportunity to comment.</p>
<b>Response:</b>	Thank you for your comments. Prior to the public meeting the mapping was fixed to accurately depict the project. Through the PennDOT Connects process, municipalities and cities can work with PennDOT to include active transportation options in transportation projects. The current project scope is the resurfacing of the existing roadway and shoulder template to preserve the pavement surface with no additional pavement width.		

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## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Route 65 Bridge Improvement	Intersection Improvements	Lawrence	<p><i>Linda D Nitch</i></p> <p>Lawrence County TIP regarding E Washington Street New Castle PA 16101 Route 65 bridge improvement. With the improvements planned for the E Washington Bridge in New Castle is there any way that the 108 (Croton Ave)/65 (E Washington St) intersection be included in the project? The intersection is very dangerous and the turning radius for the tractor trailer trucks is really difficult. I would think it wise to improve this area all at once. Also, creating an aligned intersection with Court Street and Countyline crossing over 65 would allow truckers the flexibility of better vision and access onto 65.</p>
<p><b>Response:</b> Thank you for your comments. Your comments will be shared with Lawrence County and PennDOT representatives. This project is scheduled to start design in the near future. Your comments will be maintained and reviewed for incorporation into project if possible. Also, during the PennDOT Connects process working with the municipalities and community these areas will be reviewed.</p>			
Bebout Road/East McMurray Road intersection	Congestion and safety improvements	Washington	<p><i>Paul F. Lauer, Peters Twp Manager</i></p> <p>Supports proposed turning lanes and new traffic signal</p>
<p><b>Response:</b> Thank you for your comments. This project is programmed on the 2021-2024 TIP.</p>			

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
US 19 Corridor Signal Upgrade	Adaptive Signals	Washington	<p><i>Paul F. Lauer, Peters Twp Manager</i></p> <p>As a community in northern Washington County, the Township would like to express its support for the U.S. 19 Corridor Signal Upgrade (Project #107432), which is allotted \$3 million for construction in 2024. U.S. Route 19 is the primary arterial in northern Washington County, and serves as a major commercial corridor for our communities as well. This route is heavily signalized, especially in Peters Township which is home to ten (10) signal systems. Since any improvements to mobility along U.S. Route 19 must logically involve signal upgrades, and adaptive signal systems have proven to be successful in alleviating congested arterials throughout the Commonwealth, this project is vital to residents and businesses in northern Washington County.</p>

**Response:** Thank you for your comments. This project is programmed on the 2021-2024 TIP.

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## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Valleybrook/Bebout Road Intersection	Congestion and safety improvements	Washington	<i>Paul F. Lauer, Peters Twp Manager</i> Two other projects within the Township will help to address congestion and improve safety for Township residents. For the past two years, the Township has been working collaboratively with PennDOT District 12-0 and its consultants to advance the Valleybrook/Bebout Road Intersection (Project #109242) and the Bebout Road/East McMurray Road Intersection (Project #109025)

**Response:** Thank you for your comments. This project is programmed on the 2021-2024 TIP.

Various Projects	Transit route improvements	Washington	<i>Joseph R Thomas</i> I wish to alert planners that several of the Washington County Projects are on roadways used by Freedom Transit fixed route public transit and hope that will be factored into the planning for the affected projects. Specifically those projects include: # 4, Signal improvements in the City of Washington at multiple intersections; Project #5, US 19 Corridor Signal Upgrade; #16, Bebout Rd/E McMurray Rd intersection improvements; #17, roundabout at Valleybrook/Bebout Rd intersection; #20, bridge replacement on South Main St in City of Washington; and #29 bridge project in McDonald Borough.
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**Response:** Thank you for your comments. Your comments will be shared with Washington County and PennDOT District 12-0 representatives.



## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
Venetia Road (SR 1006) and Bebout Road (SR 1010)	Intersection Improvement	Washington	<i>Paul F. Lauer, Peters Twp Manager</i> Finally, we would like to request that funding be allocated to perform Preliminary Engineering on an upgrade to the intersection of Venetia Road (SR 1006) and Bebout Road (SR 1010). This intersection is functionally deficient and meets the warrants to justify signalization. The Peters Township Transportation Improvement Fee Capital Plan identifies the culvert replacement, road widening, and signal installation at this intersection as a project in excess of \$5 million. The Township is prepared to earmark a portion of its own Transportation Improvement Fee Program funds toward improving this intersection. The Township has a proven history of financially assisting PennDOT District 12-0 highway improvement projects.

**Response:** Thank you for your comments. Your comments will be shared with the county and PennDOT District 12-0 representatives and will be retained as input into the 2023 TIP update.

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## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
I-70/SR201	Congestion and safety improvements	Westmoreland	<p><i>Rostraver Board of Commisisoners</i></p> <p>I-70/SR201: This corridor continues to increase in traffic congestion and will continue to grow since SR 201 is the regional commercial hub of the Mon Valley. On a daily basis during rush hour, traffic backs up onto I-70 as motorists are trying to exit onto SR 201. The backup on I-70 gets so bad during the holiday season that PennDOT annually installs temporary signage along I-70 to alert traffic of stopped vehicles trying to exit on to SR 201. Since time and money have been spent on studying the I-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled regional commercial corridor to improve operations, safety, and capacity. There are two areas along SR 201, that Rostraver Township has been presenting and pleading for funding: the intersection of SR 3033 (Pricedale Road) and the I-70 eastbound ramp, and the intersection of SR 201 and SR1099/3013 (Vance Dei Cas). Enclosed please find a timeline and supporting documentation to fm1her explain the history of pleading for improvements for the I-70/SR 201 Corridor since 2005.</p>

**Response:** Thank you for your comments. Your comments will be shared with county and PennDOT District 12-0 representatives and the Statewide Interstate Steering Committee, which is responsible for developing the Statewide Interstate TIP. This comment will be retained as input into the 2023 TIP update. As part of the "Arnold City Interchange" project, which is currently in Final Design, the District will be reconstructing the existing interchange and incorporating innovative techniques and technology to help alleviate traffic from the PA 201 interchange.

## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Pricedale Pedestrian Br	Bridge Improvement	Westmoreland	<i>Rostraver Board of Commisisoners</i> The Pricedale Pedestrian Bridge provides access to the residents over I-70 to walkover the interstate to get their mail since only PO boxes are used in Pricedale. The demographics for these residents consist of a racial minority and low income, and they desperately relay on this pedestrian bridge for access over I-70. Enclosed are photos from Penn DOT on this pedestrian bridge, showing the need for safety improvements. In closing, thank you for your time and consideration for the I-70/SR 201 Corridor (intersection of SR 1099/3013 and the I-70 eastbound ramp with SR 3033), the SR 201/SR 51 Ramp Intersection and Pricedale Pedestrian Bridge improvements to be considered proposed amendments to the 2021-2024 TIP.

**Response:** Thank you for your comments. Your comments will be shared with county and PennDOT District 12-0 representatives and will be retained as input into the 2023 TIP update. The District and county have had discussions on the Pedestrian Bridge. Ideas are currently being discussed internally to determine the most cost effective and context sensitive solution and factoring in the need for the residents to have a safe and practical way to get to the post office. The District will be in contact in the near future to discuss this further.

## TIP Public Comment Period Response to Comments

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Project	Project Description	County	Comment Source, Comment Summary
Scottdale/Smithton Active Transportation Plan	Cyclist/Pedestrians	Westmoreland	<i>John Turack, Executive Director, Smart Growth Partnership Westmoreland County</i> To whom it may concern: Please follow the outcomes from this project (Scottdale/Smithton Active Transportation Plan) for inclusion in current and future SPC TIP's.

**Response:** Thank You for your comments. Your comments will be shared with county and PennDOT District 12-0 representatives. SPC encourages community active transportation planning like the one for Smithton/Scottdale that was provided by the commenter.

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## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
SR 201/SR 51	Congestion and safety improvements	Westmoreland	<p><i>Rostraver Board of Commisisoners</i></p> <p>SR 201/SR 51: With the closing of southbound traffic at Vernon Drive and SR 51, the SR 201/SR 51 Ramp Intersection has become increasingly busy. Traffic coming out of Vernon Drive cannot make a leftturn onto SR 51 southbound, now all that traffic is directed onto SR 201 to access the SR 51 southbound ramp. McTish-Kunkle and Associates prepared an Intersection Improvement Traffic Alternative Analysis for the intersection of SR 201 (Rostraver Road), Circle Drive, and SR 51 southbound on-ramps. The report used 2015 average daily traffic numbers and collected manual turning movement counts on March 16, 2016. After that time, Rostraver Township granted approval for a subdivision, Marian Woodlands, consisting of 130 single family lots off SR 201. Phase I is almost built out and Phase II and III of that development are under construction and increasing the traffic along SR 201 and the SR 51 ramps. In addition, an additional residential development is in the preliminary stages at the Willowbrook Golf Course to consist of 171 dwelling units. Rostraver Township would like to see operational and safety improvements made to this intersection as suggested by McTish Kunkle and Associates on behalf of Penn DOT. Enclosed please find a timeline and supporting documentation for improvements for the SR 201/SR 51 Ramp Intersection.</p>

**Response:** Thank you for your comments. A study was completed in 2016/2017. At that point an alternatives analysis was developed. The District continues to keep this project on our Long Range Plan with the plan to eventually have a project, but due to funding constraints the Preliminary Engineering Phase has not been advanced. Please note that the developer is responsible for a Traffic Impact Study and to mitigate for any increased travel in this area determined as a result of the development.

## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Public Transportation Improvements	Westmoreland	<i>Pete Blanciak</i> You really need to improve public transportation available in the Vandergrift area. There is currently NO available public transportation from Vandergrift to Pittsburgh. None. This is really deplorable.  <b>Response:</b> Thank you for your comments. Your comments will be shared with Westmoreland County Transit Authority representatives.
Various Projects	Westmoreland county to Pittsburgh improvements	Westmoreland	<i>Scott Maritzer</i> Still no good plan or investment for making it better, safer, easier to get from Westmoreland into PGH. This hurts this side of PGH and the squirrel hill tunnel needs to be looked at for secondary routes or ways to help give alternate options to traffic patterns from the East into the City and/or to the Airport. Lots of investment is going into the airport and will be an asset but this needs better access around Pittsburgh versus through it. I feel someone needs to globally look at this versus county by county plans.  <b>Response:</b> Thank you for your comments. Your comments will be shared with Allegheny and Westmoreland Counties and PennDOT representatives.

## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Westmoreland county multimodal improvements	Westmoreland	<p><i>Chad Amond</i></p> <p>Westmoreland County Transportation in Westmoreland is generally defined by the County's roadway network, particularly major traffic corridors like interstate 70, Interstate 76, US Route 30, and US Route 22. Public transit within the County is limited and faces decreasing ridership. Many areas of Westmoreland are accessible exclusively by automobile, placing greater stress on existing infrastructure. Further, despite an opportune regional position and high demand from County residents, transit options to Pittsburgh and other major destinations are minimal. Westmoreland County Strategies for the Comprehensive Plan of the County The following strategies are intended to help implement the Core Objective. Each is accompanied by specific action steps that ensure the objective can be appropriately achieved and monitored throughout the life of the Plan. 1. Enhance Transit, Increase Ridership, &amp; Promote Transit Oriented Development 2. Create Mobility Plans 3. Increase Walkability &amp; Biking Options 4. Increase Flight Options 5. Improve Passenger Rail Service 6. Augment Ridesharing Options 7. Focus on Freight</p>

**Response:** Thank you for your comments. Your comments will be shared with Westmoreland County and PennDOT District 12-0 representatives.

## TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Various Projects	Bridge Improvements	Westmoreland	<p><i>Vaughn W. Neill, P.E.</i></p> <p>To Whom It May Concern: Westmoreland County Public Works maintains a legacy road system of 52 miles of roads and 33 bridges (8 foot span minimum) throughout the County. There are currently 3 projects with Federal Funds in process. The County is interested in being able to use the Act 13 Marcellus related bridge funding to be able to undertake more repair projects Please see below for 10 structures we would like to be considered for inclusion in the 2021-2024 Transportation Improvement Program (TIP). The 6 bridges over 20 feet were identified in recent NBIS inspections as being poor or fair and include recommendations for repair and retrofit. The 4 bridges under 20 feet were inspected in 2019 and are all candidate for replacement due to age and condition. Thank you for your consideration.</p>

**Response:** Thank you for your comments. The referenced Westmoreland County bridge projects that are funded with 100% local Act 13 funds will be noted in the appendix of the final TIP and added to the 2021 TIP through a TIP modification in October 2020 for tracking purposes.

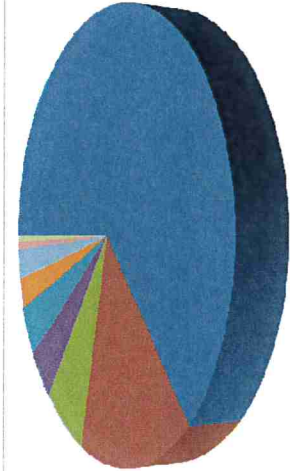


**SOUTHWESTERN PENNSYLVANIA CORPORATION**  
**SOUTHWESTERN PENNSYLVANIA COMMISSION**  
 COMBINED REVENUE and EXPENSE STATEMENT  
 FOR THE PERIOD JULY 1, 2019 TO APRIL 30, 2020

	UPDATED BUDGET	ACTUAL TO DATE	PERCENT OF BUDGET	ACTUAL and ENCUMBERED TO DATE	PERCENT OF BUDGET
<b>REVENUES:</b>					
Federal Grants	\$ 8,346,861	\$ 5,391,003	64.59%	\$ 6,969,397	83.50%
State Grants	2,161,481	1,097,473	50.77%	1,806,125	83.56%
In-Kind Service Match	1,118,943	441,073	39.42%	741,073	66.23%
Commission Members Local Match	566,691	415,487	73.32%	464,570	81.98%
SPC Member Water Program	406,776	267,206	65.69%	267,206	65.69%
Communications Allocation	357,697	273,691	76.51%	273,691	76.51%
Other Funding / Program Match	498,065	367,883	73.86%	439,260	88.19%
SPC Corporation Operating Funds	82,880	67,091	80.95%	77,091	93.02%
Loan Program Fees Recognized	64,597	51,296	79.41%	51,296	79.41%
<b>TOTAL PROJECT RELATED REVENUES</b>	<b>\$ 13,603,991</b>	<b>\$ 8,372,203</b>	<b>61.54%</b>	<b>\$ 11,089,709</b>	<b>81.52%</b>
<b>EXPENDITURES:</b>					
<b>Direct</b>					
Program Salaries with Fringes	\$ 4,180,265	\$ 3,476,736	83.17%	\$ 3,476,736	83.17%
Printing	25,877	13,833	53.46%	13,833	53.46%
Telephone	11,740	7,997	68.12%	7,997	68.12%
Postage	2,533	633	24.99%	633	24.99%
Supplies; Software Maintenance	102,835	62,284	60.57%	89,284	86.82%
Travel	138,155	62,970	45.58%	62,970	45.58%
Equipment Purchase/Lease/Maintenance	49,963	49,963	100.00%	49,963	100.00%
Meetings	116,326	51,444	44.22%	51,444	44.22%
Legal and Grant Audits	55,046	14,567	26.46%	19,567	35.55%
Dues/Data Files/Web Site Development and Maintenance	308,047	92,673	30.08%	292,673	95.01%
Training and Development	20,926	8,040	38.42%	8,040	38.42%
Temp Personnel Services	100,925	14,490	14.36%	14,490	14.36%
Communications Project Allocation	357,697	273,691	76.51%	273,691	76.51%
In-Kind Service Match	1,118,943	441,073	39.42%	793,073	70.88%
Construction - RTSP - Cycle 3 Projects	181,969	181,969	100.00%	181,969	100.00%
Executive Search	150,000	127,059	84.71%	150,000	100.00%
Contractual - Professional Technical Consulting Services	630,421	116,376	18.46%	116,376	18.46%
Contractual - Whitman, Requardt & Associates	513,266	271,085	52.82%	513,266	100.00%
Contractual - MarketSpace Communications	507,625	303,381	59.76%	507,625	100.00%
Contractual - Delta Development	234,614	120,787	51.48%	234,614	100.00%
Contractual - McCormick Taylor, Inc	250,000	179,061	71.62%	250,000	100.00%
Contractual - On Call Consultancy	500,000	188,435	37.69%	338,435	67.69%
Contractual - PREP Partners	271,274	45,888	16.92%	271,274	100.00%
Contractual - LDD's (Keystone Communities Phase I & II)	210,783	28,664	13.60%	210,783	100.00%
Contractual - LDD's (ENGAGE! Program)	278,836	43,460	15.59%	278,836	100.00%
Contractual - SPC Members UPWP Planning Assistance	213,378	79,796	37.40%	213,378	100.00%
Contractual - Catalyst Connection subaward	446,816	5,105	1.14%	446,816	100.00%
Contractual - Enterprise Holdings	200,000	98,800	49.40%	200,000	100.00%
Contractual - Port Authority Allegheny County Transit Planning Pass-Through	184,000	184,000	100.00%	184,000	100.00%
Contractual - Advocacy Representation	60,000	50,000	83.33%	60,000	100.00%
<b>Total Direct Expenditures</b>	<b>\$ 11,422,260</b>	<b>\$ 6,594,260</b>	<b>57.73%</b>	<b>\$ 9,311,766</b>	<b>81.52%</b>
Indirect Expenses	2,181,731	1,777,943	81.49%	1,777,943	81.49%
<b>TOTAL PROJECT RELATED EXPENDITURES</b>	<b>\$ 13,603,991</b>	<b>\$ 8,372,203</b>	<b>61.54%</b>	<b>\$ 11,089,709</b>	<b>81.52%</b>

Revenues - Actual and Encumbered to Date

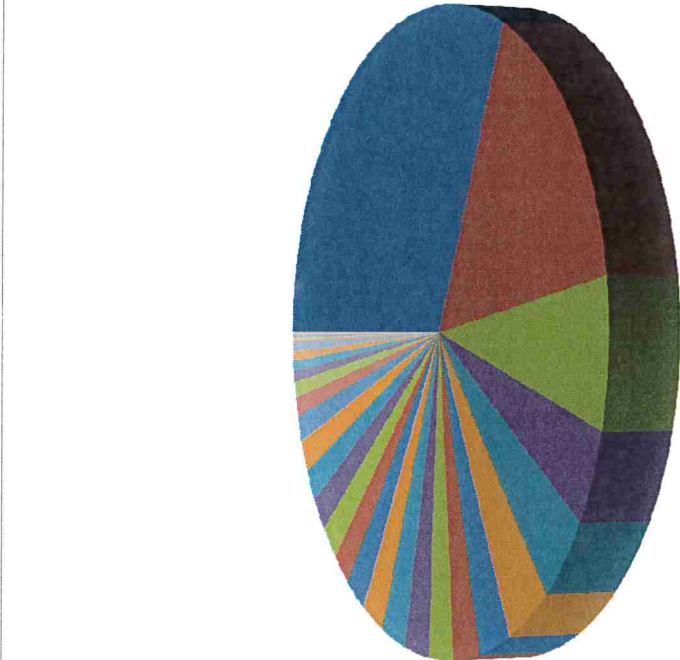
Federal Grants \$6,969,397	\$ 6,969,397
State Grants \$1,806,125	1,806,125
In-Kind Service Match \$741,073	741,073
Commission Members Local Match \$464,570	464,570
Other Funding/Program Match \$439,260	439,260
Communications Allocation \$273,691	273,691
SPC Member Water Program \$267,206	267,206
SPC Corporation Operating Funds \$77,091	77,091
Loan Program Fees \$51,296	51,296
	<b>\$ 11,089,709</b>



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- SPC Corporation Operating Funds \$77,091
- Loan Program Fees \$51,296

Expenditures - Actual and Encumbered to Date

Program Salaries with Fringes \$3,476,736	\$ 3,476,736
Indirect Expenses \$1,777,943	1,777,943
In-Kind Service Match \$793,073	793,073
Contractual - Whittman, Reigardt & Associates \$513,266	513,266
Contractual - MarketSpace Communications \$507,625	507,625
Contractual - Catalyst Connection subaward \$446,816	446,816
Contractual - On Call Consultancy \$338,435	338,435
Dues/Data Files/Web Site Development and Maintenance \$292,673	292,673
Contractual - LDD's (ENGAGE! Program) \$278,836	278,836
Communications Project Allocation \$273,691	273,691
Contractual - PREP Partners \$271,274	271,274
Contractual - McCormick Taylor, Inc \$250,000	250,000
Contractual - Delta Development \$234,614	234,614
Contractual - SPC Members UPWP Planning Assistance \$213,378	213,378
Contractual - LDD's (Keystone Communities Phase I & II) \$210,783	210,783
Contractual - Enterprise Holdings \$200,000	200,000
Contractual - Port Authority Allegheny County Transit Planning Pass-Through \$184,000	184,000
Construction - RTSP - Cycle 3 Projects \$181,969	181,969
Executive Search \$150,000	150,000
Contractual - Professional Technical Consulting Services \$116,376	116,376
Supplies; Software Maintenance \$89,294	89,294
Travel \$62,970	62,970
Contractual - Advocacy Representation \$60,000	60,000
Meetings \$51,444	51,444
Equipment Purchase/Lease/Maintenance \$49,963	49,963
Legal and Grant Audits \$19,597	19,597
Temp Personnel Services \$14,490	14,490
Printing \$13,833	13,833
Training and Development \$8,040	8,040
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- Legal and Grant Audits \$19,597
- Temp Personnel Services \$14,490
- Printing \$13,833
- Training and Development \$8,040
- Telephone \$7,997

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 6-20

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to make a finding of conformity that the region's fiscally constrained 2021-2024 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area (TMA) and the 2045 Transportation Plan (a component of *SmartMoves for a Changing Region*) are consistent with the requirements of the federal Clean Air Act.

WHEREAS, the federal Clean Air Act authorizes the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS), to define the boundaries of areas not in attainment of the Standards, and to establish criteria and procedures for attaining and maintaining the Standards;

WHEREAS, the EPA has designated three nonattainment and maintenance areas in the SPC planning region for the 8-Hour Ozone NAAQS; these include the Pittsburgh-Beaver Valley nonattainment area (comprised of the seven counties: Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, and Westmoreland); the Greene County maintenance area (comprised of Greene County in its entirety); and the Clearfield-Indiana maintenance area (comprised of Clearfield County, which is outside of SPC's planning area, and Indiana County which is within SPC's planning area);

WHEREAS, the EPA has designated four nonattainment areas in the SPC planning region for the PM 2.5 NAAQS; these include the Liberty-Clairton nonattainment area (comprised of five municipalities within Allegheny County); the Pittsburgh-Beaver Valley nonattainment area (comprised of Beaver, Butler, Washington, and Westmoreland counties in their entirety and portions of Allegheny, Armstrong, Greene, and Lawrence counties); the Allegheny County nonattainment area (comprised of Allegheny County in its entirety); and the Johnstown nonattainment area (comprised of portions of Indiana County within SPC's planning area, and all of Cambria County which is in the planning area of the Johnstown MPO);

WHEREAS, the EPA has designated the Liberty-Clairton area as a maintenance area in the SPC planning region for the PM 10 NAAQS consisting of five municipalities within Allegheny County;

WHEREAS, the EPA has designated a maintenance area in the SPC planning region for the Carbon Monoxide (CO) NAAQS consisting of the City of Pittsburgh's central business district and certain other high traffic density areas in and near the City's Oakland neighborhood;

WHEREAS, the EPA, in the Transportation Conformity Rule (40 CFR Part 93), provides criteria and procedures to be followed by Metropolitan Planning Organizations (MPOs) in making conformity determinations regarding transportation plans, programs, and projects within designated nonattainment and maintenance areas;

WHEREAS, the Transportation Conformity Rule and Sections 174, 176(c), and 176(d) of the federal Clean Air Act (Sections 7504, 7506(c), and 7506(d) of Title 42 USC) require that the MPO not approve any plan, program, or project which does not conform with the Act;

WHEREAS, the Southwestern Pennsylvania Commission (SPC), as the MPO for the Pittsburgh Transportation Management Area, is responsible under Section 134 of Title 23 USC and Section 5303 of Title 49 USC for carrying out a continuing, cooperative, and comprehensive transportation planning process; Section 174 of the federal Clean Air Act designates this same organization as

responsible for the transportation-related air quality planning within designated nonattainment and maintenance areas to achieve and maintain NAAQS;

WHEREAS, SPC staff has conducted a qualitative and quantitative analysis for the designated PM 2.5, PM 10, CO, and 8-Hour Ozone nonattainment and maintenance areas within the SPC region in accordance with the applicable criteria and procedures of the federal Clean Air Act and the Transportation Conformity Rule, and has demonstrated conformity of the 2021-2024 TIP and the 2045 Transportation Plan to the Clean Air Act; and

WHEREAS, the results of the conformity analysis were widely available for public review and comment consistent with SPC's established public review procedures from May 11, 2020 through June 12, 2020 including three public meetings which were held virtually to comply with Covid-19 restrictions; responses to all public comments have been compiled and made available to Commission members for review.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission finds that the region's fiscally constrained 2021-2024 TIP and the 2045 Transportation Plan conform to the federal Clean Air Act by supporting its intention of achieving and maintaining the NAAQS;

BE IT FURTHER RESOLVED that the region's 2021-2024 TIP and the 2045 Transportation Plan are consistent with the federal Clean Air Act and Transportation Conformity Rule; no goals, directives, recommendations, or projects in the region's Long Range Plan or TIP contradict in a negative manner any specific requirements or commitments of the applicable State Implementation Plan (SIP);

RESOLVED FURTHER that assessment of the designated PM 2.5, PM 10, CO, and 8-Hour Ozone nonattainment and maintenance areas within the SPC region demonstrates that the transportation plans, programs, and projects for those areas conform to the provisions of the federal Clean Air Act and the applicable criteria and procedures of the Transportation Conformity Rule.

I, Leslie Osche, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 29th day of June 2020, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

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Secretary-Treasurer



## SOUTHWESTERN PENNSYLVANIA COMMISSION

### RESOLUTION NO. 7-20

RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP) and *SmartMoves for a Changing Region*.

WHEREAS, 23 CFR Part 450.334 336 specifies that, concurrent with submittal of the proposed TIP to the FHWA and the FTA as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements;

WHEREAS, Section 134 of Title 23 USC, Section 5303-5304 of Title 49 USC, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP) and establish policies and procedures for MPOs to conduct the metropolitan planning process;

WHEREAS, the Transportation Improvement Program (TIP) continues to be financially constrained as required by 23 CFR Part 450.324 326 and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circular 7008.1A;

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas;

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the American Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities have been met;

WHEREAS, the requirements of Section 1101(b) and 1109 of FAST Act (Public Law 114-94357) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met;

WHEREAS, the provisions of 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts have been addressed;

WHEREAS, the provision of 49 CFR part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

WHEREAS, SPC's established process for public involvement in the metropolitan transportation planning process was followed during TIP development. A review of public involvement in the regional transportation planning process and the resultant Transportation Improvement Program demonstrated that the benefits of the regional transportation planning process accrue to both Environmental Justice (EJ) and Non-EJ communities. Low-income and minority populations are not disproportionately impacted and are beneficiaries of the metropolitan transportation planning process in Southwestern Pennsylvania;

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission, the Metropolitan Planning Organization (MPO) for the Pittsburgh Transportation Management Area (TMA) certifies that its metropolitan transportation planning process is being carried out in accordance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's transportation plans and programs, including the FFY 2021-2024 Transportation Improvement Program (TIP).

I, Leslie Osche, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 29th day of June 2020, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

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Secretary-Treasurer

## **SOUTHWESTERN PENNSYLVANIA COMMISSION SELF-CERTIFICATION PROCESS**

### **Introduction**

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A self-certification of the metropolitan planning process is required under 23 CFR Part 450.336: For all MPAs, concurrent with the submittal of the proposed TIP to the FHWA and the FTA, as part of the STIP approval, the State (The Commonwealth of Pennsylvania) and the MPO (The Southwestern Pennsylvania Commission) shall certify, at least every four years, that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303-5304, and 23 CFR part 450;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the FAST Act (Pub. L. 114–357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.* ) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. 23 U.S.C. Section 324 prohibiting of discrimination based on gender;
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27, regarding discrimination against individuals with disabilities;
- XI. Executive Order 12898 (Federal Order) addressing Environmental Justice in Minority populations and Low Income Populations; and
- XII. 49 CFR part 20, prohibiting recipients of federal funds from using those funds for lobbying purposes.

### **Self-Certification Schedule**

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SPC's self-certification process for Fiscal Years 2021-2024 began in July 2019 with an SPC staff update of the self-certification checklist. The updated checklist was then reviewed and commented upon by the SPC Transportation Technical Committee (TTC). Changes will be provided to the Commission for approval by June 2020, in conjunction with adoption of the FY2021-2024 TIP. Once the self-certification review checklist is approved, a Resolution by the Southwestern Pennsylvania Commission will be passed at their regularly scheduled June meeting. The resolution of Certification along with the completed checklist will then be forwarded to The Commonwealth of Pennsylvania, the FHWA, and the FTA.

## Self-Certification Checklist

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The following checklist is intended to aid the MPO in reviewing and evaluating their processes and programs for the required self-certification process.

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city? [23 U.S.C. 134(b); 49 U.S.C. 5303 (c); 23 CFR450.310(b)] - [The SPC-Commonwealth of Pennsylvania planning agreement is in place and up to date.](#)
2. Does the Southwestern Pennsylvania Commission include representation by elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134(b); 49 USC 5303 (c); 23 CFR 450.310(d)] - [A listing of the full Commission roster can be found here: https://www.spcregion.org/about/spc-officers-and-executive-committee/all-members-listing/](https://www.spcregion.org/about/spc-officers-and-executive-committee/all-members-listing/)
3. Does the SPC boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period? [23 U.S.C. 134(b); 49 U.S.C. 5303 (c); 23 CFR 450.312(a)] - [According to population projections and their spatial distribution prepared for \*SmartMoves for a Changing Region\*, the current SPC boundary encompasses the area expected to become urbanized over the next 20 years.](#)
4. Does the SPC transportation planning process meet federal requirements? [23 U.S.C. 134; 23 CFR 450.306] - [SPC's most recent federal certification review \(FHWA and FTA, June 2017\) determined that the region's transportation planning process meets federal requirements. SPC performs a biennial self-evaluation of its transportation planning processes as part of its TIP development process.](#)
5. Is the transportation planning process continuous, cooperative and comprehensive? [23 CFR 450.306(b)] - [SPC's planning process is inclusive of all planning partners, interested parties and the public.](#)
6. Does the transportation planning process use a performance-based approach to transportation decision-making including established MPO performance targets? [23 CFR 450.306(d)] - [SPC has integrated a performance-based approach into its TIP and plan development processes and has adopted PM1, PM2, PM3 and transit-related performance targets which have been included in the current SPC TIP and plan. The TIP identifies SPC's TPM processes in Appendix 3 \(Draft, May 2020\); the TPM process is also described in the \[LRTP Appendix II\]\(#\) \(July 2019\). See the TIP and Plan Self-Certification checklist responses for additional detail.](#)
7. Does SPC have an up-to-date, adopted Congestion Management Process? [23 CFR 450.322]
  - a. Is the CMP consistent with the LRTP? - [Yes, the CMP directly feeds the Regional Operations Plan and acts as a critical supporting link between the LRTP and the TIP. The LRTP relies on data and strategies found in the CMP to develop project recommendations.](#)



- b. Was the CMP used to develop the TIP? - Yes, all new candidate projects were screened for consistency with the LRTP and the CMP before they were considered for inclusion into the TIP.
  - c. Is the CMP monitored and re-evaluated to meet the needs of the area? - Yes, the CMP congestion data is monitored and analyzed on a continuous basis. The CMP network is periodically reviewed and updated to reflect current conditions in the region.
- 8. Does SPC meet the air quality conformity requirements set forth in nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93? - An Air Quality Conformity Report is developed in cooperation with an Interagency Consultation Group (ICG) and included with each submission of the LRTP and the TIP. When major, air quality significant, projects are amended into the TIP and the LRTP, additional analysis is completed for the entire network, including the new project.
- 9. Does SPC have a process for including environmental mitigation discussions in the planning process? If so, how? - Environmental mitigation discussions are included in the SPC Planning and Environmental Linkage Report, prepared for each LRTP. This report includes: a regulatory context, a summary of agency consultation activities conducted, a resource inventory, a review of existing state conservation plans and maps, development of a regional ecosystem framework, environmental screening of projects, discussion of potential environmental mitigation activities, and description of associated planning tools that were developed. SPC's PEL process is described in [LRTP Appendix VII](#).
- 10. Does SPC have a process for including environmental, state, other transportation, historical, local land use, and economic development agencies in the planning process? If so, how? - All candidate projects are considered in a pre-TIP planning process that is integrated with PennDOT's Linking Planning and NEPA screening forms system as well as the PennDOT Connects process. This system is a tool to gather valuable information from the planning phase to consider and screen candidate projects based on environmental resources, cultural resources, economic factors, and modal connectivity. This screening allows for the development of a better defined and more predictable program. The information collected during pre-TIP planning is used subsequently to increase the efficiency of the environmental scoping, review, and compliance steps of the project development process. The PennDOT Connects process ensures that planning partners, local governments and other stakeholders are engaged early in the project development process and that each project is considered in a holistic way for opportunities to improve safety, mobility, access, and environmental outcomes for all modes and local contexts.
- 11. Is there an adopted Long-Range Transportation Plan (LRTP)? [23 CFR 450.324] - The current SPC LRTP, [Smart Moves for a Changing Region](#) was adopted by SPC in June 2019.
  - a. Does the LRTP have at-least a 20 year planning horizon (at the time of adoption)? - Yes, the Plan's horizon year is 2045.
  - b. Does it address the ten FAST Act Planning Factors? Does it include all applicable transportation modes? [23 CFR 450.324 (a) and (b); 23 CFR 450.306(b)] - The SPC LRTP addresses the ten planning factors and includes all applicable transportation modes.

- c. Is the plan financially constrained? - Yes, refer to [Appendix IV-1](#) of the plan.
- d. Does it include funding for operations and system maintenance? - See Chapter 8, [linked above](#).
- e. Is the LRTP updated every four years? - Yes, the SPC Mapping the Future Plan was adopted in June 2015; The SPC SmartMoves Plan in June 2019.
- f. Does the LRTP include required performance measures, performance targets, and a system performance report that includes an evaluation of system performance with respect to the performance targets, describing progress in comparison with system performance recorded in previous reports. – The SPC [LRTP Appendix II, Transportation Performance Management](#), includes PM1, PM2, and PM3 performance measures and performance targets as well as baseline performance data for these measures. The initial system performance report and progress description will be due upon completion of the first scheduled performance period for each measure. Separate processes for Transit Asset Management measures are documented in the Port Authority of Allegheny County Asset Management Plan (PAAC TAM Plan, October 2018) and the Pennsylvania Transit Asset Management Group Plan (PennDOT, September 2018). Transit Safety measures have not yet been completed; development processes are ongoing (as of April 2020).

**12.** Is there an adopted Transportation Improvement Program (TIP)? [23 CFR 450.326] Yes. The current TIP is the [SPC 2019-2022 TIP](#). The TIP Update (2021-2024 TIP) is currently being developed and reviewed (2021-2024 TIP).

- a. Is the TIP consistent with the LRTP? - Yes. Section V of the 2019-2022 TIP describes how TIP investments made in the short-term are clearly advancing the regional vision, goals and priorities set forth in MTF.
- b. Is the TIP fiscally constrained? - Yes, refer to Appendix 3, TIP Financial Summary.
- c. Is the TIP developed cooperatively with state and local transit operators? - Yes, the SPC Transit Operators Committee actively coordinates with SPC and PennDOT to program their operating and capital investment projects.
- d. Is it updated at-least every four years and adopted by SPC and the Governor of the Commonwealth of Pennsylvania? - Yes, the TIP Update (2021-2024 TIP) is scheduled for adoption in June 2020, about two years after the current TIP (2019-2022 TIP, June 2018).
- e. Does the TIP provide a description of the anticipated effect of the TIP toward achieving the performance targets established under 23 CFR 450.306(d)? - Yes, the draft 2021-2024 TIP describes the anticipated results of the (PM1) Safety Performance Targets [23 CFR 490 (a)(b)] and Highway Safety Improvement Program (HSIP) [23 CFR 924]. PM1 Targets were initially adopted by SPC in December 2017 and reaffirmed in January of 2019 and 2020.

**13.** Is there an adopted Unified Planning Work Program (UPWP)? [23 CFR 450.308]

- a. Are tasks and work products clearly defined? -Yes, tasks are defined and organized within each SPC Transportation Department functional planning area
- b. Is the UPWP consistent with the LRTP? - The UPWP actively works to advance the vision and policies of the adopted Long-Range Transportation Plan



- c. Is the work identified in the UPWP completed in a timely manner? - The UPWP provides a detailed list of planning activities – short-term, ongoing, and proposed with multi-year implications. These detailed activities are included for each major planning area: Plans and Programs, Modeling, Multimodal, Operations & Safety, and Program Management. Most activities are short-term, meaning that they will be completed within the active fiscal year. Ongoing or multi-year activities are generally listed as such. A listing of work completed in previous fiscal years in each functional area is included in the UPWP document.

**14. Does SPC have an adopted Public Participation Plan? [23 CFR 450.316]**

- a. Did the public participate in the development of the Public Participation Plan (PPP)?  
- All interested parties were consulted in development of the [Public Participation Plan](#). These parties include:
- Residents
  - Affected Public Agencies
  - Representatives of Public Transportation Employees
  - Freight Shippers
  - Providers of Freight Transportation Services
  - Private Providers of Transportation
  - Representatives of Users of Public Transportation
  - Representatives of Users of Pedestrian Walkways and Bicycle Transportation Facilities
  - Representatives of the Disabled
  - Other Interested Parties
- b. Was the PPP made available for public review for at-least 45 days prior to adoption?  
- The public comment period was held from February 28, 2011 through April 15, 2011. The plan has been subsequently updated in 2012 and 2015, each with their own 45-day public comment period.
- c. Is adequate public notice provided for public meetings? - Public meetings are advertised at least seven days in advance of the meeting. Public meetings are advertised in local newspapers, including minority publications, as well as through the SPC and planning partner websites, and through email distribution lists to stakeholders.
- d. Are meetings held at convenient times and at accessible locations? - Meetings are held in the late afternoon or early evenings at locations which are ADA accessible, on public transportation routes where possible and centrally located in each respective county or municipality.
- e. Is the public given an opportunity to provide oral and/or written comments on the planning process? - Oral and written comments are taken, documented and cataloged at meetings and public hearings and written comments are able to be submitted at anytime through SPC's web-based [Public Participation Portal](#)
- f. Is the Public Participation Plan periodically reviewed and updated to ensure its effectiveness? - See item c, above.
- g. Are plans/program documents readily available in an electronic format? - All SPC planning documents are available via the [SPC Website](#)

15. Does the planning process meet the following requirements:

- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; - Yes, [see below](#).
- b. Title VI of the Civil Rights Act of 1964, as amended (42 USC 200d-1), 49 CFR part 21 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; - [SPC's latest Title VI Plan was adopted in March of 2017](#).
- c. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; - [These requirements are addressed in the SPC Title VI Plan](#).
- d. Section 1101(b) of the FAST Act (Pub. L. 114–94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 etseq.) and 49 CFR parts 27, 37, and 38; - [These requirements are addressed in SPC's Procurement Procedures](#).
- f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; - [These requirements are addressed in the SPC Title VI Plan](#).
- g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; - [These requirements are addressed in the SPC Title VI Plan](#).
- h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. - [These requirements are addressed in the SPC Title VI Plan](#).
- i. All other applicable provisions of Federal law. (i.e. Executive Orders 12898 and 13166) - [SPC's most recent Environmental Justice Report can be referenced in L RTP Appendix VI](#). An updated EJ analysis accompanies the 2021-2024 TIP Update. Also, please see SPC's [Title VI/LEP Plan](#).

## SOUTHWESTERN PENNSYLVANIA COMMISSION

### RESOLUTION NO. 8-20

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to adopt the FFY 2021-2024 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area and to authorize the submission of the TIP and its companion documents to the appropriate authorities and agencies, and to approve an update to *SmartMoves for a Changing Region* to reflect the updated revenues, project costs and schedules identified in SPC's FFY 2021-2024 TIP.

WHEREAS, Section 134 of Title 23 U.S.C., Part 450 of Title 23 CFR and 49 U.S.C. 5303-5304 requires that Metropolitan Planning Organizations (MPOs) conduct a comprehensive transportation planning process and develop and maintain a Long Range Plan and a Transportation Improvement Program;

WHEREAS, federal law requires that regional transportation plans and programs be developed by MPOs and approved by the Governor of the state and to be reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA);

WHEREAS, federal law requires the state to develop statewide transportation plans and programming subject to review by the Secretary of the United States Department of Transportation (U.S. DOT);

WHEREAS, SPC's established process for public involvement in the planning process was followed during TIP development. A review of public involvement in the regional transportation planning process and the resultant Transportation Improvement Program demonstrated that the benefits of the regional transportation planning process accrue to both Environmental Justice (EJ) and Non-EJ communities. Low-income and minority populations are not disproportionately impacted and are beneficiaries of the transportation planning process in Southwestern Pennsylvania;

WHEREAS, in accordance with the requirements of the Clean Air Act (as amended) and the Transportation Conformity Rule, qualitative and quantitative analysis of the FFY 2021-2024 TIP and *SmartMoves for a Changing Region* update has demonstrated that they conform to the provisions of the Clean Air Act and the applicable criteria and procedures of the Transportation Conformity Rule, with the resultant conformity finding approved by Commission Resolution 2-18;

WHEREAS, updated *SmartMoves for a Changing Region* project tables identify changes in revenues, costs and schedules for projects identified in *SmartMoves* as a result of the TIP Update; and

WHEREAS, SPC's Transit Operators and Transportation Technical Committees recommended Commission approval of the 2021-2024 TIP and companion documents at its June 17th and June 18th respective meetings.

NOW, THEREFORE, BE IT RESOLVED that the FFY 2021-2024 TIP meets all applicable federal requirements and the Southwestern Pennsylvania Commission approves and adopts the 2021-2024 Transportation Improvement Program (TIP) for the Pittsburgh Management Area;

BE IT FURTHER RESOLVED that the FFY 2021-2024 TIP and companion documents are approved for submission to the appropriate authorities and agencies: 1) to the Secretary of the Pennsylvania Department of Transportation (PennDOT) for approval by the Governor, 2) to PennDOT for inclusion in the state transportation plan and program, with referral to US DOT, and 3) to FTA and FHWA for review; and

RESOLVED FURTHER that the Southwestern Pennsylvania Commission approves the amendment to *SmartMoves for a Changing Region*.

I, Leslie Osche, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 29th day of June 2020, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

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Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 9-20

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to adopt a Meeting Schedule for 2020-2021.

WHEREAS, the Pennsylvania Sunshine Law Title 65 requires that a Schedule of all Commission and Executive Committee Meetings for the fiscal year be adopted;

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission adopts the attached Meeting Schedule.

I, Leslie Osche, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION; that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 29th day of June 2020, a quorum being present; and that said Resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

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Secretary-Treasurer



	2020	2021
1. <b>Operating income</b>	1,000	1,000
2. <b>Operating expenses</b>	800	800
3. <b>Operating income</b>	200	200
4. <b>Non-operating income</b>	0	0
5. <b>Non-operating expenses</b>	0	0
6. <b>Non-operating income</b>	0	0
7. <b>Income before taxes</b>	200	200
8. <b>Taxes</b>	40	40
9. <b>Income after taxes</b>	160	160
10. <b>Dividends</b>	0	0
11. <b>Retained earnings</b>	160	160

**\*Annual Meeting**  
**\*\*Formerly CommuteInfo Partners**  
**\*\*\*Alliance for Transportation Working in Communities**

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**UNLESS OTHERWISE NOTED, ALL MEETINGS WILL BE HELD IN  
 SUITE 400, TWO CHATHAM CENTER  
 112 WASHINGTON PLACE, PITTSBURGH, PA 15219**

ADDITIONAL MEETINGS MAY BE CALLED AS NEEDED. MEETING DATES AND TIMES ARE SUBJECT TO CHANGE. PLEASE CHECK SPC'S WEBSITE AT [www.spcregion.org](http://www.spcregion.org) OR CALL 412 391-5590 FOR MEETING CONFIRMATION.



**IN APPRECIATION**

**A CERTIFICATE OF APPRECIATION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to honor the services of Joseph Szczur.**

**WHEREAS, Joseph Szczur has served with distinction as PennDOT's representative on the Southwestern Pennsylvania Commission since 2004;**

**WHEREAS, he has furthered the Commission's role as a forum for cooperative planning and decision making in southwestern Pennsylvania;**

**WHEREAS, he brought his knowledge, expertise and enthusiasm to the deliberations of the Commission; and**

**WHEREAS, the SPC has benefited considerably from his enthusiastic participation in our planning and programming process.**

**NOW, THEREFORE, BE IT RESOLVED that the Officers, Members and Staff of the Southwestern Pennsylvania Commission offer their appreciation for Joe's years of service and wish him the best.**

**I, Vincent Valdes, HEREBY CERTIFY that I am the Executive Director of the SOUTHWESTERN PENNSYLVANIA COMMISSION; that the foregoing Certificate was adopted by the Members of said Commission at a meeting duly called and held on the 29th day of June 2020.**

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**Executive Director**

## Southwestern Pennsylvania Commission

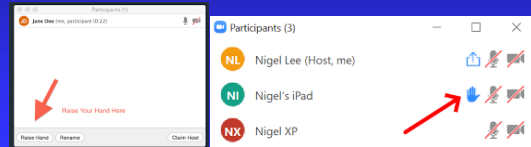
ALLEGHENY • ARMSTRONG • BEAVER • BUTLER • FAYETTE • GREENE • INDIANA • LAWRENCE • PITTSBURGH • WASHINGTON • WESTMORELAND



June 29, 2020

## Welcome

- Today's meeting is in webinar format
- Please keep yourself muted unless you are speaking
- Please use the "Raise Hand" icon to be called on to speak



Southwestern Pennsylvania Commission

June 29, 2020  
Agenda Item No. 1

## Call to Order

- a. Quorum
- b. Conflict of Interest Declarations

Southwestern Pennsylvania Commission

June 29, 2020  
Agenda Item No. 2

## Action

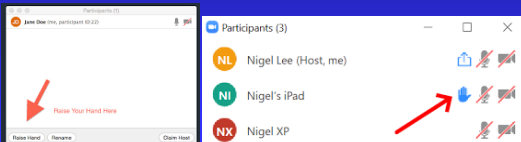
Meeting Minutes  
April 27, 2020

Southwestern Pennsylvania Commission

June 29, 2020  
Agenda Item No. 3

## Public Comment

- Please use the "Raise Hand" icon to be called on to speak
- Please identify yourself
- Please keep your comments to 3 minutes



Southwestern Pennsylvania Commission

June 29, 2020  
Agenda Item No. 4

## Financial Report

For the period July 1, 2019 to April 30, 2020			
<b>Revenues</b>	Updated Budget	Actual and Encumbered to Date	Percent of Budget
Total Project Related Revenues	\$13,603,991	\$11,089,709	81.52%
<b>Total Revenues</b>	<b>\$13,603,991</b>	<b>\$11,089,709</b>	<b>81.52%</b>
<b>Expenditures</b>	Updated Budget	Actual and Encumbered to Date	Percent of Budget
Total Project Expenditures	\$13,603,991	\$11,089,709	81.52%
<b>Total Expenditures</b>	<b>\$13,603,991</b>	<b>\$11,089,709</b>	<b>81.52%</b>

**Report**

## Public Comment Period Response for Draft 2021-2024 Transportation Improvement Program (TIP) and Companion Documents

**2021-2024 TIP SCHEDULE****Spring/Summer 2019**

- SPC & STC Begin Public Outreach for TIP Update (web survey and comment, PPP meetings)
- Financial projections developed (FHWA, PennDOT, MPO/RPO Partners)

**Fall 2019**

- Project Evaluation and Selection for Draft 2021-2024 TIP
- CMAQ and TA Projects selected via competitive application processes
- PPP and Public Meetings

**Winter 2019 /2020**

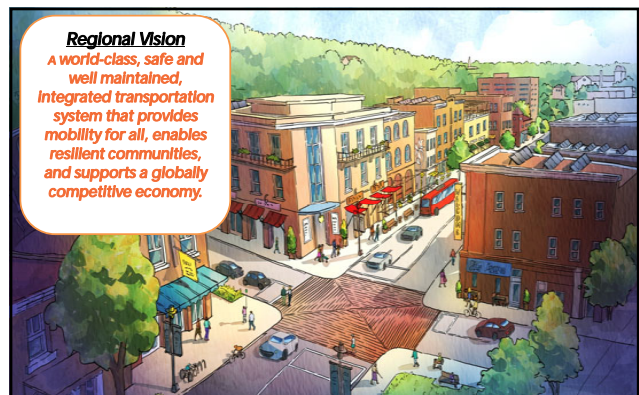
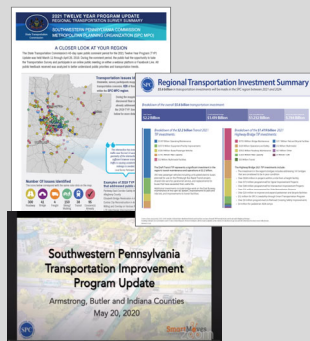
- Draft TIP presented to SPC and forwarded to PennDOT Central Office for review

**Spring 2020**

- PennDOT review; AQ Conformity & EJ Analysis; document preparations
- 30 Day Public Comment Period – including virtual public meetings (May-June)

**PUBLIC ENGAGEMENT**

- State Transportation Commission 12-year plan – 600+ Comments
- SmartMoves points of engagement (22,000+)
- TIP Story Map viewed 1,880 times
- 800+ TIP webpage views
- 10 in-person Public Meetings (fall 2019) and 3 Virtual Public Meetings (200+ views)
- Emails & Social Media (1,800+)
- PennDOT Connects Meetings
- Online and Written – 56 Comments



## SMARTMOVES AMENDMENT SUMMARY

- Account for new 2021-2024 TIP Financial Projections
  - Substantial reduction in anticipated revenues due to increase in Interstate Funding and reduction in projected state revenues
  - \$17.2B to \$8.3B over next 25 years.
- Updated project schedules and cost estimates
- Several projects scheduled in Phase II of Plan (2025-2032) moved to Phase III (2033-2045)
- Preservation and Reconstruction line items in Phases II & III significantly reduced to allocate more funding to specific projects

## CONSISTENT INVESTMENT THEMES



## 2021-2024 TIP INVESTMENT SUMMARY

The SPC region is investing over **\$5.6 billion** in transportation infrastructure and operations in the next four year period.

- \$576 million** in bridge maintenance
- \$2.2 billion** in public transportation
- \$326 million** in operations and safety projects
- \$500 million** in projects that are within ~1 mile of regional freight facilities
- \$358 million** in transit facility and equipment improvements
- \$36 million** in funding towards bicycle and pedestrian network, multimodal options, sustainability and livability, and pedestrian ADA ramps
- \$121 million** in buses and passenger vehicles

## INFRASTRUCTURE CONDITION



## OPERATIONS AND SAFETY

### \$326M for Operations and Safety Projects

- \$48M Intersection Improvements
- \$74M Traffic Signal Upgrades
- \$31M Slide Remediation Projects
- \$4M ADA Accommodations
- \$4M for Railroad Crossing Safety

#### SmartMoves Strategies:

- Modernize Infrastructure
- Reinvest in Communities
- Apply New and Best Practices
- Holistic Planning
- Coordinated Investment
- Take Care of Water
- Clear the Air
- Emerging Technology
- Reduce Vulnerability from Natural Hazards

## EFFICIENCY AND SYSTEM RELIABILITY

- \$524M for Roadway Projects on Transit Routes (93 Projects)
- \$157M for Projects on Congestion Management Corridors
- \$121M for Bus Purchases (393 Buses and shared ride vehicles)
- Adaptive Traffic Signal Systems (US-19,30; SR-51,60,910,1001)

#### SmartMoves Strategies

- Modernize Infrastructure
- Public Transit Equity
- Reinvest in Communities
- Apply New and Best Practices
- Holistic Planning
- Coordinated Investment
- Take Care of Water
- Clear the Air
- Emerging Technology
- Mobility for All

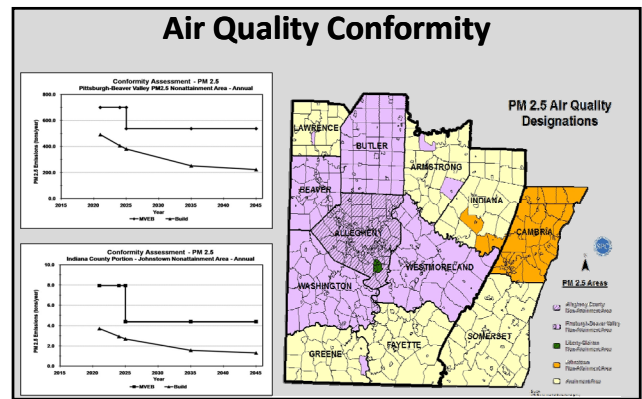
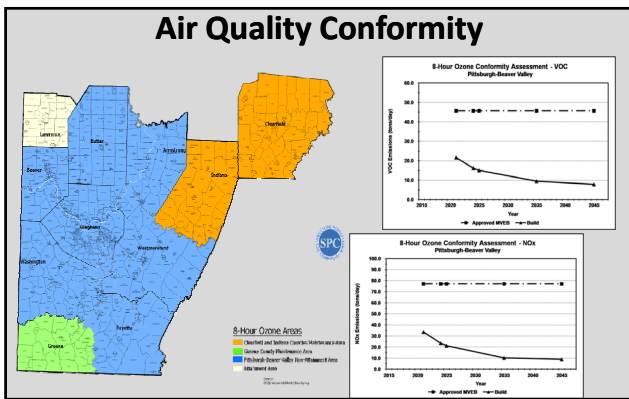
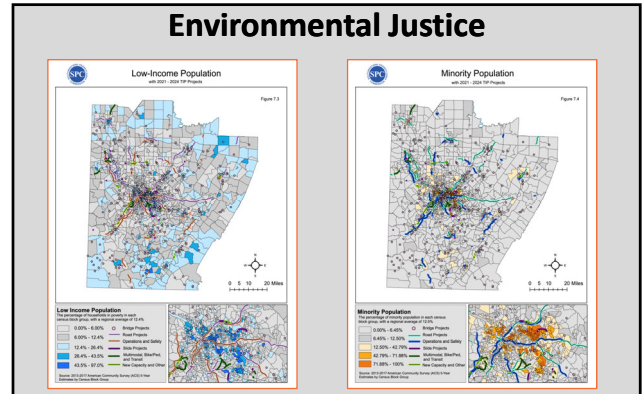


## ECONOMIC DEVELOPMENT & MODAL OPTIONS

- Bus Rapid Transit from Downtown to Oakland
- Hoodlbug Trail - Mile Hill Section
- Interstate Improvements (I-70, I-79, I-376)
- Healthy Ride Electrified
- Laurel Valley Transportation Improvement Project
- Brodhead Road - Downtown Charleroi and Waynesburg Betterment Projects
- SR 228 - Balls Bend Reconstruction

**SmartMoves Strategies**

- Mobility for All
- Modernize Infrastructure
- Public Transit Equity
- Coordinated Investment
- Reinvest in Communities
- Take Care of Water
- Apply New and Best Practices
- Emerging Technology
- Holistic Planning



Southwestern Pennsylvania Commission June 29, 2020  
Agenda Item No. 6

## Action

### Resolution 6-20

**Finding of Air Quality Conformity for the Draft 2021-2024 TIP and SmartMoves for a Changing Region**

Southwestern Pennsylvania Commission June 29, 2020  
Agenda Item No. 7

## Action

### Resolution 7-20

**Certify SPC's Transportation Planning Process**

**Action**

**Resolution 8-20**

**Adopt the 2021-2024 Transportation  
Improvement Program**

**Action**

**Resolution 8-20**

**Adopt a Meeting Schedule for 2020-2021**

**Action**

**Certificate of Appreciation  
to Honor the Services of  
Joseph Szczur**



**Staff Report/Other  
Business/Announcements**

- Next Meeting Date—July 27, 2020

**New Business**

**Adjourn**