



SOUTHWESTERN PENNSYLVANIA COMMISSION

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Southwestern Pennsylvania Commission

4:30 p.m., January 25, 2021
Webex Meeting

AGENDA

1. Call to Order
 - a. Quorum
 - b. Any Conflict of Interest Declarations on Action Items
2. Action on Minutes of the December 14th Meeting
3. Public Comment
4. Financial Report – Vince Massaro
5. Action on Resolution 1-21 to Make a Finding of Air Quality Conformity on Amendments to the Region's 2021-2024 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area (TMA) and the 2045 Transportation Plan (a Component of *SmartMoves for a Changing Region*) – Andy Waple/Chuck Imbrogno
6. Action on Resolution 2-21 to Amend *SmartMoves for a Changing Region* and 2021-2024 Transportation Improvement Program (TIP) to Include Funding from the Build Program for Improvements to SR 228 and SR 3020 in Butler County – Andy Waple
7. Action on Resolution 3-21 to Endorse PennDOT Statewide Federal Safety Performance Targets - Domenic D'Andrea
8. Action on Resolution 4-21 to Endorse PennDOT Statewide Reliability Performance Targets - Domenic D'Andrea
9. Action on Resolution 5-21 to Adopt the 2020 Regional Transportation Safety Action Plan – Domenic D'Andrea
10. Update on Federal Asset Management Targets for Bridges and Highways on the National Highway System – Andy Waple
11. University of Pittsburgh IRISE Research Consortium Introduction, Julie Vandebossche and Mark Magalotti – Andy Waple
12. Committee Report – Regional Policy – Leslie Osche
13. Discussion of "Library of Ideas" – Vincent Valdes

14. Message from the Executive Director – Vincent Valdes
Next Meeting Date – **April 26, 2021**

15. Other SPC Business – Rich Fitzgerald

16. Adjourn

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Southwestern Pennsylvania Commission
Minutes of the Meeting
December 14, 2020 – 4:30 p.m.
Cisco Webex Meeting

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

Members: Darin Alviano, Mike Belding, Kevin Boozel, Scott Bricker, Tom Ceraso, Douglas Chew, Mike Coonley, Scott Dunn, Pat Fabian, Rich Fitzgerald, James Gagliano, Kim Geyer, Sheila Gombita, Mark Gordon, Robin Gorman, Joe Grata, Kelly Gray, Bob Griffin, Dick Hadley, Lynn Heckman, Sherene Hess, Diana Irey Vaughan, Fred Junko, Katharine Kelleman, Sean Kertes, Larry Maggi, Jack Manning, Jeff Marshall, Kevin McCullough, Leslie Osche, Johnna Pro, Mavis Rainey, Bob Regola, Nick Sherman, Larry Shifflet, and Cheryl Moon-Sirianni.

Others: Dusty Kirk, Reed Smith; Ann Ogoreuc and Anthony Schneider, Allegheny County Department of Economic Development; Janet Feick and Tim Morgus, Maher, Duessel; Jason Rigone, Westmoreland County Planning and Development, and Brandon Stauffer, DCS.

Staff: Vincent Valdes, Belachew Ayele, Kristin Baum, Kirk Brethauer, Ronda Craig, Domenic D'Andrea, Colleen Friend, Ryan Gordon, Chuck Imbrogno, Tom Klevan, Jenn Lasser, Vince Massaro, Shannon O'Connell, Dee Pamplin, Kay Tomko, and Andy Waple.

1. Chairman Fitzgerald called to order the December 14, 2020 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 September 28, 2020 Meeting

A motion was made to approve the minutes of the September 28, 2020 meeting by Larry Shifflet which was seconded by Leslie Osche. The affirmative vote was unanimous.
3. Public Comment – None
4. Presentation of 2019-2020 Audit Report – Maher Duessel, CPAs Tim Morgus and Janet Feick

Tim Morgus summarized three reports on SPC's June 30, 2020 Audit Report.

- ☐ Communication to Those Charged with Governance
 - ☐ Audit of the Financial Statements and Single Audit
 - ☐ Form 990 (Corporation)
- Required Audit Communications
- ☐ Our Responsibilities under Generally Accepted Auditing Standards (GAAS) and Uniform Guidance (UG)
 - ☐ Significant Accounting Policies:
 - No new accounting policies were adopted in 2020
 - ☐ Accounting Estimates - none
 - ☐ Disclosures

- Note 10 regarding impact of COVID-19
- ☐ No Disagreements with Management or Difficulties Encountered
- ☐ Corrected and Uncorrected Misstatements
- ☐ Other Matters
- Limited procedures applied to the Required Supplementary Information (RSI) and Supplementary Information (SI)

Janet Feick briefly reported on the Financial Statements stating we were able to issue an unmodified audit opinion on both the government wide and fund presentations within the financial statements. That is the best type of assurance you can receive under the auditing standards.

Financial Statements

- ☐ Opinions:
 - Unmodified audit opinions issued on both government-wide and fund presentations
- ☐ Single Audit
 - Required when expenditures of federal awards are \$750,000 or greater
 - Testing of compliance with certain rules and regulations as well as internal control processes over financial reporting and compliance
- ☐ Total Assets of \$13.0 Million
 - Majority of cash is restricted (grants; RLF's)
 - Loans receivable of \$6.3 Million (decrease of \$200,000)
- ☐ Total Liabilities of \$12.6 Million
 - Notes payable – PIDA/SBF loan program (\$3.6M)
 - RLF unearned revenue (\$3.7M)
 - Grant advances (\$1.8M)
- ☐ Net Position - \$457 Thousand

Statement of Revenues, Expenditures, and Changes in Fund Balance (Page 4)

- ☐ Total Revenues: \$10.5 Million
 - Decrease of 6.5% (\$734 Thousand) from prior year
 - Federal and state grants (\$8.3M)
- ☐ Total Expenses: \$10.5 Million
 - Corresponding increase in expenditures
- ☐ Notes to Financial Statements
 - COVID-19
 - No other new or sensitive disclosures

Single Audit Results (Page 41)

- ☐ Single Audit
 - Total Federal Expenditures of \$9.8 Million
 - Major Program:
 - ***CFDA #20.205 Highway Planning and Construction Cluster***

- Unmodified opinion on compliance for major programs
- No findings or questioned costs reported

5. Financial Report – Vince Massaro

Vince Massaro reported on the financials for the four month period of July 1 through October 31, 2020. Total revenues and related expenditures to date \$6,026,742 versus the approved annual budget of \$13,551,484. This reflects 44.47% of the budget encumbered and utilized to date.

Most of our grants have been fully executed. We have three state grants that we have received five twelve funding for and we are anticipating the remainder seven twelfth for the Prep, Export 2000, and Engage Programs which will be fully funded once we receive those funds we will be fully funded through the end of June. 5-12

Due to Covid-19, most of the staff is working remotely on their projects.

6. Nominating Committee Report and Action on Resolution 15-20 to Elect a Vice-Chairman and Secretary-Treasurer to the Commission – Lynn Heckman, Chair

Ms. Heckman reported on the recommendations from the Nominating Committee stating that in compliance with SPC bylaws and current SPC Officers and Executive Committee Members were elected to two-year terms in January 2020. Subsequently, this year our Vice Chair, Tony Amadio, resigned that position only. We thank him for his service. The Nominating Committee has unanimously recommended to SPC that the current Secretary-Treasurer, Commissioner Leslie Osche of Butler County move up to the Vice Chair position. Additionally, the Committee unanimously recommends that Commissioner Pat Fabian of Armstrong County be elected to the Commission's Secretary-Treasurer position. But before we vote, I want to note that Fayette County has pointed out that it has never had the opportunity to serve in an SPC officer position; ever since they joined in 1996. Commissioner Vicites has withdrawn his candidacy for secretary-treasurer this year, and he's making a strong request for support for this position going to Fayette County next year. Allegheny County concurs with this oversight and one of our valued member counties should be remedied next year.

Now we can proceed with the vote on the Committee recommendations. A motion was made to approve the Nominating Committees recommendation by Tom Ceraso which was seconded by Kim Geyer. The affirmative vote was unanimous.

Chairman Fitzgerald agrees that there has to be representation on the SPC from all the counties including the City of Pittsburgh. I fully support that in the next round Fayette County be considered. I hope others consider that also.

Chairman Fitzgerald congratulated Commissioner Osche and Pat Fabian, and thanked Lynn Heckman and the Nominating Committee. We also want to wish Tony Amadio good health.

7. Action on Resolution 16-20 to Recognize the Accomplishments of our Colleague and Friend, David Miller, who passed away on November 17, 2020 – Rich Fitzgerald

David Miller was a long time member of this board and of the Institute of Politics at the University of Pittsburgh. He was an advocate of good government; government that works together and that we all represent. We are asking for action on Resolution 16-20 to be sent to his family in recognition of his accomplishments throughout his career. A motion was made by Commissioner Osche to approve Resolution 16-20 honoring the services of David Miller which was seconded by Mavis Rainey. The affirmative vote was unanimous.

8. 2020 Regional Transportation Safety Action Plan Overview – Domenic D’Andrea

Mr. D’Andrea gave a brief overview of the 2020 Regional Transportation Safety Action Plan that we recently completed. He will provide fuller details next month when we ask for Commission approval. The Regional Vision is a world-class, safe and well maintained, integrated transportation system that provides mobility for all, enables resilient communities, and supports a globally competitive economy.

One of the regional goals is to implement major projects that maintain our existing system while also enhancing safety, accessibility, mobility, and connectivity across the region.

The original Safety Action Plan was completed in 2015 and the 2020 Safety Action Plan is our first update to that original plan. The importance of this Safety Action Plan is that it:

- Complements PennDOT’s statewide Strategic Highway Safety Plan with (regional specific) strategies and potential project locations so that we can work towards achieving our LRTP vision and goals. Pennsylvania and the region are continuously working toward zero deaths.
- Provides the blueprint for improving our required Federal Safety Performance Measures.
- Facilitates attainment of the 5 federal safety performance measure targets for the region
- Enhances, maintains, and supports soft-side programs to improve transportation safety
- Identifies safety improvement projects to be incorporated into the TIP and LRTP using a data-driven process
- Improves safety on the local road network

Other Goals and Objectives:

- Reduce the number and rate of fatalities on all public roads
- Reduce the number and rate of serious injuries on all public roads
- Reduce the number of non-motorized fatalities and non-motorized serious injuries on all public roads
- Identify and reduce crashes in all Safety Action Plan focus areas on an annual basis working toward zero deaths.

We had great contributions from our steering committee and stakeholder members which totaled 62 people including staff from FHWA, PennDOT, member counties, and bicycle and pedestrian groups. From April to October we’ve had 7 virtual meetings with the following organizations.

Regional Transportation Safety Action Plan

Steering Committee Members	Plan Development		
	Allegheny Co. Economic Development	FHWA	PennDOT District 11-0
	Allegheny Co. Health Dept	PennDOT Central Office	PennDOT District 12-0
Stakeholder Committee Members	City of Pittsburgh	PennDOT District 10-0	SPC
	Airport Corridor Transportation Assn.	Fayette County	Pennsylvania Turnpike Commission
	Allegheny County Public Works	Greene County	Pittsburgh Bike Share
	Armstrong County	Indiana County	Port Authority of Allegheny County
	Beaver County	Lawrence County	Town and Country Transit
	BikePGH	Oakland TMA	Washington County
	Butler County	Other PennDOT staff from 3 Districts	Westmoreland County

Southwestern Pennsylvania Commission

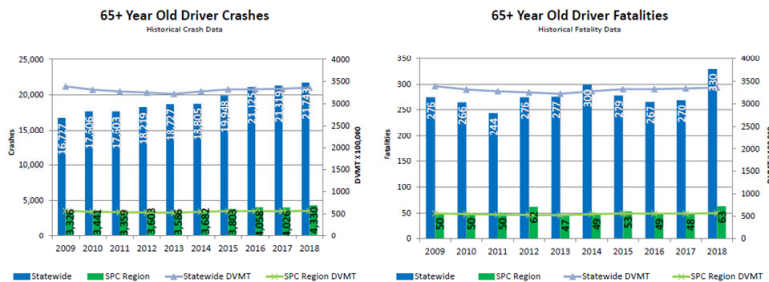
27

There is a lot of data in this Action Plan as shown on the following slide. For example, between the years 2009 and 2018 we have the data on mature driver's statewide crashes. The graph on the left is mature drivers 65+ crashes, and the graph on the right is mature drivers 65+ that resulted in a fatality. As shown, mature driver crashes and mature driver crashes with fatalities are not going down. Because of this upward trend, mature driver crashes get categorized as a regional focus area in the plan.

Regional Transportation Safety Action Plan

What's in the Plan? Lots of data

Sap 2015 Recommended Focus Area Performance



Southwestern Pennsylvania Commission

28

Based on the other similar data which was not trending downward, out of the 33 crash types, this next slide shows 13 crash types that have become the regional safety focus areas for our 2020 Plan.

- Drug related crashes
- Distracted Driving Crashes
- Run-off-road crashes
- Head-on crashes
- Signalized intersection crashes
- Aggressive driving crashes
- Secondary crashes

- Mature driver crashes
- Non-motorized (pedestrian/bicycle) crashes
- Intersection crashes
- Transit related crashes
- Heavy truck crashes
- Drowsy driver crashes

These were the focus areas developed for the entire 10-county region.

Similarly, splicing the data further, we also developed Focus Areas per PennDOT District which are shown here in this next slide.

Regional Transportation Safety Action Plan

What's in the Plan? District/County Focus areas



Southwestern Pennsylvania Commission

30

In the Plan, we also highlight the existing available programs that address the focus areas and propose additional new strategies and initiatives to address these focus areas.

The Plan also includes 157 potential safety project locations which were based on two data sets. The primary data set was PennDOT's Highway Safety Manual network screening data which uses the observed historical crash data, predictive equations, as well as expected crash estimates for similar locations. These three factors yield an "excess crash" number which really represents the potential for safety improvement. A high "excess crash" number means that the roadway segment or intersection is underperforming from a safety standpoint. The other data set, crash cluster data, was utilized to determine pedestrian and bicycle safety related project locations.

Let's remember one of our overarching goals set forth in the original 2015 Safety Plan. The goal, based on 5 year rolling averages, was to cut fatalities and serious injuries in half within the 25 year period between 2006 and 2030. In the case of fatalities, as shown on this graph, to go from 260 fatalities to 130. Because we had a spike in fatalities in 2018, you see the blue bar creeping over our red goal line for any average that includes the 2018 data. However, the good news is that the number of fatalities in our region last year, 2019, was the lowest number of fatalities recorded in over 20 years (219).

Figure 1: SPC Region Fatality Target Performance Tracking (2006-2030)

Year Range	SPC Region Fatalities	Target
2006-2010	260.4	-
2007-2011	258.4	-
2008-2012	254.4	-
2009-2013	244.4	-
2010-2014	234.4	-
2011-2015	229.4	-
2012-2016	223.8	-
2013-2017	219.2	-
2014-2018	223.8	-
2015-2019	223.4	-
2006-2030	-	130

Southwestern Pennsylvania Commission

33

Regional Transportation Safety Action Plan

Crash Frequency	
Crash Type	Increase from 2018 to 2019
Head-on	+140
Aggressive driving	+81
Speeding	+49
Motorcycle	+38
Distracted driving	+36
Bicycle	+20
Pedestrian	+12
Intersection	+6

Southwestern Pennsylvania Commission

34

Scott Bricker thanked Domenic, Andy and Josh and the whole team. I'm very impressed with the process. I had questions and comments for them during this process and they answered responsively.

Dom thanked Scott for being a part of the process and reviewing the Plan.

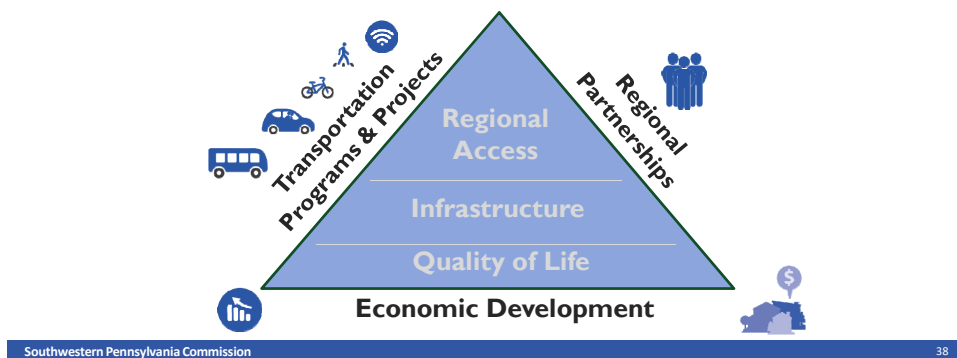
9. Message from the Executive Director – Vincent Valdes
Next Meeting Date – **January 25, 2021**

Mr. Valdes shared a few things with the Commission, one being what the Chairman spoke of, that we are moving in the direction of reestablishing the Regional Policy Advisory Committee. It has not met in over a year and half. With so many emerging topics coming our way; broadband, economic development, post COVID recovery, emerging technologies, new partnerships, bringing in private partners. We really need the forum to discuss those robust discussions amongst ourselves, so that we can start thinking about building our priorities. Creating a space where we are moving all our priorities together. Whether it's rural, urban, or suburban, that we're working together to really have a clear voice and vision of how we're going to do this work. Earlier, we had a conversation about different trends that are emerging from Washington DC in terms of potential funding and discretionary programs, and it's important that we have that venue to express our needs at a national and a state level as well as a local level. So stay tuned for that. We will be soliciting ideas that we can present to the Executive Committee and the SPC Board over time so we can explore all of these topics.

This next slide is an area where I have been spending a lot of time since coming on board, and I want to thank the Chairman for giving me the opportunity to do this. I did brief the Executive Committee and the SPC Board about this. I'm excited to speak to the full Commission about an effort we will be launching in the coming year. It's really a comprehensive organizational assessment or review of the SPC itself. We will be recruiting a contactor to help us rethink and reinvent how SPC conducts its business from top to bottom.

SPC Strategic Function

Purpose: To support equitable, sustainable, livable communities in Southwestern Pennsylvania through planning, economic development initiatives, and projects that benefit the region.



I can't over emphasize this effort, with so many emerging topics, so many new things coming down the pike we need to think of how we optimize our systems and functions and business lines here at SPC, so we can bring our influence of what our span is as shown in this slide. Within the triangle we can influence, regional access, we're responsible for improving infrastructure and ultimately for the quality of life around the region. Around the perimeter of the triangle you see the levers we can pull; we work with transportation projects and programs; to include broadband. I'm increasingly asking people to include broadband as another transportation mode. Improving our regional partnerships,

creating a space here where all voices are heard. Taking input from all quarters since this is a broad and diverse region; influencing economic development everything that we do has an economic lens as well as an equity and access lens which is very important to keep in mind.

The next slide is a statement that details a statement of work, for how SPC approaches its work as an organization.

SPC – Organizational Underlying Principles

1. Complex problems require an *interdisciplinary approach*.
2. We solve challenges *holistically* and take advantage of every opportunity.
3. Solutions are *practical and actionable*.
4. We begin by *defining our desired outcomes*.
5. We work to *ensure the success of our colleagues and partners*.

1. The first principal is that this is an interdisciplinary approach that we are trying solve our challenges from a planning and engineering perspective, but we're not missing the boat on social services, education, academia, the private sector and other disciplines that are important to how we come to our solutions.
2. We look at the second principal holistically we take advantage of every opportunity presented to us. And that we are integrating all of those skills.
3. Everything we do is optional, practical and of benefit. Everything leads to a benefit or some stakeholder.
4. We are working to define our communal desired outcome from the word go. We know the end game we know what we want and we guide our actions to get those results.
5. We ensure the success of everyone in the region. We don't cannibalize ourselves where one part of the region benefits and another part doesn't. That we're all in this together is super important.

This last slide represents the document I mentioned earlier which is a boil down which lays down the strategy activities for the reinvention of SPC. Talking about the activities and deliverables that we're interested in developing--putting together a practical business plan for evolving the SPC. Changing a culture within an organization is not easy, changing a perspective on how we do our work when we've been doing it a certain way for years. I've learned over my career that change is frightening, but necessary to be able to move the ball forward and stay up with the emerging trends.

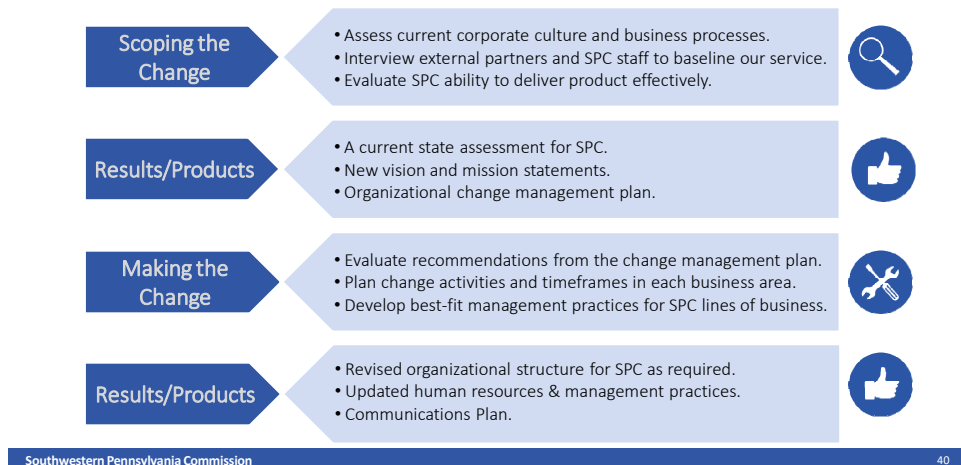
The next thing is creating these recommendations that will provide us with a management plan for reinventing SPC. Simple, practical, steps that will get us to where we need to get in defined timeframes, in each of the business areas and perhaps new business areas, such as broadband or a cognitively directory. Here at the SPC is an important topic and one which is not going away.

At the end of the day a revised organizational structure for SPC. I'm happy to be working with my Directors here, who are wonderful people. Is there room to perhaps create new offices or efforts to create new tools for managing staff and our practices in terms of how we deliver our service?

Finally, how do we communicate what we do? How do we interact with our stakeholders, our customers, our clients, and our partners and; creating an approach, a plan that will take us in that direction over time.

I'm looking forward to kicking this off at the beginning of the New Year. We are going to put out a solicitation for that change management support. I'm excited to be working with all of you over time to see how we can improve these processes.

SPC – Evolution Strategy Activities and Deliverables



Chairman Fitzgerald said again we will want to form a subcommittee to have more robust discussions about Mr. Valdes' new strategies for SPC.

Scott Bricker asked if we are looking at other MPOs or RPOs as models in some way? Mr. Valdes responded that yes he has looked at other MPOs. Actually, before coming to SPC one of my jobs was to certify MPOs. So I learned a lot about MPO best practices. I've talked to some of my colleagues around the county as to what they've done for their MPOs as a sort of new direction. We all know what a TIP is because SPC does that very well and has been recognized by the FHWA and FTA for best practices. Wouldn't it be great to take that model or those experiences and develop what I call a BIP, a broadband improvement program? Where we're creating a space to get local projects all together to figure out what will be the most benefit to the region, so we can articulate a single voice to Washington DC or whoever the funder may be, when it comes time to implement broadband. So we have one voice, a unified approach. I think taking the TIP process and transferring it to a BIP process is going to be beneficial in that regard. Why not have the southwestern Pennsylvania region be the first one out of the block to do that nationally. I would also love that to become a best practice nationally, that was even adopted in statue.

Kim Geyer asked do you have a time line for this process--3 or 5 years? Mr. Valdes replied when you go through an organizational assessment it can take up to 6 months to put the plan together and another 6 months to implement. After that it could be in effect as long as it's valuable.

10. Other SPC Business – Rich Fitzgerald

Commented on the COVID-19 vaccination distribution which has started in our hospitals. None of our counties have been immune from this. Hopefully the vaccine distribution will go quickly, that is one of the things I hopefully will be good collaborating to get to our counties help so we can get back to normal. For myself I have missed being in the official meetings, and with the camaraderie. That doesn't happen so well meeting virtually.

11. Appointment of 2021 Nominating Committee – Rich Fitzgerald

Chairman Fitzgerald is taking recommendations for people who might want to serve on this committee next year.

12. Adjourn

Commissioner Maggi moved to adjourn the meeting of the Southwestern Pennsylvania Commission and Commissioner Osche seconded. The affirmative vote was unanimous.

Respectfully Submitted

Pat Fabian
Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA CORPORATION

SOUTHWESTERN PENNSYLVANIA COMMISSION

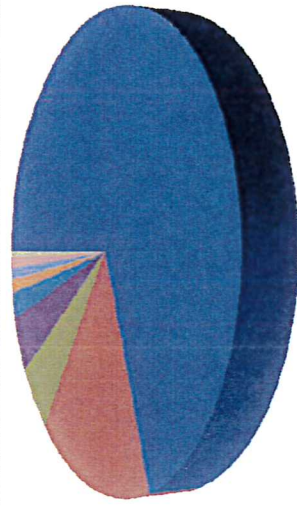
COMBINED REVENUE and EXPENSE STATEMENT

FOR THE PERIOD JULY 1, 2020 to NOVEMBER 30, 2020

	APPROVED BUDGET	ACTUAL TO DATE	PERCENT OF BUDGET	ENCUMBERED TO DATE	PERCENT OF BUDGET
REVENUES:					
Federal Grants	\$ 8,970,550	\$ 3,097,726	34.53%	\$ 5,161,617	57.54%
State Grants	2,029,475	630,515	31.07%	1,237,749	60.99%
In-Kind Service Match	1,001,782	315,575	31.50%	390,575	38.99%
Commission Members Local Match	533,126	199,494	37.42%	320,270	60.07%
SPC Member Water Program	392,900	73,816	18.79%	73,816	18.79%
Communications Allocation	355,000	150,262	42.33%	150,262	42.33%
Other Funding / Program Match	120,381	5,602	4.65%	71,782	59.63%
SPC Corporation Operating Funds	82,400	31,004	37.63%	65,711	79.75%
Loan Program Fees Recognized	65,870	29,278	44.45%	29,278	44.45%
TOTAL PROJECT RELATED REVENUES	\$ 13,551,484	\$ 4,533,272	33.45%	\$ 7,501,060	55.35%
EXPENDITURES:					
Direct					
Program Salaries with Fringes	\$ 4,655,018	\$ 1,765,532	37.93%	\$ 1,765,532	37.93%
Printing	15,452	2,842	18.39%	2,842	18.39%
Telephone	10,180	3,840	37.72%	3,840	37.72%
Postage	1,872	52	2.78%	52	2.78%
Supplies; Software Maintenance	139,774	16,476	11.79%	16,476	11.79%
Travel	129,245	11,620	8.99%	11,620	8.99%
Equipment Purchase/Lease/Maintenance	54,400	6,190	11.38%	48,190	88.58%
Meetings	108,003	853	0.79%	853	0.79%
Legal and Grant Audits	39,300	13,511	34.38%	13,511	34.38%
Dues/Data Files/Web Site Development and Maintenance	383,382	17,621	4.60%	217,621	56.76%
Training and Development	26,350	6,450	24.48%	6,450	24.48%
Temp Personnel Services	39,074	2,258	5.78%	2,258	5.78%
Communications Project Allocation	355,000	150,262	42.33%	150,262	42.33%
In-Kind Service Match	1,001,782	315,575	31.50%	390,575	38.99%
EDA/RLF - CARES Act	-	379,971	0.00%	379,971	0.00%
Executive Search	22,941	-	0.00%	-	0.00%
Contractual - Professional Technical Consulting Services	708,337	-	0.00%	-	0.00%
Contractual - Whitman, Requardt & Associates	662,500	19,102	2.88%	662,500	100.00%
Contractual - MarketSpace Communications	200,000	10,440	5.22%	200,000	100.00%
Contractual - Delta Development	87,290	62,559	71.67%	87,290	100.00%
Contractual - On Call Consultancy	500,000	159,238	31.85%	500,000	100.00%
Contractual - PREP Partners	496,660	70,710	14.24%	496,660	100.00%
Contractual - LDD's (ENGAGE! Program)	235,433	112,425	47.75%	235,433	100.00%
Contractual - SPC Members UPWP Planning Assistance	213,378	10,676	5.00%	213,378	100.00%
Contractual - Catalyst Connection	474,073	151,585	31.98%	474,073	100.00%
Contractual - Enterprise Holdings	350,000	112,126	32.04%	350,000	100.00%
Contractual - Port Authority Transit Planning Pass-Through	184,000	78,392	42.60%	184,000	100.00%
Contractual - Advocacy Representation	60,000	25,293	42.16%	60,000	100.00%
Total Direct Expenditures	\$ 11,153,444	\$ 3,505,599	31.43%	\$ 6,473,387	58.04%
Indirect Expenses	2,398,040	1,027,673	42.85%	1,027,673	42.85%
TOTAL PROJECT RELATED EXPENDITURES	\$ 13,551,484	\$ 4,533,272	33.45%	\$ 7,501,060	55.35%

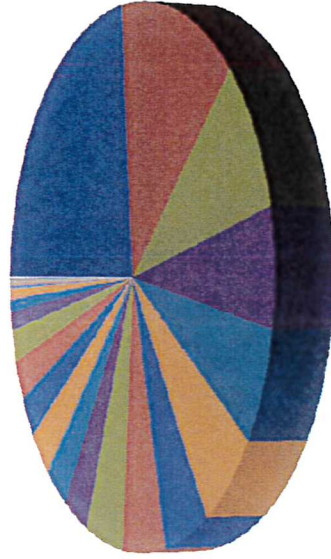
Revenues - Actual and Encumbered to Date 11/30/2020

Federal Grants \$5,161,617	\$ 5,161,617
State Grants \$1,237,749	1,237,749
In-Kind Service Match \$390,575	390,575
Commission Members Local Match \$320,270	320,270
Communications Allocation \$150,262	150,262
SPC Member Water Program \$73,816	73,816
Other Funding/Program Match \$71,782	71,782
SPC Corporation Operating Funds \$65,711	65,711
Loan Program Fees \$29,278	29,278
	\$ 7,501,060



Expenditures - Actual and Encumbered to Date 11/30/2020

Program Salaries with Fringes \$1,765,532	\$ 1,765,532
Indirect Expenses \$1,027,673	1,027,673
Contractual - Whitman, Requaardt & Associates \$662,500	662,500
Contractual - On Call Consultancy \$500,000	500,000
Contractual - PREP Partners \$496,660	496,660
Contractual - Catalyst Connection subaward \$474,073	474,073
In-Kind Service Match \$390,575	390,575
EDA/RLF - CARES Act \$379,971	379,971
Contractual - Enterprise Holdings \$350,000	350,000
Contractual - LDD's (ENGAGEI Program) \$235,433	235,433
Dues/Data Files/Web Site Development and Maintenance \$217,621	217,621
Contractual - SPC Members UPWP Planning Assistance \$213,378	213,378
Contractual - MarketSpace Communications \$200,000	200,000
Contractual - Port Authority Transit Planning Pass-Through \$184,000	184,000
Communications Project Allocation \$150,262	150,262
Contractual - Delta Development \$87,290	87,290
Contractual - Advocacy Representation \$60,000	60,000
Equipment Purchase/Lease/Maintenance \$46,190	46,190
Supplies: Software Maintenance \$16,476	16,476
Legal and Grant Audits \$13,511	13,511
Travel \$11,620	11,620
Training and Development \$6,450	6,450
Telephone \$3,840	3,840
Printing \$2,842	2,842
Temp Personnel Services \$2,258	2,258
Meetings \$853	853
Postage \$52	52
	\$ 7,501,060



SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 1-21

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to make a finding of conformity that proposed amendments to the region's fiscally constrained 2021-2024 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area (TMA) and the 2045 Transportation Plan (a component of *SmartMoves for a Changing Region*) 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, the Transportation Conformity Rule identifies projects and project types which are "exempt" from regional conformity analysis;

WHEREAS, the Transportation Conformity Rule requires a new finding of conformity by the MPO prior to an MPO action to adopt or amend the Transportation Plan or TIP when that action involves projects or project types which are not "exempt" from regional conformity analysis, or prior to any federal action to approve project designs, environmental documents, or other aspects of "non-exempt" projects that are not required to be programmed on the regional Plan or TIP;

WHEREAS, the U.S. Department of Transportation has recently awarded \$25 million of discretionary BUILD (Better Utilizing Investments to Leverage Development) grant funding to Butler County to construct roadway, intersection, and pedestrian improvements along two segments of State Route 228 and State Route 3020 (Freedom Road) and Butler County has proposed amendments to the 2021-2014 TIP and 2045 Plan to add these "non-exempt" projects;

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 that the amended 2021-2024 TIP and the 2045 Transportation Plan conform 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 December 7, 2020 through January 12, 2021 including one public meeting which was held virtually to comply with Covid-19 restrictions; 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 adopted fiscally constrained 2021-2024 TIP and the 2045 Transportation Plan as amended to include roadway, intersection, and pedestrian improvements along two segments of State Route 228 and State Route 3020 (Freedom Road) 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 amended 2021-2024 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, Pat Fabian, 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 25th day of January 2021; 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. 2-21

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to amend *SmartMoves for a Changing Region* and the 2021-2024 Transportation Improvement Program (TIP) to include funding through the U.S. Department of Transportation's BUILD Program for improvements to SR 228 and SR 3020 in Butler County.

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

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

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

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

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

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

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

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

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

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

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

I, Pat Fabian, 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 Commissioners of said Commission at a meeting duly called and held on the 25th day of January 2021, 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

RESOLUTION NO. 3-21

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION (SPC), at the request of the Pennsylvania Department of Transportation (PennDOT) to adopt and support the PennDOT safety performance targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT safety targets of reducing fatalities by 2% annually and having no annual increase to serious injuries (establishing 2019 as the baseline target).

WHEREAS, The Moving Ahead for Progress in the 21st Century Act (MAP-21) established a system of national goals and performance management measures designed to ensure the effective use of Federal transportation funds;

WHEREAS, 23 Code of Federal Regulations (CFR), Subpart B establishes five performance measures for the Highway Safety Improvement Program (HSIP):

- Number of Fatalities
- Rate of Fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and serious injuries

WHEREAS, MPOS must establish targets for each performance measure for the same calendar year within 180 days of PennDOT establishing targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets;

WHEREAS, Metropolitan Long-Range Transportation Plans and Transportation Improvement Programs must include a description of how the plans support and contribute to achieving the established performance targets;

WHEREAS, The PennDOT safety targets, established August 31, 2020, established statewide goals of reducing fatalities by 2% annually and having no annual increase (0%) to serious injuries;

WHEREAS, the statewide and regional data support the new PennDOT targets which are reviewed annually;

WHEREAS, the Regional Transportation Safety Action Plan contains strategies, focus areas, and potential safety project locations that have the potential to further improve safety performance; and

WHEREAS, at its January 14, 2021 meeting, the SPC Transportation Technical Committee unanimously recommended adoption and support of the PennDOT safety performance targets.

NOW, THEREFORE, BE IT RESOLVED, that the Southwestern Pennsylvania Commission adopts and supports the PennDOT safety performance targets required by 23 CFR Subpart B.

I, Pat Fabian, 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 Commissioners of said Commission at a meeting duly called and held on the 25th day of January 2021, 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

RESOLUTION NO. 4-21

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION (SPC), to accept PennDOT's statewide System Performance and Freight Movement Reliability (PM3) performance targets as the regional PM3 performance targets that contribute to the system performance of the National Highway System (NHS) and movement of freight on the Interstate System.

WHEREAS, The Moving Ahead for Progress in the 21st Century Act (MAP-21) established, and the Fixing America's Surface Transportation (FAST) Act reinforced, a system of national goals and performance measures designed to ensure the effective use of Federal transportation funds;

WHEREAS, federal regulations at 23 CFR 490 Subparts E,F,G, and H) establish six performance measures to monitor system performance, freight movement and the CMAQ Program, three of which pertain to travel reliability:

- Percentage of Person-miles Traveled on the Interstate System that are Reliable;
- Percentage of Person-miles Traveled on the non-Interstate System that are Reliable;
- Interstate System Truck Travel Time Reliability Index;

WHEREAS, as defined in 23 U.S.C. 150(c) Each metropolitan planning organization serving a transportation management area (as defined in section 134) with a population over 1,000,000 people representing a nonattainment or maintenance area shall develop a performance plan that:

- A. Includes an area baseline level for traffic congestion and on-road mobile source emissions for which the area is in nonattainment or maintenance;
- B. Describes progress made in achieving the performance targets described in section 150(d); and
- C. Includes a description of projects identified for funding under this section and how such projects will contribute to achieving emission and traffic congestion reduction targets.

WHEREAS, State DOTs and Metropolitan Planning Organizations are required to establish targets that represent the anticipated performance outcome in carrying out the National Highway Performance Program (NHPP) and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program;

WHEREAS, in October, 2020, PennDOT established PM3 performance targets;

WHEREAS the MPO PM3 targets must be established within 180 days (March 29, 2021) of the State DOT's (PennDOT) establishment of statewide targets by either agreeing to plan and program projects so that they contribute toward the

accomplishment of the State DOT PM3 targets, or committing to quantifiable targets for the MPO planning area;

WHEREAS, Metropolitan Long-Range Transportation Plans and Transportation Improvement Programs adopted or amended after March 29, 2021, must include a description of how the Plans or TIPs support and contribute to achieving the established performance targets; and

WHEREAS, at its January 14, 2021 meeting, the SPC Transportation Technical Committee unanimously recommended that SPC endorse PennDOT's PM3 reliability targets as the SPC region's that contribute to the system performance of the National Highway System (NHS) and movement of freight on the Interstate System; and to program projects so that the TIP and Plan contribute toward the accomplishment of PennDOT's targets.

NOW, THEREFORE, BE IT RESOLVED, that the Southwestern Pennsylvania Commission adopts and supports the PennDOT System Performance and Freight Movement Reliability (PM3) targets as the region's targets in accord with federal regulations at 23 CFR 490.105.

I, Pat Fabian, 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 Commissioners of said Commission at a meeting duly called and held on the 25th day of January 2021, 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

RESOLUTION NO. 5-21

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION (SPC), adopting the 2020 Regional Transportation Safety Action Plan update which is the implementation plan for how the region achieves its vision and goals for transportation safety.

WHEREAS, SPC, in its Long-Range Transportation Plan, *SmartMoves for a Changing Region*, established the regional vision of a world-class, **safe** and well maintained, integrated transportation system that provides mobility for all, enables resilient communities, and supports a globally competitive economy;

WHEREAS, *SmartMoves* also identified the regional goals of implementing major projects that maintain our existing system while also **enhancing safety**, accessibility, mobility, and connectivity across the region;

WHEREAS, the 2020 Regional Transportation Safety Action Plan update includes regional and county safety focus areas, existing and new safety strategies and initiatives, as well as over 150 potential safety project locations;

WHEREAS, the 2020 Regional Transportation Safety Action Plan update continues to support annual reductions in fatalities and serious injuries and the overarching long-term goal of zero deaths on our roadways;

WHEREAS, SPC staff collaborated with the Safety Action Plan Steering Committee and Stakeholders comprised of PennDOT transportation and safety staff, county and municipal planners and safety advocacy groups to develop the plan in 2020; and

WHEREAS, at its January 14, 2021 meeting, the SPC Transportation Technical Committee unanimously recommended adoption of the 2020 Regional Transportation Safety Action Plan update.

NOW, THEREFORE, BE IT RESOLVED, that the Southwestern Pennsylvania Commission adopts the 2020 Regional Transportation Safety Action Plan update.

I, Pat Fabian, 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 Commissioners of said Commission at a meeting duly called and held on the 25th day of January 2021, 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

“Library of Ideas” 2021

January, 2021

1. Regional Policy Advisory Committee (RPAC)
 - a. Re-establish the Regional Policy Committee
 - b. Support a forum for discussion of ideas of regional impact
 - c. Create conditions where SWPA is a national leader of regional innovation
2. SPC Evolution Strategy
 - a. SPC strategic function
 - b. Organizational principles
 - c. Implement change strategy
 - d. Position the region for competitive funding opportunities in transportation and broadband connectivity
3. Regional Mobility
 - a. Strengthen public transit post-COVID
 - b. Implement SmartMoves Connections Recommendations
 - c. CommuteInfo Re-imagined
 - d. Transit systems into efficient digital networks
 - e. Repairing and maintaining regional infrastructure
 - f. Public Private Partnerships for electric bus fleets
4. Regional High-Speed Internet Connectivity
 - a. Potential hurdles & solutions (municipal, policy, physical)
 - b. Governance structure for CIP implementation
 - c. Position SWPA for competitive funding opportunities
5. Pitt IRISE Collaboration on Landslides
 - a. Support increased resilience and of proactive solutions for regional infrastructure
 - b. Introduce cutting edge technologies that improve safety and resiliency
6. SPC Educational Series Topics of Regional Importance
 - a. Collaboration with LGA – prevent overlap of topics
 - b. Best practices (land use, conservation, historic preservation, etc.)
 - c. Emerging technology (planning, data, tools)
7. SPC Water Resources Center
 - a. Future direction, roles and responsibilities
 - b. Expansion of scope to include other environmental topics

Southwestern Pennsylvania Commission

January 25, 2021



Agenda

Agenda Item: 1

- Call to Order
 - Quorum
 - Any Conflict of Interest Declarations on Action Items

Agenda Item: 2

- Action on the Minutes of the December 14, 2020 Meeting

Agenda Item: 3

- Public Comment – Opportunity for the public to address the Commission

Agenda Item: 4

- Financial Report – *Vince Massaro*

Corporation Board of Directors / Commission Executive Committee

2

Financial Report

Revenues	Approved Budget	Actual to Date	Percent of Budget
Total Project Related Revenues	\$13,551,484	\$7,501,060	55.35%
Total Revenues	\$13,551,484	\$7,501,060	55.35%
Expenditures	Approved Budget	Actual to Date	Percent of Budget
Total Project Expenditures	\$13,551,484	\$7,501,060	55.35%
Total Expenditures	\$13,551,484	\$7,501,060	55.35%

For the period July 1, 2020 to November 30, 2020

Southwestern Pennsylvania Commission

3

Agenda

Agenda Item: 5

- Action on Resolution 1-21 – *Andy Waple/Chuck Imbrogno*
 - Make a Finding of Air Quality Conformity on Amendments to the Region's 2021-2024 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area (TMA) and the 2045 Transportation Plan (a Component of *SmartMoves for a Changing Region*)

Corporation Board of Directors / Commission Executive Committee

4

Agenda

Agenda Item: 6

- Action on Resolution 2-21 – *Andy Waple*
 - Amend *SmartMoves for a Changing Region* and the 2021-2024 Transportation Improvement Program (TIP) to Include Funding from the BUILD Program for Improvements to SR 228 and SR 3020

Corporation Board of Directors / Commission Executive Committee

5

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

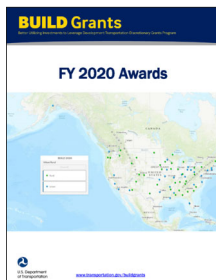
Southwestern Pennsylvania Commission

January 25, 2021



U.S. DOT BUILD Program

- The Federal U.S. DOT Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program provides the opportunity for the U.S. DOT to invest in road, rail, transit and port projects that promise to achieve national objectives.
- \$1 billion was available for award in 2020
- 58 projects across United States awarded funding

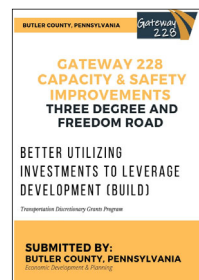


Southwestern Pennsylvania Commission

7

Butler County Application/Award

- The proposed application was for the branded Gateway 228 project encompassing improvements on SR 228 and SR 3020.
- The project included proposed improvements to State Route 3020 (Freedom Road) in Cranberry Township and the SR 228/Three Degree Road Intersection Improvement project in Adams Township.
- The U.S. Department of Transportation awarded \$25 million of discretionary BUILD grant funding to Butler County to construct roadway, intersection, and pedestrian improvements along State Route 228 at Three Degree Road and improvements to State Route 3020 (Freedom Road).

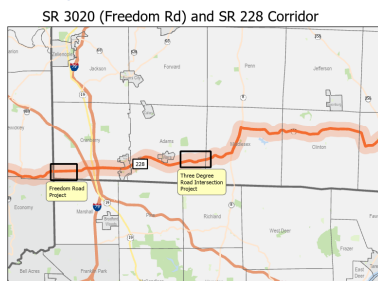


Southwestern Pennsylvania Commission

8

2020 BUILD Grant Project Locations

- SR3020 (Freedom Rd.) – Powell Rd. to Haine School Rd.
- SR228 – Intersection of Three Degree Rd. - 500 feet east of SR 3015 to 1.0 mile east of SR 3007



Southwestern Pennsylvania Commission

9

Amendments to SmartMoves LRTP and the 2021 TIP



Long-Range Plan and TIP Amendments

Long-Range Plan

- Revised Investment Plan
 - Proposed revised LRP Financial Plan noting additional funds (BUILD funds & match) to the region in stage 1 (TIP)
- Revised fiscally constrained LRTP project list
 - Freedom Road projects removed from stage 2 and \$17,327,000 returned to District 10 Roadway line items in stage 2.
 - Three Degree Rd Intersection project reduced to \$25 million in stage 2 from original \$40,616,000 in stage 2. Funds freed-up were returned to D10 NHS Roadway line item in stage 2.

Transportation Improvement Program

- Federal BUILD Grant (\$25M) with local match added to TIP:
 - \$17,500,000 (2022)
 - \$15,000,000 (2023)
- \$32,500,000 Total

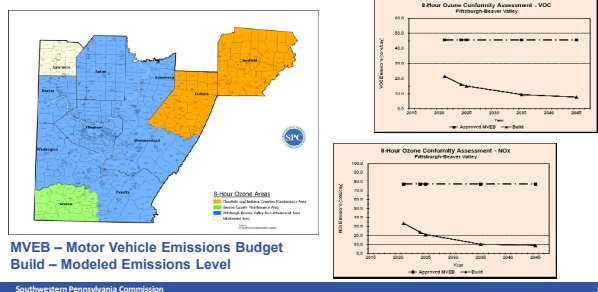
Southwestern Pennsylvania Commission

11

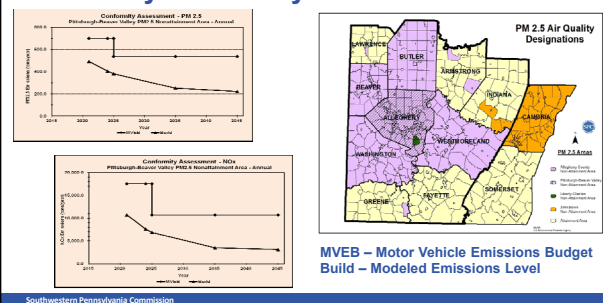
Air Quality Conformity



Air Quality Conformity - Ozone



Air Quality Conformity - PM 2.5



Questions?



Agenda

Agenda Item: 5

- Action on Resolution 1-21 – *Andy Waple/Chuck Imbrogno*
- Make a Finding of Air Quality Conformity on Amendments to the Region's 2021-2024 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area (TMA) and the 2045 Transportation Plan (a Component of *SmartMoves for a Changing Region*)

Southwestern Pennsylvania Commission

Agenda

Agenda Item: 6

- Action on Resolution 2-21 – *Andy Waple*
- Amend *SmartMoves for a Changing Region* and the 2021-2024 Transportation Improvement Program (TIP) to Include Funding from the BUILD Program for Improvements to SR 228 and SR 3020

Corporation Board of Directors / Commission Executive Committee

Agenda

Agenda Item: 7

- Action on Resolution 3-21 – *Domenic D'Andrea*
- Endorse PennDOT Statewide Federal Safety Performance Targets

Corporation Board of Directors / Commission Executive Committee

Transportation Safety Planning Performance Measurement

January 25, 2021
Southwestern PA Commission



Safety Performance Measures

Performance requirements to carry out the HSIP Program-Safety Final Rule (5 year rolling average) include:

1. Number of Fatalities (all public roads)
2. Rate of Fatalities (all public roads-per 100 M VMT)
3. Number of Serious Injuries (all public roads)
4. Rate of Serious Injuries (all public roads-per 100 M VMT)
5. Number of non-motorized fatalities and non-motorized serious injuries (all public roads)



Southwestern Pennsylvania Commission

20

Performance Management-MPO Targets

Two options to establish targets

- MPOs can agree to support the State DOT target; OR
- MPOs can establish a numerical target specific to the MPO planning area for each of the 5 measures



Southwestern Pennsylvania Commission

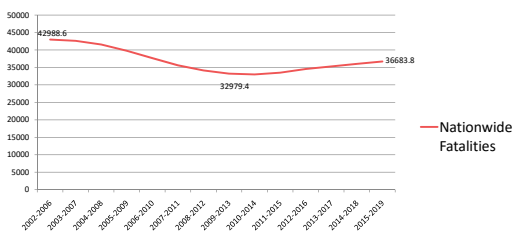
21

Fatalities

Southwestern Pennsylvania Commission

22

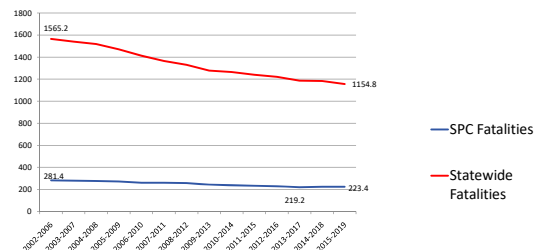
Nationwide Fatalities



Southwestern Pennsylvania Commission

23

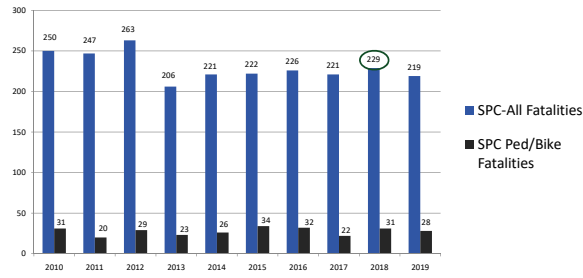
Statewide/Region Comparison-Fatalities



Southwestern Pennsylvania Commission

24

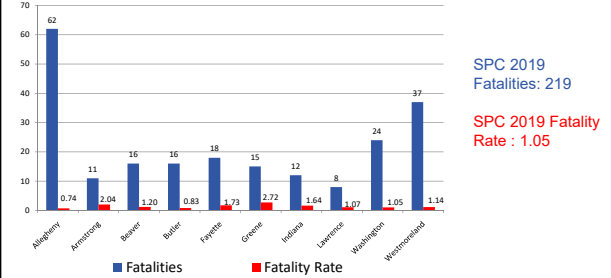
SPC Region's Fatalities by Year 2010-2019



Southwestern Pennsylvania Commission

25

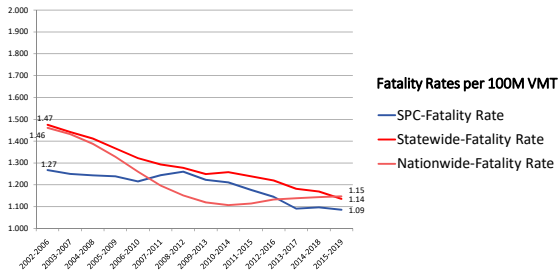
SPC 2019 Fatalities and Fatality Rate By County



Southwestern Pennsylvania Commission

26

Comparison of Fatality Rates per 100M VMT



Southwestern Pennsylvania Commission

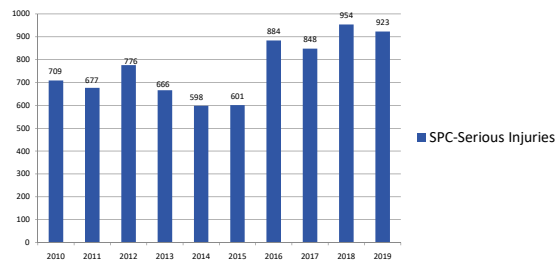
27

Serious Injuries

Southwestern Pennsylvania Commission

28

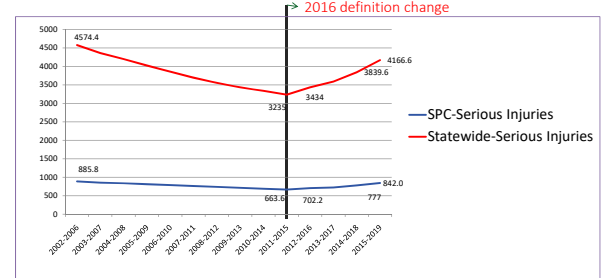
SPC Region's Serious Injuries 2010-2019



Southwestern Pennsylvania Commission

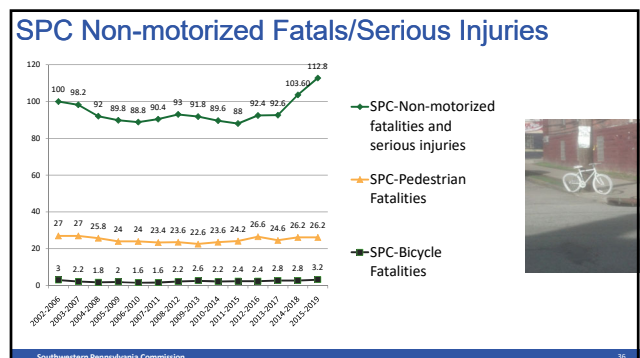
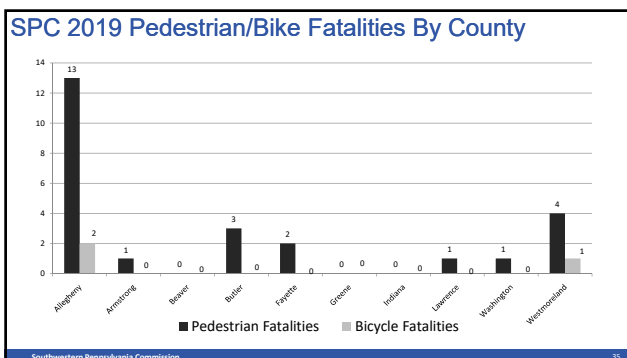
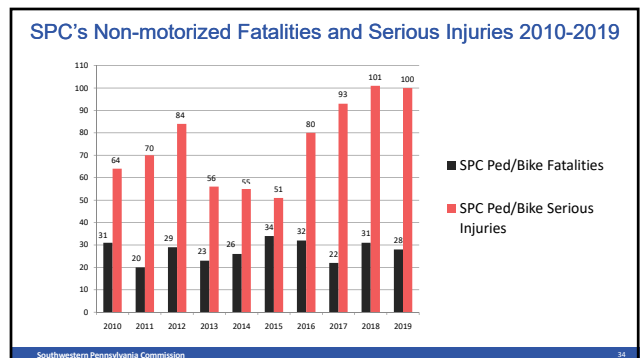
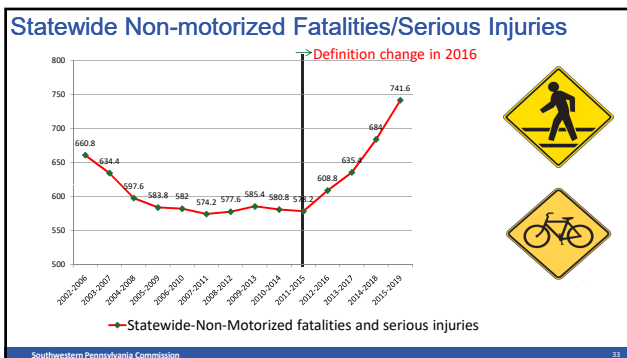
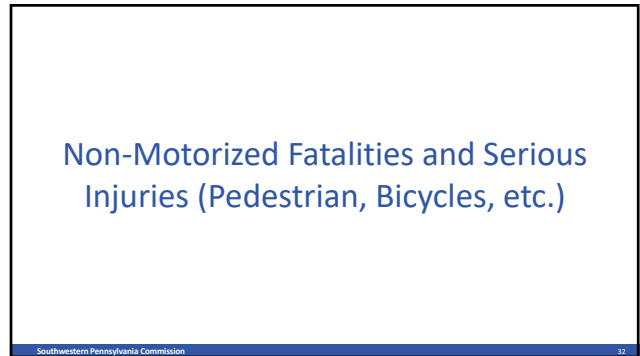
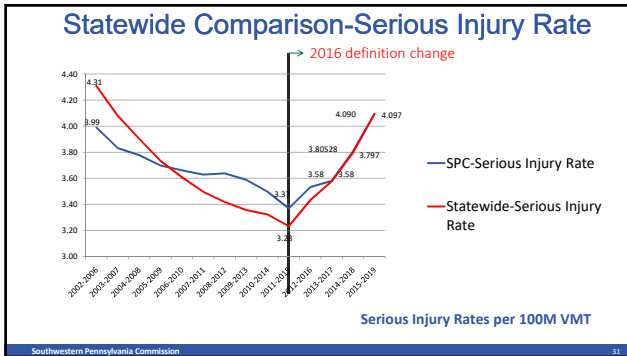
29

Statewide Comparison-Serious Injuries



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30

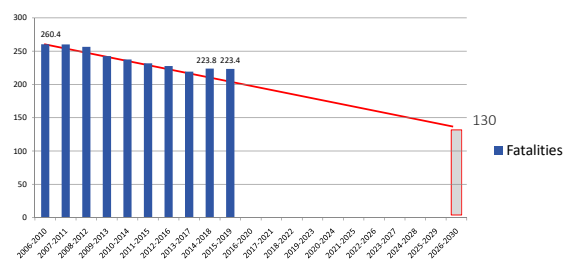


Target Setting

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37

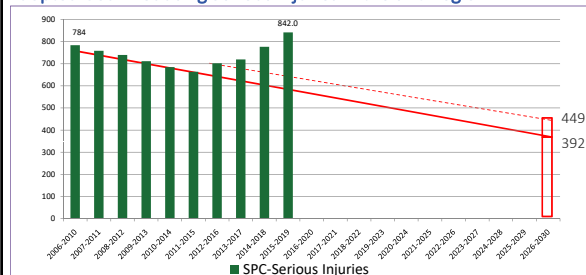
Adopted Goal: Reducing Fatalities in the SPC Region



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38

Adopted Goal: Reducing Serious Injuries in the SPC Region



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39

Performance Management – SPC

Performance Measure	5-year Rolling Averages	
	PREVIOUS TARGETS	ACTUAL
	2015-2019	2015-2019
Number of Fatalities	221.5	223.4
Fatality Rate	1.072	1.085
Number of Serious Injuries	759.7	842.0
Serious Injury Rate	3.667	4.089
Number of Non-motorized Fatalities and Serious Injuries	97.9	114.4

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40

Considerations for Performance Goal

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



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41

Performance Management – SPC

Measure/Year	Actual					2017-2021 SPC Target
	2017	2018	2019	2020	2021	
Fatalities	221	229	219	214.62	210.33	218.8
Serious Injuries	848	954	923	923	923	914.2
Non-Motorized Fatalities/Serious Injuries	115	132	128	127.44	126.89	125.9

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42

Performance Management – SPC

Performance Measure	5-year Rolling Averages		
	BASELINE	TARGET	ACTUAL
	2015-2019	2017-2021	2017-2021
Number of Fatalities	223.4	218.8	
Fatality Rate	1.085	1.053	
Number of Serious Injuries	842.0	914.2	
Serious Injury Rate	4.089	4.399	
Number of Non-motorized Fatalities and Serious Injuries	114.4	125.9	

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43

Questions?

Domenic D'Andrea, PE, PTOE
Manager, Operations and Safety Programs



Agenda

Agenda Item: 7

- Action on Resolution 3-21 – *Domenic D'Andrea*
 - Endorse PennDOT Statewide Federal Safety Performance Targets

Corporation Board of Directors / Commission Executive Committee

45

Agenda

Agenda Item: 8

- Action on Resolution 4-21 – *Domenic D'Andrea*
 - Endorse PennDOT Statewide Reliability Performance Targets

Corporation Board of Directors / Commission Executive Committee

46

Reliability Performance Measures Mid-Term Update

Presented to:
Southwestern PA Commission
January 25, 2021



PM3- System Performance Measures

- Four measures aimed at the National Highway System
 - Percent of Person-miles Traveled on the Interstate System that are Reliable
 - Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
 - Interstate System Truck Travel Time Reliability Index
 - Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Two measures aimed at traffic congestion and on-road mobile source emissions
 - Percent Non-Single Occupancy Vehicle (SOV) Travel
 - On-road Mobile Source Emissions Reduction for CMAQ Funded Projects
- 2 Year and 4 year Targets established by PennDOT in May, 2018 and supported by all MPOs

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48

PM3- System Performance Measures

Process Established in Federal Rules:

State DOTs / MPOs to Cooperatively

- Calculate baseline performance
- Set performance targets
- Monitor / measure progress toward targets
- Report to USDOT
- Revise / update targets on regular schedule

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

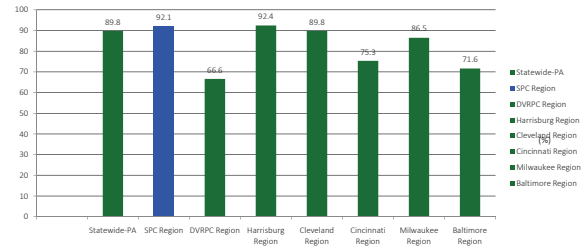
• MPOs can agree to support the PM-3 targets in this report or establish their own.

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49

Interstate Reliability

2019 Comparison

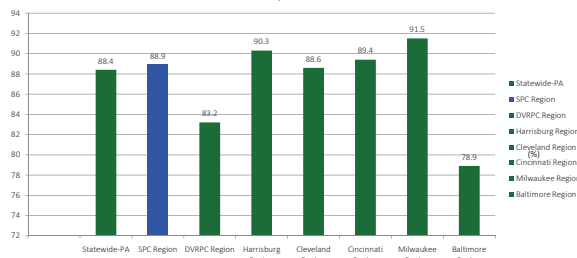


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50

Non-Interstate NHS Reliability

2019 Comparison

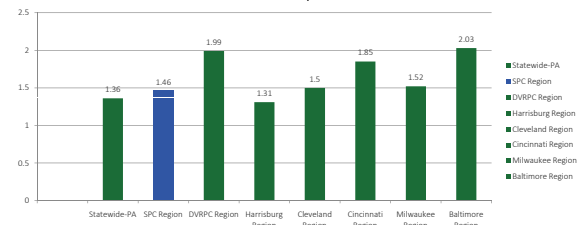


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51

Interstate Truck Reliability Index

2019 Comparison

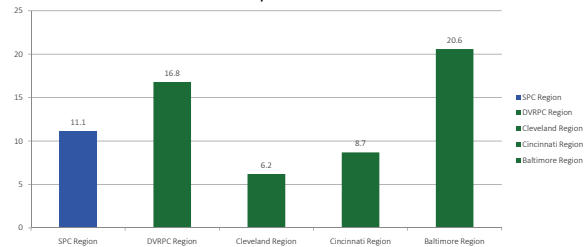


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52

Annual Peak Hour Excessive Delay Per Capita

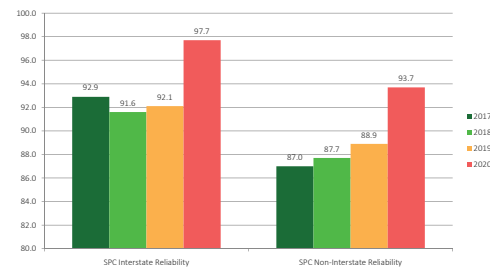
2019 Comparison



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53

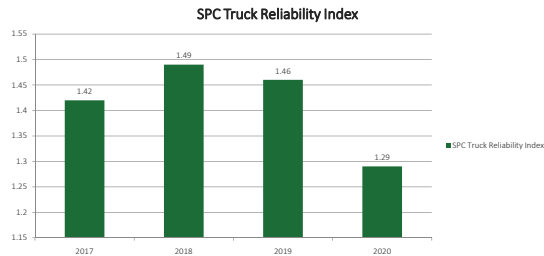
SPC Interstate and Non-Interstate Reliability



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54

SPC Truck Reliability Index



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55

PM3 –Reliability Measures

Reliability Targets (Estimated using RITIS Data Extract)					
Measure	Baseline 2017	2-year Target 2019	2019 Actual	2021 4-year Target	2021 Adjusted 4 year Target
Interstate Reliability-Statewide* Interstate Reliability-SPC Region	89.8 %	89.8 %	89.9 %	89.8 %	89.5 %
	92.9 %		92.1 %		
Non-Interstate Reliability-Statewide* Non-Interstate Reliability-SPC Region	87.4 %	N/A	88.4 %	87.4 %	87.4 % No adjustment
	87.0 %		88.9 %		
Truck Reliability Index-Statewide* Truck Reliability Index-SPC Region	1.34	1.34	1.36	1.34	1.40
	1.42		1.46		

*Original 2 yr. and 4 yr. Targets set previously to equivalent to 2017 baseline values

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56

PM-3 Reliability Measures

Rationale for Adjusting PM-3 Reliability Targets:

- Interstate Reliability- PennDOT has identified impacts of construction projects on reliability while work zone traffic restrictions are in effect. PennDOT's 2021 Statewide Transportation Improvement Program (STIP) has an increased focus on interstate highways, which will result in more construction projects. The target adjustment reflects a desire to maintain the status quo as planned in the baseline report while taking into account year-to- year variability with a multitude of construction scenarios.
- Truck Travel Time Index- The adjusted 4-year target is intended to account for anticipated construction projects which will impact 2021 performance and unknown freight impacts due to the COVID-19 pandemic.

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57

Questions?

Domenic D'Andrea, PE, PTOE
Manager, Transportation Operations and Safety Programs



Agenda

Agenda Item: 8

- Action on Resolution 4-21 – *Domenic D'Andrea*
 - Endorse PennDOT Statewide Reliability Performance Targets

Corporation Board of Directors / Commission Executive Committee

58

Agenda

Agenda Item: 9

- Action on Resolution 5-21 – *Domenic D'Andrea*
 - Adopt the 2020 Regional Transportation Safety Action Plan

Corporation Board of Directors / Commission Executive Committee

60

Regional Transportation Safety Action Plan Update

Southwestern PA Commission

January 25, 2021



Regional Transportation Safety Action Plan

Safety Plan Recap from last month:

- How it addresses the vision/goals in our LRTP
- How we involved a steering committee group and stakeholder group to develop a data driven plan
- How the focus areas, strategies, and over 150 potential project locations in the plan can help us improve our safety performance



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62

Regional Transportation Safety Action Plan

What's in the Plan? Regional Focus Areas

- Drug related crashes
- Distracted Driving Crashes
- Run-off-road crashes
- Head-on crashes
- Signalized intersection crashes
- Aggressive driving crashes
- Secondary crashes
- Mature driver crashes
- Non-motorized (pedestrian/bicycle) crashes
- Intersection crashes
- Transit related crashes
- Heavy truck crashes
- Drowsy driver crashes

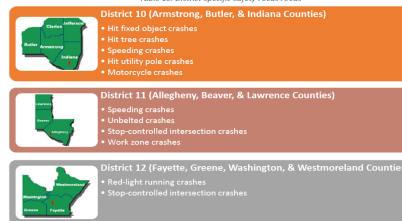
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63

Regional Transportation Safety Action Plan

What's in the Plan? District/County Focus areas

Table 10: District Specific Safety Focus Areas

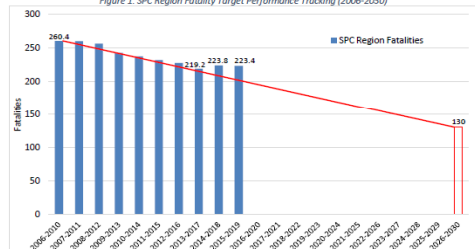


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64

Regional Transportation Safety Action Plan

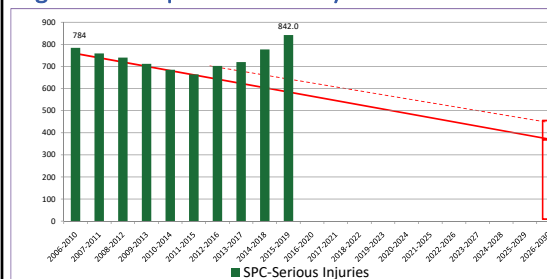
Figure 1: SPC Region Fatality Target Performance Tracking (2006-2030)



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65

Regional Transportation Safety Action Plan



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66

Regional Transportation Safety Action Plan

2018 total reportable crashes in SPC region: 24,715
2019 total reportable crashes in SPC region: 23,873

2018 serious injury crashes: 954
2019 serious injury crashes: 923



Crash Frequency	
Crash Type	Increase from 2018 to 2019
Head-on	+140
Aggressive driving	+81
Speeding	+49
Motorcycle	+38
Distracted driving	+36
Bicycle	+20
Pedestrian	+12
Intersection	+6

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67

Regional Transportation Safety Action Plan

Solutions and Strategies-Highlights

Solution/Strategy

-Expand programs for centerline rumble strips and edgeline rumble strips

Helps to mitigate

→ Head-on crashes, drowsy driver crashes
Run-off-the-road crashes



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68

Regional Transportation Safety Action Plan

Solutions and Strategies-Highlights

Solution/Strategy

-Investigate/deploy road diets where appropriate

-Work with PennDOT to explore need to review methods to set speed limits and reassess speed limits where speeding crashes are occurring

-Investigate opportunities to expand automated speed enforcement to appropriate corridors

Helps to mitigate

→ Aggressive driving/speeding crashes



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69

Regional Transportation Safety Action Plan

Solutions and Strategies-Highlights

Solution/Strategy

-Continue and expand distracted driving educational/safety campaigns.
-Work with legislators to increase penalties and improve enforcement of the existing distracted driving law.

Helps to mitigate

→ Distracted driving crashes



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70

Regional Transportation Safety Action Plan

Solutions and Strategies-Highlights

Solution/Strategy

-Review and incorporate bike and sidewalk connections into existing and programmed projects where appropriate
-Investigate and deploy traffic calming solutions to mitigate vehicle speeds and shorten crossing distances

Helps to mitigate

→ Non-motorized (ped/bike) crashes



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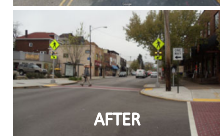
71

Regional Transportation Safety Action Plan

Solutions and Strategies-Highlights

Location-specific improvement:

- South Braddock Avenue Safety Project
 - Conducted Road Safety Audit in April 2014
 - Improvements installed in 2019:
 - ADA ramps & pedestrian signal heads
 - Curb extensions
 - Rectangular rapid flashing beacon
 - Sidewalk enhancements
 - High visibility crosswalks
 - Bicycle safe sewer grates
 - Speed minder signs



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72

Regional Transportation Safety Action Plan

Solutions and Strategies-Highlights

Solution/Strategy

-Develop a regional safety-related program to provide technical assistance and aid to local roadway owners in accessing and delivering safety projects.



Helps to mitigate

Local roadway crashes of all types



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74

Regional Transportation Safety Action Plan

Solutions and Strategies-Continued support of established programs

Program	Partners	Program Description	Program	Partners	Program Description
SPC Transportation Operations & Safety Committee	Traffic & safety engineers/owners within SPC region	Provides regional forum to coordinate operational and safety planning. Meetings are held quarterly.	Perseus	Perseus, PA, University of Pittsburgh, Penn State University	One of the first training facility and testing facility in nation transportation safety and operational needs of PA including connected and autonomous vehicles.
SPC Signals Program	SPC, Districts 10, 11, & 12	Provides technical assistance and potential funding to municipalities for signal improvements.	Connectivity Traffic Safety Project (CTSP) Eastern Region Traffic Safety Network	CTSP, Perseus, PEP	Work with technical and program development, sharing, coordination of these concepts, and management of resources to provide aggressive driving, distracted, and pedestrian driver studies.
SPC Road Safety Audit Program	SPC, Districts 10, 11, & 12, County Partners	Provides safety analysis assistance in identifying potential road safety issues and opportunities for safety improvements.	Western University of PA - Institute for Road Health and Safety	UWP	Provides direct education, improvement of practices, and for responder and emergency response team training.
Automated Work Zone Speed Enforcement Program	Perseus, PA, Turnpike, PEP	Deploys automated speed enforcement technology to reduce speeds, change driver behavior, and improve work zone safety for motorists and workers.	University of Pittsburgh - Center for Connected and Autonomous Transportation	University of Pittsburgh, Perseus	Provides research and development services for intelligent transportation systems and connected and autonomous vehicle technology.
Perseus District 10 - Dead Time Removal Program	District 10	Removes dead time and potentially struck trees within Perseus District 10.	University of Pittsburgh - Center for Connected and Autonomous Transportation	University of Pittsburgh, Perseus	Provides research and development services for intelligent transportation systems and connected and autonomous vehicle technology.
Perseus District 11 - Road Safety Audit Program	District 11	Provides safety analysis assistance in identifying potential road safety issues and opportunities for safety improvements prior to bottom line projects.	University of Pittsburgh - Center for Connected and Autonomous Transportation	University of Pittsburgh, Perseus	Provides research and development services for intelligent transportation systems and connected and autonomous vehicle technology.

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74

Regional Transportation Safety Action Plan

Solutions and Strategies-Continued support of established programs

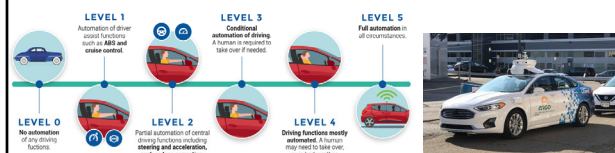
Program	Partners	Program Description
Buckle Up Pennsylvania	Perseus, PEP, UICOT, Community Groups	Provides enforcement, public awareness, and education services to state for seat belt usage level.
PA Motorcycle Safety Program	Perseus	Provides motorcycle safety training classes that include motorcycle safety skills.
PA Operation Lifesaver	PA Operation Lifesaver, Perseus	Provides real safety through public awareness campaigns and education initiatives including free safety training classes.
GoOrange PA	PA Turnpike, Perseus	Public safety campaign to increase safety and to change driver behavior within work zones.
PPP - Special Traffic Enforcement Program (STEP)	PPP	Provides high-visibility enforcement campaigns and encourage aggressive driving enforcement.
Impaired Driving Enforcement	Perseus, PEP, Local Police Departments	Provides drug-impaired enforcement and training services.
Click It or Ticket	Perseus, PEP, Local Police Departments	Provides alcohol-impaired enforcement and training services.
PA Aggressive Driving Enforcement and Education Project	Perseus, PEP, Local Police Departments	Provides data to identify aggressive driving locations for high-visibility targeted enforcement and public awareness.
SPC Traffic Incident Management (TIM) Programs	SPC	Enhances traffic incident management services, protocols, and facilitates a dialogue between practitioners.
Perseus	PA Turnpike, Perseus, SPC	PA Turnpike Incident Management program for provider structure, guidance, training, and promote PA within the transportation.
PA Yellow DOT	Perseus, PA, Turnpike, PEP, Dept of Health	Alerts citizens in the "golden hour" of emergency care following a traffic crash if they are not able to communicate themselves by picking a yellow dot dead in the road action.

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75

Regional Transportation Safety Action Plan

The potential future game changer-Connected and Autonomous Vehicles



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76

Questions?

Domenic D'Andrea, PE, PTOE
Manager, Transportation Operations and Safety



Agenda

Agenda Item: 9

- Action on Resolution 5-21 – Domenic D'Andrea
- Adopt the 2020 Regional Transportation Safety Action Plan

Corporation Board of Directors / Commission Executive Committee

78

Agenda

Agenda Item: 10

- Update on Federal Asset Management Targets for Bridges and Highways on the National Highway System – *Andy Waple*

Corporation Board of Directors / Commission Executive Committee

78

PM 2 Pavement and Bridge Condition

Southwestern Pennsylvania Commission

01-25-2021



PM-2 Pavement and Bridge Condition

- Six Measures aimed at the National Highway System (NHS):
 - Percent of Interstate pavements in Good condition
 - Percent of Interstate pavements in Poor condition
 - Percent of non-Interstate NHS pavements in Good condition
 - Percent of non-Interstate NHS pavements in Poor condition
 - Percent of NHS bridges by deck area classified in Good condition
 - Percent of NHS bridges by deck area classified in Poor condition
- PennDOT not changing targets at this time – no action required from SPC for PM2 targets

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81

PM-2: 2019 Target, 2019 Actual, & 2021 Target

PM-2 Measures 2017 baseline, compare 2019 targets and 2019 actual conditions, and 2021 PM-2 targets		2017	2019		2021
	Geo Area	Baseline	2-year Target	2-Year Actual	4-year Target
Interstate - Good % pavement	PA	67.2	--	72	60.0
	SPC	60.5	--	78.6	48.0
Interstate - Poor % pavement	PA	0.4	--	0.6	2.0
	SPC	0.3	--	0.2	1.8
NHS (non-Interstate) - Good % pavement	PA	36.8	35.0	35.7	33.0
	SPC	43.0	42.0	42.7	40.0
NHS (non-Interstate) - Poor % pavement	PA	2.3	4.0	3.8	5.0
	SPC	1.5	3.0	3.1	4.0
Total NHS - Good % bridge	PA	25.9	25.8	27.2	26.0
	SPC	31.8	--	32	--
Total NHS - Poor % bridge	PA	5.5	6.0	5.1	7.0
	SPC	4.4	5.0	5.3	6.3

Corporation Board of Directors / Commission Executive Committee

82

PM-2 SPC Region Comparison Highlights

NHS Pavement Condition :

- Good Overall Performance - both Pennsylvania and the SPC region
- SPC region conditions better than state averages
- 2021 pavement targets below 2017 baseline – old pavements, expected deterioration
- Federal minimum – under 5% poor miles for interstates; Currently both state and region are under 1% poor
- PA and region – expect better than federal minimum in 2021
- The decline in NHS pavement condition is due to inadequate state and federal funding in the Commonwealth and the region.

NHS Bridge Condition:

- Good Overall Performance - both Pennsylvania and the SPC region
- SPC region conditions better than state averages
- 2021 bridge targets below 2017 baseline – old bridges, expected deterioration
- Federal minimum – under 10% poor for Total NHS Deck Area; Currently both under 6% poor.
- PA and region – expect better than federal minimum in 2021
- The increase in poor bridge conditions is due to inadequate state and federal transportation funding in the Commonwealth and the region.

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83

Agenda

Agenda Item: 11

- University of Pittsburgh IRISE Research Consortium Introduction – *Julie Vandenbossche & Mark Magalotti*

Corporation Board of Directors / Commission Executive Committee

84

IRISE CONSORTIUM



Southwestern Pennsylvania
Commission
January 25, 2021

Presenter: Julie Vandenbossche, PhD, PE, Director of IRISE

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IMPACTFUL RESILIENT INFRASTRUCTURE SCIENCE AND ENGINEERING (IRISE)

- Deteriorating transportation infrastructure
- Financial constraints demand a more sustainable approach



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IRISE

MISSION: Implementable Solutions

- Addresses an actual need
- Develop a usable product
- Benefit seen by all parties (buy-in)

Approach...

- Get all parties (owners, designers, builder, etc.) involved early in the process
- Maintain their involvement throughout the process



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WE ARE INDEBTED TO OUR FOUNDING MEMBERS



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FIRST PROJECTS INITIATED JAN. 2019




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SOME RESEARCH PRODUCTS <https://www.engineering.pitt.edu/irise>

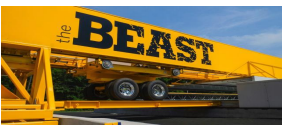


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ONGOING WORK




Co-founded with MCSI



Collaborative effort with Rutgers



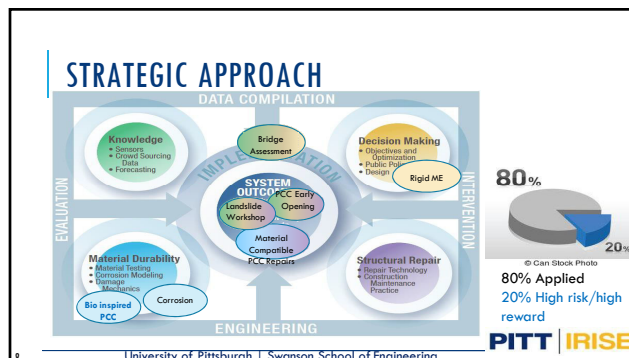
Collaborating with local geo community



Parallel Work with NRRRA

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PROJECTS NOW BEING INITIATED

- Landslides - best practices
- Worker safety – automation for pavement construction inspections
- Pavements
 - Distresses under pavement markings
 - Joint design
 - MCR field assessment
- Benefits Analysis
 - Quantify the benefits of 5 IRISE projects
 - Determine cost and user benefits



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NEW ANNUAL PROGRAM DEVELOPMENT UNDERWAY

- \$2+ million of research ideas
 - Landslide inventory and monitoring tool
 - Construction accident data analysis, utility location methods and virtual training
 - Additive manufacturing and Accelerated Bridge Construction (ABC)
 - Pavement performance
- Total expected membership contribution = \$700K



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EXPLORING OTHER FUNDING SOURCES

- Landslide Area
 - Support from Allegheny County, City of Pittsburgh, SPC staff and PennDOT Districts 11 and 12 for landslide inventory development
 - Planning to approach Pittsburgh Foundation(s) for support
- Worker Safety Area
 - Have been in contact with national researchers at National Institute for Occupational Safety and Health (NIOSH)
 - Preparing proposal for small grant to support research needs and increase familiarity
 - Recruited new member: Constructors Association of Western PA (CAWP)
 - National Science Foundation (NSF) funding opportunity
- Strategizing Approach for Next USDOT University Transportation Center Solicitation

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QUESTIONS?



IRISE Consortium
Impactful research collaboration
science and engineering

12

Agenda

Agenda Item: 12

- Committee Report – Regional Policy – *Leslie Osche*

Agenda Item: 13

- Discussion of “Library of Ideas” – *Vincent Valdes*

Agenda Item: 14

Message from the Executive Director – *Vincent Valdes*

Next Meeting Date – April 26, 2021

Agenda

Agenda Item: 15

- Other SPC Business – *Rich Fitzgerald*

Agenda Item: 16

- Adjourn