

Southwestern Pennsylvania Commission
Minutes of the Meeting
April 29, 2019 – 4:40 p.m.
Two Chatham Center • Suite 400 • 112 Washington Place • Pittsburgh, PA 15219

The one hundred thirty-fourth meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Larry Maggi.

Members present: Darin Alviano, Tony Amadio, Chuck Anderson, Alan Blahovec, Scott Bricker, Gina Cerilli, Dave Coder, Joe Grata, Kelly Gray, Fred Junko, Bob Macey, Larry Maggi, Jeff Marshall, Kevin McCullough, Amy McKinney (on phone), David Miller, Cheryl Moon-Sirianni, Leslie Osche, Mavis Rainey, Jim Ritzman, Aurora Sharrard, Vince Vicites, Jessica Walls-Lavelle, Angela Zimmerlink, and Blair Zimmerman.

Others present: Ann Ogoreuc, Allegheny County Department of Economic Development; Feyi Alabi, City of Pittsburgh; Andréa Stanford, Allegheny County; and Sheila Beasley, U.S. Census Bureau.

Staff: Jim Hassinger, Kristin Baum, Kirk Brethauer, Leann Chaney, Dom D'Andrea, Linda Duffy, Ryan Gordon, Anthony Hickton, Chuck Imbrogno, Tom Klevan, Vince Massaro, Shannon O'Connell, Abby Stark, Kay Tomko, Dave Totten, and Andy Waple.

1. Chairman Maggi called to order the April 29, 2019 meeting of the Southwestern Pennsylvania Commission
 - a. Quorum – There being a quorum present the meeting proceeded
 - b. Conflict of Interest Declarations on Action Items – None.
 2. Action on Minutes of the January 28, 2019 Meeting
- A motion was made to approve the minutes of the January 28, 2019 meeting by Commissioner Chuck Anderson which was seconded by Commissioner Blair Zimmerman. The affirmative vote was unanimous.
3. Public Comment – None
 4. Financial Report – Vince Massaro

Mr. Massaro reported on the financials for the period July 1, 2018 thru February 28, 2019. It reflects the operations of the Southwestern Pennsylvania Commission and the Corporation. The total project revenues are \$10,016,163 actual encumbered revenues to date versus the updated annual budget of \$13,211,770. This reflects 75.81% of the budget recognizing encumbered to date. All funding grants and agreements have been fully executed. All grant reimbursements and advances have been received in a timely manner.

Expenditures recorded and encumbered to date total \$10,016,163 versus the updated annual budget of \$13,211,770 or 75.81% of the budget expended and encumbered to date. All planning projects continue to move forward as anticipated. Project expenditures have been encumbered and reported to date including those contractual costs set by signed contracts or purchase orders. Staff is currently working on grant funding applications for the next fiscal year beginning July 1st related to the economic development program activities.

Dr. Miller asked if Mr. Massaro could explain both Indirect Expenses and the In-Kind Service Match. Mr. Massaro said Indirect Expenses are costs that have been incurred for common or joint objectives and cannot be readily identified with a particular cost objective. For instance, the expenses of the back office operations which include such costs as audit and accounting services, administrative staff which includes the accounting department, Human Resources, and the Executive Director, and other expenses such as agency phone expenses, lease of agency computers, company leased vehicles, business related insurance, and office rent. Mr. Massaro further stated that these costs are part of our approved Cost Allocation Plan. In-Kind Service Match is non-cash and value is used to meet cost sharing match requirements. An example would be the value of your time to SPC in attending the Commission meetings. The blue sign-in sheets reflect Commission member's time.

There being no further questions, the Commission accepted the financial report as presented on a motion from Commissioner Bob Macey and seconded by Commissioner Fred Junko. The motion passed.

5. Staff Profile – Tom Klevan/Leann Chaney

Mr. Klevan said about four years ago the last update of the Long Range Transportation Plan was passed. One of the stronger recommendations that came out of that was that the region create a Regional Active Transportation Plan. In order to complete this task, staff capacity was increased by hiring an additional transportation planner. That person is Leann Chaney. She's a pretty phenomenal person in a lot of ways. She's a real joy to be around. Anyone from Indiana County is probably well familiar with her. The region's Active Transportation Plan is excellent work and it really reflects the quality of the person that you have on your staff.

Ms. Chaney is a Transportation Planner at SPC. She attended the Indiana University of Pennsylvania and received a bachelor's degree with a double major in planning and geography; and a master's degree in Geography with a focus on GIS. She was previously employed as chief planner for the Indiana County Office of Planning and Development, and as executive director of the Blairsville Community Development Authority. She also launched her own consultant business and provided land use planning and grants development services for municipalities and nonprofit organizations from 2002-2015, doing business as Chaney Associates. In 2015 Leann joined SPC as a transportation planner with a focus on active transportation, which is primarily walking and biking. Outside of work, Ms. Chaney enjoys spending time with her family. Her personal interests include reading and writing poetry, gardening, and camping. She also makes handcrafted soaps and sells them online and at farmers' markets and street festivals.

6. Action on Resolution 2-19 to Adopt the 2019 Regional Active Transportation Plan

Ms. Chaney presented the Draft Regional Active Transportation Plan.

What is Active Transportation?

"Active transportation" refers to any human powered mode of transportation that engages people in healthy physical activity while they travel from place to place – primarily walking and bicycling.

Why is it Important?

Bicycling and walking are important transportation options. Americans are driving less and there is growing interest in living in communities where there are safe and convenient options for transportation other than automobiles.

Active transportation investments have the potential to improve livability, encourage physical activity, increase access to services, and better serve the transportation-disadvantaged population.

Planning Context

- Advances the region's Long Range Plan.
- Regional context – local planning and project implementation help achieve the regional vision.
- Provides technical resources that local governments can use in active transportation planning and project development.

Transportation and land use that supports and enhances the regional economy and the communities within it.

Public Engagement

Extensive public engagement was conducted throughout the development of the Regional Active Transportation Plan for Southwestern Pennsylvania.

The different outreach strategies that were used provided important opportunities for the general public, planning partners, stakeholders and other interested parties to share information, ideas, needs, and priorities associated with advancing the region's active transportation vision.

Stakeholder Meetings

- **5** Listening Sessions
- **7** Active Transportation Forums
- **10** Public Participation Panels (spring 2017)

Direct Reach: 1,151

Surveys

- Safe Routes to School – 95 responses
- Objectives Ranking – 549 responses

Objectives Ranking Survey

How important are the following objectives for improving conditions for people who walk or bicycle in our region?

First and Most Important: Support regional collaboration on planning for active transportation corridors and encourage connectivity within and between local and regional networks, including multistate networks.

Second: Emphasize infrastructure improvements that make people feel safe and comfortable when walking, bicycling or using transit in both urban and rural areas.

Third: Encourage infrastructure improvements that increase bicycle and pedestrian access to trails, open spaces and recreational facilities to increase opportunities for physical activity and promote improvements in public health outcomes.

Active Transportation Plan Goals

- Strengthen Communities
- Improve Safety and Security
- Enhance Accessibility and Connectivity
- Improve Public Health & Enhance the Environment

More specific objectives within each of these areas help to target active transportation strategies. These objectives have been developed in collaboration with a broad range of regional partners. While regional in nature, they may also be used by local governments to develop the foundation or enhance existing efforts to further active transportation in Southwestern Pennsylvania.

Existing Conditions

Active Transportation Profiles per County

Ms. Chaney said the handouts you received with your county's profile give a detailed look into the existing conditions for each county in the region. SPC staff will be working with your respective staff to update these on a yearly basis.

Guiding Principles

In order to realize local goals and objectives, communities should use a multi-pronged strategy to advance pedestrian and bicycling activities and support development of active transportation networks that provide accessibility and connectivity for people and places.

The policies, programs and initiatives identified in this plan may be used to address one or more of the "Six Es" to help create more bikeable and walkable communities throughout the region: engineering, education, evaluation, enforcement, encouragement, and equity.

The principles articulated through the Six Es include the first five time-tested elements of this multi-pronged approach, with many communities now adding "equity" as the sixth element. Many policy, programmatic and design elements can be used to improve equity if they are targeted to address mobility needs of low-income residents, minorities, children, people with disabilities, and older adults.

Policies, Programs and Initiatives

Simply building more bicycle and pedestrian facilities will not create a culture of decision-making and investment that supports bicycling and walking. Multiple approaches should be taken to advance infrastructure improvements and sponsor educational and encouragement programs like those identified and described in this section to help create more walk-friendly and bicycle-friendly communities throughout the region.

Plan Implementation

This section of the plan provides a summary of the steps involved in local planning for active transportation networks, identifies network connection opportunities in the regional trail system, and highlights technical assistance that is available from SPC to assist local governments in planning and implementing active transportation improvements in their communities.

It also identifies innovative design guidelines and best practices that local governments may consider in the future, followed by examples of best practices in bicycle and pedestrian infrastructure that are being employed in the region.

To support implementation of the plan, SPC staff will continue to offer technical support and resources to assist local governments and agencies in preparing, planning and executing their community's priority projects and investments.

Creating an Active Transportation Network

- Plan
- Adopt Policies and Procedures
- Design
- Fund
- Implement
-
- Maintain
- Evaluate

The following summarizes the steps that communities can follow to turn active transportation plans and ideas into viable, deliverable projects. The steps cover numerous phases of the project development process from planning to design, construction and maintenance. SPC staff is available to provide technical expertise and assistance to communities as they move forward.

Network Connection Opportunities

- Identifies opportunities to expand regional trail network.
- Create seamless transitions between facilities.
- Works toward DCNR goal of a trail within 15 minutes of everyone in PA.

The Regional Trail Network Connection Opportunities Map identifies opportunity areas for connecting the regional trail network through trail expansion or by providing facilities on low-volume roadways that interconnect with the trail system. On-street portions of a trail system should provide safe and comfortable 'trail-like' connections, so that people walking and bicycling experience safe, seamless transitions. Linking existing trails and trails currently under construction will build off of decades of work done by local and regional trail councils as well as local municipalities that have already developed hundreds of miles of the existing network.

Facility Design Guidance

This section of the plan provides an overview of design information for innovative bicycle and pedestrian facility types. The application context of each facility is identified within sidebar graphics that answer the questions, "On which types of streets is the facility recommended?" "On which part of the roadway network is the facility type likely to be applicable?" and "In what land use context is this facility type most appropriate?"

Technical Support and Resources

Assistance available to local governments and stakeholders from SPC:

- Technical Planning Support
- Project Funding and Project Delivery Support
- Walking Audits
- Bicycle Traffic Counts
- Applications for Community Designations
- Complete Streets Policy Guidance
- Mapping and Data
- Active Transportation Resource Center

Draft Plan Review

- PPPs / Fall 2018
- Active Transportation Forum
- SPC website
- ATRC website
- Final Draft

Questions

Commissioner Bricker congratulated SPC on their Active Transportation Plan. It is a milestone for SPC. In terms of implementation, how do we make more people have access to trails/networks? How do we increase our numbers? Ms. Chaney thanked Commissioner Bricker for the SPC recognition. She said it all starts with good planning and we've launched that. Ultimately what connects is playing a key role in raising the awareness and the need for the municipalities to plan for this.

Commissioner Osche said the Active Network makes communities more vital and attractive to families.

Ms. Chaney said having the funding available to implement these is limited. Mr. Waple said we touch on this in the Long Range Plan presentations. Funding through available programs that we have on the federal level, also providing assistance to municipalities and local governments on education about other funding opportunities through Act 13 funds and other funding through states and other types of federal funding is something that we've been actively involved in over the last couple of years. We are making an effort to get the word out there about what is available and also by providing assistance to our local governments to help them navigate the gamut of regulations that you have to abide by for state and federal funding. We've come a long way, but we're not done yet. You'll see a bit more of this in the next Long Range Plan presentation. We have two of our funding opportunities coming up this summer. We'd love to talk with you and others on how we may be able to partner with one another and get the word out about funding and to bring us good projects that we can advance through the process.

Ms. Moon-Sirianni said outreach was touched in Lawrence, Beaver and Allegheny Counties when SPC handed out really nice pamphlets to everybody in attendance at those meetings explaining the different opportunities. The other thing we need to drive is for people to do their planning first so that their projects are ready so when we get a multi-modal fund for a sidewalk or bike path, etc., it's ready to go. What is happening is these are lingering literally for 3-4 years and money is not getting spent which looks bad for the region. They don't want to give us more money, if the money we do have doesn't get spent, so that's something we definitely have to work on. The River Trail is one project we're trying to work on collectively as partners. She thanked SPC for handing out that information. Mr. Waple said that brochure is available on our website.

Dr. Miller said regarding the Active Plan and Advancing the Plan and the section on coordination activities, include the incorporation of bicycle and pedestrian projects in local comprehensive plans. He said he didn't see any specific passion in terms of incorporating bike and pedestrian plans in local comprehensive plans. If we are going to think about how we get people involved, we have to think about being more active with the local government groups in our region. We'd like to see SPC become more of the coordinator between these local government groups and PennDOT so we can better understand how we can fully integrate what's here. Ms. Chaney pointed out that we do work with a lot of organizations including CONNECT. We also have regular representation from many of the organizations that Dr. Miller mentioned that come to the active transportation group meetings. We did partner with CONNECT to host a Complete Streets workshop.

Commissioner Coder moved to approve Resolution 2-19 to Adopt the 2019 Regional Active Transportation Plan and Commissioner Bricker seconded. The motion passed.

7. Action on Resolution 3-19 to Proclaim May, 2019 as "National Bike Month" in Southwestern Pennsylvania – Leann Chaney

Ms. Chaney reported that May is bike month nationally sponsored by the League of American Bicycles and celebrated by communities all over the United States. Established in 1956, it provides an opportunity to highlight the benefits of bicycling and encourage more folks to give it a try. SPC staff celebrates national bike month with a Bike or Walk to work day on the third Friday every May. SPC has been an active participant since 2016.

Commissioner Bricker motioned to approve Resolution 3-19 to Proclaim May, 2019 as “National Bike Month” in Southwestern Pennsylvania. Commissioner Anderson seconded. The motion passed.

8. Action on Resolution 4-19 to Proclaim May, 2019 as “CommuteInfo Commute Options Awareness Month” in Southwestern Pennsylvania – Anthony Hickton

Mr. Hickton reviewed the resolution.

Commissioner Coder motioned to approve Resolution 4-19 to Proclaim May, 2019 as “CommuteInfo Commute Options Awareness Month” in Southwestern Pennsylvania and Commissioner Amadio seconded.

Dr. Miller asked how does CommuteInfo’s numbers compare to past years. Mr. Hickton said the carpools are similar in terms of overall numbers. When he came into the program, we were at 52 now we’re at 49. Dr. Miller asked how does CommuteInfo compare to other regions. How successful are we, do we stand up? Mr. Hickton said we’ll have a better picture of that with our current and regular transportation demand project that we’re working on. In observation of other similar programs across the country, SPC’s numbers are consistent and whole over the years. It seems like many of the other organizations have changes both up and down. Dr. Miller asked if it was totally dependent on the price of gasoline. Mr. Hickton said it’s definitely a factor, but what we found in our efforts to try and change minds of getting folks out of their single occupancy vehicles was it is not nearly as easy when considering the fuel prices. Folks appear to have this belief that they have control of their day by having their vehicle in front of them. One of the compelling factors is within our program, we have an Emergency Ride Home program for folks who do carpool every day. In case they encounter a situation during the day where they might need a vehicle to get home, in which we will reimburse them for that travel. In the course of program, about 8 years, we’ve had 55 persons take advantage of that. Dr. Miller said if there is more that the Commissioners can do to increase those numbers, just let us know. Mr. Hickton appreciated that offer and informed the Commissioners that SPC was meeting by conference call with members of the Westmoreland IDC in an effort based on some interaction we’ve had with the businesses within their community and industrial park and with the help of IDC and Westmoreland Transit how we might create opportunities to better serve that business park. Ms. Sharrard said there are several vehicles that come to the University of Pittsburgh on a daily basis. We have a goal to grow them by one a year through 2030. The affirmative vote was unanimous.

9. Update on the Plan “*SmartMoves for a Changing Region*” – Andy Waple

Mr. Waple said this is the last update before the adoption of the Long Range Plan. We have drafts of the Plan available for review. We are opening our formal public comment period on Monday. The draft Plan is the result of 18 months of work between us as the Commission and your staff, PennDOT, transit providers and TMAs, and SPC staff. The main body of the document is focused on the region’s vision and all of the collaboration that has taken place to develop the goals, the strategies and the actions within the Plan. It talks about strategies and what they mean to the region. And also these are action items and potential implementation partners to advance the goals and strategies to achieve the vision. As with past Plans, the focus on project lists are still there contained in a rather sizeable set of appendices. It’s a technical documentation of all the things that we’re required to do by federal code and by federal requirements. We wanted this piece to focus on the expert panels and the vision and what we’ve heard throughout the planning process over the last year and a half. Mr. Waple said he’ll talk about goals and vision, product development, the magnitude of the investments made in the Plan, priorities that we heard at each of our work group meetings that we had with the counties and PennDOT and the transit providers and TMAs. Some examples of regional corridors and projects taking place in those and briefly touching on air quality and environmental justice.

Back in 2018 we laid the groundwork and developed the scenarios and strategies and goals through the expert resource panels and through public involvement. We had two metro surveys over the past year and an ongoing effort of email blasts and social media and data and graphics and surveys and events. In December, we took the concepts that you heard through all of the input and refined them into the three goals of connected mobility, resilient communities and globally competitive economy. Also, we developed the 24 strategies to go along with each of those goal areas in support of the vision. The concepts represent common themes among all of the goal areas. Advancing our regional vision of world-class safe and well maintained integrated transportation system and provides mobility for all enables resilient communities and supports a globally competitive economy.

How do the projects advance? We broke this down into three areas with example projects as priorities and how they advance the vision and strategies. All projects are well underway.

Transit:

- Downtown to Oakland Bus Rapid Transit*
- West Busway BRT Extension to Pittsburgh International Airport
- East Busway Extension to the East Suburbs and Mon-Valley
- Establish Regional Transit Centers at Key Locations throughout the Region
- Expanded Regional Park-n-Ride Capacity*

Strategies Advanced:

- Equitable Access
- Emerging Technology
- Public Transit

Active Transportation:

- I-579 CAP*
- Three Rivers Heritage Trail to Freeport*
- Sheepskin Trail from Mon-River Trail to Great Allegheny Passage (GAP)*
- Westmoreland Heritage Trail to GAP*
- Hoodlebug Trail to Blairsville*
- Ohio River Trail from McKees Rocks through Beaver County to Ohio

Strategies Advanced:

- Reinvest in Communities
- Sustainability
- Clean Air

Roadways:

- U.S. Route 30 Modernization*
- PA Turnpike Cashless Tolling Interchanges (Routes 130, 910, 981)
- State Rt 228 Modernization and Capacity Upgrades*
- State Rt 885/Second Ave Corridor Improvements
- Monaca Gateway Corridor Improvements*
- East Carson Street Mobility and Safety Improvements*

Strategies Advanced:

- Infrastructure
- Prioritize and Streamline
- Smart Technology

Guiding principles included in the Plan: (developed from work done through expert panels, commissioner feedback and input gathered from public and stakeholder involvement) for each of those categories include:

Transit:

- Equitable, seamless linkages between the region's public transit service, including first and last mile connections.
- Expansion of rapid and frequent transit service into and out of Downtown Pittsburgh from the East, West, North and South

Active Transportation:

- Completion of the regional trail network.
- Connect the regional trail network to communities and local active transportation networks to support healthful living and individual mobility.

Roadways:

- A network of safe, well maintained and modern highways and bridges.
- Implementation of resilient and adaptable, context based street design. (holistic planning part of prioritize and streamline strategy)

The vision is all of these projects we know we have the financial capacity to fund now. And they are also projects that we need to work with our partners to find additional revenues going forward. We've been closely coordinating this planning effort with the Southwestern Pennsylvania Mobility Partnership looking to identify sustainable local revenues for public transportation.

The collaborative process that was undertaken to develop project lists includes:

- Public and Stakeholder Outreach
- Transportation System Needs (Investment Categories)
- Project Development Workgroups
- Consistency Screening Criteria (Strategies and Metrics)
- Projects and Programs
- Long-Range Plan

Project Development Workgroups had a series of three meetings per PennDOT District attended by member Counties, City of Pittsburgh, Transit Providers, TMAs, PennDOT and SPC. There were nine meetings in total. They began in October and wrapped up in February.

To highlight some of the investments in the Plan on the roadway side about \$16B over the life of the Plan. One of the rules we have to abide by through our federal regulations is to forecast our available, reasonably expected to be available revenues using current legislations using the Fast Act and Act 89. We're tied to those funding levels for this planning effort and the forecast going out into the future as if those levels were going to hold true. Given all of the risks and all of the uncertainty that's going on with transportation funding now, when we adopt the TIP in June we'll be revisiting the revenue projections and adjusting them accordingly.

Public transportation investment is about \$14B over the life of the Plan. The vast majority of that money is going toward operating assistance to the transit providers throughout the region.

Mr. Waple said the focus areas of each county were based on what we heard through our program development workgroup meetings. They are the priorities categorized within the three categories of highways, transit and active transportation.

Interstate needs are well over \$2B currently unfunded. These will be used in an effort to try to gather some more funds from the Interstate Management Program which oversees the interstate spending within Pennsylvania managed out of Central Office. We will be using some of our local funds to help accelerate some much needed improvements on I-79. We developed mapping and highlighted each

project in these regional corridors: US 19 - \$92.2M; US 30 - \$477M; US 40 - \$21M; US119 - \$437M; US422 - \$286M; SR51 - \$72M; SR65 - \$108M; and SR228/Freedom Rd - \$240M.

Approximately 50% (108) of projects within the Plan will have some type of potential multimodal elements (based on current system) to be further defined during project development phase through PennDOT Connects.

We are required to realize Environmental Justice through the planning process. We found for the Draft Plan that approximately 72% of the investment in the region is in low income EJ census blocks (65% of projects) and 56% of investment in minority EJ census blocks (49% of projects).

Air Quality Conformity identifies areas of ozone and non-attainment except for Indiana which is in maintenance and Lawrence which is in attainment. For PM 2.5 most of the urban parts south is low in non-attainment and there are pockets of non-attainment in Greene and Fayette, Armstrong, Indiana and Lawrence.

Ms. Stark said that over the last year and half we have included Long Range planning in our public outreach material at our meetings. We've had the Expert Resource Panels. We've done a lot of social media engagement to make sure we're reaching different audiences. We've done newspaper engagement, TV and radio. Emails were sent as a blast to the general public as well as individually to the public participation panels and Commission members. Next week starts our formal public comment period. Public comments are taken before, after and during these meetings. Please contact Abby with any questions.

We have a social media tool kit available for everyone here and all of our partners and participation panel members. On our website's home page, there is a SmartMoves logo you can click on or you can log in at spcregion.org/smartmoves.asp. You will see a social media and promotion tool kit. There is a flyer you can hang up in your building or any offices or small businesses for the event. There are Facebook events for each of these and with those you can say "hey, I'm going to this event" and share that and it will show up on other people's news feeds. We will also be paying to promote those ads for each event in each of the counties. We also have a social media graphic if you follow us on any social media platforms that you can share.

We also have an editable press release personalized for each county. If you have any contacts at newspapers we can reach out to them. Press releases are there and are available to go as soon as possible. She asked for the Commissioners help with this and she appreciated those that have already responded to the process.

Next steps include:

- PPP and Public Meetings
- Regional Speaking Engagements
- Public Engagement Summary
- Final Plan Edits
- Plan Adoption - June 24, 2019

Ms. Sharrard asked about the goals for air quality. We're two years behind the state goal and it seems there is a reason for that. Mr. Waple said we are not behind, those are targets that we are working towards. Mr. Sharrard said it looks like we're aiming for their two-year goal in four years. Mr. Waple said the statewide goal is an aggregate and includes other MPO's across the state. Ms. Sharrard said that should be written in the Plan. Mr. Waple said we could do that.

Ms. Sharrard said she was excited to see the sustainability strategy. She mentioned that a real trend in transportation spaces is a shift toward electric vehicles. Mr. Waple said we talk about electric vehicles in the mobility section. If there is specific language you would like to see, we can accommodate that. Ms. Sharrard said she wanted to acknowledge the shifting or the fuel shifting trends that were seen in the marketplace.

Mr. Grata wanted to acknowledge the Pennsylvania Turnpike Commission. He believes that with \$3B worth of projects in progress by planning, why aren't the Mon-Fayette Expressway and the Southern Beltway a part of that picture. Mr. Waple said they are in the technical appendix in the back of the Plan. Mr. Grata said for a couple of years, he's always maintained that the Turnpike Commission should have a seat at the table. They have such a big impact. He just wants to make sure it's a part of this. Mr. Waple said we have coordination with the Turnpike Commission and they provide us with their capital plans through the life of the Plan and what they plan on building and maintaining. They are included in the project lists. Mr. Grata said nothing has a bigger impact whether its turnpike middle line, extensions or everything else in the region. He said he doesn't see the Turnpike Commission mentioned and wants consideration of the importance of the Turnpike Commission as part of the Plan. Mr. Waple said it's included in the project section of the Plan.

Mr. Waple said SPC will be doing speaking engagements and if anybody is interested in having us talk to your Chambers of Commerce or any type of committees within your county, let us know and we'd be happy to come out and talk to you.

10. 2020 Census / Complete Count Committees (CCC)

Kristin Baum, Senior Data Analyst, SPC

Sheila Beasley, Partnership Specialist, U.S. Census Bureau

Andréa Stanford, Assistant County Manager, Allegheny County

Feyi Alabi, Manager of Special Projects, Office of Mayor William Peduto

Ms. Baum, Senior Data Analyst at SPC said we are pleased to bring two presentations regarding the 2020 Census Complete Count Committee program. Complete Count Committees are attended by trusted local voices to help educate and motivate residents to respond to the 2020 Census. A complete and accurate census count is important to each and every one of us. One of the many uses is that it helps allocate over \$675B annually to local and state governments for infrastructure, services and programs. The Complete Count is critical to ensure that this region and all of its residents will get its fair share of federal funding programs over the next ten years. Eleven months ago from Census Day, preparations have long been underway in this region for the 2020 Census. The majority of our county members and the city of Pittsburgh have already formed where we are in the process of forming the Complete Count Committees. Each county is in a different stage in the process. She had the pleasure of working with many of your staff and can say first hand that I have seen all the great work that is taking place across the region for our Complete Count Committees. We look forward to our continued collaboration to help ensure your complete count for southwestern Pennsylvania.

The first presentation is done by Sheila Beasley. She is a Partnership Specialist at the US Census Bureau and she is going to provide you with an overview of the 2020 Census and the Complete Count Committee program. Sheila has become a familiar face around the region and she's been a great resource to us as we begin our CCC efforts.

Our second presentation will be given by Andréa Stanford, Assistant County Manager at Allegheny County joined by Feyi Alabi, Manager of Special Projects in the Office of Mayor William Peduto. They are going to provide an overview of the Allegheny County/City of Pittsburgh joint Complete Count Committee. It was the first in our region to be formed and they have been active for several months now and are here to share with you all the great work they have been doing in the region for the 2020

Census.

Ms. Beasley explained: Why do we take the Census?

- U.S. Constitution, Article 1, Section 2 mandates Census to provide the data for an apportionment of representatives among the states for the House of Representatives every 10 years.
- By law, the U.S. Census Bureau must deliver a report of population counts to the President of the United States within 9 months of Census Day (on or before December 31, 2020) so that apportionment can be taken.

2020 Census vs. 2010 Census

- In 2020, we will introduce new technology to make it easier than ever for individuals to respond to the census.
- For the 1st time, you will be able to respond online, by phone, or by mail. We will use data that the public has already provided to cut down on household visits.
- We are building a more accurate address list and automating our field operations—all while keeping your information confidential and safe.

How are Census data used?

- Assisting tribal, federal, state and local governments in planning, and implementing programs and services in:
 - Education
 - Health care
 - Transportation
 - Social services
 - Emergency response
- Distribution of more than \$675 billion annually in federal funds
- Redistricting of state legislative districts
- Forecasting of future transportation needs
- Determining areas eligible for housing assistance and rehabilitation loans

The Census is Confidential, and that confidentiality is required by Law

1. The Census Bureau is required by law to keep information confidential. All responses provided on the 2020 Census questionnaire or to a Census Bureau employee are confidential and protected under Title 13 of the U.S. Code
2. We will never share a respondents personal information with other government agencies
3. Results from the census are reported in statistical summary format only
4. Records are confidential for 72 years by law (Title 44, U.S. Code)
5. All Census Bureau employees swear a lifetime oath to protect respondent information.
6. Penalty for wrongful disclosure is up to 5 years imprisonment and/or a fine of \$250,000

What are Complete Count Committees?

- CCC is a committee established by tribal, state and local governments, and community leaders or organizations to increase awareness and motivate residents to respond to the 2020 Census
- CCCs are “census ambassadors” that play an integral part in the 2020 Census
- Preparation (Required): Briefing, Press Conference and Training

Overview of CCCs

- CCCs are one of the core strategic elements of the Partnership program for the 2020 Census
- Census Bureau works with tribal, state and local governments, and community organizations

- to form CCCs around the country.
- CCCs exist to plan and implement locally-based outreach campaigns that raise awareness of the census and ultimately drive participation

What is the subcommittee structure of CCC?

State Government CCCs can be a SCCC or a CCC. The structure should consist of influential members. Below are suggested memberships for this sub team:

- Government
- Workforce development
- Faith-based community
- Education
- Media
- Technology
- Community organizations
- Business

Ms. Stanford and Ms. Alabi reported:

Appointed in October 2018, the CCC Provides Oversight & Input – Co-Chaired by Gregg Behr, Executive Director of the Grable Foundation; Betty Cruz, Founder and All for All Project Director of the Change Agency; and Stefani Pashman, CEO of the Allegheny Conference on Community Development. There are currently 27 members. Additional members of the committee continue to be added based on identification of communities or need. We need the “most trusted stakeholders” for CCC to amplify messaging.

CCC Structure

There are **6 Subcommittees** within the CCC including:

1. Civic Fabric
2. Workforce
3. Community Voices
4. Education
5. Data
6. Government

These Subcommittees are working to develop a 2020 Census Plan of Action for Allegheny County.

2018 – 2019 Highlights

- ✓ Meet & Greet – September 2018
- ✓ Joint Press Conference – October 2018
- ✓ CCC Training – October 2018
- ✓ CCC Meeting – December 2018
- ✓ CCC Meeting – January 2019
- ✓ **Subcommittee Meetings** – February 2019
- ✓ CCC Meeting – March 2019
- ✓ **Subcommittee Meetings** – April 2019
- ✓ CCC Meeting – May 2019

Best Practices & Lessons Learned

The CCC is taking the summer off to “allow us to reflect on the plans of action we developed”.

11. Committee Reports – None

12. Other Business/Announcements – Jim Hassinger

Dr. Hassinger noted that he had earlier advised the Executive Board of his planned retirement from SPC in January 2020. The Board will work with an executive search firm to find his successor. He thanked the Commission particularly for their leadership on the development of the new plan. It is among the best because of their participation in the process including their leadership in expert work group meetings and workshops.

Ms. Moon Sirianni also announced that this is the last SPC meeting for Jim Ritzman, PennDOT Deputy Secretary for Planning, who is retiring from PennDOT after many years of service.

Next Meeting Date – June 24, 2019. SPC will be conducting public meetings on the plan in all the member counties during the month ahead of this meeting.

13. New Business – None.

14. Adjourn

Commissioner Anderson moved to adjourn the meeting of the Southwestern Pennsylvania Commission and Commissioner Blair Zimmerman seconded. The affirmative vote was unanimous. The meeting ended at 6:33 p.m.

Respectfully Submitted,

Tony Amadio
Secretary-Treasurer