

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
January 14, 2021, 10:00 a.m.**

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Joe West, Beaver County Planning Commission
- Mark Gordon, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Jeremy L. Kelly, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning Commission
- Jeffrey W. Leithauser, Washington County Planning Commission
- Daniel Carpenter, Westmoreland County Department of Planning and Development
- Kevin McCullough, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
- David Wohlwill, Port Authority of Allegheny County
- Stephen Shanley, Allegheny County Department of Public Works
- Austin McDaniel, Greene County Planning and Community Development
- Jason Theakston, Washington County Planning Commission
- Connor Shapiro, Westmoreland County Department of Planning and Development
- Jennifer Crobak, FHWA
- Cheryl Moon-Sirianni, PennDOT
- Brandon Leach, PennDOT
- Matthew Crea, PennDOT
- Brendan Coticchia, City of Pittsburgh
- Lynn Manion, Airport Corridor Transportation Association
- Harold Swan, PennDOT District 10-0
- Rob Miskanic, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Lucina Beattie, Western Pennsylvanians for Passenger Rail
- Greg O'Hare, Port Authority of Allegheny County
- Denise Ott, Port Authority of Allegheny County
- Ed Typanski, Port Authority of Allegheny County
- Andy Waple, SPC Transportation Director
- Ryan Gordon, SPC Staff
- Domenic D'Andrea, SPC Staff
- Chuck Imbrogno, SPC Staff
- Tom Klevan, SPC Staff
- Lillian Gabreski, SPC Staff
- Greg Shermeto, SPC Staff
- Josh Spano, SPC Staff
- Belachew Ayele, SPC Staff
- Leann Chaney, SPC Staff
- Kristin Baum, SPC Staff
- **Indicates TTC voting member**

1. **Call to Order**

Andy Waple called the meeting to order at 10:00 a.m. with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on December 10th TTC Meeting Minutes**

A motion was made by Ann Ogoreuc and seconded by Joe West to approve the minutes of the December TTC minutes as presented. The TTC approved.

4. **FHWA/PennDOT Central Office, Program Center Report from Kevin McCullough, PennDOT Central Office**

Andy Waple began by welcoming the new Federal Highway liaison for SPC, Jennifer Crobak. Jennifer gave a quick introduction, and mentioned her excitement in working with SPC and the TTC in her new role. Kevin McCullough then went into his first item, discussing the COVID relief funding bill. The bill was signed into law on December 27th, which is still being evaluated by PennDOT and FHWA about how to spend the approximately \$410 million which will be brought into PennDOT from the bill. The funds will be used similarly to Surface Transportation Block Grant, or STBG funds, which is a flexible funding category that can be used for operations, personnel, and any revenue loss. With the losses for PennDOT currently somewhere between \$500-600 million due to COVID, this bill will be very helpful in helping with the continuation of letting projects. There is a planning partner's call next week, where department representatives and MPOs will meet to discuss some of the details and rollout for these funds. There is also \$14 billion in the bill for transit, which will be split between the transit authorities throughout the state.

Cheryl Moon- Sirianni mentioned that due to the uncertainty of the funding, all lettings are currently still on hold. Doug Seeley also discussed the uncertainty of the funding, mentioning that they are awaiting direction at the district level on how to advance the lettings of the 2020-2021 program. Doug mentioned that District 11-0 moved forward with their first letting of the year yesterday; however the next two lettings are on hold until more feedback is given to Districts on how to proceed. Doug also mentioned that certain projects are being looked at possibly being deferred to later in the year, with some projects being deferred to FY 2022, but do have a locked in list that they are working off of which these funds will hopefully be used for. District is holding off advertising any new projects for January, and will share more information whenever it comes in. Cheryl mentioned that more information should be received by the districts next week, and wanted to make sure that there was no worry if a few projects are pushed back by a few weeks. Andy Waple asked Kevin McCullough about how the \$410 million will affect the bond issue that is ongoing in state legislature. Kevin mentioned that it is still ongoing, however it may impact how much funding is asked for in the bond. Cheryl mentioned that since they do not have a concrete total of losses since COVID began, the next steps needed is to find that exact number and then use that number to figure out how much needs to be in the bond.

Andy Waple then mentioned that for the region, \$164 million was the reported amount of funding for transit projects. Tom Klevan elaborated that there had been a cap placed on the funding, which was determined by 75% of operating costs from 2018 for the UZA. The funds were meant to be used to fill the gap in operating costs. The funds is also a combination of the CARES Act funding and the CRISI funding. Still need to come up with an agreement as to how the funds will be allocated, which will be discussed at the meeting next week. Chuck Imbrogno added additional details, stating that a draft allocation of funding is currently being worked on. Chuck is still expecting additional details from FTA to finalize the allocation. The

caps are based on urbanized areas, and since the Connellsville and Monessen urbanized areas have already exceeded the cap, they will not be receiving any additional funding. 5311 rural funds have also been given no funds through this program; however 5310 elderly and disabled funds were given a small amount of funds.

Kevin next went on to discuss the Act 106 handout that was in the packet, which gives a summary about a legislative act that was passed last month on personal delivery devices, which are automated delivery robots which use sidewalks and walkways to deliver packages. There will be some impact to a number of communities in the region, and will be rolled out fairly quickly in the region. Any comments about the draft policy are due by January 22nd, and any additional information on the policy can be answered during an hour long webinar, which will take place at 2pm on January 20th. The link to the webinar will be circulated to TTC after the meeting. Ann Ogoreuc asked about whether municipalities, including counties, will be able to prohibit the devices along county-owned roads. Kevin responded that it is something that needs to be addressed and is a good question to ask during the webinar next week.

5. **Action on Modifications to the 2021-2024 TIP**

A. CMAQ/BRT Project Advancement

Andy Waple went over the CMAQ/BRT project advancement, giving the background information that FTA has awarded Port Authority \$100 million to complete the BRT project. With the project hoping to open by 2023, the funding for the project is being split up into three separate projects, with the first project being traffic signals in 2021, with the other two projects initialized in 2023. A group of people, including SPC staff, PennDOT District 11, PennDOT Central Office and Port Authority, came together for a number of meetings from September to December 2020, in which it was discussed that the other two projects should be advanced to 2021. The advancement of the two projects, totaling around \$11 million, was created in a way that advanced the two projects to 2021, while not affecting the let dates on any of the projects it was taking funds off of. Ryan Gordon walked through the administrative actions associated with the BRT projects, mentioning that the first part, the BRT traffic signal project, was advanced to 2021 back in October. The second project, titled Bus Rapid Transit – Bus Lanes/Bike Lanes and the third project, Downtown Improvement, will both be advanced as well into 2021. There are no new projects or changes to amounts on the BRT projects, just moving the BRT projects up and moving funds around in all three districts to program BRT projects in 2021. Ryan noted the projects in each District that were being adjusted out to make room for the BRT project advancement. These projects are: PA 68 corridor improvements, PA 356 corridor improvements, and PA 8 Main Street signal improvement projects in District 10-0; the Banksville/I376 Interchange project in District 11-0; and the the FACO (PA 21) signals project in District 12. Ryan finished by thanking Kevin McCullough and Lillian Gabreski for their hard work in making sure everything was accurate in the movements in funding and changes to the fiscal constraint charts.

Ann Ogoreuc made a motion to approve the advancement of the CMAQ/BRT projects, which was seconded by Joe West. The motion was passed unanimously. Dave Wohlwill mentioned that the next step would be to flex the CMAQ funds from FHWA to FTA, which will begin soon. Kevin McCullough mentioned that Port Authority can begin that process with these funds being approved, so that PennDOT can begin their work on their programming, which may take around a month. Cheryl Moon-Sirianni asked the question about related funds to the ATC/MTD project and whether or not those funds were still being considered as a part of the BRT funding plan. Denise Ott answered the question by mentioning that the CMAQ funds are using local

match for the grants, and mentioned that she could send over the breakdown of the funding to Cheryl for her information.

B. PennDOT District 10-0

Harold Swan went over the one amendment and two administrative actions for PennDOT District 10-0 that needed TTC approval. The amendment was for traffic signal retiming and upgrades to 42 signals in Butler County on local routes, PA 19, and PA 228 in Cranberry, Marshall, and Adams Townships and Seven Fields Borough, and 2 signals in Armstrong County on local routes and US 422 in West Franklin Township and Worthington Borough. The District requests to add \$281,600 Federal into the preliminary engineering phase and \$12,720 Federal into the final design phase in FFY 2021. The source will be US 19/Pine Creek - Wallace Road: \$245,499 Federal from the deobligation of surplus utility funds and Lincoln Way Improvements: \$48,821 Federal from the deobligation of surplus utility funds. The first administrative action is for signal upgrades along PA 356/68 from Campus Lane to Moraine Pointe Plaza in Butler Township, Butler County. The District requests to add the right-of-way phase and program \$123,715 (80% Federal and 20% State) in FFY 2021. The sources will be US 19/Rochester Road Intersection: \$18,992 Federal from the deobligation of surplus construction funds, D10 3c SINC-UP Project: \$79,980 Federal from the deobligation of surplus construction funds, and SPC District 10 Highway/Bridge Line Item: \$24,743 State funds. The second administrative actions was for upgrades/improvements to the flow of traffic with the addition of turning and through lanes, signal retiming, and signal coordination along PA 356 from PA 228 to PA 28 in Buffalo Township, Butler County. The District requests a reprogramming of the final design phase and addition of \$1,305,800 (80% Federal and 20% State) in FFY 2021. The sources will be US 19/Pine Creek - Wallace Road: \$1,044,640 Federal from the deobligation of surplus utility and right-of-way funds, and SPC District 10 Highway/Bridge Line Item: \$261,160 State funds.

Mark Gordon made a motion to approve the administrative actions from PennDOT District 10-0, which was seconded by Josh Krug. The motion was approved unanimously.

C. PennDOT District 11-0

Rob Miskanic went over five amendments and three administrative actions for PennDOT District 11-0 that needed TTC approval. The first amendment was for a highway reconstruction project located at SR 837 from Homestead Bridge to Baldwin Road in West Homestead and Baldwin Boroughs, Allegheny County. The district requests to increase funding on the planning and engineering phase to complete required phase work, with the source of funds being the Betterment Line Item. The second amendment was for a highway restoration project, located at US 30 (Lincoln Highway) from Lenox Ave to PA 48 in East Pittsburgh, East McKeesport, Forest Hills, North Braddock and Chalfant Boroughs and North Versailles Township, Allegheny County. The district requests an increase to the planning and engineering phase to complete required phase work. The source of funds is from the project located on SR 51-B21.

The third amendment was for a bridge preservation project, located on several ramps on PA 885 & SR 8004 over I-376 in the City of Pittsburgh, Allegheny County. The district requests the increase of funds on the right-of-way phase for current estimate. The source of funds is from the project located on SR 51-B21. The fourth amendment was for a safety improvement/multimodal center project located along Mellon Terrace between Mellon Street and North Negley Avenue in the Highland Park area of the City of Pittsburgh, Allegheny County. The district requests that addition of a construction phase to fund PAAC project. Funding is planned to be flexed, and the source of funds is the SPC SMART Line Item. The fifth amendment was for a

bridge replacement project, located on SR 4017 (Wetzel Road) over Little Pine Creek in Shaler Township. The district requests the addition of a construction phase in the amount of \$35K to cover AUC.

The first administrative action was for lane additions along SR 0050-A28, Washington Ave, South Fayette Township & Bridgeville Borough, Allegheny County. The project also adds additional lanes on SR 0050 by widening the existing bridge, and adds additional lanes on SR 3034 (Chartiers Street). New traffic signal, ADA curb ramps. The district requests to swap funding for decreased local amount and MTF funds not awarded. The source of funds is deobligated funds from SR 18-B53 CON and funds available from SR 30-B07. The second administrative action was for a safety improvement/pedestrian bridge project located on SR 837, Glenwood Interchange in West Homestead Borough and the City of Pittsburgh, Allegheny County. The district requests to replenish funding, as the project let has been deferred. The third administrative action was for a bridge replacement with wall repair, located on Bailey Run Road over Days Run in East Deer Township, Allegheny County. The district requests the addition of final design, utilities, and right-of-way funds to TIP in 2021.

Ann Ogoreuc made a motion to approve the administrative actions from PennDOT District 11-0, which was seconded by Joe West. The motion was approved unanimously.

D. PennDOT District 12-0

Angela Saunders went over six administrative actions for PennDOT District 12-0 that needed TTC approval. The first administrative action was for the full replacement of one structure and the replacement of the superstructure of a second structure carrying SR 1016 (Whiteley Road) over Little Whitely Creek in Monongahela Township, Greene County. The district requests the addition of a construction phase to FFY 2021 TIP in FFY 2021 and 2022 to cover Accrued Unbilled Costs. With the source coming from Federal BOF funds which will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for intersection Improvements to the SR 40 / SR 381 Intersection in Wharton Township, Fayette County. The district requests the addition of a construction to FFY 2021 TIP in FFY 2021 to cover Accrued Unbilled Costs. The source of funding will come from Federal NHPP funds which will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the replacement of the existing structure (BMS 62-4007-0080-0000) carrying SR 4007 (Bavington Road) over US 22. The district requests the addition of a construction phase to FFY 2021 TIP in FFY 2021 to cover Accrued Unbilled Costs. The source of funding will be Federal STP funds which will be drawn from the D12 Highway/Bridge Line Item (MPMS# 76508).

The fourth administrative action was for the installation of a High Friction Surface at various locations throughout the District. The district requests the addition of a construction phase to the FFY 2021 TIP to increase construction phase; funds will come from a deobligation from the 2018 D12 Curve Warning Signage project (MPMS# 111233). The fifth administrative action was for Signal enhancement and miscellaneous roadway work at various intersections in Fayette County. The district requests the addition of a planning and engineering phase of project to FFY 2021 TIP in FFY 2021 to increase the phase; CMAQ funding for this will come from a deobligation to the ROW phase of the Lincoln Way Improvements Project (MPMS# 61345). The sixth administrative action was for upgrades and replacements of several traffic signals on SR 3026 in the City of Greensburg. The district is requesting the addition of a construction phase to FFY 2021 TIP in FFY 2021 to increase the phase; CMAQ funding for this will come from a deobligation to the ROW phase of the Lincoln Way Improvements Project (MPMS# 61345).

Arthur Cappella made a motion to approve the administrative actions from PennDOT District 12-0, which was seconded by Jeremy Kelly. The motion was approved unanimously.

6. Butler County BUILD Grant

Andy Waple introduced the Butler County BUILD grant, which is an amendment to the SmartMoves for a Changing Region and the 2021-2024 Transportation Improvement Program. This grant was for two projects in Butler County, one on the SR 228 corridor and one on the Freedom Road corridor. Andy then gave some background information about the BUILD program, which is a discretionary grant program which provides the opportunity for the US DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives, in which \$1 billion of funding across the United States is available. Butler County was awarded \$25 million in grant funding in order to construct roadway, intersection, and pedestrian improvements along State Road 228 at Three Degree Road and improvements to State Route 3020 (Freedom Road). SPC held a public comment period on the two projects, in which we received no comments, and SPC also held a virtual public meeting on December 16th, featuring unanimous support.

The amendments to the long-range plan include revising the investment plan, noting the additional BUILD funds and match to the region in state 1 (TIP), as well as revising the fiscally constrained LRTP project list, returning \$17,327,000 to District 10 roadway line items in stage 2 for Freedom Road and reducing Three Degree Road from \$40,616,000 to \$25,000,000 in stage 2, returning the additional money to the same line item. The federal BUILD grant and match were also added to the TIP in FY 2022 and 2023, totaling \$32,500,000. The projects will also pass the acceptable air quality attainment levels for ozone and PM 2.5 non attainment areas.

Mark Gordon made a motion to recommend the amending of the Long Range Plan and the TIP, as well as adopting the air quality conformity determination, which was seconded by Jeffrey W. Leithauser. The motion was approved unanimously.

7. Federal Performance Targets

A. Federal Safety Targets (PM1)

Domenic D'Andrea went over the federal performance targets for the region in 2021. Starting with the five safety measures, which include number of fatalities (public roads), rate of fatalities (public roads per 100m vehicle miles travelled (VMT)), number of serious injuries (public roads), rate of serious injuries (public roads per 100m VMT) and number of non motorized fatalities and non motorized serious injuries (public roads), SPC looks at a five year rolling average for all categories. The PennDOT target for the next reporting period has changed on some of these categories. First with a revision of number of fatalities changing from 1% annual reduction to 2% annual reduction, as well as a revision of number of serious injuries from 1% annual reduction to 0% annual reduction.

Domenic then went into a comparison of data over the past 18 years in these categories, starting with the nationwide fatalities. The number of nationwide fatalities went down 1.3% from 2018 to 2019; although the five year average has increased slightly since 2015, the overall average fatalities since 2002 have decreased at a .8% rate per year. At a statewide level, the level of fatalities in the past 5 years has decreased at a rate of 1.4% per year, and 1.1% in the SPC region. 2019 marked the second lowest total of fatalities in the SPC region in the past 20 years. The fatality rate per 100m VMT has been trending downwards in both the state (1.14) and the SPC region (1.09) for the past decade, with the nationwide rate trending slightly upwards (1.15). Looking at serious injuries, the federal definition of a serious injury changed in January of 2016, which has shown an increase in serious injuries beginning in that year. The number of serious injuries went

down by 31, from 954 to 923, in the SPC region between 2018 and 2019. There has been an increase over the past five years in rolling average in the region and statewide. This has also caused an increase in the rate of serious injuries across the region and statewide as well. Statewide non-motorized fatalities and injuries combined also began increasing after the federal definition changed in 2016, with a major uptick in the past 4 years compared to flat mark of the years prior to 2016. IN the SPC region, pedestrian and bicycle fatalities have fluctuated over the past 10 years. There were 3 less deaths in 2019 than reported in 2018. Pedestrian and bicycle serious injuries have increased since the 2016 definition change, however there was one less serious injury (100) in 2019 compared to 2018 (101). Staff is recommending endorsing the proposed PennDOT Safety Targets for the 2017-2021 reporting period.

Domenic presented the 2020 Regional Safety Action Plan Update. This plan was put together with the assistance of Steering Committee and Stakeholder groups that included PennDOT, County, and Local planning partners. The plan includes 13 Regional Safety Focus Areas as well as district and county focus areas. The plan also includes numerous safety strategies to address the focus areas as well as 157 potential safety project locations. Domenic presented the strategies for focus areas such as head-on crashes, distracted driving crashes and non-motorized crashes. The plan includes a recommendation to create an SPC safety technical assistance program to assist local roadway owners with a) identifying potential safety locations and solutions; b) identifying and applying for funding opportunities; and c) project management. Joe West asked the question of whether there was location data on these accidents, or any other data associated with the accidents, such as weather, time of year, areas with high safety risks, or anything else. Domenic answered that they do have that data, and the regional safety action plan outlines some of this data, but could provide Joe or anyone else on TTC with the data. David Wohlwill asked a question about the national increase of traffic fatalities' in 2020 and how it affects the SPC region. Domenic answered that the 2020 data is not available for public viewing yet and SPC will have to look at that data when it becomes available, usually around May or June.

Joe West made a motion to recommend to the commission the endorsement of the statewide PM1 safety targets, which was seconded by Ann Ogoreuc. The motion was approved unanimously.

B. Asset Management Targets (PM2)

Andy Waple started by mentioning these targets are not changing for this year, so the TTC will not have to vote to adopt them. Ryan Gordon went over the Asset Management Targets, which measure six interstate measures aimed at the national highway system (NHS). This includes the percent (%) of interstates in good condition, the % of interstates in poor condition, % of non-interstates in good condition, % of non-interstates in poor condition, % of bridges by deck area in good condition, and % of bridges by deck area in poor condition.

The data collected for 2019 has shown that both Pennsylvania and the SPC region have good overall performance in pavement conditions, with the SPC regions conditions being better than state averages. The 2021 pavement targets are below the 2017 baseline, which is due to old pavements and expected deterioration. With the federal minimum for poor conditions sitting at under 5%, the State and SPC regions are both under 1% of poor conditions, and are expected to stay below federal minimums in 2021 as well. The NHS bridge conditions are also showing good overall performance, both in the State and the SPC region. The 2021 bridge targets are below the 2017 baseline as well, which is due to old bridges and expected deterioration. With the federal minimum for bridges with poor total deck area is at 10%, both the State and SPC currently are at 6% poor, which is expected to stay under the federal minimum in 2021 as

well. Ryan mentioned that the handout in the packet can provide more information on PM2, and any questions can be referred to him about asset management targets.

C. Congestion and Reliability Targets (PM3)

Domenic D'Andrea went over the congestion and reliability targets for the region. The PM3 measures involve 4 measures aimed at the NHS, which measure % of person-miles traveled on the Interstate system that are reliable, % of person-miles traveled on the non-Interstate NHS that are reliable, Interstate system truck travel time reliability index, and annual hours of peak-hour excessive delay (PHED) per capita. There are also two additional measures, which are aimed at traffic congestion and on-road mobile source emissions, one which measures % non-single occupancy (SOV) travel, and one which measures on-road mobile source emissions reduction for CMAQ funded projects. These targets were established by PennDOT in May 2018 and supported by all MPOs. In September 2020, PennDOT submitted the mid-performance period progress report to FHWA, which offers the opportunity to review or adjust the targets. MPOs can agree to support the current PM3 targets, or can establish their own.

Domenic then went into a comparison of SPC regional data in these categories in comparison to statewide and comparable MPO regional data. For interstate reliability (2019), the SPC region is shown to be reliable 92.1% of the time, higher than the statewide average of 89.8% and second in comparable MPO regions, with only the Harrisburg region scoring a higher reliability of 92.4%. Non-interstate reliability (2019) is shown to be at 88.9% reliability in the SPC region, higher than the statewide average of 88.4%, and equal to most other comparable MPO regions. With the interstate truck reliability index, the smaller the number, the better for reliability. The SPC region in 2019 scored a 1.46 on the reliability index, slightly higher than the statewide index of 1.36, and better than average of other comparable MPO regions. SPC also showed to be around average in annual peak hour excessive delay per capita compared to similar urban areas. Early data from 2020 is showing an increase in both interstate and non interstate reliability, due to less traffic and car flow due to COVID-19. Early 2020 data also has been showing an improved truck reliability index.

In terms of the actual targets set by PennDOT, interstate reliability was set for a 2-year target at 89.8%, with a 2021 4-year target at 89.8%. With the actual 2019 statewide reliability at 89.9%, the 2021 4-year target was proposed by PennDOT to be updated to 89.5%. The non interstate reliability did not have a 2-year target, but the actual 2019 statewide reliability was at 88.4%. The 4-year statewide target was set at 87.4%, and no adjustment was made to this number. The truck reliability index was set by PennDOT for a 2-year target of 1.34, with a 2021 target set at 1.34 as well. With the actual 2019 statewide truck reliability index at 1.36, PennDOT has proposed adjusting the 2021 4-year target to a truck reliability index of 1.40. PennDOT's rationale for adjusting these targets by identifying impacts of construction projects to interstate reliability through projects on PennDOTs 2021 STIP, which has an increased focus on interstate highway projects, as well as accounting for anticipated performance and freight impacts due to the increased construction and also due to unknown impacts from the COVID-19 pandemic.

Arthur Cappella made a motion to recommend to the commission the endorsement of the adjusted statewide PM3 safety targets, which was seconded by Mark Gordon. The motion was approved unanimously.

8. **Regional Safety Action Plan Update**

Dominic D'Andrea went over the regional safety action plan update, beginning with an overview over the plan which was created in 2015 and has a regional goal of major projects that maintain our existing system while also enhancing safety, accessibility, mobility, and connectivity throughout the region. The safety plan creates a link to our long range plan for our safety initiatives, and complements PennDOTs statewide Strategic Highway Safety Plan with regional specific strategies and potential project locations so that we can work towards achieving our LRTP vision and goals. Objectives of this plan include regularly attaining the five federal safety performance measures for the region, enhancing, maintaining, and supporting soft side programs to improve transportation safety, identifying safety improvement projects to be incorporated into the TIP and LRTP, and improving safety on the local road networks.

62 different stakeholders and committee members helped shape the safety plan through seven virtual meetings over the course of 2020. The plan shows an extensive amount of data on regional focus areas, as well as different types of crashes including drug related crashes, distracted driving crashes, head-on crashes, intersection crashes, etc. The data can also be split based on PennDOT district, as well as heavy focuses on issues pertaining to each district, such as utility pole crashes in District 10-0, work zone crashes in District 11-0, or red-light running crashes in District 12-0. There is also a section on strategies to address focus areas, as well as other plans that could help with forming new strategies in those areas. The plan also includes 157 potential safety project locations, based on crash data and the potential of safety improvements in location specific areas.

Domenic went onto some highlights on the strategies created in the safety action plan, mentioning the increase of head-on and aggressive driving crashes from 2018 to 2019. To help mitigate this issue, the solution/strategy was to expand programs for centerline rumble strips and edge line rumble strips to help with head-on crashes, while investigating road diets where appropriate and working with PennDOT to explore need to review methods to set speed limits and reassessing speed limits where high speed crashes are occurring to help mitigate aggressive driving/speeding crashes. The plan also outlines a strategy of continuing to expand distracted driving educational/safety campaigns, and working with legislators to increase penalties and improve enforcement of the existing distracted driving law. Another strategy to help mitigate non-motorized crashes includes review and incorporating of bike and sidewalk connections into existing and programmed projects where appropriate and investigating and deploying traffic calming solutions to shorten crossing distances, which included a location-specific improvement which was installed in 2019 on South Braddock Avenue. Domenic also outlined solutions to local roadway crashes, with a strategy of developing a regional safety related program to provide technical assistance and aid to local roadway owners in accessing and delivering safety projects. The regional safety action plan also discusses the future of automobiles, including connected and autonomous vehicles, and how this could change the future of vehicle safety in the future.

Daniel Carpenter made a motion to recommend the commission to adopt the regional safety action plan, which was seconded by Josh Krug. The motion was approved unanimously.

9. **Other Business/Status Reports**

There was no other business or status updates to report.

10. **Adjourn**

A motion to adjourn was made by Joe West. The motion was passed unanimously and Andy Waple called for the adjournment of the meeting at 12:15pm.