

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
January 19, 2023, 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
- Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Planning and Community Development
- Jeremy L. Kelly, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Jason Theakston, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Kevin McCullough, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
 - Emily Ciganik, Allegheny County Department of Economic Development
 - Steven Shanley, Allegheny County Department of Public Works
 - Brendan Coticchia, City of Pittsburgh
 - Emily Bourne, City of Pittsburgh
 - Kyle Lamb, Greene County Planning and Community Development
 - Lisa Cessna, Washington County Planning
 - Austin McDaniel, Washington County Planning
 - Seth Davis, Pittsburgh Regional Transit
 - Craig Toocheck, Pittsburgh Regional Transit
 - Matt Pavlosky, Port of Pittsburgh
 - Jennifer Crobak, FHWA
 - Vanessa Shamberg, FHWA
 - Kathryn Schlesinger, Downtown Pittsburgh Partnership
 - Mavis Rainey, Oakland Transportation Management Association
 - Lynn Manion, Airport Corridor Transportation Association
 - Brandon Leach, PennDOT Central Office
 - Domenic DeFazio, PennDOT District 10-0
 - Jordan Bergamasco, PennDOT District 11-0
 - Dave Hollahan, PennDOT District 11-0
 - John Quatman, PennDOT District 11-0
 - Dina Salemi, PennDOT District 11-0
 - Doug Seeley, PennDOT District 11-0
 - Stephanie Spang, PennDOT District 11-0
 - Aaron Trybula, PennDOT District 11-0
 - Angela Saunders, PennDOT District 12-0
 - Rachel Duda, PennDOT District 12-0
 - Bill Kovach, PennDOT District 12-0
 - Jessica Setmire, PennDOT District 12-0
 - Josh Theakston, PennDOT District 12-0
 - Matthew Kelley, CDR Maguire
 - Domenic D'Andrea, SPC Transportation Director
 - Chuck Imbrogno, SPC Staff

Indicates TTC voting member

Attendees Cont'd:

Ryan Gordon, SPC Staff
 Tom Klevan, SPC Staff
 Dan Bernazzoli, SPC Staff
 Ronda Craig, SPC Staff
 Lillian Gabreski, SPC Staff
 Anthony Hickton, SPC Staff
 Caleb Knudsen, SPC Staff
 Shannon O'Connell, SPC Staff
 Greg Shermeto, SPC Staff
 Josh Spano, SPC Staff
 Catherine Tulley, SPC Staff
 John Weber, SPC Staff

1. **Call to Order**

Domenic D'Andrea 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 9th TTC Meeting Minutes**

A motion was made by Jeremy Kelly and seconded by Jeff Skalican to approve the minutes of the December 9th TTC meeting. The motion was approved unanimously.

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

Kevin McCullough began with an update on the National Electric Vehicle Infrastructure grant, or NEVI, which has announced a notice of funding opportunity for its opening round. The application period is open until February 24, 2023. Kevin also mentioned the Automated Red-Light Enforcement program, or ARLE, announced their 2023 selections on January 4th. Allegheny County was awarded five projects, Butler County was awarded three projects, and Fayette County and Westmoreland County each received one project. He then discussed the 2023 Rebuilding American Infrastructure and Sustainability and Equity, or RAISE, grant notice of funding opportunity, which is now open for \$1.5 billion in Federal discretionary grant funds. The funding opportunity will be open until February 28, 2023, and they anticipate announcing the winning projects no later than June of 2023. Kevin next gave an update that on December 15th, the approval of over \$26 million was given in Rail/Freight Assistance Program and Rail Transportation Assistance Program funding, in which three projects were awarded to Allegheny County, one awarded to Lawrence County, and one awarded to a dual Washington County/Allegheny County project. Kevin then mentioned the Traffic Signal Technologies Grant, which also had one project approved for Butler County in Cranberry Township.

Kevin last spoke on the Pennsylvania State Implementation Plan, and the potential Federal Funding impacts to the region. The EPA has evaluated the December 12th state implementation plan revision which was submitted by Pennsylvania. The EPA determined that the submittal was administratively complete, and rescinded the offset sanctions which would have taken place on December 16th. Central Office will be able to move forward with obligations on the affected Counties, and are pleased to be able to move past this

potential issue. Jennifer Crobak also mentioned that they were relieved that the sanctions did not go into effect, and also made mention of the RAISE grant NOFO, which is due on February 28, 2023. Jen then discussed two resources related to the BIL Discretionary programs, the first being a discretionary grant preparation checklist for prospective applicants, which can help any upcoming applicants to ensure all pieces are ready if you plan on applying in the future for any BIL grants. The second resource was a schedule of anticipated release dates for program NOFOs in 2023, which can also help you prepare for any upcoming programs to potentially apply for. Jen next mentioned that on December 29th the Census Bureau released a federal register notice with the new 2020 Census Urban Area Designations. FTA are currently reviewing that information, and anticipate releasing their own federal register notice in the near future with their Transportation Management Areas, or TMAs, which are areas with a population of 200,000 or more. Yesterday, FHWA released GIS mapping of these Census Urban Area Designations, and how they align with MPO boundaries, which is available for viewing on the FHWA GIS website.

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

A. PennDOT District 10-0

Domenic DeFazio went over the three amendments and seven administrative actions for PennDOT District 10-0. The first amendment was for a safety improvement project, which includes shoulder widening, installation of edge-line rumble strips, and sight distance improvements along SR 3021 (Franklin Road) from PA 228 north to Township Road #307 (Peters Road) in Cranberry Township, Butler County. The district requests to increase construction and add \$7,500,000 in FFYs 2023 and 2024 due to a revised estimate with increased unit costs and recent bid results in the surrounding area. The source will be the Statewide Highway Reserve Line Item. The second amendment was for a transportation enhancement project, which includes bicycle and pedestrian facilities along the Conemaugh River in Blairsville Borough, Indiana County. The district requests to add this project and its construction phase in FFY 2023 in the amount of \$345,000 (100% Federal utilizing toll credits), with the source being the SPC Region TAU Line Item. The third amendment was for a resurfacing project, which includes milling of the existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses, minor drainage and guide rail upgrades, deck repairs to four structures, and other miscellaneous construction along PA 28 from approximately SR 3023 (Iron Bridge Road) to approximately US 422 in North Buffalo, South Buffalo, and East Franklin Townships, Armstrong County. The district requests to remove \$5,840,519 (100% Federal utilizing toll credits) of surplus construction funds in FFY 2023 and place it into the SPC District 10 Highway/Bridge Line Item, as construction was fully funded in the 2021-2024 TIP.

The first administrative action was for upgrades and improvements to the flow of traffic with the addition of turning and through lanes, signal retiming, and signal coordination along PA 356 from Harbison Road to Younkens Road in Buffalo Township, Butler County. The district requests to remove \$196,745 of surplus right-of-way funds in FFY 2023 and place it into the SPC District 10 Highway/Bridge Line Item. The second administrative action was for a bridge preservation project which carries PA 28 over Mahoning and Redbank Creeks in Mahoning Township and South Bethlehem and New Bethlehem Boroughs, Armstrong County. The district requests to change the funding type and add \$209,272 (100% Federal utilizing toll credits) into the preliminary engineering phase in FFY 2023. The source will be the SPC District 10 Highway/Bridge Line Item. The third administrative action was for a bridge restoration project carries US 422 eastbound and

westbound over Two Lick Creek in White Township, Indiana County. The district requests to increase preliminary engineering and add \$25,000 (100% State) in FFY 2023. The source will be the SPC District 10 Highway/Bridge Line Item. The fourth administrative action was for a relocation and expansion of the existing park-and-ride facility at the intersection of PA 356 (South Pike Road) and SR 2017 (Silverville Road) in Buffalo Township, Butler County. The district requests to defer the construction phase from FFY 2023 to FFY 2027 to align with the PA 356 Corridor Improvements project. The source will be the SPC CMAQ Line Item and the FFY 2023 funds from SR 356 Park-and-Ride will be placed into the SPC CMAQ Line Item.

The fifth administrative action was for a safety improvement project, which includes signal upgrades that will improve coordination, control, signal phasing, and timing, and adding vehicle detection to reduce congestion and lower carbon monoxide and particulate matter emissions at various locations along the PA 68/PA 356 Corridor in Butler City, Butler County. The district requests to increase preliminary engineering and add \$155,000 (80% Federal and 20% State) due to project complexity that will impact right-of-way and involve constructability and safety reviews. The sources will be the SPC CMAQ Line Item (\$124,000 Federal) and the SPC District 10 Highway/Bridge Line Item (\$31,000 State). The sixth administrative action was for a bridge replacement project which carries SR 3031 (McIntyre Road) over Blacklegs Creek in Young Township, Indiana County. The district requests to add preliminary engineering in FFY 2023 and program \$75,000 (100% State) in that phase. The source will be low bid savings from Straight Run Bridge #2 and the remaining surplus funds from Straight Run Bridge #2 will be placed into the SPC District 10 Highway/Bridge Line Item. The seventh administrative action was for a bridge replacement project which carries SR 3015 (Mars Evans City Road) over a tributary to Breakneck Creek in Callery Borough, Butler County. The district requests to increase right-of-way and add \$318,837 (100% Federal utilizing toll credits) for a Pollution Reduction Plan that is required for the project, as well as a residential displacement not previously accounted for in the original estimate. The sources will come from the Butler Bypass project (\$29,846 Federal) and the SPC District 10 Highway/Bridge Line Item (\$288,991 Federal).

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

B. PennDOT District 11-0

John Quatman went over the eight amendments and eight administrative actions for PennDOT District 11-0. The first amendment was to implement a system wide safety improvement for VRUS by implementing Pedestrian countdown timers on various routes in Allegheny, Beaver, and Lawrence Counties. The district requests to add a construction phase by \$813,449 (HSIP) in FY 2023, with the source of funding coming from the HSIP set aside reserve line item. The second amendment was for pedestrian scale lighting, ADA ramps, sidewalk with curb reveal, crosswalk and curb extension, located at 3 schools, including Pittsburgh Arlington School (2 intersections), Propel Hazelwood (3 intersections) and Pittsburgh Faison School (3 intersections), in the City of Pittsburgh, Allegheny County. The district is requesting to add a planning and engineering phase by \$125,000 (SRTSF) in FY 2023 to initiate design and a construction phase by \$220,000 (SRTSF) in FY 2024 for current project schedule. The source of funding will come from the Federal SRTS Reserve line item. The third amendment was for a highway restoration project, located on SR 51, Constitution Boulevard, between Beaver Rochester Road to Brady's Run Creek in Fallston Boro, Beaver County. The district is requesting to add a planning and engineering phase by \$500,000 (NHPP) in FY 2023 to initiate design, with the source of funding coming from the Betterment Reserve Allegheny line item. The

fourth amendment was for a highway reconstruction project, located on SR 19/Washington Road, from Gilkeson to Cochran, in Mt Lebanon, Allegheny County. The district is requesting to add a planning and engineering phase by \$375,000 (NHPP) in FY 2023 to initiate design, with the source of funding coming from the Midland Beaver Road project and the Betterment Reserve Allegheny line item.

The fifth amendment was for a highway restoration project, located on SR 68 from Virginia Avenue to Adams Street in Rochester Borough, Beaver County. The district requests to add a planning and engineering phase for \$550,000/STP to TIP in FFY 2023 to initiate design, with the source of funding coming from the SR 3007/Frankfort Road project. The sixth amendment was for a highway restoration project, located on SR 885 (Walnut Avenue) from State Street to Beechway, in the City of Clairton, Allegheny County. The district requests to add a planning and engineering phase by \$200,000 (STU) in FY 2023 to initiate design, with the source of funding coming from the Perry Hwy (109386) project. The seventh amendment was for a highway reconstruction project, located on US 22, from the Washington County Line to the Imperial Interchange in North Fayette and Findlay Townships, Allegheny County. The district requests to add a planning and engineering phase by \$700,000 (NHPP) in FY 2024 to initiate design, with the source of funding coming from the Betterment Reserve line item. The eighth amendment was for a mill and overlay project, located on SR 158, North Jefferson Street in Wilmington Township and New Wilmington Borough, Lawrence County. The district requests to add a planning and engineering phase by \$320,000 (STP) in FY 2023 to initiate design, with the source of funding coming from the Betterment Reserve line item.

The first administrative action was for a Safety Routes to School Coordinator and Programming for the City of Pittsburgh. The district requests to remove the planning and engineering phase by \$125,000 (SRTSF) in FY 2023 per Central Office recommendation, as the project is non-infrastructure and cannot include planning and engineering funding. The district also requests to remove the construction phase by \$220,000 (TAP) in FY 2023 per Central Office recommendation, as the project is non-infrastructure and cannot include construction funding. The funding will be added to the Federal SRTS Reserve and TAP line items. The second administrative action was for a highway restoration project, located on SR 2040 (Lebanon Church) from Ceco Drive to Brownsville Road, as well as SR 885, from Clairton Road to Lebanon Road, in Baldwin, West Mifflin, and Pleasant Hills in Allegheny County. The district requests to increase the final design phase by \$60,000 (581) in FY 2023 for survey work, with the source of funding coming from the Betterment Reserve-Allegheny County line item. The third administrative action was for a slide remediation project, located on SR 3034, Chartiers Street from Dewey Ave to Mayview Street in Bridgeville Boro, Allegheny County. The district requests to increase the final design phase by \$77,000 (581) in FY 2023 for utility coordination, with the source of funding coming from the Betterment Reserve-Allegheny County line item. The fourth administrative action was for a highway restoration project, located on SR 18 and SR 51 in Monaca Borough, Beaver County. The district requests to reduce the construction phase by \$1,000,000 (STU) in FY 2023 and increase the construction phase by \$1,000,000 (STU) in FY 2024 for updated project schedule, with the source of funding coming from the SPC SMART Tr. Line item.

The fifth administrative action was for culvert emergency repairs, located on SR 1003, Kittanning Pike, from Kirkwood to Murray Road in O'Hara Township, Allegheny County. The district requests to increase the right-of-way phase by \$20,000 (185) in FY 2023 for an emergency project on Kittanning Pike, with the source of funding coming from the Bridge-Allegheny County line item. The sixth administrative action was for safety improvements, located on SR 3003, Washington Pike between SR 3006 (Boyce Road) and Alpine Road in South Fayette Township, Allegheny County. The district requests to increase the planning and engineering

phase by \$90,000 (CAQ) in FY 2023 for updated estimate, with the source of funding coming from the West Liberty ATSPM project and an available deobligation. The seventh administrative action was for a highway restoration project, located on SR 400 (Bigelow Boulevard) from segment 4 to segment 20 in the City of Pittsburgh, Allegheny County. The district requests to increase the planning and engineering phase by \$470,000 (NHPP) in FY 2023 for an updated estimate, with the source of funding coming from the Betterment Reserve Allegheny line item. The eighth administrative action was for a bridge rehabilitation project, located on SR 2094 over Youghiogheny River in the City of McKeesport, Allegheny County. The district requests to increase the construction phase by \$150,000 (NHPP) in FY 2023 to cover final quantities to close out the project, with the source of funding coming from an available deobligation.

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

C. PennDOT District 12-0

Angela Saunders went over the twelve administrative actions for PennDOT District 12-0. The first administrative action was for concrete rehabilitation activities to various and multiple locations on US 22 (William Penn Highway) in Washington County. The district requests to make a programmatic adjustment to the construction phase to swap a portion of the funding to federal in FFY 2024 as a placeholder until earmark funding for MPMS# 113683 (Waynesburg Betterment) is allocated. Federal NHPP funds will be added to the Waynesburg Betterment project (MPMS# 113683) until earmarks are allocated by Central Office and will be returned to the project on a future administrative action. The second administrative action was for the replacement of the structure carrying SR 3027 (Chapel Hill Road) over Buffalo Creek, located in East Finley Township, Washington County. The district requests to deobligate BOF funds from the preliminary engineering phase in FFY 2024, as the project is complete. The Federal BOF funds from the phase will be returned to the District 12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the rehabilitation of the structure carrying PA 711 (Crawford Avenue) over the Youghiogheny River, State Route 1037 (South Water Street), and CSX Railroad, located in the City of Connellsville, Fayette County. The district requests to make a programmatic adjustment to adjust cash flow for the construction phase, and to change the pro rata from federal with toll credits to 80/20 Federal/State. The Federal BRIP funds will be returned to the D12 Highway/Bridge Line Item (MPMS# 76508) in FFY 2023 and 2024, and STP, STU, A-581 and A-185 funds will be added to FFY 2026, 2027 and 2028 from the same line item (MPMS# 76508). The fourth administrative action was for improvements to PA 981 from Bingham Road to the Arnold Palmer Airport, located in Unity Township, Westmoreland County. The district requests to add the final design phase to the program in FFY 2023, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508).

The fifth administrative action was for the rehabilitation of the structure carrying State Route 3011 (Hargus Creek Road) over Hargus Creek, located in Center Township, Greene County. The district requests to add the preliminary engineering phase to the program in FFY 2023, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The sixth administrative action was for signal and roadway improvements to PA 18 (Jefferson Avenue) from the I-70 Ramps to the intersection of PA 18 with PA 844, located in the City of Washington, Washington County. The district requests to add the construction phase to the program in FFY 2023, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The seventh administrative action was for the rehabilitation/replacement of the structure

carrying West Pittsburgh Street over Raccoon Creek, located in Burgettstown Borough, Washington County. The district requests to add the preliminary engineering phase to the program in FFY 2023, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The eighth administrative action was for the replacement of the structure carrying SR 7421 (Fourth Street) over Conrail Railroad, located in North Irwin Borough, Westmoreland County. The district requests to add the construction phase to the program in FFY 2024, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508).

The ninth administrative action was for preservation activities to various structures, located in various Municipalities in Westmoreland County. The district requests to add the construction phase to the program in FFY 2024, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The tenth administrative action was for the EDAM preservation of the structure carrying US 30 over the PA Turnpike, located in Hempfield Township, Westmoreland County. The district requests to add the construction phase to the program in FFY 2023 and 2024, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The eleventh administrative action was for bridge preservation activities on various structures across Fayette County. The district requests to add the construction phase to the program in FFY 2023 and 2024, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The twelfth administrative action was for the installation of High Friction Surface (HFS) at various locations across the District. The district is requesting to add the construction phase to the program in FFY 2024 and 2025, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508).

Daniel Carpenter made a motion to approve the administrative actions from PennDOT District 12-0, which was seconded by Jason Theakston. The motion was approved unanimously.

D. Transit TIP Amendment Summary

Tom Klevan went over the Transit TIP Amendment summary, mentioning first that the Mid-Mon Valley Transit Authority made an administrative action to add \$195,000 in funds to their bus replacement program. He mentioned that it was for a price increase on buses, and made a note that there will probably be multiple actions like this in the upcoming months. Tom also mentioned an administrative action to add \$19 million in IJA funding to replace non-federal funding for the Pittsburgh Regional Transit's BRT program.

6. Long Range Transportation Plan Update

Ryan Gordon went over the Long Range Transportation Plan update, beginning with the work groups in each district. All Round 2 work group meetings have been completed, which included review of fiscal constraint charts. These will be reviewed by each of the work groups, with comments to be sent back to Ryan so that he may make revised versions of all three fiscal constraint charts before the next work group meetings. District 10-0's revised versions are currently being updated. The District 11-0 bridge and roadway fiscal constraint chart revisions have been completed, and Ryan has re-sent out the revised charts as of this week. There will also be a separate meeting next week on just Allegheny County bridges, which will involve the revised bridge fiscal constraint chart. The District 12-0 fiscal constraint charts are also still under review by District 12-0 and SPC are awaiting comments back. All Round 3 meetings will be held in early February, with Ryan making the note that District 12-0's meeting has been moved from February 1st at 1:00 PM to February 2nd at 10:00 AM. The next meetings will go over the updated project lists, and depending on how those meetings go a discussion can be made on whether to add extra

meetings per District if needed. Ryan then thanked all the work group participants, noting that it is critical to the process for the development of the LRTP.

7. SPC TA Project – Saltsburg Ave. Update

Ryan Gordon went over an update to the Transportation Alternatives (TA) program project on Saltsburg Avenue in White Township, Indiana County. The project was approved in the last round of TA projects, which was approved with the 2023 TIP update. Now that the project is underway, there have been a number of developments which have caused changes in the project scope. The original scope for the Saltsburg Avenue project had \$450,000 for improvements along the road and Rustic Lodge Road to improve the roadway for cyclists. The project reaches Oakland Avenue on one side, which also has a PennDOT project to improve bike facilities. The factors involved in the original scope would have required cut slopes that would require additional right-of-way from properties not owned by the township and additional significant costs over and above the awarded amounts, which the Township were not willing to incur. Other concepts, including a road diet to make the road a one-way, were rejected by the Township. White Township agreed to resurface Saltsburg Avenue with their own funds in Spring of 2023, and in return, as part of PennDOT's Oakland Avenue project, PennDOT will install shared line markings and road signs along Saltsburg Avenue. The Township feels the intent of the original TA project was to improve bike accommodations along Saltsburg Avenue and with the repaving and PennDOT's efforts to install shared lane marking along with appropriate signage the entire length of Saltsburg Avenue will address the gap.

The rescope idea for the project will still utilize the same funds and will be in the same location, just for a different concept. The funding will now be used for bike parking off of Saltsburg Avenue within Getty Heights Park. The project would be within the right-of-way of the park, which is owned by White Township, but would borrow facilities along a portion of Saltsburg Avenue. The project will also include approximately 600 feet of dedicated trail adjacent to Saltsburg Avenue, a dedicated multi-use trail around the perimeter of the park, and approximately 800 feet of dedicated trail along Rustic Lodge Road. The updated costs for the project was estimated at \$390,000, so there will be no additional TA funds needed for the project. Next steps for the project now will be to conform the cost estimates with a consultant and PennDOT District 10-0, confirm the project eligibility, meet back with White Township to further discuss and provide approval for the scope change, develop the project schedule, obtain needed PennDOT clearances and approvals, and finally, program the project on the TIP.

8. Safety and Operations Update

Josh Spano gave a presentation on SPC Transportation Operations and Safety updates, beginning with the vision for planning at SPC, which strives to create a world-class, safe, well maintained and connected multimodal transportation system that provides mobility for all. The Operations and Safety department plans to achieve safety through SPC plans and programs, such as the road safety audits, the safety action plan, and identifying performance measures. SPC is also looking to connect mobility through a potential ITS strategic plan or ITS architecture, as well as incorporating newer technologies through the regional traffic signal program. Lastly, the department is looking to highlight mobility concerns through all sections of the upcoming long-range plan.

Josh went into details on sections of the department, starting with transportation safety. Over the past few months, the department has completed a road safety audit on US 422 at Glade Run Road in Armstrong County. The future highlighted road safety audit locations have been identified as West Liberty Avenue from the Liberty Tunnels to Potomac Road in Allegheny County, and Morganza/McMurray Road from South Point Boulevard to State R0ute 19 in Washington County. There has been an emphasis on local road crashes, as two-thirds off all roads in the region are local roads, and SPC is looking at how to take a deeper look into a more proactive approach to crashes on these roads. Federal Highways have come up with a safe systems approach to plans and programs,

which was mentioned during SPC federal performance review as something to incorporate into upcoming SPC plans in order to make safer roadways for vehicles and pedestrians. There is also the Traffic Incident Management Program, which has had monthly meetings for over a decade, which is to ensure the safety of first responders on the roadways. PennTIME, the statewide incident management initiative, is also built into our incident management. SPC has a series of educational outreach videos on incident management, and SPC is also involved in the Pennsylvania Automated Vehicles Incident Response Plan, a stakeholder group on Incident Management for future automated vehicles.

On Transportation Operations, ITS, and CMP, Josh first discussed an update to the Southwestern Pennsylvania Regional ITS architecture, which was last updated back in 2016. SPC is continuing to reach out to stakeholders and have meetings on the ITS, and Josh thanked all who have attended meetings on this in the past. Future meetings will be set up to continue improvements and updates to the intelligent technologies systems throughout the region. Currently the department is also working on an update to the regional operations plan, which is currently around halfway through that process. The first stakeholder meetings for that update were held in December, and due to COVID it was unsure whether the date that was received would be viable, thus making the update more of a facelift and an appendix to the previous plan which would include new planning studies. Josh mentioned that he would welcome any person who would like to participate, or would like to send over any potential planning studies for the update. There will be a virtual meeting sometime in February to go over feedback for the plan. Transportation Operations is also underway on a planning study for Route 18 corridor operations in Beaver County, which encompasses the State Route 18 corridor in Koppel, Big Beaver, and Beaver Falls. A meeting was held yesterday in order to update slides in preparation for a meeting with local stakeholders in that region, which will be held in a few weeks.

The operations department has also updated 2021 performance metrics for the region, updating standards in walk-clearance intervals to raise them to current standards. Old standards used to be 3 feet per second, however that has been updated to 3.5 feet per second, meaning that walk and don't walk signalization had to be retimed to meet these new standards. The department has also updated corridor strategies for the region, and is beginning work on the final county, Allegheny County, by sending out emails to City of Pittsburgh stakeholders to solicit feedback on corridors which could be looked at. Josh also asked that if anyone has any Allegheny County corridors which could be looked at for an updated strategy, to please send your feedback to him. Lastly, the operations department will be looking into adding active mobility and transit usage performance measures to CMP corridors, and creating an intersection capacity analysis of Liberty Bridge and PJ McArdle intersection for safety improvements and to possibly remove the lane change designation patterns throughout the day across the bridge. Josh then spoke on the Regional Traffic Signal Program, which is currently in its fourth cycle of projects. PennDOT District 12-0 has two projects in the program (SR 30 in North Huntingdon and Irwin Borough, one in Penn Township), PennDOT District 10-0 has 4 projects in the program (3 in Cranberry Township, 1 in West Franklin Township), and PennDOT District 11-0 has 6 projects in the program (Plum Borough, Bellevue, New Castle, North Fayette, Robinson, and Collier/Heidelberg). For the fifth cycle for the Regional Traffic Signal Program, SPC has received five applications for a total of approximately \$1.6 million in funds.

9. **Other Business/Status Reports**

Domenic D'Andrea mentioned to the committee that SPC will be moving office locations from the Chatham Center to the Strip District. SPC will be leaving the Chatham Center office in mid-January, and the date of move into the new office is still to be determined. Domenic mentioned that all staff will still be available via email and by phone at 412-391-5590. The estimated date of move-in to the new Strip District office is April,

but that is not confirmed.

10. **Adjourn**

A motion to adjourn was made by Joe West and seconded by Art Cappella. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:22 AM.