

Southwestern Pennsylvania Commission
Minutes of the Meeting
January 25, 2021 – 4:30 p.m.
Cisco Webex Meeting

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

Members: Darin Alviano, Mike Belding, Kevin Boozel, Morgan Boyd, Tom Ceraso, Douglas Chew, Scott Dunn, Pat Fabian, Rich Fitzgerald, Kim Geyer, Shelia Gombita, Mark Gordon, Robin Gorman, Joe Grata, Kelly Gray, Bob Griffin, Dick Hadley, Lynn Heckman, Sherene Hess, Diana Irey Vaughan, Katharine Kelleman, Sean Kertes, William Kovach, Clifford Levine, Bob Macey, Larry Maggi Jack Manning, Jeff Marshall, Betsy McClure, Kevin McCullough, Cheryl Moon-Sirianni, Leslie Osche, Johnna Pro, Aurora Sharrard, Nick Sherman, Larry Shifflet, Loretta Spielvogel, Vince Vicities, and Christopher Wheat.

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

Staff: Vincent Valdes, Kristin Baum, Kirk Brethauer, Domenic D’Andrea, Colleen Friend, Ryan Gordon, Chuck Imbrogno, Tom Klevan, Jennifer Lasser, Vince Massaro, Shannon O’Connell, Kay Tomko, Sara Walfoort and Andy Waple.

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

2. Action on minutes of the December 14th minutes

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

3. Public Comment – None

4. Financial Report – Vince Massaro
 - Reporting 55.35% of budget used for the July-Nov 2020 period.
 - All funding contracts are up to date
 - Payment and billings are timely
 - No questions

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

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

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

Long-Range Plan and TIP Amendments

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:
 - o \$17,500,000 (2022)
 - o \$15,000,000 (2023)
- \$32,500,000 Total

Air Quality Conformity – Ozone

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

Commissioner Fitzgerald congratulated Commission Osche and others in working to get this BUILD Grant approved.

A motion was made to approve Resolution 1-21 by Bob Macey and seconded by Lynn Heckman.

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

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

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

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

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

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

6. Action on Resolution 2-21 to amend *SmartMoves for a Changing Region* and 2021-2024 Transportation Improvement Program (TIP) to include funding from the BUILD Program – Andy Waple

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

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

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

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

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

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

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

WHEREAS, the proposed amendments and the results of the air quality conformity analysis were made available for public review and comment consistent with

SPC's established public review procedures from December 7, 2020 through January 12, 2021 including one virtual public meeting;

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

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

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

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

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

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

Transportation Safety Planning Performance Measurement

Safety Performance Measures

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)



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



- Safety performance measures went from 1% to 2% annually by the end of February. Did not meet the state-wide goal. There was an increase in the rolling average.

- There was a 0.8% decrease in fatalities per year, 5 year rolling average decreasing, 2018 was not a great year, but 2019 was the lowest in the past 20 years.
 - The definition of serious injuries changed and 45% more were counted. Uptick in the last 4 years, but serious injuries are decreasing on average about .5%
- Non-motorized fatalities/serious injury increases in the past four years (definition changed)
- Statewide we are seeing some decline between 2002-2015
 - Pedestrian / Bike fatalities:
 - 13 in Allegheny County
 - 4 in Westmoreland County
 -
- Adopted goal: Reducing fatalities in SPC Region in half
 - Distracted, drunk, drugs, and drowsy driving are the biggest contributors
- SPC fatality goal has always been 2% and that is still supported by staff for annual reduction
- Data will be seriously impacted by the pandemic but staff feels that 0% reduction goal is somewhat conservative for serious injuries

Considerations for Performance Goal

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



A motion was made to approve Resolution 3-21 by Mark Gordon and seconded by Commissioner Osche.

8. Action on Resolution 4-21 to endorse PennDOT statewide reliability performance targets – Domenic D’Andrea

Reliability Performance Measures Midterm Update

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

PM3- System Performance Measures

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

- September 2020, PennDOT submitted the Mid Performance Period Progress Report to FHWA which offers the opportunity to review/adjust the targets.
- MPOs can agree to support the PM-3 targets in this report or establish their own.

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.

- The higher the travel time reliability the better and more consistent the system is.
- SPC's region reliability is higher when compared to the statewide number compared to most other regions.
- While we want to ensure the network is reliable, we do not want to increase vehicle speeds or limit mobility options in order to achieve reliability on these types of roads.
- Interstate reliability has been fairly stable from 2017-2019, hovering around 91-92%.
- 2020 data, with fewer vehicles on the road due to the pandemic, shows a significant rise in reliability.

PM3 –Reliability Measures

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*	89.8 %	89.8 %	89.9%	89.8%	89.5%
Interstate Reliability-SPC Region	92.9%		92.1%		
Non-Interstate Reliability-Statewide*	87.4 %	N/A	88.4 %	87.4%	87.4 % No adjustment
Non-Interstate Reliability-SPC Region	87.0 %		88.9 %		
Truck Reliability Index-Statewide*	1.34	1.34	1.36	1.34	1.40
Truck Reliability Index-SPC Region	1.42		1.46		

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

PM-3 Reliability Measures

Rationale for Adjusting PM-3 Reliability Targets:

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

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

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

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

Adopt the 2020 Regional Transportation Safety Action Plan

Regional Transportation Safety Action Plan

Safety Plan Recap from last month:

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



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

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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- In the 2019 total crashes was roughly 840 or so less than 2018.
- The serious injuries in 2018 were higher than 2019.
- To help mitigate these crashes, we continue to expand programs for centerline rumble strips and edge line rumble strips.

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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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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- Distracted driving crashes are on the rise, in 2019 in our region we had 11 fatalities, almost 1 a month and 82 serious injuries due to distracted driving.
- Currently the Pennsylvania texting while driving law bans a driver from sending reading or writing a text while driving.
- Border states such as West Virginia, New York, and New Jersey have a handheld ban, does Pennsylvania need to get tougher?
- Last year PA house Bill 37 was proposed that would ban holding a cell phone while driving and increasing the fine to 200 dollars, the bill is currently stuck at the Senate.

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



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



- SPC provided, not only the road safety audit, but during the course of the project provided technical assistance with application for funding, with programming of the funds, and assistance with the project coordination and management.
- In 2019 30% of crashes happened on locally owned roadways. The proportion of serious injuries on local roadways is not as high, primarily because local roadways have lower speed. However, in 2019 16% of our regions fatalities and 25% serious injuries occurred on local roadways.

Regional Transportation Safety Action Plan

Solutions and Strategies-Continued support of established programs

Program	Partners	Program Description
SPC Transportation Operations & Safety Committee	Traffic & safety engineers/planners within SPC region	Provides regional forum to coordinate operational and safety planning. Meetings are held quarterly.
SPC Signals Program	SPC Districts 10, 11, & 12	Provides technical assistance and potential funding to municipalities for signal improvements.
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.
Automated Work Zone Speed Enforcement Program	PennDOT, PA Turnpike, PSP	Deploy automated speed enforcement technology to reduce speeds, change driver behavior, and improve work zone safety for motorists and workers.
PennDOT District 10 – Dead Tree Removal Program	District 10	Removes dying ash trees and previously struck trees within PennDOT right of way.
PennDOT 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 betterment projects.

Program	Partners	Program Description
PreVISTA	PennDOT, PA Turnpike, Penn State University	State-of-the-art training facility and testing facility to address transportation safety and operational needs of PA including connected autonomous vehicles.
Community Traffic Safety Projects (CTSP) Southwest Regional Traffic Safety Network	CTSP, PennDOT, PSP	State with technical and program development, training, coordination of media contacts, and acquisition of materials/equipment to reduce aggressive driving, impaired, distracted driving, and young/immature driver crashes.
Indiana University of PA - Institute for Rural Health and Safety	IUP	Provides driver education, improvement programs, and first responder and emergency responder trainings.
Carnegie Mellon University - Transportation Center and TRIS-21	Carnegie Mellon, PennDOT	Provides research and development services for intelligent transportation systems and connected autonomous vehicle technology.
University of Pittsburgh - Center for Sustainable Transportation Infrastructure	University of Pittsburgh, PennDOT	Provides research and development services for sustainable transportation systems.
Allegheny County Health Department (ACHD) - Traffic Safety Education Project	ACHD	Provides programming, information, and education services for traffic safety in Allegheny and Lawrence Counties.
BluePAH – City Cycling Classes	BluePAH	Provides cycling classes and workshops for cyclists of all skill levels.
PA Department of Health - Walkworks?	PA Dept of Health, University of Pitt.	Identify and promote safe walking routes, educational programs, and provides grant opportunities for active transportation plans and policies.

Regional Transportation Safety Action Plan

Solutions and Strategies-Continued support of established programs

Program	Partners	Program Description
SEATBELT		
Buckle Up Pennsylvania	PennDOT, PSP, USDOT, Community Groups	Provides enforcement, public awareness, and education services to raise the seat belt usage level in PA.
PA Motorcycle Safety Program	PennDOT	Provides motorcycle safety training classes that include motorcycle skills tests.
PA Operation Lifesaver	PA Operation Lifesaver, PennDOT	Promotes rail safety through public awareness campaigns and education initiatives including free safety presentations.
Go Orange PA	PA Turnpike, PennDOT	Public safety campaign to promote worker safety and to change driver behavior within work zones.
ENFORCEMENT		
PSP – Special Traffic Enforcement Program (STEP)	PSP	Provides high-visibility enforcement campaigns and innovative aggressive driving enforcement programs.
Impaired Driving Enforcement	PennDOT, PSP, Local Police Departments	Provides drug-impaired enforcement and training services.
Click-It or Ticket	PennDOT, PSP, Local Police Departments	Provides unbelted enforcement and training services.
PA Aggressive Driving Enforcement and Education Project	PennDOT, PSP, Local Police Departments	Uses crash data to identify aggressive driving locations for high-visibility targeted enforcement and public awareness.
EMERGENCY SERVICES		
SPC Traffic Incident Management (TIM) Program	SPC	Enhances traffic incident management services, products, and facilitates a dialogue between practitioners.
PennTIME	PA Turnpike, PennDOT, SPC	PA-wide Traffic Incident Management program to provide structure, guidance, training, and promote TIM within the commonwealth.
PA Yellow DOT	PennDOT, PA Turnpike, PSP, Dept of Health	Assists citizens in the "golden hour" of emergency care following a traffic crash if they may not be able to communicate themselves by placing a yellow dot decal in the rear window.

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- Lastly, we must acknowledge the potential future game changer that is connected with autonomous vehicles. Automated vehicle functions such as automatic braking and lane correction are widely available in most new vehicles today and are considered a level 2 technology.
- SPC’s Adopted Long Range Plan acknowledges the emergence and potential impacts of this technology. Southwestern Pennsylvania has become the epicenter of research and development for this technology with involvement by our educational institutions like CMU and PITT and a host of companies that are all actively testing their technology. In order for this technology to continue to evolve and advance, continued responsible testing is necessary with the region’s support. The ultimate goal of 0 deaths may not be possible without the evolution of this technology.

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

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

PM-2 Pavement and Bridge Condition

- Six measures aimed at the National Highway System (NHS)
 - Percent of Interstate pavement in good vs poor condition
 - Percent of Non-Interstate NHS pavements in good vs poor condition
 - Percent of NHS bridges by deck in good vs poor condition
- At this time PennDOT is not changing these targets from what was established in 2018, so at this time there is no action needed by the Commission.

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	Geo Area	2017	2019		2021
		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

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- These targets do account for currently programmed projects on the TIP. This takes into account the expected deterioration rates of both pavements and bridges. You will also see the lack of adequate funding from both federal and state levels to maintain the system at optimal levels. Interstate baselines are better than the baseline as you can see the baselines are good. Sixty-seven percent of the interstate pavement was in good condition in 2017. The two-year actual is 72% whereas the four-year target is actually 60%, so we're expecting these to decline over the four-year reporting period. The pavement is better than the baseline, but even with increased funding from the TIP update it doesn't even begin to catch up to the system need in 2028. In the last TIP update it took an additional 150 million dollars off the top of the NHS funds and put it into the interstate, and an additional 50 million a year until 2028. So, unless something is done at the federal level, things aren't going to get any better and we can't wait that long.
- There were 67% of the interstate pavement was in good condition in 2017.
- The two-year actual is 72% whereas the four-year target is actually 60%, so we're expecting these to decline over the four year reporting period.
- The pavement is better than the baseline, but even with increased funding from the TIP update it doesn't even begin to catch up to the system need in 2028.
- In the last TIP update it took an additional 150 million dollars off the top of the NHS funds and put it into the interstate, and an additional 50 million a year until 2028. So, unless something is done at a federal level, things aren't going to get any better and we can't wait that long.
- We're already seeing the decline of non-interstate pavements due to the shifting of NHS funds from the region to the interstate system.

- Bridge metrics are better than targets, but are expected to decline over the 4-year period.

PM-2 Pavement and Bridge Condition

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

- No action needed at this time but numbers reinforce the dire circumstances of the transportation funding situation that we're in right now.
- We will be beginning a new TIP update process over the next few months, so we need to continue the conversations with our elected and federal leadership. Additionally, we need to educate the new incoming elected officials of these dire circumstances.
- We must also continue to pursue discretionary funding through the state SPIKE programs and through the state interstate maintenance program.

11. University of Pittsburgh IRISE Research Consortium Introduction – Julie Vandebossche and Mark Magalotti

- Impactful Resilient Infrastructure Science and Engineering (IRISE)
- Working to tackle deteriorating infrastructure and provide implementable solutions.
- The mission is to provide implementable solutions, needs that are true and actual.
- Get everyone involved early and keep them involved throughout the whole process. Owners, designers, builders, public agencies, private agencies and academics.

WE ARE INDEBTED TO OUR FOUNDING MEMBERS



- IRISE initiated in the fall of 2018 and then in January 2019 started some of the first projects.
- <https://www.engineering.pitt.edu/IRISE>
- Allegheny County is helping to bring this work back into the classroom. So, we're going to try and incorporate some of this and take children out into the field. The county was going to provide tours before COVID shut things down, but there are still videos available on the website.
- Ongoing work with Rutgers, MCSI, NRRA, and the local geo community. Looking into bio concrete so there's sustainable ways to invest distresses in concrete materials.
- Collaborative efforts so we're building this work as a community both locally and across the country.

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



- The new program is under development that will be starting this year; and, we do this by having a brainstorming session with all of our members, and we've broken

out into different categories this year, bridge pavement, Geotech which focuses on landslides, and then also on worker safety.

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

EXPLORING OTHER FUNDING SOURCES

□ Landslide Area

- Support from Allegheny County, City of Pittsburgh, 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

PITT | IRISE

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University of Pittsburgh | Swanson School of Engineering

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

12. Committee Report – Regional Policy – Commissioner Osche

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

- We have so many knowledgeable and passionate public servants and we often come to these meetings with a tight schedule. We don't often have the opportunity to have very engaged discussions and this provides us with the platform to do that and we encourage those to bring their ideas to the table as Vincent will outline here.

- Second, we hope that this committee will identify some very specific actions that can move forward. It will also help us set up our policy advocacy agenda.
- We endorsed the idea behind the technical assistance program for municipalities and local governments.
- We talk about all things related to transportation and broadband and economic development sometimes in silos, and sometimes you have to look through a different lens.
- We need to be prepared for competitive funding so we need to look at various ways like what we went through the whole exploration of transit and how you fund it.

13. Discussion of “Library of Ideas” – Vincent Valdes

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

14. Message from the Executive Director – Vincent Valdes

- Next meeting date – April 26, 2021

15. Other SPC Business – Rich Fitzgerald

- Tom Ceraso - over the last 12 years there has been a lack of funding for SPIKE and things of that nature, how can we change that around so we get our fair share?
- Commissioner Fitzgerald - there have been many meetings the last few months, with our leadership in the Senate and the House as well as PennDOT on both sides of the aisle. Those plans are moving forward and our feelings were made known.
- Tom Ceraso – Could we as a board at some point get an update on how that’s going?
- Commissioner Osche - there was a packet prepared on the county’s work together along with our representatives that highlighted projects in the region assisted in BUILD grants as well.

16. Adjourn

Respectfully submitted,

Pat Fabian
Secretary-Treasurer