The one hundred and forty-fifth meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Rich Fitzgerald.


Others: Ann Ogoreuc, Allegheny County Department of Economic Development and Jason Rigone, Westmoreland County Planning and Development; Julie Vandenbossche and Mark Magalotti, University of Pittsburgh and Dusty Kirk, Reed Smith.


1. Chairman Fitzgerald called to order the January 25, 2021 meeting of the Southwestern Pennsylvania Commission.
   - Quorum – There being a quorum present the meeting proceeded.
   - Any conflict of interest declaration on actions items – None

2. Action on minutes of the December 14th minutes
   A motion to approve the minutes of the December 14th meeting was made by Larry Shifflet which was seconded by Johnna Pro.

3. Public Comment – None

   - Reporting 55.35% of budget used for the July-Nov 2020 period.
   - All funding contracts are up to date
   - Payment and billings are timely
   - No questions
5. Action on Resolution 1-21 to Make a Finding of Air Quality Conformity on Amendments to the Region’s 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) – Andy Waple/Chuck Imbrogno

Amendments to SmartMoves for a Changing Region & 2021-2024 Transportation Improvement Program

- Federal USDOT Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program provides the opportunity for the U.S. DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives.
- $1 billion awarded in 2020
- Improvements made to SR228 and SR3020 by the proposed application Gateway 228 including improvements to Route 3020 (Freedom road) in Cranberry Township and SR 228 in Adams Township
- $25 million to the Butler for BUILD program awarded by the USDOT

Long-Range Plan and TIP Amendments

Air Quality Conformity – Ozone

- Both the modeled VOC and NOx emission levels for the plan are both well below the motor vehicle emissions budget set by the EPA.
- Public comment for this amendment was open from December 7th to January 12th, we received no public comment. We also held an online meeting for this on the evening December 16th, while advertised on social media, our website, the counties website, and local newspapers were received no public input.

Commissioner Fitzgerald congratulated Commission Osche and others in working to get this BUILD Grant approved.
A motion was made to approve Resolution 1-21 by Bob Macey and seconded by Lynn Heckman.

Commissioner Zimmerman’s question for Butler County Commissioners what do they see this doing for their economic growth, not just the construction, but what will this do to Butler County as far as growing Butler County. I’m just curious.

Commissioner Osche stated I think it was very well outlined in our grant application that any further development and growth of business along that corridor was stifled because of the limitations of the roadway. It was highlighted that the 30+ billion in freight travels across that roadway annually and so it really is an impact on the economy and whether it can grow any further was truly demonstrated in this project and the number of businesses that are located along that roadway. Particularly the diversity of the businesses located along that roadway are pretty impactful.

Mark Gordon added that the Gateway 228 project will be an economic driver for Butler County and the region.

In conclusion Commissioner Fitzgerald commented that there was so local much support, as Commissioner Osche said, you had the business community, local elected officials from the municipal governments, and they put some skin in the game too. There some local match that added to it, so when you added all that, plus the economic development case that they were able to make, I think all of that coming together made a really strong case, and was able to be successful.

Commissioner Osche stated it’s our hope that we can take that model for the rest of the region and try to help develop that across the region.

Commissioner Geyer added this is a regional corridor, it goes east to west, as Commissioner Osche said it transports $30 billion in GDP across that corridor; and its proximity to Allegheny County in the southern tier of our county, had a lot to do with it. It’s a gateway and that’s why we called the project gateway 228. We just want to thank Vincent, Andy Waple, SPC, and everybody that helped and provided data so that we could build our case to go after these funds for the region. It’s been a great experience and we’re very grateful.

6. Action on Resolution 2-21 to amend SmartMoves for a Changing Region and 2021-2024 Transportation Improvement Program (TIP) to include funding from the BUILD Program – Andy Waple
A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA
COMMISSION to amend SmartMoves for a Changing Region and the 2021-2024 Transportation Improvement Program (TIP) to include funding through the U.S. Department of Transportation’s BUILD Program for improvements to SR 228 and SR 3020 in Butler County.

WHEREAS, Federal transportation law (Section 134 of Title 23 U.S.C. and Section 5303 of Title 49 U.S.C.) and metropolitan transportation planning regulations (Parts 450.324 and 450.326 of Title 23 C.F.R.) require that Metropolitan Planning Organizations (MPOs) conduct a continuing, cooperative, and comprehensive transportation planning process and develop and maintain a Long-Range Transportation Plan and Transportation Improvement Program that conform with various Federal requirements;

WHEREAS, the U.S. Department of Transportation has recently awarded $25 million of discretionary BUILD grant funding to Butler County to construct roadway, intersection, and pedestrian improvements along two segments of State Route 228 and State Route 3020 (Freedom Road). The region’s TIP and Long-Range Plan need to be amended, and the region’s air quality conformity assessment needs to be updated before the project can begin construction;

WHEREAS, the project includes improvements on Freedom Road from Powell Road to Haine School Road and on State Route 228 at the intersection with Three Degree Road. Various improvements include adding new travel lanes, widening existing lanes, adding turn lanes, converting intersections to roundabouts or jug handles, installing ADA ramps, adding multi-use paths and sidewalks, upgrading traffic signals, and adding pavement markings;

WHEREAS, implementation of these projects will require various federal approvals by the United States Department of Transportation (USDOT) and the Environmental Protection Agency (EPA), thereby requiring that the projects be included on the adopted TIP and Plan;

WHEREAS, the proposed TIP and Plan amendments will maintain overall Plan and TIP fiscal balance and will not interfere with the implementation of any projects, commitments, or requirements of applicable air quality State Implementation Plans (SIPs);

WHEREAS, SPC has conducted qualitative and quantitative air quality conformity analysis consistent with the applicable criteria and procedures of the Clean Air Act and the Transportation Conformity Rule (40 CFR Part 93), and has demonstrated that the amended Plan and 2021-2024 TIP conform with the Clean Air Act;

WHEREAS, the proposed amendments and the results of the air quality conformity analysis were made available for public review and comment consistent with
SPC’s established public review procedures from December 7, 2020 through January 12, 2021 including one virtual public meeting;

WHEREAS, documentation of the public review and comment period, public comments received on the conformity analysis and the proposed Plan and TIP amendments, and responses to comments have been compiled and presented to the Commission;

WHEREAS, the finding of conformity with the Clean Air Act for the amended 2021-2024 TIP and Plan is made in SPC Resolution 1-21; and

WHEREAS, SPC’s Transportation Technical Committee, at its January 14th meeting, reviewed the TIP/LRP amendment requests and unanimously recommended Commission approval.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission approves the requests made by the Pennsylvania Turnpike Commission and the Pennsylvania Department of Transportation to amend SmartMoves for a Changing Region and the 2021-2024 TIP to include increased funding for the Freedom Road and Three Degree Road Intersection projects.

A motion was made to approve Resolution 2-21 by Commissioner Irey Vaughan and seconded by Commissioner Maggi.

7. Action on Resolution 3-21 to endorse PennDOT statewide federal safety performance target - Domenic D’Andrea

Transportation Safety Planning Performance Measurement

- Safety performance measures went from 1% to 2% annually by the end of February. Did not meet the state-wide goal. There was an increase in the rolling average.
• There was a 0.8% decrease in fatalities per year, 5 year rolling average decreasing, 2018 was not a great year, but 2019 was the lowest in the past 20 years.
  ▪ The definition of serious injuries changed and 45% more were counted. Uptick in the last 4 years, but serious injuries are decreasing on average about .5%

• Non-motorized fatalities/serious injury increases in the past four years (definition changed)

• Statewide we are seeing some decline between 2002-2015
  ▪ Pedestrian / Bike fatalities:
    ▪ 13 in Allegheny County
    ▪ 4 in Westmoreland County
  ▪ Adopted goal: Reducing fatalities in SPC Region in half
    ▪ Distracted, drunk, drugs, and drowsy driving are the biggest contributors

• SPC fatality goal has always been 2% and that is still supported by staff for annual reduction

• Data will be seriously impacted by the pandemic but staff feels that 0% reduction goal is somewhat conservative for serious injuries

**Considerations for Performance Goal**

• PennDOT is asking us to support an increase from 1% reduction to 2% reduction for fatality goals
• PennDOT is asking us to support a decrease from 1% reduction to 0% reduction for serious injury goals

A motion was made to approve Resolution 3-21 by Mark Gordon and seconded by Commissioner Osche.
8. Action on Resolution 4-21 to endorse PennDOT statewide reliability performance targets – Domenic D’Andrea

**Reliability Performance Measures Midterm Update**

- Reliability is the amount of time that it takes to get from A to B always being the same. If it takes a half hour to get to work on a daily basis at the same time of day, that is considered reliable, even if you’re only traveling 2-3 miles.

- The more fluctuation there is in your travel time, the less reliable your corridor is.

**PM3- System Performance Measures**

- Four measures aimed at the National Highway System
  - Percent of Person-miles Traveled on the Interstate System that are Reliable
  - Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
  - Interstate System Truck Travel Time Reliability Index
  - Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita

- Two measures aimed at traffic congestion and on-road mobile source emissions
  - Percent Non-Single Occupancy Vehicle (SOV) Travel
  - On-road Mobile Source Emissions Reduction for CMAQ Funded Projects

- 2 Year and 4 year Targets established by PennDOT in May, 2018 and supported by all MPOs

- September 2020, PennDOT submitted the Mid Performance Period Progress Report to FHWA which offers the opportunity to review/adjust the targets.

- MPOs can agree to support the PM-3 targets in this report or establish their own.
The higher the travel time reliability the better and more consistent the system is.

SPC’s region reliability is higher when compared to the statewide number compared to most other regions.

While we want to ensure the network is reliable, we do not want to increase vehicle speeds or limit mobility options in order to achieve reliability on these types of roads.

Interstate reliability has been fairly stable from 2017-2019, hovering around 91-92%.

2020 data, with fewer vehicles on the road due to the pandemic, shows a significant rise in reliability.

**PM3 –Reliability Measures**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Baseline 2017</th>
<th>2-year Target 2019</th>
<th>2019 Actual</th>
<th>2021 4-year Target</th>
<th>2021 Adjusted 4-year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Reliability Statewide* &amp; Interstate Reliability SPC Region</td>
<td>89.8%</td>
<td>89.6%</td>
<td>89.3%</td>
<td>89.0%</td>
<td>89.5%</td>
</tr>
<tr>
<td>Non-Interstate Reliability Statewide* &amp; Non-Interstate Reliability SPC Region</td>
<td>87.5%</td>
<td>N/A</td>
<td>88.4%</td>
<td>87.0%</td>
<td>87.4% No adjustment</td>
</tr>
<tr>
<td>Truck Reliability Index Statewide* &amp; Truck Reliability Index SPC Region</td>
<td>1.24</td>
<td>1.34</td>
<td>1.36</td>
<td>1.34</td>
<td>1.40</td>
</tr>
</tbody>
</table>

*Original 2 yr. and 4 yr. Targets set previously to equivalent to 2017 baseline values
PM-3 Reliability Measures

Rationale for Adjusting PM-3 Reliability Targets:

- Interstate Reliability: PennDOT has identified impacts of construction projects on reliability while work zone traffic restrictions are in effect. PennDOT’s 2021 Statewide Transportation Improvement Program (STIP) has an increased focus on interstate highways, which will result in more construction projects. The target adjustment reflects a desire to maintain the status quo as planned in the baseline report while taking into account year-to-year variability with a multitude of construction scenarios.

- Truck Travel Time Index: The adjusted 4-year target is intended to account for anticipated construction projects which will impact 2021 performance and unknown freight impacts due to the COVID-19 pandemic.

- With an increased focus on interstate construction in the statewide TIP, staff recommends support of these adjusted targets.

A motion was made to approve resolution 4-21 by Lynn Heckman and seconded by Commissioner Belding.

9. Action on Resolution 5-21 to adopt the 2020 Regional Transportation Safety Action Plan – Domenic D’Andrea

Adopt the 2020 Regional Transportation Safety Action Plan

Regional Transportation Safety Action Plan

Safety Plan Recap from last month:

- How it addresses the vision/goals in our LRTP
- How we involved a steering committee group and stakeholder group to develop a data driven plan
- How the focus areas, strategies, and over 150 potential project locations in the plan can help us improve our safety performance
• In the 2019 total crashes was roughly 840 or so less than 2018.
• The serious injuries in 2018 were higher than 2019.
• To help mitigate these crashes, we continue to expand programs for centerline rumble strips and edge line rumble strips.

• Distracted driving crashes are on the rise, in 2019 in our region we had 11 fatalities, almost 1 a month and 82 serious injuries due to distracted driving.

• Currently the Pennsylvania texting while driving law bans a driver from sending reading or writing a text while driving.

• Border states such as West Virginia, New York, and New Jersey have a handheld ban, does Pennsylvania need to get tougher?

• Last year PA house Bill 37 was proposed that would ban holding a cell phone while driving and increasing the fine to 200 dollars, the bill is currently stuck at the Senate.
• SPC provided, not only the road safety audit, but during the course of the project provided technical assistance with application for funding, with programming of the funds, and assistance with the project coordination and management.

• In 2019 30% of crashes happened on locally owned roadways. The proportion of serious injuries on local roadways is not as high, primarily because local roadways have lower speed. However, in 2019 16% of our regions fatalities and 25% serious injuries occurred on local roadways.
Lastly, we must acknowledge the potential future game changer that is connected with autonomous vehicles. Automated vehicle functions such as automatic breaking and lane correction are widely available in most new vehicles today and are considered a level 2 technology.

SPC’s Adopted Long Range Plan acknowledges the emergence and potential impacts of this technology. Southwestern Pennsylvania has become the epicenter of research and development for this technology with involvement by our educational institutions like CMU and PITT and a host of companies that are all actively testing their technology. In order for this technology to continue to evolve and advance, continued responsible testing is necessary with the region’s support. The ultimate goal of 0 deaths may not be possible without the evolution of this technology.

A motion was made to approve Resolution 5-21 by Kevin Boozel and seconded by Commissioner Sherman.

10. Update on the Federal Asset Management Target for Bridges and Highways on the National Highway System – Andy Waple

**PM-2 Pavement and Bridge Condition**

- Six measures aimed at the National Highway System (NHS)
  - Percent of Interstate pavement in good vs poor condition
  - Percent of Non-Interstate NHS pavements in good vs poor condition
  - Percent of NHS bridges by deck in good vs poor condition

- At this time PennDOT is not changing these targets from what was established in 2018, so at this time there is no action needed by the Commission.
These targets do account for currently programmed projects on the TIP. This takes into account the expected deterioration rates of both pavements and bridges. You will also see the lack of adequate funding from both federal and state levels to maintain the system at optimal levels. Interstate baselines are better than the baseline as you can see the baselines are good. Sixty-seven percent of the interstate pavement was in good condition in 2017. The two-year actual is 72% whereas the four-year target is actually 60%, so we’re expecting these to decline over the four-year reporting period. The pavement is better than the baseline, but even with increased funding from the TIP update it doesn’t even begin to catch up to the system need in 2028. In the last TIP update it took an additional 150 million dollars off the top of the NHS funds and put it into the interstate, and an additional 50 million a year until 2028. So, unless something is done at the federal level, things aren’t going to get any better and we can’t wait that long.

There were 67% of the interstate pavement was in good condition in 2017.

The two-year actual is 72% whereas the four-year target is actually 60%, so we’re expecting these to decline over the four year reporting period.

The pavement is better than the baseline, but even with increased funding from the TIP update it doesn’t even begin to catch up to the system need in 2028.

In the last TIP update it took an additional 150 million dollars off the top of the NHS funds and put it into the interstate, and an additional 50 million a year until 2028. So, unless something is done at a federal level, things aren’t going to get any better and we can’t wait that long.

We’re already seeing the decline of non-interstate pavements due to the shifting of NHS funds from the region to the interstate system.
• Bridge metrics are better than targets, but are expected to decline over the 4-year period.

**PM-2 Pavement and Bridge Condition**

• Six Measures aimed at the National Highway System (NHS):
  – Percent of Interstate pavements in Good condition
  – Percent of Interstate pavements in Poor condition
  – Percent of non-Interstate NHS pavements in Good condition
  – Percent of non-Interstate NHS pavements in Poor condition
  – Percent of NHS bridges by deck area classified in Good condition
  – Percent of NHS bridges by deck area classified in Poor condition

• PennDOT not changing targets at this time – no action required from SPC for PM2 targets

• No action needed at this time but numbers reinforce the dire circumstances of the transportation funding situation that we’re in right now.

• We will be beginning a new TIP update process over the next few months, so we need to continue the conversations with our elected and federal leadership. Additionally, we need to educate the new incoming elected officials of these dire circumstances.

• We must also continue to pursue discretionary funding through the state SPIKE programs and through the state interstate maintenance program.


• Impactful Resilient Infrastructure Science and Engineering (IRISE)

• Working to tackle deteriorating infrastructure and provide implementable solutions.

• The mission is to provide implementable solutions, needs that are true and actual.

• Get everyone involved early and keep them involved throughout the whole process. Owners, designers, builders, public agencies, private agencies and academics.
IRISE initiated in the fall of 2018 and then in January 2019 started some of the first projects.

https://www.engineering.pitt.edu/IRISE

Allegheny County is helping to bring this work back into the classroom. So, we’re going to try and incorporate some of this and take children out into the field. The county was going to provide tours before COVID shut things down, but there are still videos available on the website.

Ongoing work with Rutgers, MCSI, NRRA, and the local geo community. Looking into bio concrete so there’s sustainable ways to invest distresses in concrete materials.

Collaborative efforts so we’re building this work as a community both locally and across the country.

The new program is under development that will be starting this year; and, we do this by having a brainstorming session with all of our members, and we’ve broken
out into different categories this year, bridge pavement, Geotech which focuses on landslides, and then also on worker safety.

- These ideas generated over 2 million dollars and the annual budget for IRISE is $700K.
- There are some shortfalls that need to be addressed, specifically landslides.
- We need to assemble all this information by populating a database with everything needed and then be able to do a risk assessment of what’s going on. How much of this can we take care of and then what would be remaining and what are the ramifications of that?

**EXPLORING OTHER FUNDING SOURCES**

- Landslide Area
  - Support from Allegheny County, City of Pittsburgh, PNC, and
  - PennDOT District 11 and 72 for landslide inventory development
- Pavement from Pittsburgh Foundation for support
- Worker Safety Area
  - Have been in contact with national association at National Institute for Occupational Safety and Health (NIOSH)
  - Preparing proposal for small grant to support research associated with increased familiarity
  - PennDOT member, Construction Association of Western PA (CAMP)
  - National Science Foundation (NSF) funding opportunity
- Strategicizing Approach for Next USDOT University

**Questions?**

- Ms. Sharrard stated kudos for partnering with PITT Transportation Center, but also for really looking at the coordinates for infrastructure in the region and really thinking out those materials and where they come from, and also trying to extend infrastructure times.

12. Committee Report – Regional Policy – Commissioner Osche

Re-established the Regional Policy Advisory Committee with the idea that this will support a forum for discussion of ideas and regional impact and create conditions where Southwestern Pennsylvania is a leader in regional innovation.

- We have so many knowledgeable and passionate public servants and we often come to these meetings with a tight schedule. We don’t often have the opportunity to have very engaged discussions and this provides us with the platform to do that and we encourage those to bring their ideas to the table as Vincent will outline here.
Second, we hope that this committee will identify some very specific actions that can move forward. It will also help us set up our policy advocacy agenda.

We endorsed the idea behind the technical assistance program for municipalities and local governments.

We talk about all things related to transportation and broadband and economic development sometimes in silos, and sometimes you have to look through a different lens.

We need to be prepared for competitive funding so we need to look at various ways like what we went through the whole exploration of transit and how you fund it.

13. Discussion of “Library of Ideas” – Vincent Valdes
   • Running list of ideas, input from all, how to implement these concepts.

   We don’t want to be the sole arbiters of ideas, we would like to get your input in the interest of getting ideas from our stakeholders, our commissioners, and being able to use those ideas in the new rejuvenating policy committee.

14. Message from the Executive Director – Vincent Valdes
   • Next meeting date – April 26, 2021

15. Other SPC Business – Rich Fitzgerald
   • Tom Ceraso - over the last 12 years there has been a lack of funding for SPIKE and things of that nature, how can we change that around so we get our fair share?

   Commissioner Fitzgerald - there have been many meetings the last few months, with our leadership in the Senate and the House as well as PennDOT on both sides of the aisle. Those plans are moving forward and our feelings were made known.

   Tom Ceraso – Could we as a board at some point get an update on how that’s going?

   Commissioner Osche - there was a packet prepared on the county’s work together along with our representatives that highlighted projects in the region assisted in BUILD grants as well.
16. Adjourn

Respectfully submitted,

Pat Fabian
Secretary-Treasurer