

Southwestern Pennsylvania Commission
Minutes of the Meeting
January 29, 2018 – 4:30 p.m.
Two Chatham Center • Suite 400 • 112 Washington Place • Pittsburgh, PA 15219

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

Members present were: Chuck Anderson, Kevin Boozel, Scott Bricker, Bob Brooks, Tom Ceraso, Gina Cerilli, Dave Coder, Sandie Egley, Pat Fabian, Rich Fitzgerald, Jim Gagliano, Jr., Kim Geyer, Mark Gordon, Joe Grata, Kelly Gray, Lynn Heckman, Charles Jones, Katharine Kelleman, Clifford Levine, Dave Lohr, Larry Maggi, Jeff Marshall, Robbie Matesic, Amy B. McKinney, Erin Molchany, Leslie Osche, Mavis Rainey, Rod Ruddock, Aurora Sharrard, Byron Stauffer, Jr., Archie Trader, Vince Vicites, and Christopher Wheat (via phone).

Others: Ann Ogoreuc, Allegheny County Department of Economic Development.

Staff: Jim Hassinger, Martina Battistone, Kirk Brethauer, Linda Duffy, Chuck Imbrogno, Vince Massaro, Shannon O'Connell, Kay Tomko, Lew Villotti and Andy Waple.

1. Chairman Maggi called to order the January 29, 2018 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 December 11, 2017 Meeting

A motion was made to approve the minutes of the December 11, 2017 meeting by Commissioner Fabian which was seconded by Commissioner Anderson. The affirmative vote was unanimous.

3. Public Comment – None

4. Staff Profile – Lew Villotti / Martina Battistone

Martina (Marti) Battistone is a Water Resource Planner with SPC's Water Resource Center. She is originally from St. Louis, MO. She earned a B.A. in Environmental Policy and Law from Drake University in Des Moines, IA. After that she served as an AmeriCorps VISTA for two years with Drake University's Community Engagement Service. That experience of seeing a lot of community development and outreach got her really interested in urban planning and community development. She earned a M.S. at the University of Iowa in Urban and Regional Planning with concentrations in economic development and land use planning. The WRC does a lot of educational workshops for the region and she is tasked with the logistics in finding locations and handles the registration and refreshments for those, as well as the communication and marketing. In connection with a Keystone Communities grant that was received from DCED, she is assisting with Biggert Waters Act Pilot preparation and is creating mapping for MS4 multi-municipality collaboration.

Chief Executive Fitzgerald introduced Katharine Kelleman, CEO of the Port Authority of Allegheny County, and a new member on our Commission. She comes from Tampa, Florida. One of the things we have talked about is the collaboration and partnership that we have in southwestern Pennsylvania and the SPC is how to make transportation work for all of us. Not just for the Port Authority, but for all the different agencies that the counties operate and make it work so people can get back and forth to work, to school, and all the places they need to be. We're delighted that she is here.

Ms. Kelleman said she is a certified planner. Her first job was at a MPO so we are among friends. She and her husband, along with her two sons who are 4 & 5, are happy to be in the town where they will graduate high school. She appreciates the opportunity and looks forward to working with everyone. Mr. Grata said he covered the Port Authority for 35-36 years and loved it. If you want to know anything about Port Authority past, you can contact him. Good luck and welcome to Pittsburgh and Allegheny County. Chairman Maggi also welcomed Ms. Kelleman to the Commission and Allegheny County and southwestern Pennsylvania.

5. Financial Report – Vince Massaro

Mr. Massaro reported on the financials for the period July 1, 2017 to December 31, 2017. The report includes the adopted updated budget that was presented at the earlier Executive Committee meeting. It includes the fiscal year period and reflects operations of the Commission and the Corporation.

Total project related revenues actual and encumbered to date are \$7.8M. compared to the adopted updated annual budget of \$13.9M. This reflects 56.08% of the budget recognized and encumbered to date. Cash flow from operations remains positive as all funding grants are in place and fully executed. Monthly billings to our grantors are current with payments being received within 35 to 40 days of billing. All agency planning projects continue on schedule as planned.

Total project expenditures recorded and encumbered to date are \$7.8M compared to the adopted updated annual budget of \$13.9M. This reflects 56% of the budget expended and encumbered to date. All agency planning projects continue to move forward as planned. All project expenditures have been encumbered for the reporting period.

A motion was made to accept the financial report by Lynn Heckman which was seconded by Tom Ceraso. The affirmative vote was unanimous.

Chairman Maggi welcomed another new board member to our Commission, Mark Gordon from Butler County.

6. Transportation Improvement Program (TIP) Update and Long-Range Plan Update – Andy Waple / Lew Villotti

Andy Waple reported that at the December meeting the Commission was given an extensive update on the region's TIP development process. The update today will highlight some statistics and analyses staff has been compiling on the investments made in the draft program.

Highways and Bridges

The 2019-2022 draft TIP is fiscally balanced. Staff is working with PennDOT Central Office to tweak some project let dates and working on some cash flow issues. All in all it's looking very good. It represents about \$1.7B in estimates for highways and bridges over the four years.

- Investments:
 - Bridges - \$740.1M
 - Roadways - \$659.7M
 - Safety & Operations - \$184.6M

An important thing to remember on the safety and multimodal, these are just categories in which the primary investment is taking place. The bridges and roadways projects also have significant investments in operations and safety where there are deficiencies and also opportunities to provide multimodal facilities, where appropriate.

- Multimodal – \$100M

We are still anticipating the announcement of Interstate Maintenance Program as well as the Statewide Transportation Alternatives Program announcements and the Statewide Highway Safety Improvement Program. These will bring additional monies into the region for the TIP. Staff has been working with our PennDOT districts and has completed well over 100 PennDOT Connects municipal outreach meetings for new candidate projects.

Public Transportation

Funding Mix:

- Federal - \$387M
- State - \$1.55B
- Local - \$184M
- Total: \$2.1B
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Investment Categories

- Operating – 68%
- Stations, Stops, and LRT Guideway – 16%
- Support Facilities – 9%
- Fleet State of Good Repair (Bus) – 7%

Our multimodal staff are currently working with the transit agencies to provide financial capacity documentation and asset management documentation.

Remaining Schedule

- Spring 2018:
 - PennDOT Central Office Review – Districts 10 and 11 are complete and District 12 will be completed on February 14.
 - Livability through Smart Transportation Program – this is a discretionary program, a SPC funding program aimed at projects to wed transportation and land use planning to encourage collaboration between the counties, the municipalities, and transit agencies. We have about \$6M available for fiscal years 19 and 20 for the program.

Beginning in early March, once we get our project lists nailed down for the draft TIP, staff will begin the Air Quality Conformity Analysis and our Environmental Justice Analysis. This will go on through April.

- May 2018 – Formal 30-Day Public Comment Period – part of this will be having 10 PPP Meetings across the region

- June 25, 2018 – Commission TIP Adoption
- October 1, 2019 – TIP goes into effect for years 2019-2022

This schedule takes place concurrently with the development of our Long-Range Transportation Plan update for Southwestern Pennsylvania which is scheduled for adoption June 2019, one year after the TIP adoption.

Mr. Villotti explained that this report will cover the region's Planning Directors Forum report which is also on the agenda for discussion.

Mr. Villotti presented the Long Range Plan Timeline showing the large scale tasks that will be taking place, and a breakdown of what is included in those tasks. When we discuss it with the planning directors, we always start with the most important date down on the right, which is the adoption date of June 24, 2019. This sounds like a long way away, but there is a lot of work and coordination that goes into planning and plan development.

Jason Rigone presented to you at the last meeting the results of the long range plan task force work. Those results were presented to the Planning Directors for their concurrence. The Plan Process talked about using best practices and more expert input instead of using only black box modeling process. So we're in the process right now of developing the expert panel work groups. We're establishing the existing conditions resources and we're planning the public education and engagement process because we were told one of the major themes was to make sure we educate and get the information out there first before we ask people what they think about it and actually understand the topics.

Next up is March and April where we will be creating the expert panel work groups and begin to discuss each of these forces of change. Also in this time frame is the Chairman's Workshop which will be discussed later in the meeting. We also keep other major program and planning activities included in this timeline because they are going on at the same time. You'll see the public participation panels comment period and the TIP and its adoption at the same time. This is where we're headed with the scenario development with the expert work groups. Each of the focus areas in the groups will come up with some strategy development. We are anticipating in September a large Policy Conference to go over the information provided by the experts and the strategies that provide feedback and establish the most preferred strategies for the Plan. Then we go out to the official public meetings with plan development in 2019. See attached Long Range Plan Timeline.

The topic areas called Forces of Change, started with documents that came out of the review of reports from the federal Transportation Research Board. They put forth a series that looked at specific issues that will be affecting transportation in the future. In addition, SPC did two separate consultant contracts for interviews with thought leaders, both regionally, in the state, and across the country and on what they thought some of the topic issues would be going into the future.

We also looked at a lot of the best practices nationally. Everybody had a different name for the same thing depending on which region you were looking at. We pulled everything together and we looked at similarities and came up with the following topic areas for the expert panels:

Forces of Change

Society & Demographics
Technology
Economics
Public Policy & Financing Tools
Environment

We have asked the Planning Directors to give us names of people within their counties they think may want to be participants in an expert panel within these topic areas. We told them SPC staff is also looking both regionally and beyond to identify folks that can participate and provide information into these topic areas. We are building those expert panels, reviewing them to move forward, and populating the choices that they may have so we can move forward with that discussion.

Mr. Levine commented that in certain ways our region with driverless cars, etc. is becoming known for its innovation and he would like, as a Commissioner, to know if we were one of the truly most innovative regional planning commissions in the country. What that might look like as opposed to being caught in the middle and maybe not being very innovative folks? During this process, as a Commissioner, he asked how SPC can help us understand what the world could look like in ten years. Mr. Villotti said that's exactly where we are with the way this process is set up. Mr. Levine pointed out that he specifically wants to know where Commissioners like himself, that want to be more engaged and involved in that, can participate. Mr. Villotti said first at the Chairman's Workshop there will be ample opportunity to discuss those topics with us. In each of those topic areas, there will be the scenario reports that will come out of that discussion. The idea is there will be ongoing discussion while this work is going on. Also, at the fall Policy Conference, there will again be opportunity to discuss the topic areas.

County Executive Fitzgerald said that maybe since we have so many of the autonomous vehicle companies here, we can invite them to be a part of this process. Obviously you have CMU and Traffic21 and some of the Next Gen advancements that are here. Getting some of those folks to be part of this process, we would then know where we're going to be ten years from now. Mr. Villotti thanked Commissioner Fitzgerald and said that we have already identified those names at Traffic21 and they are available to participate in these expert panel work groups. The idea is to get those experts who know more about that than we do to come in and tell us, when we ask the question "what do you see changing" and not only do you see the change here, but they were challenged by the task force and also by the Commissioners to look at that geographically and cross culturally. For example, what does that innovation mean to Pittsburgh and Allegheny County, but at the same point in time, what does that mean for Greene County or Armstrong County or Indiana County? It would be different for different areas. That's our challenge.

Commissioner Osche said it seems like this Plan is focused on obviously the needs of the greater southwest PA area. She said if she heard Commissioner Levine right, he's saying how can we as a Commission be further advanced, technologically be ahead of the game? How can we as a Commission function better? Is that a different topic? Mr. Villotti said it is a different topic. Commissioner Osche then said that what Commissioner Fitzgerald suggested regarding CMU and others could be very helpful in defining that. That may be a separate discussion we should have for technology drivers and how do we function as a much more advanced Commission? Mr. Villotti said that for that discussion, technology is always the example, because it is the one that no matter what MPO you look at in terms of the Long Range Planning Process, it's consistent as part of what they consider a force of change because no one knows for sure what they are. We'll talk about that more in the Chairman's Workshop, but when we look at that across the board, there is a great variety of

opinion on what the potential impact of driverless vehicles are in a region of any size. The idea of this process is to bring that special team so that as you look and talk about those thoughts that these next parts have you can begin to develop policy and strategies that will then guide the further development of the Plan. The discussion is the important thing. You want to talk about how people see the various impacts of technology, how they see the change in public policy and funding and how they see the change in the environment. As we begin to address those issues in the course of the discussion, we will begin to figure out and begin to form the policy that drafts the Plan.

7. Action on Resolution 1-18 to Authorize Submission of the Draft 2018-2020 Unified Planning Work Program (UPWP) to the Appropriate Funding Agencies – Andy Waple

Before asking for consideration on the resolution authorizing SPC to submit our Draft 2018-2020 Unified Planning Work Program, Andy Waple reviewed the major planning tasks SPC will perform between July 1, 2018 and June 30, 2020 (next two fiscal years). The UPWP is a two-year contract between PennDOT and SPC for approximately \$6.5M per year. Over 60% of those funds are received from the Federal Highway Administration. Other funding sources include Federal Transit Administration Funds, State funds, and local matching funds. Those funds are disbursed among five SPC Program Areas: Plans and Programs, Multimodal Planning, Operations and Safety, Data and Modeling and Outreach and Coordination.

High priority initiatives over the next two years include enhanced outreach and communications; focusing on leading edge technologies and best practices; performance based planning and programming and the Long Range Plan update.

Communications – revamping the website and enhancing social media presence, use of videos, visualization and branding/marketing for both the Commission and the Long Range Plan.

Technologies and Practices – this will help shape the Long Range Plan and provide you with the information you need to make the policy decisions to shape the LRP. These include: next generation scenario planning techniques, enhancement of our travel demand and economic modeling and GIS applications; the use of Big Data analysis and analytics such as Streetlight and Inrix and innovative corridor and other planning techniques.

One of things that we will focus on across all of our departments is the federal mandate of the Performance Based Planning and Programming.

- At the December meeting you endorsed these safety targets for the federal program which is a 2% reduction per year in serious injuries and fatalities, working towards the Zero Deaths Vision. Staff is working with partners to develop and implement performance targets (asset management, system reliability, congestion, and air quality) by November 2018. PennDOT is required to set their targets by May of 2018 and we have 180 days after that to either endorse their targets or to set our own performance targets for those categories.
- The Long Range Plan will include system performance reports and discuss the progress achieved between each update and the TIP will be used as the implementation vehicle for those performance measures and will be used to track our performance.

The LRP Update will tie many of these efforts together and will also, subsequently, include updates to implementation plans such as the Safety Action Plan, Regional Operations Plan and Coordinated Human Services Plans.

- SPC Program Area Initiatives:

Plans & Programs

- Long-Range Plan Implementation TIP maintenance & competitive funding programs PennDOT Connects
- Enhancing Planning & Environmental Linkages
- Local Project Delivery
- 2021 TIP Update

Multimodal Planning

- ATWIC Human Services Coordinated Transportation Plan Update
- Transit Development Plans
- Corridor Planning
- Regional Freight Plan Implementation

Operations & Safety

- Regional Traffic Signal Program
- Road Safety Audits & Corridor Operations Plans
- Traffic Incident Management Program

Data & Modeling

- Next Generation Travel Demand & Economic Modeling
- Highway Performance Monitoring System (HPMS)

Outreach & Coordination

- Public Participation Panels
- Long-Range Plan Outreach
- Website Enhancements

There were no questions. A motion was made to approve Resolution 1-18 by Commissioner Anderson which was seconded by Clifford Levine. The affirmative vote was unanimous.

Chairman Maggi congratulated Andy Waple on his new position as Transportation Planning Director.

8. Committee Reports

Planning Directors' Forum – See Lew Villotti's earlier discussion on the Long Range Plan Timeline.

9. Other Business/Announcements – Jim Hassinger

SPC Chairman's Workshop – March 26th at California University of Pennsylvania

Jim Hassinger thanked Andy Waple for taking on the position of Transportation Planning Director. He explained that Andy has been with SPC for several years as Manager of the Program Development Group in the transportation department, managing the TIP development and has done other substantial work as part of our mission as an MPO. Andy is originally from State College, PA. He received his degree from Indiana University of PA. Andy came to us from the Fredericksburg, Virginia MPO near Washington DC. Prior to that he was a consultant involved in developing municipal plans all over western Pennsylvania. He is well prepared for what we're calling on him to

do. Andy is a member of the American Institute of Certified Planners and we appreciate having him and know he will do a good job.

Mr. Hassinger said that the Chairman's Workshop on March 26th will be a real opportunity for Commissioners to think about where we are, where we're currently headed and what we need to do. We want the Commissioners to be directly involved in that and be taking advantage of the experts who will be with us and speak to us about their information. We look forward to the year ahead. There are lots of very positive things going on. We do appreciate your time and your commitment. Thank you very much.

Next Meeting Date – March 26, 2018

10. New Business

Commissioner Ruddock said at the last meeting of the Regional Transportation Alliance for the Allegheny Conference they talked about the mention of the Pittsburgh region looking to where we need to be in 20-30 years. Per that discussion, it had to deal with the engagement of this organization since this is the planning organization, but not necessarily the visionary organization because we have to operate with a number of funding constraints that we have with the federal and state levels. Is there a process by which we as an organization collaborate with the Allegheny Conference? Mr. Villotti said he would like to clarify that there is a misunderstanding that we can't do visionary process here at SPC. He said if you go back to Project Region and Mapping the Future, they have a visionary component. All of the things that were talked about in the RTA have been included in the Long Range Plan. Chapter 6 of the Long Range Plan talks about the fact that we recognize visionary transportation projects. In many cases those projects are costly. You are right in the aspect that this organization is the planner and we do have a fiscally constrained Plan. It's the law. We suggested that there needed to be a regional discussion about how to fund those projects.

Mr. Fitzgerald said that Commissioner Ruddock had it 100% right. The Allegheny Conference has a new CEO, Stefani Pashman who replaced Dennis Yablonsky. It might be the right idea to maybe invite her to one of these meetings or at least a subcommittee meeting. They put out this plan, or wish list or whatever you want to call it, a lot of that was developed in each county. Commissioner Ruddock said thank you and that was exactly what he was hoping to hear, adding there is a new Port Authority Director coming in and there has been a lot of discussion around where we go with public transportation. How critical that piece is. Then we were focused on the impact on freight and how it needs to belong to this region. He doesn't want to have two different groups operating parallel to each other, but we must merge and find a way to work as a team.

11. Adjourn

Commissioner Boozel motioned to adjourn the meeting and Commissioner Egley seconded. The affirmative vote was unanimous. There being no further business to come before the Commission, the meeting adjourned at 5:22 p.m.

Respectfully Submitted,

Tony Amadio
Secretary-Treasurer