



SOUTHWESTERN PENNSYLVANIA COMMISSION

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219-3451

412-391-5590 phone • 412-391-9160 fax • www.spcregion.org

Southwestern Pennsylvania Commission Meeting:

June 27, 2022 at 4:00 p.m.

Dear Commissioners:

The Commission meeting will be held in Suite 400, Two Chatham Center, 112 Washington Place, Pittsburgh. SPC will continue to provide a virtual option using the Cisco WebEx platform for those wishing to attend online. Below you will find a link to join the meeting.

PLEASE NOTE: The same WebEx meeting link will be used for the Board/Executive Committee meeting at 3:00 p.m., and the Southwestern Pennsylvania Commission meeting at 4:00 p.m.

If you do not have access to a computer at the time of the meeting, you may call the telephone number shown below to participate.

Please join the meeting 15 minutes early to ensure the video and audio on your computer are working correctly and the meeting can start promptly at 4:00 p.m. **Please close all other applications on your computer** to reserve resources and ensure a smooth broadcast of the meeting.

The meeting agenda includes:

1. Call to Order
 - a. Quorum
 - b. Any Conflict of Interest Declarations on Action Items
2. Action on Minutes of the April 25th (Attached)
3. Public Comment
4. Report on Public Comment Period Response for Draft 2023-2026 Transportation Improvement Program (TIP), Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP, Air Quality Conformity Determination for the Draft 2023-2026 TIP, Amendment to the region's *SmartMoves for a Changing Region* to reflect project phasing and cost information included in the Draft 2023-2026 TIP – Dom D'Andrea
5. Action on Resolution 5-22 to Adopt the Air Quality Conformity Determination for the Draft 2023-2026 Transportation Improvement Program – Dom D'Andrea/Chuck Imbrogno
6. Action on Resolution 6-22 to Certify the Transportation Planning Process – Dom D'Andrea
7. Action on Resolution 7-22 to Adopt 2023-2026 Transportation Improvement Program – Dom D'Andrea
8. Update on USDOT Multimodal Project Discretionary Grant Application – Dom D'Andrea
9. Action on Resolution 8-22 to Adopt a Meeting Schedule for FY 2022 – 2023 – Vincent Valdes
10. Message from the Executive Director – Vincent Valdes
Next Meeting Date – **August 22, 2022 at 4:00 p.m.**

11. Other SPC Business

12. Adjourn

Please RSVP to Ronda Craig at rcraig@spcregion.org to let us know if you will attend the June 27th meeting in person or by using the WebEx platform.

Webex Information

Join from the meeting link

<https://spcregion.webex.com/spcregion/j.php?MTID=mb6757087d1811b067616bf3c124d4230>

Join by meeting number

Meeting number (access code): 2332 887 8911

Meeting password: qZFsuDmE324

Tap to join from a mobile device (attendees only)

[1-844-621-3956](tel:1-844-621-3956),,23328878911## United States Toll Free

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Southwestern Pennsylvania Commission
Minutes of the Meeting
April 25, 2022 – 4:00 p.m.
Cisco Webex Meeting

The one hundred and fifty-fifth meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Leslie Osche.

Members: Brian Allen, Darin Alviano, Tony Amadio, Jenn Beer, Mike Belding, Brad Berlin, Morgan Boyd, Kevin Boozel, Scott Bricker, Tom Ceraso, Douglas Chew, Ali Doyle, Pat Fabian, Rich Fitzgerald, Kim Geyer, Shelia Gombita, Mark Gordon, Joe Grata, Kelly Gray, Dick Hadley, Lynn Heckman, Sherene Hess, Mark Hilliard, Charles Jones, Fred Junko, Sean Kertes, Clifford Levine, Bob Macey, Larry Maggi, Jack Manning, Jeff Marshall, Betsy McClure, Kevin McCullough, Leslie Osche, Johnna Pro, Mavis Rainey, Aurora Sharrard, Nick Sherman, Larry Shifflet, Cheryl Moon Sirianni, Loretta Spielvogel Byron Stauffer, Gina Cerilli Thrasher, John Timney, and Vince Vicites.

Others: Ann Ogoreuc, Allegheny County Economic Development; Lisa Frank, City of Pittsburgh; Kyle Chintalapalli, City of Pittsburgh; Jim Ritzman, Pennoni Associates; Dusty Elias Kirk, Reed Smith LLP; and 3 call-ins.

Staff: Dan Alwine, Jared Bedekovich, Kirk Brethauer, Mary Brangan, Ronda Craig, Dom D'Andrea, Margaret Fonner, Chuck Imbrogno, Erin Adams Kepple, Jenn Lasser, Steve Meredith, Shannon O'Connell, Ailisa Sobien, Vincent Valdes, and Andy Waple.

1. Chairman Osche called to order the April 25, 2022 meeting of the Southwestern Pennsylvania Commission.

- a. Quorum – There being a quorum present the meeting proceeded.
- b. Any Conflict of Interest Declaration on Action Items – None

2. Action on Minutes of the March 28th Meeting.

A motion was made to approve the minutes of the March 28, 2022 meeting by Commissioner Boozel which was seconded by Ms. Beer. The affirmative vote was unanimous.

3. Public Comment – None

4. 2023-2026 TIP Development Update – Dom D'Andrea

2023 – 2024 Program Application Summary

- 16 applications submitted
- Total Request of \$10,406,156 (\$6 million available)

2023 – 2024 Project Selection Process

- SPC staff will evaluate projects using five SMART Transportation Themes and five Ancillary Factors
- Nonpartisan deliverability committee will evaluate each candidate project in terms of its ability to be delivered on-time and within budget
- TTC will utilize Decision Lens to analyze weighted project scoring and make a recommendation to the Commission on projects selected to receive SMART funding

Mr. Bricker asked when does SPC expect to do this?

Mr. D'Andrea replied we will bring the project evaluation to the Transportation Technical Committee on May 19, and that will involve your county planners. We will then bring the Smart Transportation List of projects as part of the TIP at the June 27.

5. PennDOT Master Agreement Resolution 2-22 – Margaret Fonner

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION (SPC), at the request of the Pennsylvania Department of Transportation (PennDOT) to enter into a new six-year Open-End Master Agreement C920001415 (Agreement) covering future transportation planning activities performed by the SPC. This Agreement is PennDOT's current contracting process for the Unified Planning Work Program (UPWP), whereby a planning agency's required UPWP becomes a Work Order within an overall Agreement.

WHEREAS, the Agreement will commence on July 1, 2022 and terminate on June 30, 2028, with an option to extend by letter amendment for single or multi-year extensions, but in no event shall the Agreement continue past June 30, 2034; and

WHEREAS, the total cost, pursuant to the Agreement, shall not exceed Forty-Four Million Three Hundred Thousand dollars (\$44,300,000.00) for the six-year term unless amended by letter amendment; and

WHEREAS, once the Agreement is in place, the Commonwealth/PennDOT process to review and approve UPWPs and supplemental agreements will allow for a significant reduction in the time needed to grant a notice to proceed; and

WHEREAS, the SPC is the designated entity, pursuant to federal regulations, responsible for the developing and carrying out the transportation planning process specified in Title 23 and/or Title 49 of the United States Code for the area within its jurisdiction; and

WHEREAS, at its January 31, 2022 meeting, through Resolution 1-22, the SPC approved the submission of its 2022-2024 Unified Planning Work Program (July 1, 2022 through June 30, 2024) to the appropriate funding agencies. Upon approval by the funding agencies, the identified planning work program will be incorporated as Exhibit A - Scope of Work under the Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Southwestern Pennsylvania Commission approves entering into a six-year Open-End Master Agreement (Agreement) with the Commonwealth of Pennsylvania Department of Transportation (PennDOT) commencing July 1, 2022 for work performed by the SPC in accordance with the approved Planning Partner Open-End Unified Planning Work Program (UPWP) contract scope of work.

BE IT FURTHER RESOLVED, that the Executive Director, on behalf of SPC, is hereby authorized to enter into Agreements, as well as the Work Orders generated from the Agreement, and/or Supplements with the U. S. Department of Transportation Federal Transit Administration, other federal agencies as needed, and the Commonwealth of Pennsylvania Department of Transportation relating to said Agreement pursuant to application requests.

A motion was made to approve Resolution 2-22 by Mr. Fitzgerald which was seconded by Commissioner Boyd. The affirmative vote was unanimous.

6. Southwestern Pennsylvania Connected Press Release and Next Steps – Andy Waple

Press Release:

- Officially releasing Southwestern Pennsylvania Connected – Connectivity Roadmap to the public and partners
- Launch of SWPA Connected Webpage
- Included in Release:
 - Report and Executive Summary
 - County Profiles
 - Community Engagement Packets
 - Social Media Tool Kit

Media Briefing

- SPC, Carnegie Mellon and Allies for Children, with Michael Baker International held virtual media briefing this morning.
- TV, Radio and Newspaper reporters from around the region.
- Opportunity to summarize report and process to media and answer questions collectively with project team

Media Outlets:

- WPXI
- WESA
- Post Gazette
- Tribune Review
- Leader Times
- Beaver County Times
- Butler Eagle
- Greene County Messenger

Next Steps for Connectivity Roadmap

- Convene Connectivity Commissioner Working Group:
 - Recommend roles and responsibilities (governance structure) for SPC in implementing the CIP
 - Prioritize SMART Goals and Strategies to begin implementation of CIP's recommendations
 - Provide feedback and direction to the multimedia education and awareness program
- Brief Pennsylvania Broadband Authority
- Pursue additional funding for implementation from Appalachian Regional Commission
- Prepare to challenge FCC mapping (end of year release) in order to secure more funding to Pennsylvania

7. Harrisburg Trip Debrief – Commissioner Osche and Vincent Valdes

Commissioner Osche stated that the SPC team, along with Executive Fitzgerald, Mayor Gainey, myself, Commissioner Fabian, from Armstrong, County, and Vince Vicites from Fayette County, all made a trip to Harrisburg. I think you could safely characterize that by saying we sure made our presence known and then generated a lot of discussion and questions, particularly around funding going forward for transportation, particularly as it related to spike funding. The three areas of focus were on sustainable transportation, funding broadband, and the hydrogen hub. While we did not get to all of those topics in every meeting, certainly the sustainable funding was consistent throughout our message. We had the opportunity to meet, not only with the Governor on which we think was a very productive meeting, but also with the leadership of the Senate and House Transportation Committees.

Mr. Valdes remarked that this was an amazingly effective delegation to send to Harrisburg. We were very clear about our message of the needs for Southwestern Pennsylvania. It was very clear that we already have connections up in Harrisburg, thanks to our leadership here, and that we were really being listened to. Our large chart that we were carrying around kind of did show the difference, the disparity perhaps in spike funding, at least as we understood it. I'm hoping that this is the beginning of a number of trips up there. I'm glad to see that as a region, and as an organization, we're not flying below the radar. The squeaky wheel gets the funding. So again, I thank everyone the leadership for taking me up there on my debut to Harrisburg and meeting all the leadership there.

Commissioner Geyer asked if the state legislators were aware of the disparity between the East and the West?

Mr. Valdes replied we had made them aware of that in a couple of meetings. However, I think there is a sense of maybe a disagreement about the funds and our numbers. We absolutely stood by the numbers we have, but I think that's where there needs to be some further education. Because I noticed that some members of the Transportation Committee, even our local members of the Transportation Committee, were asking the questions.

Mr. Bricker then asked can someone list the top messages our region delivered?

Mr. Valdes replied that SPC had briefing sheets, and we could certainly share those briefing sheets with the entire Commission. The top message really was about the spike funding. I have to tell you how lucky we were to have Mayor Gainey with us. He was a great asset to have on that trip in order to communicate our needs.

8. Message from the Executive Director – Vincent Valdes
Next Meeting Date – **May 23, 2022, at 4:00 p.m.**

Mr. Valdes related that an integrated multimodal grant program for proposals of a national and regional scale that promotes safety, state of good repair, freight movement, sustainability, economic benefits, equity, and a number of other factors is available through the US D O T. We're working right now very actively with PennDOT. And the Port Authority to put together a project proposal that would really promote a multimodal Integrated Corridor. We're going to circulate a resolution to support putting forth this proposal for the region, and we're going to ask for electronic votes from everyone on the Commission to support putting this proposal in place. So please be on the lookout for that. Again, it's a very short timeframe.

9. Other SPC Business

Commissioner Osche restated in the same vein as the 3:00 meeting, we've only heard from about a third of the Commissioners for volunteers for Commissioner work groups. So we still have 44 commissioners out there that we haven't heard from. At this moment, for those particularly who are joining us for the meeting today, can someone from staff send the list right now of the work groups one more time and ask that the commissioners respond with appropriate representatives and their preferred workweek, so we can we can get this up and going. Thank you.

10. Adjourn- 4:49 p.m.

Respectfully Submitted,

Pat Fabian
Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 5-22

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to make a finding of conformity that the region's fiscally constrained 2023-2026 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 2023-2026 TIP and the 2045 Transportation Plan to the Clean Air Act;

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 9, 2022 through June 7, 2022 including four public meetings (three virtually and one in-person); 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 2023-2026 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 2023-2026 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, Vincent Vicites, 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 27th day of June 2022, and that said resolution is now in full force and effect.

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

Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 6-22

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 450.336 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 450.326 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 11101 of Infrastructure Investment and Jobs Act (IIJA- Public Law 117-58) 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 2023-2026 Transportation Improvement Program (TIP).

I, Vincent Vicites, 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 27th day of June 2022, and that said resolution is now in full force and effect.

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

Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 7-22

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to adopt the FFY 2023-2026 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 2023-2026 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 2023-2026 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;

WHEREAS, SPC's Transit Operators and Transportation Technical Committees unanimously recommended Commission approval of the 2023-2026 TIP and companion documents at its June 8th and June 16th respective meetings.

NOW, THEREFORE, BE IT RESOLVED that the FFY 2023-2026 TIP meets all applicable federal requirements and the Southwestern Pennsylvania Commission approves and adopts the 2023-2026 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area;

BE IT FURTHER RESOLVED that the FFY 2023-2026 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, Vincent Vicites, 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 27th day of June 2022, and that said resolution is now in full force and effect.

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

Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 8-22

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to adopt a Meeting Schedule for 2022-2023.

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.

Southwestern Pennsylvania Commission Meetings	
2022	2023
August 22	February 27
October 24	April 24
December 12	June 26

I, Vince Vicites, 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 27th day of June 2022, 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.

Secretary-Treasurer

Southwestern Pennsylvania Commission

June 27, 2022



Opening Agenda Items

- ✓ ☒ Agenda Item: 1 - Call to Order
 - Quorum
 - Conflict of Interest Declarations on Action Items
- ✓ ☒ Agenda Item: 2 - Action on the Minutes of the April 25, 2022 Meeting
- ✓ ☒ Agenda Item: 3 - Public Comment: Opportunity for the public to address the Commission

Out of respect for everyone's time, please limit your comments to 3 minutes.

You may submit your comments in full for the record to soconnell@spcregion.org.

Report on Public Comment Period for 2023-2026 TIP and Companion Documents

Domenic D'Andrea

Agenda Item: 4



2023-2026 TIP SCHEDULE

Spring/Summer 2021

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

Fall 2021

- TIP Workgroup meetings (20) and project selection for Draft 2023-2026 TIP
- CMAQ and TA Projects selected via competitive application processes
- Financial projections and guidance revised due to IIJA increase (November)
- PPP and Public Meetings

Winter 2021 /2022

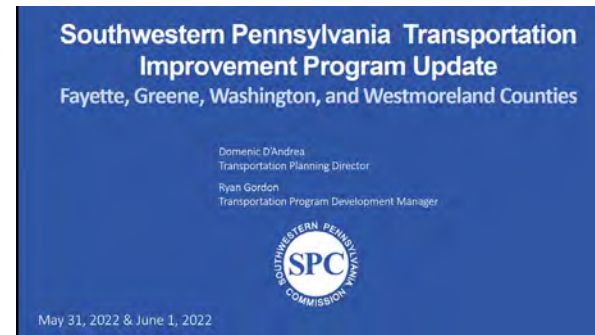
- Pre-Draft TIP completed and forwarded to PennDOT Central Office for review

Spring 2022

- PennDOT review; AQ Conformity & EJ Analysis; document preparations
- Smart Transportation Program project evaluation and selection
- 30-Day Public Comment Period-including 4 public meetings (May-June) and Comment/Response documentation

PUBLIC ENGAGEMENT

- State Transportation Commission 12-year plan – 600+ Comments
- *SmartMoves* points of engagement (22,000+)
- TIP Story Map viewed 238 times
- 650+ TIP webpage views
- 3 Virtual Public Meetings+ 1 in-person meeting
- Emails & Social Media (250+)
- PennDOT Connects Meetings
- Online and Written – 105 Comments



Regional Vision

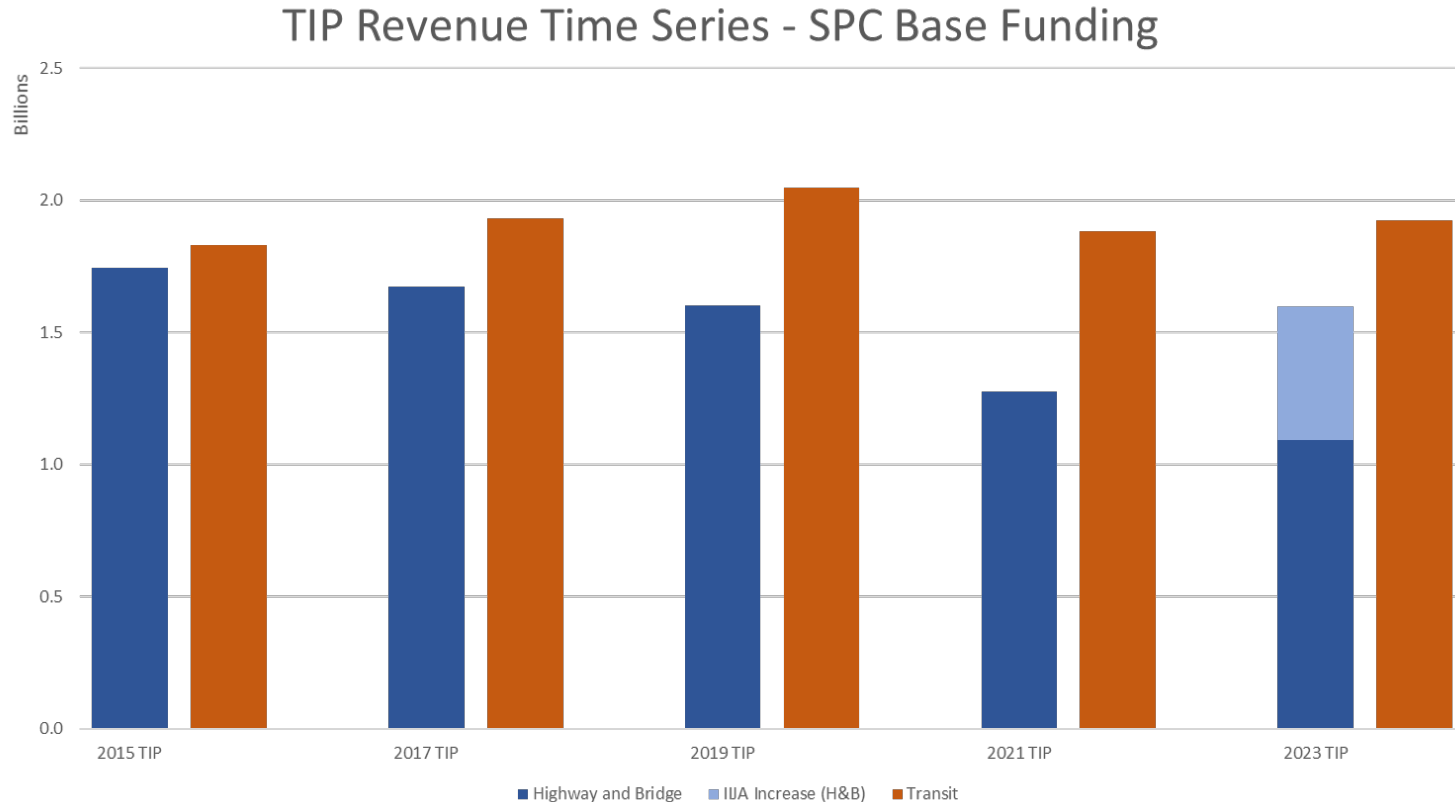
A world-class, safe and well maintained, integrated transportation system that provides mobility for all, enables resilient communities, and supports a globally competitive economy.



CONSISTENT INVESTMENT THEMES



TIP Funding Comparison (2015-2023)



2023-2026 TIP INVESTMENT SUMMARY

The SPC region is investing over **\$6 billion** in transportation infrastructure and operations in the next four year period.

\$740 million in bridge maintenance

\$2.2 billion in public transportation

\$420 million in operations and safety projects

\$640 million in projects that are within ~1 mile of regional freight facilities

\$428 million in transit facility and equipment improvements

\$35 million in funding towards bicycle and pedestrian network, multimodal options, sustainability and livability, and pedestrian ADA ramps

\$186 million in buses and passenger vehicles

INFRASTRUCTURE CONDITION

Roads and Bridges

- 266 bridges rehabilitated or reconstructed
- 446 miles of roadway rehabilitated or reconstructed

Public Transportation

- \$382.5M for fixed guideway capital maintenance and rail vehicles
- \$181M for bus facilities, signals, and communications equipment

SmartMoves Strategies:

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

OPERATIONS AND SAFETY

\$420M for Operations and Safety Projects

- \$178M Intersection Improvements
- \$54M Traffic Signal Upgrades
- \$180M Safety Projects
- \$8M 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

- \$868M for Roadway/Bridge Projects on Transit Routes
- \$163M for Projects on Congestion Management Corridors
- \$137M for Bus Purchases (373 Buses and shared ride vehicles)
- Adaptive Traffic Signal Systems (US-19,US-30; SRs 8, 50,60, and 286)

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

- I-376 Corridor/Interchange Improvements (Allegheny/Lawrence)
- Wilkesburg Transit Center Improvements (Allegheny)
- SR 28, Goheenville Dip Safety Improvements (Armstrong)
- Monaca Gateway Corridor Improvements (Beaver)
- SR 228/Freedom Rd. Corridor Improvements (Butler)
- Penn Ave. -Smithfield St. Reconstruction (City of Pgh.)
- Cast Iron Bridge Restoration (Fayette)
- SR 19 Waynesburg Betterment (Greene)
- Saltsburg Ave. Hoodlebug Trail Connection (Indiana)
- Union Twp. Sidewalk Extensions (Lawrence)
- SR 88 Charleroi Betterment (Washington)
- Laurel Valley Transportation Improvement Project (Westmoreland)

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

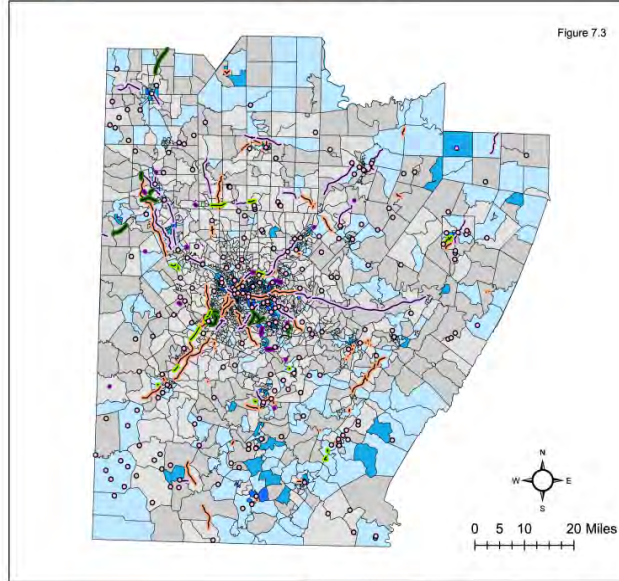
Environmental Justice



Low-Income Population

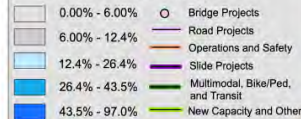
with 2021 - 2024 TIP Projects

Figure 7.3

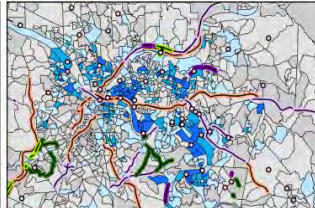


Low Income Population

The percentage of households in poverty in each census block group, with a regional average of 12.4%



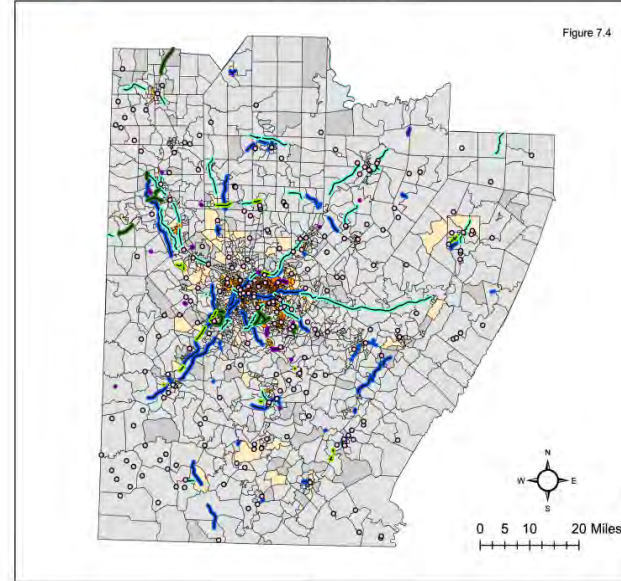
Source: 2013-2017 American Community Survey (ACS) 5-Year Estimates by Census Block Group



Minority Population

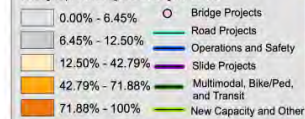
with 2021 - 2024 TIP Projects

Figure 7.4

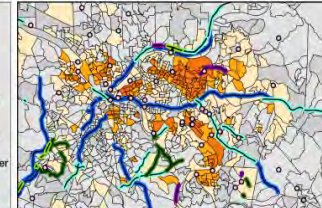


Minority Population

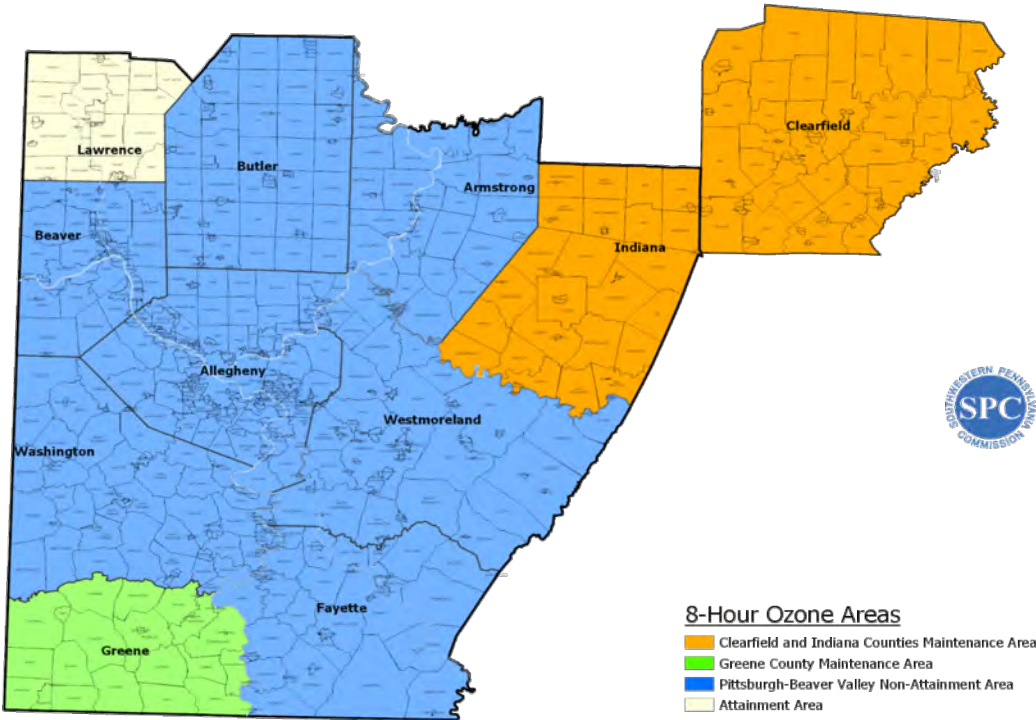
The percentage of minority population in each census block group, with a regional average of 12.5%



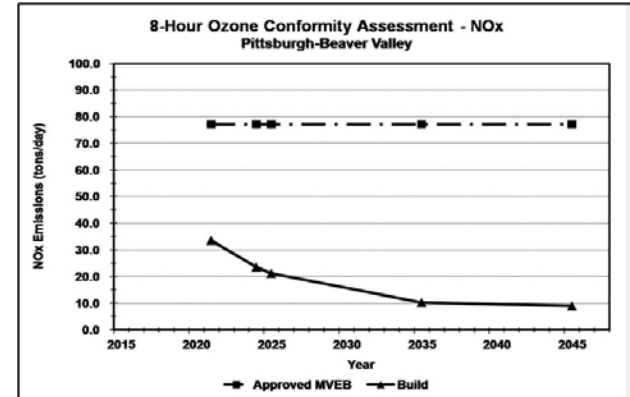
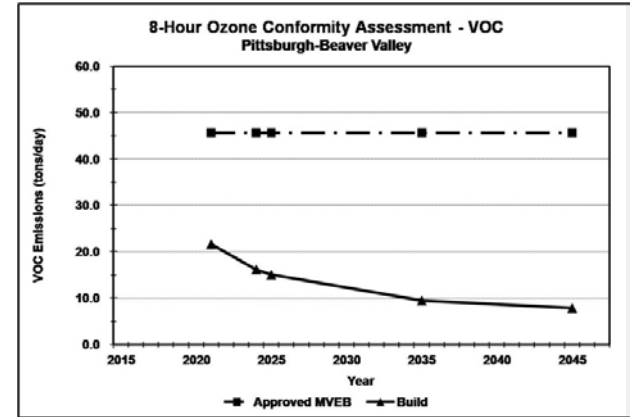
Source: 2013-2017 American Community Survey (ACS) 5-Year Estimates by Census Block Group



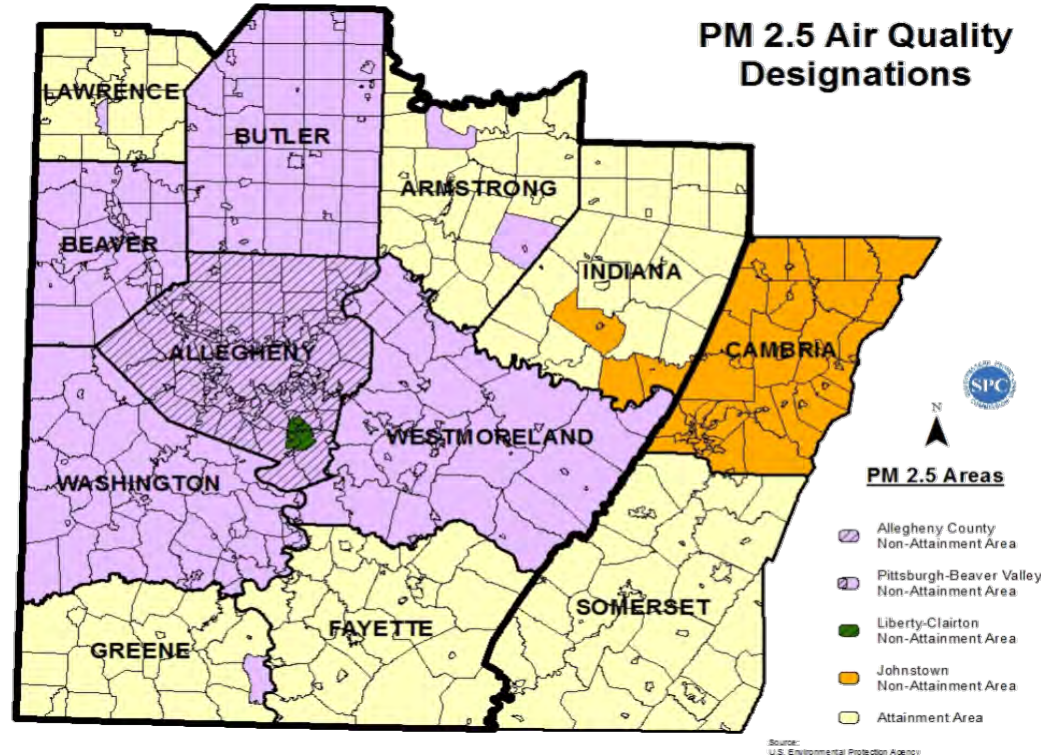
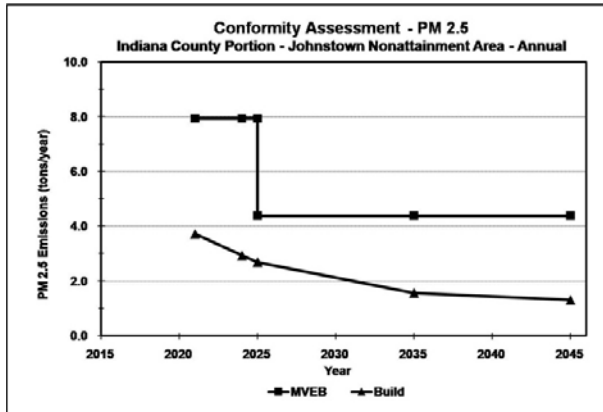
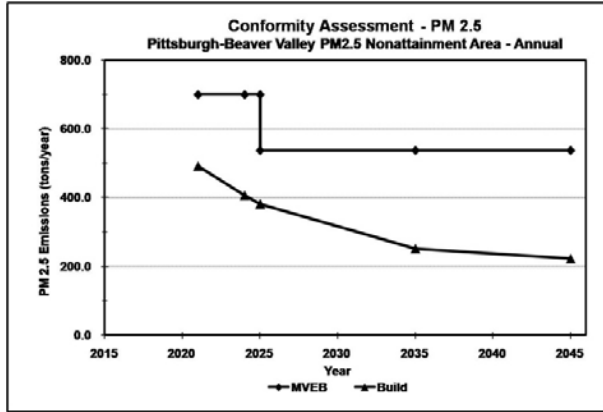
Air Quality Conformity



Source:
US Environmental Protection Agency



Air Quality Conformity





Questions?



Action on Resolution 5-22 to Adopt the Air Quality Conformity Determination for the Draft 2023-2026 Transportation Improvement Program

Domenic D'Andrea

Agenda Item: 5





- ☒ Questions?
- ☒ Make a Motion
- ☒ Second the Motion
- ☒ Vote on Resolution 5-22

Action on Resolution 6-22 to Certify the Transportation Planning Process

Domenic D'Andrea

Agenda Item: 6





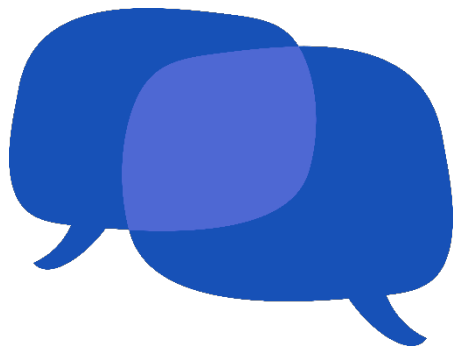
- ☒ Questions?
- ☒ Make a Motion
- ☒ Second the Motion
- ☒ Vote on Resolution 6-22

Action on Resolution 7-22 to Adopt 2023-2026 Transportation Improvement Program

Domenic D'Andrea

Agenda Item: 7





- ☒ Questions?
- ☒ Make a Motion
- ☒ Second the Motion
- ☒ Vote on Resolution 7-22

Update on USDOT Multimodal Project Discretionary Grant Application

Domenic D'Andrea

Agenda Item: 8



MDGP Application Criteria

Eligible Projects:

- Highways and bridges
- Public transportation
- Intercity passenger rail
- Railway-Highway Grade Separation
- Freight and Multimodal
- Groups of such projects of national and regional significance

Eligible applicants:

- State or group of states
- MPOs/RPOs
- Local/tribal governments
- Multi-jurisdictional group of entities

Available funding

- \$15B for five years (2022-2026)
- \$2.85B for this round (2022)

Key program objectives/selection criteria:

- Safety
- State of good repair
- Economic impacts/freight/jobs
- Positive impacts on environment
- Equity/multimodal options/QOL
- Innovation areas
- Project readiness
- Benefit-cost

MDGP Application Submittal

Synchronizing two important corridors in our region, I-376 and the East Busway

Proposed elements:

- East Busway infrastructure improvements
- East Busway slope stabilization
- Battery electric buses
- I-376 Active Traffic Management
- I-376 “Bathtub” flood protection
- I-376 Hard shoulder running
- Arterial Traffic Management
- Sidewalks and Crosswalks



**Eastern Pittsburgh Multimodal Corridor Project:
Building Resilient Connections for all to
the Heart of the Region**

As part of a collaborative effort between SPC, PennDOT, Port Authority of Allegheny County, and other partners, SPC intends to submit a U.S. DOT Multimodal Project Development Grant seeking funding for improvements to the MLK Jr. East Busway and the I-376 Parkway East.

Funding request:
\$129 million

Project Cost:
\$214.5 million

The Parkway East, with an Average Annual Daily Traffic of 96,000, is the primary route between Downtown Pittsburgh and the Pennsylvania Turnpike, while the Martin Luther King Jr. East Busway is a high-quality transit link to Downtown Pittsburgh and Oakland with the region's eastern communities. The project will implement an Active Traffic Management system for the Parkway East, which leverages innovative technologies to improve traffic flow, enhance safety, and expand multimodal travel options through dynamic lane use control, dynamic messaging to shift users to transit during events, dynamic speed limits, wrong way vehicle detection, and queue warnings.

Active Arterial management from the PennDOT Traffic Management Center will be utilized at key community corridors. The Busway improvements include an Inbound Shoulder Bus Lane on the Parkway East Inbound from Churchill to a new busway off-ramp at Edgewood, dynamic transit lanes on Ardmore/Route 8, various bridge reparements and rehabilitations, the purchase of electric buses and charging infrastructure, and rider accessibility improvements. The project also aims to improve the resiliency and accessibility of the project area through flooding mitigation, publicly accessible electric vehicle charging, and pedestrian improvements.



Photo Courtesy: The City of Pittsburgh, Pittsburgh Convention Center, Parkview Mall, and Downtown Station, Technology and Innovation

The project will address major infrastructure and traffic concerns via improving safety, expanding multimodal travel options, and implementing innovative technology.

The project will benefit communities by targeting high travel demand areas that cause major blockages to populations commuting in and out of the city for work, and aims to better connect people with safe, timely, and affordable modes of transportation. The proposed Parkway East and East Busway improvements would benefit populations which have been traditionally underserved, including significant low-income and minority populations living in densely developed communities in the project area.

Furthermore, investments aimed at reducing transportation-related pollution, increasing access to lower-carbon travel modes, and improving resiliency of the broader corridor — one of the most congested corridors in the county — and at-risk infrastructure will facilitate safer, healthier, and easier travel options for these populations. Overall, improvements will support the regional economy, local businesses, and communities that rely on freight mobility, on-time logistics, reliable transit and improved commuter availability.

For more information please contact:
Dore D'Andrea
Director, Transportation Planning
(412) 361-5066 x311
ddandrea@spccommission.org

Port Authority | **pennsylvania**
Department of Transportation





Questions?

Action on Resolution 8-22 to Adopt a Meeting Schedule for FY 2022 – 2023

Vincent Valdes

Agenda Item: 9



2022 - 2023 Meeting Schedule

2022	2023
August 22	February 27
October 24	April 24
December 12	June 26



- ☒ Questions?
- ☒ Make a Motion
- ☒ Second the Motion
- ☒ Vote on Resolution 8-22

Message from the Executive Director

Next Meeting Date—August 22, 2022 at 4:00 pm

Vincent Valdes

Agenda Item: 10



Other SPC Business

Leslie Osche

Agenda Item: 11



Adjourn

Leslie Osche

Agenda Item: 12

