

Southwestern Pennsylvania Commission
Minutes of the Meeting of
September 29, 2014 – 4:30 p.m.
Two Chatham Center • Suite 400 • 112 Washington Place • Pittsburgh, PA 15219

The one hundred eleventh meeting of the Southwestern Pennsylvania Commission was called to order by Vice Chairman Charles Anderson.

Members present were: Charles Anderson, Tom Ceraso, Daniel Cessna, Rich Fitzgerald, Lynn Heckman, David Johnston, Fred Junko, Clifford Levine, Robert Macey, Larry Maggi, Jeff Marshall, Robbie Matesic, William McCarrier, Kevin McCullough, Erin Molchany, Charles Morris, A. Dale Pinkerton, Rod Ruddock, Michael Silvestri, Joe Spanik, Keith Staso, Archie Trader, Diana Ireya Vaughan, and Tyler Courtney and Christopher Wheat (via phone).

Members absent were: Tony Amadio, Alfred Ambrosini, Vonne Andring, Michael Baker, David Battaglia, Robert Bower, Scott Bricker, Robert Brooks, Ricky Burgess, Jack Cohen, Steve Craig, Albert D'Alessandro, Robert Del Signore, Joseph Dubovi, Mary Ann Eisenreich, Patricia Evanko, Rich Fink, Jim Gagliano, Jr., Joe Grata, Kelly Gray, Reginald Lovelace, Bruce Mazzoni, Ellen McLean, David Miller, Laura Mohollen, Dennis Nichols, Rich Palilla, William Peduto, Mavis Rainey, James Ritzman, Marc Roncone, Carmen Rozzi, Daniel Shimshock, Harlan Shober, Renee Sigel, Byron Stauffer, Jr., James Struzzi, Joe Szczur, Edward Typanski, Dwan Walker, Daniel Vogler, Angela Zimmerlink, and Blair Zimmerman.

Others: Jerry Andree, Cranberry Township; Grant Ervin, City of Pittsburgh; Marty McKinney, Cranberry Township; Ann Ogoreuc, Allegheny County Department of Economic Development; Jon Smith, Allegheny County Transit Authority; and Justin Wasser, Rep. Molchany's Office.

Staff: Jim Hassinger, Kirk Brethauer, Dominic D'Andrea, Chuck DiPietro, Linda Duffy, Chuck Imbrogno, Vince Massaro, Shannon O'Connell, Doug Smith, Josh Spano, Kay Tomko and Lew Villotti.

1. Vice Chairman Anderson called to order the September 29, 2014 meeting of the Southwestern Pennsylvania Commission
 - a. Quorum – There being a quorum present the meeting proceeded.
 - b. Any Conflict of Interest Declarations on Action Items – None.

2. Action on Minutes of the July 28, 2014 Meeting

A motion was made to approve the minutes of the July 28, 2014 meeting of the Southwestern Pennsylvania Commission by Commissioner Vaughan which was seconded by Mr. Ceraso. The affirmative vote to approve the minutes was unanimous.

3. Public Comment - None

4. Financial Report – Vince Massaro

Mr. Massaro reported on the unaudited financial report for the fiscal year ending June 30, 2014 and includes the approved revised budget numbers. It reports the operations of the Corporation and Commission. It is the yearly report that reflects the recording of all the revenues and expense items recorded in the fiscal year which is being audited by our external auditors, Maher Duessel, CPAs. The auditors are currently in the office performing the annual audit. We expect to receive a draft audit report in the middle of October and convene a meeting of SPC's Audit Committee in mid-November to review and finalize the report. It will be presented at the December 15th Commission meeting.

Actual encumbered revenues to date are \$11,774,461 compared to the revised budget of \$13,923,595 or 84.56% recognized and encumbered to date. There are a number of UPWP projects that will carry-over into next fiscal year, about \$600,000 worth of revenues and expenditures. They've been programmed into the revised budget this fiscal year 2014-2015. The carry-over project related revenues from the previous year are budgeted at \$24,865 or 100% expended for the year. The total project expenditures as recorded encumbered to date are \$11,799,326 vs. the approved revised budget of \$13,948,460 or 84.59%.

Ms. Heckman motioned to approve the financial report which was seconded by Commissioner Ruddock. The motion to approve was unanimous.

5. Staff Profile – Josh Spano

Mr. D'Andrea introduced Josh Spano. Josh came on board in April this year as a transportation planner. He comes to us from Lehigh Valley Planning Commission.

Mr. Spano was born and raised in Allegheny County – Robinson Township. It is about 15-20 minutes down the Ohio River and 15-20 minutes from the Pittsburgh International Airport. He graduated from Montour High School, Class of 2007. After he graduated high school he attended the University of Pittsburgh-Johnstown where he majored and received his B.A. in Geography. While there, Josh participated in the following activities and societies: Gamma Theta Upsilon, which is an international honor society in geography; he was a teaching assistant, a GIS Tutor, and was President of the Geography Club where he organized various clean-up days around the Johnstown area; he was also a student tour guide and was involved in Intramural Softball and Volleyball. He also quite frequently attended the University of Pittsburgh football games as well.

Upon graduation from Pitt-Johnstown, Josh attended IUP where he received a M.S. in Geography – Regional Planning as well as environmental planning. He was the Graduate Student Representative to represent the geography department. And he was a Graduate Assistant as well as a teaching assistant and was also involved in the Student Planning Organization as well.

Some of Josh's prior professional experiences include being a GIS Intern with the City of Pittsburgh. He also worked as a Transportation Planning Intern for SPC for two summers under Dom's direction. He was the GIS Project Lead/Graduate Assistant at the IMAPS and most

recently, a Transportation Planner for the Lehigh Valley Planning Commission.

Josh's role at SPC began in April 2014. He provides support to SPC's Transportation Operations & Safety Planning programs and initiatives. He also works with the following:

- *Regional Traffic Signal Program*
- *Intelligent Transportation Systems*
- *Congestion Management Process*
- *Transportation Safety*
- *Traffic Incident Management*

When the work day is over, Josh enjoys spending time with his family and friends. He also supports all of the Pittsburgh sports teams.

6. SPC Operations & Safety Program Update

- Introduction/Overview – Domenic D'Andrea

Mr. D'Andrea asked: What is Operations? It is the provision of integrated systems and services that make the best use of existing transportation systems in order to preserve and improve customer-related performance. This is done in anticipation of, or in response to, both recurring and non-recurring conditions. Mr. D'Andrea defines it as using systems, services and technology to try to get the most out of our existing transportation system. It could include getting emergency responders to work together. We want to accomplish consistent response to an incident. Or it could include some way to communicate with travelers through dynamic message signing.

Update of the Regional Operations Plan

The Regional Operations Plan (ROP) provides the planning context and the link to the Long Range Plan for our Operations Initiatives. In 2011, the last time we updated the Regional Operations Plan, we brought our planning partners and stakeholders together and came up with these focus areas:

2011 ROP Goals and Objectives

| Focus Area | Operational Objective |
|--|--|
| Traffic Signals | Improve the operational efficiency and safety of traffic signals |
| Incident & Emergency Management | Manage and coordinate incident and emergency management activities |
| Traveler Information | Provide timely and reliable traveler information |
| Operational Teamwork | Promote institutional coordination to improve the efficiency of management and operations programs and initiatives |

| | |
|--|---|
| Intermodal Connectivity | Enhance intermodal integration |
| Freeway & Arterial Operations | Implement freeway and arterial operations initiatives in an integrated fashion |
| Freight Management | Improve the operational efficiency and safety of freight movement within the region |

Making Progress on ROP Goals and Objectives

- Regional Traffic Signal Program
- Intelligent Transportation Initiative
- Safety Initiatives
 - Road Safety Audits
 - Traffic Incident Management

Regional Traffic Signal Program

Regional Traffic Signal Program Functional Background

- SPC is program administrator
- CMAQ funding (80/20)
- Municipalities apply to SPC for specific corridor funding
- SPC and partners select corridors for program
- Project types: SINC, SINC-UP

Mr. D’Andrea explained that SINC-UP is signals and coordination with appropriate upgrades which includes retiming and synchronization. SINC is simply retiming. Why do we do these projects? Because we know that these projects reduce travel time, reduce fuel consumption, and reduce emissions. These are performance measures. They increase safety and decrease maintenance costs. How do we increase safety? These projects make sure that pedestrians and bicycles have enough time to cross the road. How do we decrease maintenance costs? These projects also convert heavy duty incandescent signal bulbs to LED. What we have found is municipalities are saving 75 to 80% on their electric bill when those conversions are made. You don’t have to change a LED bulb for 5 or 10 years versus changing a normal light bulb every year and a half.

Regional Traffic Signal Program-Progress

Cycle 1 (Completed)-23 Projects

- 251 signals, 43 Municipalities
- \$3.75 million funding
- Benefit/Cost: 90:1 – That’s \$90 of public benefit in terms of reduced travel time, reduced fuel consumption, and reduced emissions for every \$1 spent.

Cycle 2 (ongoing-scheduled to be completed in March, 2015) – 21 Projects

- 240 signals in 37 Municipalities
- \$5.0 million funding
- Benefit/Cost: TBD after construction completion

Cycle 3 (on-going)

- 25 applications received totaling \$6.6 million – Since we only have \$5M in funding, we have to get together and review scope and cost with these municipalities to get the right size for some of these projects.
- To be completed in 2017

Intelligent Transportation Systems

Traffic Management Center Evolution (90's and early 2000's)

- Pittsburgh Area only
- Customized system software
- 3 hour AM and PM peak coverage
- 4 freeway corridors

Today we have a Traffic Management Center that covers:

- Western 1/3 of state
- Fully integrated centralized software system
- 24/7 coverage with 13 full-time employees
- Media partner room
- State of the art video wall capable of 160 video images
- Un-interruptible Power Supply
- 12 freeway corridors

ITS 2014

Western Region

- 125 ± miles Fiber Optic Cable
- 225 CCTV Cameras
- 36 Highway Advisory Radio Transmitters
- 86 Highway Advisory Radio Signs
- 180 Microwave Detectors
- 100 Dynamic Message Signs
- 8 Fixed Anti-Icing Spray Technology Sites
- 6 Freeway Service Patrol Vehicles
- I-279 HOV (semi-automated)

Other ITS Activities

- University of Pittsburgh Center for Sustainable Transportation Infrastructure (CSTI)
 - *Freeway Ramp Management Research for PennDOT 11-0*
- CMU-Penn Technologies for Safe and Efficient Transportation (T-SET) research and Traffic-21
 - *Tiramisu* – a Smartphone application which provides real time schedule information, and availability for transit through crowdsourcing technology (signals from cell phones).
 - *ParkPgh* – a Smartphone application which provides parking availability for downtown garages based on real time monitoring and historical data and has expanded into the cultural district and adjoining garages downtown.

- *Connected and autonomous vehicles*

Mr. D’Andrea also mentioned that there is a regional transit Connect Card that multiple transit agencies are working on. There is statewide 511 which is a website/Smartphone application which provides real time traffic, weather and transit information. PA Turnpike Easy Passes are already allowing transactions without completely stopping at the toll booths. The Turnpike is actually planning to go to All Electronic Tolling within the next 10 years. Port Authority is also incorporating automatic vehicle location technology. With all of this activity happening in our region in terms of ITS, the advocacy organization, ITS America, has planned their annual meeting next year in Pittsburgh in June at the David L. Lawrence Convention Center. It’s expected that 2,000 folks will come here to look at what our region is doing in terms of intelligent transportation.

ITS Upcoming Work Program

- Reestablish active ITS steering committee as part of ROP process
- Assist with updating the Regional ITS Architecture
- Disseminate ITS-related information to regional ITS stakeholders, decision-makers and the general public
- Encourage before/after evaluation of ITS projects

ITS Emerging Areas?

- Active monitoring of traffic signals on key corridors
- Expanded use of adaptive traffic signals – this is where the traffic signal processing unit is faster and reacts faster to demand
- Travel time information on key roadways
- Integrated Corridor Management – a concept where we have the agencies of transit and the highways communicating with each other to manage a set of corridors so that one or the other could help the other out if there is a problem.
- Hard shoulder running – that’s where they upgrade the shoulder on the freeway to allow vehicles or authorized vehicles to travel on it during peak times
- Connected and autonomous vehicles
- Statewide communications between RTMCs

Safety Initiatives

Road Safety Audits

This is a formal safety performance examination of an existing or future road or intersection by an independent, multi-disciplinary team.

- What elements of the road may present a safety concern: to what extent, to which road users, and under what circumstances?
- What opportunities exist to eliminate or mitigate identified safety concerns?
- 22 RSAs completed to date

Traffic Incident Management

- 25% of all congestion in the US is related to traffic incidents

- USDOT data shows that for every minute that a travel lane is blocked, an additional 4 minutes of delay occurs after the incident is cleared.
- Traffic incidents are the leading cause of death for emergency responders

Video presentation: <http://www.youtube.com/watch?v=ZU16dG55Tk>

- Traffic Incident Management Initiatives – Doug Smith

Mr. Smith explained that the video was a commercial for the national TIM training program put together by FHWA, the International Association of Chiefs of Police and a host of other agencies. So far our region has trained 129 first responders. If you have any folks in your counties or agencies that are interested in hosting the training, let us know and we can put it on. It's free. We just have to line up instructors. Most of the sessions we've been doing are in the evening so that we can get volunteer first responders out there and they've been very receptive to it so far.

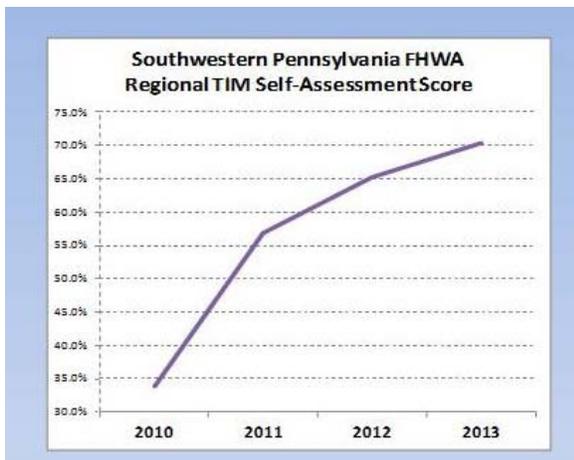
National Unified Goal

- Responder Safety
- Safe, Quick Clearance
- Prompt, Reliable, Interoperable Communications

Mr. Smith explained that this is tied to planning with our Regional Operations Plan and our objective to minimize the impacts of non-recurring congestion. The need is to get out there and get the roadway cleared as quickly as possible, because it's safer for first responders and it minimizes the congestion and economic impacts. It also reduces the potential for secondary crashes.

Southwestern Pennsylvania TIM Program

- Regional TIM Steering Committee established in 2011



Mr. Smith said that in 2011 the Federal Highway Administration was going around the country encouraging major metropolitan regions to do more related to traffic incident management and they were looking to the MPOs to be the facilitator of all this because one of the things that we're good at is bringing together different agencies at different levels of government and

getting them to the table and talking. When we first started out, our annual TIM self assessment score was 33.8%. Over the last three years we've been able to take that up to over 70% with what we've been doing with these TIM initiatives.



Mr. Smith noted that the TIM Steering Committee is working on a one-day tri-state TIM conference that SPC is helping to plan. It's October 15th in Wintersville, Ohio. This is the first time in the country that 3 states have gotten together to do a joint TIM Conference. There will be recognized speakers from all over the country to talk about traffic incident management and how we coordinate, particularly on big incidents that are going to have multi-state impacts. The conference is free, but does not include lunch.

Local TIM Teams

- I-79 / I-76 Local TIM Team
- Indiana County TIM Team
- Airport Corridor Local TIM Team
- Pittsburgh TIM Team
- I-70 / I-79 Local TIM Team

Mr. Smith said that over the last few years, we have established a regional TIM Steering Committee, as well as a series of Local TIM teams. That's where we reach out to the "boots on the ground" folks that are working the actual scenes. The purpose is to get everyone together, to train together, get to know each other, and build relationships so they're not meeting each other for the first time out on the highway with their adrenaline running high dealing with an emergency. They get to know each other and work together before going out on an incident. We now have four TIM teams underway and another one is being developed now in Washington which is being led by Lt. Doug Bartoe, PA State Police and Jay Ofsanik from PennDOT District 12.

- Cranberry Traffic Incident Management Presentation – Jerry Andree, Cranberry Township Manager and Marty McKinney, Traffic Operations and Communications

Mr. Smith reported there was an incident on June 24, 2014 in Cranberry that Jerry Andree and Marty McKinney will tell us about. This incident highlights the importance of operations and

why it makes sense to invest resources into traffic signals and traffic incident management programs. A real life example can do more to illustrate that than anything else.

Mr. Andree, Cranberry Township Manager, thanked the Commissioners for allowing the SPC to sponsor the TIMs program. And thank you specifically to Doug Smith. They were overwhelmed with requests to go to meetings and planning sessions. Our staff highly respects the expertise of your staff. Back in June we had a major incident that impacted an interchange on I-79 and an adjacent intersection that carries 120,000 cars per day. If it wasn't for the planning and efforts that Doug led our team through, I would not be here speaking to you tonight, because my board would have fired me and rightfully so because we would not have been prepared. In this case we were highly prepared.

Marty McKinney is the manager of our Traffic Operations Center (TOC) and he was instrumental on the management of that incident and worked with our staff to put together a great video about it.

Mr. McKinney thanked SPC for having them here. He explained that they are a unique community in southern Butler County that has a tremendous amount of traffic due to their strategic location next to the Turnpike, I-79, Route 228 and Freedom Road. It's a traffic corridor that provides a lot of opportunities for the rest of the SPC transportation crew to help us. I am one of the 129 first responders that have been through the TIM training and I'm also a traffic signal program user. Half of what Dom D'Andrea talked about are things that we have implemented up in Cranberry. The following presentation tells a little story about what happened.

Video presentation.

Mr. McKinney said that what they had was a major weather incident. There is a person who works for the National Weather Service who lives about ½ mile from this incident and he has a weather station in his back yard. He just happens to be a neighbor of one our township engineers. They clocked wind speeds at about 86 miles an hour. He said as a responder, it could have been a lot worse. The utilities could have fallen and landed on Interstate 79. There were around 3,000 foot of utility lines down on the road parallel with S.R. 228 and crossing the road. The biggest problem they had was that it was a major communications line towards Cranberry Woods Industrial Park and the areas to the east of Cranberry. There's a phone central switching office on the west side of the failure and a lot of phones on the east side of the township through the Rt. 228 corridor are all controlled by that. A 2,000 pair phone line was lying on the road. It was quite a task to have all the facilities and pieces and parts that a utility needs to get that put back up. Most of the time when you encounter these situations you think "now what are we going to do"? Because of our training, the group had some idea of what we were going to do.

We had an incident several years ago, a water main break that closed down part of Rt. 19 for a couple of hours and we took the lessons that we learned and the things that the TIM After Action Review taught us. We have some check lists. We have some protocols. We have the phone numbers for an assortment of different expertise and groups. This was a major group effort.

Mr. McKinney said that Cranberry takes their responsibilities very seriously with traffic. They've allowed us to build our Traffic Operations Center. We have about 41 traffic signals that we have to maintain as well as several more in the neighboring communities and we manage it all back in our location so that when an incident such as this occurs we have the ability to make some adjustments to help modify the traffic patterns. What that did was the signal load helped lighten up the traffic load areas around the detours that were put in place.

Mr. McKinney again thanked SPC and said he absolutely appreciates what SPC does for the region. We really appreciate what it does for transportation because we are a uniquely, cozy community up there. We appreciate all of the different aspects that SPC is involved in because all of these things were a big help to us in this catastrophic incident. He does not know what they would have done had they not learned from all of these things that have been promoted to us. But he is really happy to have been a part of what he thinks is a success. After 53 hours, we emptied the road and have had no repeat failures.

7. Committee Reports

Commissioner Maggi reported on the Regional Policy Advisory Committee. We had former PennDOT Secretary of Transportation, Allen Biehler, speak about their autonomous vehicle technology and what will take place 20 years from now. And Mr. Villotti spoke about future planning technology, Marcellus Shale and change of traffic patterns.

8. Other Business/Announcements

a. Update on Commissioners' Workshop on Environmental Sustainability—October 24th

Mr. Hassinger said this is the third of three that we planned for this year. We have some guests who will talk about their activity related to sustainability, regional energy planning in environment particularly from the Philadelphia area, from DVRPC, who are doing some interesting things over there that we want to highlight. Also an organization from Columbus, Ohio which is similar to our area as well. They recently worked with a National Association of Regional Councils to produce a regional energy plan. A lot of work that they do revolves around sustainability initiatives.

b. Report on DCED's Jobs1st on the Road

Mr. Villotti reported that on September 17th and 19th the Secretaries of both DCED and Labor & Industry were in Southwestern PA for Jobs1st on the Road. The kickoff event was held in Washington County at Southpointe and the roundup event was in Westmoreland County at St. Vincent's. They both had staff that met with a number of companies in the region. They visited programs at Westmoreland County Community College. It was very well received. We took advantage to show our projects, companies, and programs in an effort to attract more dollars to those projects and he thought that went well.

c. Joint Ohio/West Virginia/Pennsylvania Traffic Incident Management Conference—October 15th, Wintersville, Ohio

Mr. Smith said if anyone is interested in attending, there is a link on our website to register.

- d. Regional Energy Planning Event—December 11th at the David L. Lawrence Convention Center, Pittsburgh

Mr. Hassinger said this event is one that we're working with Sustainable Pittsburgh and others to guide development of a regional energy plan and strategy.

- e. Next Meeting Date—Annual Meeting—December 15th

Commissioner Anderson mentioned that Chuck DiPietro has announced his retirement. We will have a little extra meeting that evening to say a few things about Chuck.

9. New Business – None.

10. Adjourn

Mr. Staso moved to adjourn the meeting and Commissioner Maggi seconded. There being no further business to come before the Commission, the meeting adjourned at 5:30 p.m.

Respectfully submitted,

Larry Maggi
Secretary-Treasurer