Southwestern Pennsylvania Commission

4:30 p.m. – December 16, 2019
Suite 400, Two Chatham Center, 112 Washington Place, Pittsburgh

AGENDA

1. Call to Order
   a. Quorum
   b. Any Conflict of Interest Declarations on Action Items

2. Action on Minutes of the September 30th Meeting

3. Public Comment

4. Staff Profile – Tom Klean/Ronda Craig

5. Action on Resolution 13-19 to Adopt the Transportation Demand Management Plan – Tom Klean


8. 2021-2024 Transportation Improvement Program (TIP) Update – Andy Waple


10. Other Business/Announcements – Jim Hassinger

Certificates of Appreciation: Chuck Anderson, Michael Baker, Bob Brooks, Dave Coder, Steve Craig, Robert Del Signore, Sandie Egley, Ted Kopas, Rod Ruddock, Harlan Shoher, George Skamai, Archie Trader and Angela Zimmerlink

Next Meeting Date – Annual Meeting January 27, 2020

11. New Business

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


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

Staff: Jim Hassinger, Jared Bedekovich, Kirk Brethauer, Dom D’Andrea, Ryan Gordon, Chuck Imbrogno, Tom Klevan, Vince Massaro, Steve Meredith, Shannon O’Connell, Dee Pamplin, Kay Tomko, Sara Walfoort, and Andy Waple.

1. Chairman Maggi called to order the September 30, 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

Chairman Maggi introduced and welcomed new members Robert Regola, citizen representative from Westmoreland County, and Larry Shifflet, the new Deputy Secretary for Planning, PennDOT.

2. Action on Minutes of the July 29, 2019 Meeting

A motion was made to approve the minutes of the July 29, 2019 meeting by Mr. Fitzgerald which was seconded by Mr. Ceraso. The affirmative vote was unanimous.

3. Public Comment – None

4. Staff Profile – Jim Hassinger/Steve Meredith

Mr. Hassinger introduced staff member Steve Meredith with the Planning and Development Department as the Program Manager for Government Contract Procurement.

Steve started at SPC in January. He previously served on the official staff of U.S. Senator Pat Toomey. A graduate of Seton Hill, he was born and raised in Southwestern PA and currently lives in Monroeville with his wife, Kelly, and son Preston.

As the Program Manager for Government Contract Procurement, Steve’s duties at SPC are to provide free consulting services to small businesses seeking government contracts, assist in developing programs including budgets and work plans and develop and conduct informational/promotional workshops and seminars. He maintains and updates files and records on program activity. He researches and maintains informational resources on government contracting opportunities. Building partnerships with funding agencies, he applies knowledge of public and private funding to secure and maintain funding/grant programs. He manages compliance with funding agencies.

Steve also provides SWPA small businesses with the following:
- Government Contracting Technical Assistance
- Government vendor registrations
- Assistance understanding government contracting regulations
- Help understanding government solicitations
- Government bid proofreading services
- Electronic Bid-Match Notice
5. Financial Report – Vince Massaro

Mr. Massaro reported on the financials for the fiscal period ending August 31st. Total project related revenues actual and encumbered to date are $2,851,745 compared to the adopted annual budget of $12,688,666, this reflects about 22.47% of the budget recognized. Project grant funding agreements have been fully executed with federal and state funding agencies. Project expenditures set by signed agreements and purchase orders have been encumbered. The auditors are in the office doing their annual single audit work. Auditors will submit a draft report around the end of October to be presented to the audit committee by November and the final report to be presented to the Commission at the December meeting.

Commissioner Anderson moved to accept the financial report and Ms. Heckman seconded. The financial report was accepted as presented.

6. Action on Resolution 11-19 to Adopt the Regional Operations Plan – Andy Waple/Dom D’Andrea

Mr. Waple introduced Mr. D’Andrea and the Regional Operations Plan (ROP). The last ROP was adopted in 2015 along with the Long Range Plan, which is updated every four years. It recommends a suite of strategies and projects that increases the reliability and mobility of our existing infrastructure without adding capacity. This Plan is accomplished in three ways; incorporating state of the art technologies, improving management of incidents, and encouraging modal shift away from single occupancy vehicles.

Mr. D’Andrea reported that the efforts culminated in a draft report that was reviewed by SPC’s Steering Committee and Stakeholder Group. The final report is available on SPC’s website. Dom continued updating the Commission on the ROP stating that planning for operations encompasses a variety of activities that planners and transportation system operators collaborate in order to maximize the efficiency of the existing transportation system and to ensure that transportation services are delivered in a safe, reliable and secure manner as possible. In addition to having many congestion mitigation and system efficiency benefits, planning for operations is required by Federal law.

The ROP provides the planning context and the link to the Long Range Plan for our operations initiatives. The ROP, the Congestion Management Process, or the CMP, the regional safety action Plan, the regional ITS Architecture are our group’s work products that feed into the Long Range Plan. The original ROP was completed in 2007. We have now completed our third update to the original ROP. In 2018 PennDOT developed the Transportation Systems Management and Operations (TSMO) Guidebook, which is the statewide approach used to optimize the operational performance of the existing system. We used this guidebook to develop our ROP process.

Because of the size of our region our ROP stands alone, but information from our ROP will be incorporated into a western region ROP, that will cover about one-third of the state. The goals and objective of the ROP are:

- Investment for Maintaining Infrastructure Condition
- Investment for System Safety, Efficiency and Reliability
- Multimodal Investment for Community and Economic Development
- Mitigate Recurring Congestion
- Mitigate Bottlenecks
- Remedy Poor Traffic Signal Timing
- Maintain Mobility During Planned Events
- Work Zones
- Special Events
- Minimize the Impact of Unplanned Impacts
• Traffic Incidents
• Inclement Weather
• Provide an Efficient Multimodal Transportation System

Key partners which formed the Steering Committee consisted of people from Federal Highway, PennDOT, Port Authority, Allegheny County and the City of Pittsburgh. Key partners forming the Stakeholder group consisted of other planning partners and organizations representing other counties, transit agencies, bike ped groups and other transportation related agencies.

PennDOT’s hotspot data mapping tool was tremendously helpful in pinpointing congestion, and safety issues identified in the previous ROP and are still relevant today:
• Traffic Signals
• Traffic Incident Management
• Traveler Information
• Operational Teamwork/Institutional Coordination
• Multimodal Connectivity
• Freeway and Arterial Operations
• Freight Management

The 2019 ROP includes over 60 projects, studies and initiatives that were developed with SPC’s Stakeholder Group and Steering Committee. The names, locations and types of four examples of these 60 projects are:

Location: PennDOT District 10 (Indiana, Armstrong, Butler)
Name: US 422 Corridor ITS (TI.03)
Project Type: Traveler Information

Location: PennDOT District 11 (Allegheny)
Name: Centre Avenue Transit Improvements (MC.04)
Type: Multimodal

Location: Regionwide
Name: Western Regional Traffic Mgt. Center Upgrade (TI.05)
Type: Traveler Information

Location: Regionwide
Name: Regional Truck Parking Study
Type: Freight Management

This ROP has been endorsed by SPC’s Transit Operators Committee and the Transportation Technical Committee and we ask the Commission to consider Resolution 11-19 to adopt the Regional Operations Plan.

A motion was made to adopt Resolution 11-19 the Regional Operations Plan by Commissioner Coder, which was seconded by Commissioner Amadio. The affirmative vote was unanimous.

7. Action on Resolution 12-19 to Adopt the Coordinated Transportation Plan –
   Andy Waple/Kathy Stefani

Summarizing Resolution 12-19, Mr. Waple explained that like the Regional Operations Plan, the last Human Services Coordinated Transportation Plan was adopted in 2015. We also update this plan every four years with our Long Range Plan. This plan is a Federal requirement and a companion document to the Long Range Plan focusing on enhancing access for a transportation disadvantaged population through coordination of services across providers. Mr. Waple then introduced Kathy Stefani, the Program Manager for the Alliance for Transportation Working in Communities at SPC.
Ms. Stefani continued summarizing the SPC Public Transit Human Services Coordinated Transportation Plan (CTP). The motivation behind this planning effort is to enhance access for transportation disadvantaged populations primarily through the coordination of services across public, private and nonprofit transportation providers. This is CTP update number three. The original plan was developed in 2008, updated in 2011 and rewritten in 2015. Similar to the earlier plans, the 2019-2022 CTP is a supplementary component to the region’s recently adopted Long Range Plan Smart Moves for a Changing Region. This Plan is created because it is also a federal requirement. The federal transit law requires the projects funded through enhanced mobility for individuals with disabilities program or Section 5310, be included in a locally developed coordinated transportation plan. The law also states that this CTP must be developed and approved through a process that includes participation by seniors, persons with disabilities, representatives of public, private, and nonprofit transportation providers, human service providers and other members of the public who utilize the transportation services.

The Federal Transit Administration (FTA) expects the public transit providers that are funded under the urbanized areas program and the rural areas formula program, Section 5307 and Section 5311, to participate in this local coordinated transportation process.

The rewrite 2015 of the CTP, SPC staff received valuable information from outside sources. But, we mainly relied on SPC’s volunteer Stakeholder’s Group, The Alliance for Transportation Working in Communities. The initial planning for this CTP update, the Alliance was called upon to establish a regional transportation goal that would guide the development of the 2019-2022 Coordinated Transportation Plan. Before the development of the new CTP SPC recruited Maya Design and Rand Corporation to facilitate an Alliance brainstorming session with over 40 participants. This brainstorming session addressed the questions below, and prepared SPC staff and its Stakeholder’s Group:

- What kind of transportation system is out there today?
- How does it function?
- What is the user experience?
- How might existing access barriers be alleviated?
- What will it take to create a transportation system that works for everyone?

Also from this session the Comprehensive Regional Transportation Goal was composed:

- Develop a regional multimodal transportation network which, through the use of robotics, automation, and shared mobility, can create seamless travel chains in urban, suburban, and rural environments for in-county and cross-county trips that anyone, regardless of ability or income, can take advantage of in order to access healthcare, jobs, education, quality nutrition, and social activities.

CTP Planning Tasks:

- Assess current available transportation services (public, private and non-profit)
- Identify transportation needs, especially for seniors, persons with disabilities, and low-income individuals
- Devise strategies aimed at enhancing access to jobs, services, and daily living activities
- Prioritize the implementation of strategies based on resources, time, and feasibility
- Assess Services
Identify Needs:
- Public, non-profit, & private services
- Fixed route transit, non-fixed route transportation, human services transportation, other publicly-supported transportation, car-share, ride-hailing, bike-share, scooter-share, and micro transit

Transportation Needs:
- Multiple options, seamless travel, available in urban, suburban, and rural environments, and accessible by anyone, regardless of ability or income

Devise Strategies:
- Engage in a new transportation standard
- Support multimodal travel
- Bring about seamless travel
- Ensure mobility in all settings
- Make transportation equitable

Prioritize Implementation:
- Collective political will
- Forward-thinking policies
- Collaboration among the region’s public transit agencies
- Supportive corporate partners

As the CTP states, neither SPC nor the members of the Alliance have the capacity and resources to go it alone, when it comes to implementing the recommended strategies. We need collaboration among the region’s public transit agencies and we need supportive corporate partners. This Comprehensive Transportation Plan is a Plan of possibilities, not a Plan of absolutes. All of these strategies probably will not be accomplished; but, we will work toward all of them. To do this, we need a lot of help. We are looking for Commission adoption of this Plan, and future help with implementing this Plan.

Commissioner Osche asked where funding for ATWIC comes from. Tom Klevan responded that transit funding the Section 5310 funding is a federal program administered by PennDOT which is part of the transit funding that is set aside for these types of projects for people who have mobility challenges. Commissioner Osche said technically this plan becomes part of Smart Moves.

A motion was made to adopt Resolution 12-19 Coordinated Transportation Plan by Commissioner Boozel which was seconded by Commissioner Lohr. The affirmative vote was unanimous.

8. Presentation on 2021-2024 Transportation Improvement Program (TIP) Funding – Larry Shifflet, PennDOT

Mr. Shifflet said he was in this region about a decade ago, but he is glad to be back in Pittsburgh. The twelve-year program that we are required by state law to update every two years, which we are currently developing is the 2021 TIP update. Three key items as we move into this update: less overall available funding specifically on the state side. The revenue projections were down by $289 million. Secondly, a shift in investment strategies as presented in the slides on the structurally deficient bridges. The third, is to increase investment in Interstates. It’s been discussed in the last three updates, but we never had enough data convincing everyone that we needed additional investment in our interstate network statewide.
His next slide on Pennsylvania infrastructure shows the overall importance and magnitude of everyone’s responsibility, everyone in this room and all the other 22 planning organizations throughout the state. We do have a good budget but it’s not enough.

The transportation funding gap slide was put together in 2013 as part of Act 89. The passing of Act 89 helped tremendously.

There are definitely more challenges, giving us additional cost pressures. One significant challenge for this area was 18 months of rain fall, flooding and landslides. Last calendar year we had approximately $100 to $125 million in additional cost due to flood damage, and landslides. Another challenge is buying power. We lose $100 million a year in buying power with no additional revenue coming in, or any changes being made to the revenue. Going back to my first slide regarding less state funding, we have newer cars on the road that are more fuel efficient which means less visits to the pump, which means less dollar amounts in the states motor license fund. Combining that with the loss of buying power is why we are having problems statewide.

The letting trends challenge entails projects being put out for construction bid. In 2013, $1.63 billion was the annual letting number, with the passage of Act 89 it increased to $2.5 billion which was maintained through this calendar year.

The federal funding gap challenge, there are a lot of crazy things being done to fill that gap. There is no guarantee that they will find a way to continue to fill that gap. If there is no way to fix that gap, we are at risk of losing $6 billion over the current twelve-year program period.

The motor license fund challenge has most of the funds going to the state police. Legislative action acknowledges that there is at least a downward trend of $50 million to $60 million a year over an eight- to ten-year period that gets us from $700 million currently, for the motor license fund down to $500 million annually. We are thankful for that legislative action, but that is part of the annual budget process, there is another document that goes with the state budget called the fiscal code. Without the fiscal code the state budget can’t be officially in place. Available funding in 2021 is $10.3 billion available; in 2019 there is $10.6 billion which shows you the loss of state funds between the two programs.

Transitioning—we have done a great job on our bridges. When we distributed our dollars, 35% goes to highways, 65% to bridges. Then we go through the distribution formulas. This will be maintained into 2021. As part of the financial group discussion we can’t go into 2021 and have immediate change, we do have some transition through 2021 program to adjust and future programs to look forward as well. Based on our asset management plan submitted to FHWA, the shift in formula is 60% highway and 40% bridges. We are showing great success in bridge repair. In 2007/2008, we were at 6,034 bridges needing repair; we are now at 2,854 poor condition bridges statewide.

Interstate funding on the federal side is flat and on the state side funding is also pretty flat over the last 13 plus years. The consideration regarding interstate funding was the need to take care of other parts of the network and get legislative action to help with the interstate funding. We’re still working on getting legislative action. We need $1.2 billion annually for basic asset management needs.

The Financial Guidance Workgroup is made up of three PennDOT district executives, metropolitan planning representatives, and rural planning representatives. All the varied opinions were great to have. The Financial Guidance Workgroup had many discussions about the change in funding.

The National Highway Performance Program (NHPP) Funding to the Interstate:
- 26/56th of NHPP apportionment in 1 year.
- An additional $50 million of each subsequent year (until the Interstate Program reaches $1 billion in total).
- The $1 billion is reached in year 8 of the Twelve Year Program.
- The yearly $50 million increase is shared between the regions and the 20% discretionary reserve.
Distribution of the NHPP funds for the current TIP, in years 1-2, we’ll keep the 65% bridge and 35% highway formula. In years 3-12 we transition back to 40% bridge and 60% highway leaning towards a complete asset management needs based approach.

State highway capital is similar where we use the same formula in years 1-2 and changing in years 3-12 with no asset management factor. In state highway capital dollars on the bridge side both the federal and state bridge is 80% poor deck area for the first 2 years and 20% for the deck area. Years 3-12 it’s 100% deck area all bridges.

Highway Safety Improvements Program (HSIP) is a completely new formula which maintains $500 million base to distribute to the regions and $35 million reserve. The remainder of funds distributed based on a crash severity ratio.

Programs remaining the same: STP-Urban, Transportation Alternative Set-Aside, CMAQ, freight, railway-highway crossing.

We have to develop an interstate program which could mean dollars coming back to this region and other regions with interstates in their area. On the current 12-Year Program we have about $660 million interstate funds on the interstate TIP for the SPC region.

9. Committee Reports

Chairman Maggi reported that at the Regional Policy Advisory Committee meeting earlier today, Joy Ruff from the Local Government Academy gave a presentation on a newly elected officials’ course available through the Local Government Academy. The course consists of six seminars.

10. Staff Reports/Other Business/Announcements - Jim Hassinger

Mr. Hassinger thanked the SPC staff members and others who were involved in the updates on the Regional Operations Plan that was adopted today and the Coordinated Transportation Plan. Thank you to SPC staff, and committee members, volunteers, and stakeholders from all over, who have worked through these processes to create these plans related to the Long Range Plan. It is gratifying when these plans come forward and we show the Long Range Plan as the base related to a lot of things that happen through the policies and work involved in those plans.

I also wanted to introduce another new hire, Jared Bedekovich, our new Public Involvement Specialist who will be working with Shannon O’Connell. He has done work in West Virginia and hails from WVU. He worked at WVU and he has done legislative and congressional support work in West Virginia.

The next meeting date - December 16, 2019.

Chairman Maggi added that the Board of Directors search committee is making progress. Jim Hassinger has been a big help to the Board through this process, and I wanted to thank him publicly for his participation and genuine caring for SPC going forward.

11. New Business – None

12. Adjourn

Lynn Heckman moved to adjourn the meeting of the Southwestern Pennsylvania Commission and Commissioner Coder seconded. The affirmative vote was unanimous.

Respectfully Submitted

Tony Amadio, Secretary-Treasurer
A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION ("SPC") adopting the Regional Transportation Demand Management (TDM) Strategic Action Plan.

WHEREAS, SPC was established as a regional planning commission with the Counties of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland and the City of Pittsburgh as Participating Political Subdivisions pursuant to the regional Planning Law, May 29, 1956, P.L. 1845, as amended;

WHEREAS, SPC was established pursuant to Section 3 of the Intergovernmental Cooperation Act, Number 180, July 12, 1972, as the designated Metropolitan Planning Organization (MPO) for the Pittsburgh Metropolitan Planning Area;

WHEREAS, pursuant to federal requirements, SPC conducts transportation planning studies as part of the metropolitan transportation planning process, the results of which are considered for incorporation into the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP);

WHEREAS, in 2019, SPC conducted planning to produce a Regional TDM Strategic Action Plan – pursuant to the 2019-20 Unified Planning Work Program (UPWP) for SPC;

WHEREAS, the Regional TDM Strategic Action Plan serves as a policy guide for future planning and implementation of transportation demand management strategies and programs in the southwestern Pennsylvania region;

WHEREAS, the Regional TDM Strategic Action Plan has been developed with ongoing involvement and assistance from regional planning partners and organizations comprised of representatives from local governments, Transportation Management Associations, TDM interest groups, federal and state agencies, and the general public;

WHEREAS, the Regional TDM Strategic Action Plan consists of the goals and objectives supporting the regional vision that all travelers across the southwestern Pennsylvania region have access to and are motivated to choose healthy, sustainable, and effective options that reduce stress on the transportation network; and,

WHEREAS, the Regional TDM Strategic Action Plan has been evaluated by appropriate technical and review processes consistent with adopted procedures.

NOW, THEREFORE, BE IT RESOLVED that SPC adopts the Regional TDM Strategic Action Plan as the policy guide for integrating TDM strategies into the regional transportation planning process in the Southwestern Pennsylvania Region.

I, Tony Amadio, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION; that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 16th day of December, a quorum being present and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

______________________________
Secretary-Treasurer
# SOUTHWESTERN PENNSYLVANIA CORPORATION
SOUTHWESTERN PENNSYLVANIA COMMISSION

COMBINED REVENUE and EXPENSE STATEMENT
FOR THE PERIOD JULY 1, 2019 TO OCTOBER 31, 2019

## REVENUES:

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Adopted Budget</th>
<th>Actual to Date</th>
<th>Percent of Budget</th>
<th>Encumbered to Date</th>
<th>Percent of Budget</th>
</tr>
</thead>
<tbody>
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<td>Federal Grants</td>
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<td>$3,781,471</td>
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<td>State Grants</td>
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<td>In-Kind Service Match</td>
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<td>16.60%</td>
<td>241,385</td>
<td>21.85%</td>
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<td>Commission Members Local Match</td>
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<td>SPC Member Water Program</td>
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<td>Communications Allocation</td>
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<td>29.99%</td>
<td>106,473</td>
<td>29.99%</td>
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<tr>
<td>Other Funding / Program Match</td>
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<td>30,903</td>
<td>26.69%</td>
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<td>SPC Corporation Operating Funds</td>
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<td>25,698</td>
<td>31.19%</td>
<td>65,698</td>
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<td>Loan Program Fees Recognized</td>
<td>64,956</td>
<td>20,911</td>
<td>32.37%</td>
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<td><strong>TOTAL PROJECT RELATED REVENUES</strong></td>
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<td>$3,134,612</td>
<td>24.70%</td>
<td>$5,616,506</td>
<td>44.26%</td>
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## EXPENDITURES:

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<tr>
<th>Expense Category</th>
<th>Adopted Budget</th>
<th>Actual to Date</th>
<th>Percent of Budget</th>
<th>Encumbered to Date</th>
<th>Percent of Budget</th>
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<tbody>
<tr>
<td>Direct</td>
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<tr>
<td>Program Salaries with Fringes</td>
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<td>Travel</td>
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<td>29.43%</td>
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<tr>
<td>Equipment Purchase/Lease/Maintenance</td>
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<td>2,325</td>
<td>4.66%</td>
<td>44,325</td>
<td>86.91%</td>
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<td>Meetings</td>
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<td>10,547</td>
<td>15.95%</td>
<td>15,547</td>
<td>15.95%</td>
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<td>Legal and Grant Audits</td>
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<td>Dues/Data Files/Web Site Development and Maintenance</td>
<td>102,644</td>
<td>29,835</td>
<td>29.07%</td>
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<td>5,580</td>
<td>28.85%</td>
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<td>Temp Personnel Services</td>
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<td>14,490</td>
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<td>30.18%</td>
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<td>Communications Project Allocation</td>
<td>365,000</td>
<td>106,473</td>
<td>29.99%</td>
<td>106,473</td>
<td>29.99%</td>
</tr>
<tr>
<td>In-Kind Service Match</td>
<td>1,104,888</td>
<td>183,385</td>
<td>16.60%</td>
<td>241,385</td>
<td>21.85%</td>
</tr>
<tr>
<td>Contractual - Professional Technical Consulting Services</td>
<td>615,447</td>
<td>38,213</td>
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<td>38,213</td>
<td>6.21%</td>
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<td>Contractual - Whitman, Requaert &amp; Associates</td>
<td>530,060</td>
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<td>Contractual - On Call Consultancy</td>
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<td>Contractual - PREP Partners</td>
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<td>0.00%</td>
<td>271,274</td>
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<td>Contractual - LDD's (Keystone Communities Phase I &amp; II)</td>
<td>147,784</td>
<td>23,637</td>
<td>15.99%</td>
<td>147,784</td>
<td>100.00%</td>
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<tr>
<td>Contractual - LDD's (ENGAGE! Program)</td>
<td>231,280</td>
<td>-</td>
<td>0.00%</td>
<td>231,280</td>
<td>100.00%</td>
</tr>
<tr>
<td>Contractual - SPC Members UPWP Planning Assistance</td>
<td>213,378</td>
<td>29,047</td>
<td>13.61%</td>
<td>213,378</td>
<td>100.00%</td>
</tr>
<tr>
<td>Contractual - Catalyst Connection subaward</td>
<td>446,816</td>
<td>-</td>
<td>0.00%</td>
<td>446,816</td>
<td>100.00%</td>
</tr>
<tr>
<td>Contractual - Enterprise Holdings</td>
<td>200,000</td>
<td>44,800</td>
<td>22.40%</td>
<td>200,000</td>
<td>100.00%</td>
</tr>
<tr>
<td>Contractual - Port Authority Allegheny County Transit Planning Pass-Through</td>
<td>184,000</td>
<td>74,412</td>
<td>40.44%</td>
<td>184,000</td>
<td>100.00%</td>
</tr>
<tr>
<td>Contractual - Advocacy Representation</td>
<td>60,000</td>
<td>20,000</td>
<td>33.33%</td>
<td>60,000</td>
<td>100.00%</td>
</tr>
<tr>
<td><strong>Total Direct Expenditures</strong></td>
<td>$10,341,276</td>
<td>$2,425,488</td>
<td>23.45%</td>
<td>$4,907,382</td>
<td>47.45%</td>
</tr>
<tr>
<td>Indirect Expenses</td>
<td>2,347,390</td>
<td>709,124</td>
<td>30.21%</td>
<td>709,124</td>
<td>30.21%</td>
</tr>
<tr>
<td><strong>TOTAL PROJECT RELATED EXPENDITURES</strong></td>
<td>$12,688,666</td>
<td>$3,134,612</td>
<td>24.70%</td>
<td>$5,616,506</td>
<td>44.26%</td>
</tr>
</tbody>
</table>
Welcome

Microphone Instructions:
• Push button to talk
• Mic is ON when RED light is lit
• Push button again when finished
Please speak directly into the mic
Thank You!
Note: System allows 4 mics to be in use at one time

December 16, 2019

Call to Order
a. Quorum
b. Conflict of Interest Declarations

Action
Meeting Minutes
September 30, 2019

Public Comment

Staff Profile
Ronda Craig
Background and Education

Education
• B.S., Marketing
  Indiana University of Pennsylvania

Relative Experience
• Indiana County Transit Authority, Marketing and Statistic Director
• Southwestern Pennsylvania Commission, Transportation Outreach Specialist

Role at SPC, CommuteInfo
• Plan, organize, and implement community outreach efforts
• Assists in developing and implementing work plans for various CommuteInfo Services/Initiatives
• Serve as a liaison with the public, businesses, and associations
• Initiate and develop collaborative relationships with community members, local businesses owners, municipal staff, public officials, and other key stakeholders
• Cultivate partnerships and mobilize public support to expand public awareness of and increase enrollment in CommuteInfo programs
• Deliver presentations to various community groups and local representatives

Opportunities
• New Partnership
  Private and Public Sector
• Participated in Local Radio Stations
• Active Role With ACT and PPTA
• Spearheaded CommuteInfo Commuter Challenge
• Wonderful Opportunity to Partake and Assist the winning team of the Ford “City of Tomorrow Challenge”

Thank You
I look forward to many more years serving the Southwestern Pennsylvania Commission Team
**Regional Transportation Demand Management (TDM) Strategic Action Plan**

**Southwestern Pennsylvania Commission**

**December 16, 2019**

### Action

**Resolution 13-19**

**Adopt the Transportation Demand Management Plan**

---

**Plan Outline**

**Executive Summary**
- Plan Development Process
- Action Plan Vision, Goals, and Priorities
- Implementation and Monitoring

**Introduction and Purpose**

**Plan Development Process**
- Existing Conditions Analysis
- Best Practices Review
- Stakeholder Engagement

**Action Plan Vision and Goals**

**Regional Strategic TDM Priorities & Actions**
- Integrating Demand Management in Planning and Project Development
- Performance Measurement

---

**The Regional Vision**

- Enhanced ease of use, connectivity, and effectiveness of transit and shared mobility options as well as bicycling and walking.
- Increase employer involvement to improve workforce access to jobs.
- Increase public awareness of travel options and services.
- Promote location-efficient development and design.
- Target opportunities beyond work trips and to address non-recurring sources of delay.

---

**Stakeholder Outreach**

**Project Website**
- Draft deliverables, calendar, and comment form
- Stakeholder Survey (Mar-Apr 2019)
- Visioning Workshop (April 5)
- ~60 attendees
- Priority Setting Workshop (May 14)
- ~30 attendees

---

**Regional Goals**

- Enhance the ease of use, connectivity, and effectiveness of transit and shared mobility options as well as bicycling and walking.
- Increase employer involvement to improve workforce access to jobs.
- Increase public awareness of travel options and services.
- Promote location-efficient development and design.
- Target opportunities beyond work trips and to address non-recurring sources of delay.

---

**Implementation & Monitoring**

- Integrate demand management in planning and project development performance measurement.
Enhance the Ease of Use, Connectivity, and Effectiveness of Transit and Shared Mobility Options as well as Bicycling and Walking

- Coordinate connections among transit providers
- Adopt new service models for transit and shared mobility services that can effectively increase their geographic coverage and frequency.
- Reduce transit and high-occupancy vehicle (HOV) travel times in a cost-effective manner
- Improve access to, and quality of, transit hubs and stations
- Incentivize use of travel options and park and rides through discounts and rewards for transit, carpooling, walking, and biking
- Improve pedestrian and bicycle network connectivity, including connections to other modes
- Improve pedestrian and cyclist safety through enforcement, infrastructure, and technology

Increase Employer Involvement to Improve Workforce Access to Jobs

- Establish cost-sharing arrangements between employers and transit
- Expand employer participation in supporting commuting options

Increase Public Awareness of Travel Options and Services

- Develop resources for travelers to navigate regional options.
- Improve signage and dynamic messaging for travel options and services.
- Use marketing campaigns to increase awareness of travel options and services.
- Provide school-based education about available travel options.

Promote Location-Efficient Development and Design

- Improve access to existing development
- Encourage residents to live in locations that reduce driving needs
- Modify policies and land use plans to promote smart growth, as well as zoning, subdivision, and development regulations to promote TDM-supportive site design
- Establish development incentive programs for transit-oriented development and for incorporating TDM
- Manage the development of parking supply
- Facilitate private-sector investment in travel options and location-efficient development

Target Opportunities Beyond Work Trips and to Address Non-Recurring Sources of Delay

- Encourage and educate travelers to reduce driving for diverse trip types
- Enhance transit services and tools to better serve non-work trips, including special events
- Integrate demand management strategies into construction and work zone management
- Integrate demand management into incident management and emergency management
- Manage transportation system impacts of freight and deliveries

Integrate Demand Management in Planning and Project Development

- Integrating TDM into regional planning and policy.
- Integrating TDM into local planning and project development.
- Integrating TDM into transportation project selection and programming.
Performance Measurement

Awareness
- Awareness of travel options, CommuteInfo, and TMAs

Activities
- # of employers with commuter benefits
- Travelers served by CommuteInfo and TMAs
- # of vanpools operating
- % of regional bus routes with real-time tracking
- Special events and work zone management activities.

Outputs
- Transit ridership (route-based or system)
- Non-SOV mode share for work trips
- Non-SOV mode share for non-work trips
- Park & ride lot utilization
- # of jobs within ½ mile of regional transit routes
- # of households within ½ mile of regional transit routes

Outcomes
- VMT per capita (regional, subregional) or VMT reduced (program evaluation)
- Cost savings (program evaluation)
- Emissions reduction (program evaluation)
- Cost-effectiveness (program evaluation)

Balancing Needs Across the Region

- Mobility options and TDM initiatives are concentrated in the core, though there is regional coordination (e.g. CommuteInfo, ConnectCard).
- TDM, mode shift, and complete streets, and smart growth may look different across urban, suburban, and rural contexts.
- Funding initiatives for TDM.
- Coop-petition for development & tax revenue between municipalities.
- Performance measures need to reflect value provided by multiple TDM partners, including TMAs.

Q & A

www.spcmobility.org

Southwestern Pennsylvania Commission
December 16, 2019
Agenda Item No. 5

Action
Resolution 13-19
Adopt the Transportation Demand Management Plan

Southwestern Pennsylvania Commission
December 16, 2019
Agenda Item No. 6

Presentation
2018-2019 Annual Audit Report

Maher Duessel, CPAs

Maher Duessel, CPAs

Southwestern Pennsylvania Commission
December 16, 2019
Reports Issued

- Communication to Those Charged with Governance
- Audit of the Financial Statements and Single Audit
- Forms 990 & 990-T (Corporation)

Required Audit Communications

- Our Responsibilities under Generally Accepted Auditing Standards (GAAS) and Uniform Guidance (UG)
- Significant Accounting Policies:
  - New GASB Statements effective for 2019 (no impact to SPC)
    - Statement No. 83 (Retirement Obligations)
    - Statement No. 88 (Debt, including Direct Borrowings and Direct Placements)

Required Audit Communications (cont.)

- Accounting Estimates
- Disclosures
- Corrected and Uncorrected Misstatements
- No Disagreements with Management or Difficulties Encountered
- Other Matters
  - Limited procedures applied to the Required Supplementary Information (RSI) and Supplementary Information (SI)

Financial Statements

- Opinions:
  - Unmodified audit opinions issued on both government-wide and fund presentations
- Single Audit
  - Required when expenditures of federal awards are $750,000 or greater
  - Testing of compliance with certain rules and regulations as well as internal control processes over financial reporting and compliance

Balance Sheet (page 3)

- Total Assets of $13.7 Million
  - Majority of cash is restricted (grants; RLF’s)
  - Loans receivable of $6.5 Million (increase of $1.2M)
- Total Liabilities of $13.2 Million
  - Notes payable – PIDA/58F loan program ($3.8M)
  - RLF unearned revenue ($3.6M)
  - Grant advances ($1.8M)
- Net Position - $457 Thousand

Financial Trends

- Loans Receivable Year-end Balance
Statement of Revenues, Expenditures, and Changes in Fund Balance (Page 4)

• Total Revenues: $11.3 Million
  – Increase of 1.4% ($160 Thousand) from prior year
  – Federal and state grants ($9.1M)
• Total Expenses: $11.3 Million
  – Corresponding increase in expenditures
• Footnotes
  – No new footnotes or sensitive disclosures

Revenue by Source

<table>
<thead>
<tr>
<th>Amounts in Millions</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>6.9</td>
<td>7.1</td>
</tr>
<tr>
<td>State</td>
<td>2.1</td>
<td>2.0</td>
</tr>
<tr>
<td>Local</td>
<td>2.1</td>
<td>2.2</td>
</tr>
</tbody>
</table>

Expenditures

<table>
<thead>
<tr>
<th>Amounts in Millions</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries and Benefits</td>
<td>5.07</td>
<td>4.98</td>
</tr>
<tr>
<td>Contractual</td>
<td>3.22</td>
<td>3.47</td>
</tr>
<tr>
<td>Other</td>
<td>2.81</td>
<td>2.80</td>
</tr>
</tbody>
</table>

Financial Trend – Governmental Fund Revenue

- [Graph showing financial trend]

Single Audit Results (Page 42)

• Single Audit
  – Total Federal Expenditures of $10.1 Million
  – Major Programs:
    • CFDA #20.205 Highway Planning and Construction Cluster
    • CFDA #20.507 Federal Transit Cluster
  – Unmodified opinion on compliance for major programs
  – No findings or questioned costs reported

Forms 990 & 990-T

• Form 990:
  – No significant changes to core Form 990
  – No new schedules
    • Applicable schedules: A, B, C, D, J, O, and R
  – Public disclosure
    • Schedule B contributor information redacted
• Form 990-T
  – Change in Tax Law (TCJA)
  – Disallowed Fringe Benefits
Southwestern Pennsylvania Commission
December 16, 2019
Agenda Item No. 7

Financial Report

Contact Information

Tim Morgus, CPA, CFE, CGFM
Partner
tmorgus@md-cpas.com
412-535-5502

Janet L. Feick, CPA
Senior Manager
jfeick@md-cpas.com
412-535-5538

For the period July 1, 2019 to October 31, 2019

Revenues

<table>
<thead>
<tr>
<th>Adopted Budget</th>
<th>Actual and Encumbered to Date</th>
<th>Percent of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>$12,688,666</td>
<td>$5,616,506</td>
<td>44.26%</td>
</tr>
</tbody>
</table>

Total Revenues $12,688,666 $5,616,506 44.26%

Expenditures

<table>
<thead>
<tr>
<th>Adopted Budget</th>
<th>Actual and Encumbered to Date</th>
<th>Percent of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>$12,688,666</td>
<td>$5,616,506</td>
<td>44.26%</td>
</tr>
</tbody>
</table>

Total Expenditures $12,688,666 $5,616,506 44.26%

Southwestern Pennsylvania Commission
December 16, 2019
Agenda Item No. 8

Update

2021-2024 Transportation Improvement Program (TIP)

2021-2024 TIP Funding
State and Region
Federal & State Formula Funding

- **Federal FAST Act expires in FY2020**
  - Formulas assume flat federal funding at FY2020 levels
- **21% Decrease from 2019 TIP to 2021 TIP**
  - $1.577 billion total drops to $1.252 billion ($325 million)
- **State Prioritization of Interstate Needs**
  - Annual decrease in transfers from regional NHPP funds to PA Interstate program is expected to continue into the next TIP
- **Formula Updates Prioritize Maintenance**
  - Preservation priority favored over “fix-it-first” maintenance strategy – formula changes affect third and fourth year funding distribution

SPC Region Impacts

- Major projects to be deferred into Twelve Year Program
- Lower tier roads and bridges receive less funds
- Construction phase cash flow over multiple years
- Limited amount of new projects to begin design

Other Funding Risks – U.S. and PA

- Federal Transportation Funding Reduction?
- Repeal PA Vehicle Sales Tax Transfer to Transit (to begin 2022)?
- PA State Police Transfers
- Decreasing Motor License Fund Tax Receipts (State and Federal)

2021-2024 Highway Program Funding

<table>
<thead>
<tr>
<th>Year</th>
<th>Federal NHPP</th>
<th>Federal STP</th>
<th>Federal Off-System Bridge</th>
<th>Federal CMAQ</th>
<th>Federal HSIP</th>
<th>Federal TAP</th>
<th>State Highway</th>
<th>State Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021-2024</td>
<td>$279.3M</td>
<td>$779.3M</td>
<td>$89.4M</td>
<td>$297.4M</td>
<td>$155.2M</td>
<td>$41.3M</td>
<td>$68.5M</td>
<td>$7.2M</td>
</tr>
</tbody>
</table>

2021-2024 Public Transit Funding

- Federal Transit Formula Funds
- Federal Transit Flex
- State Transit Funds

2011-2021 TIP Funding

- **SPC TIP Funding Summary - TIP Time Series, 2011-2021**
  - Highway and Bridge
  - Transit
Public Engagement
- SPC Committees, Emails, PPP's, Facebook
- Online and written
- State Transportation Commission 1-year plan, 600+ comments
- Input from adopted Long Range Plan

Project Development Process
- Public and Stakeholder Outreach
- TIP Development Workgroups
- Transportation System Needs
- Carryover Project Analysis
- Draft Projects and Programs

Long-Range Plan Screening

Projects Advancing
Allegheny County
- SR-28 Highland Park Bridge Interchange
- Spring Hill Road Bicycle and Pedestrian Improvements
- SR-2040 Lebanon Church Road Reconstruction
- I-376 Banksville Interchange Reconfiguration

City of Pittsburgh
- Liberty Avenue Safety Improvements
- Sylvan Avenue Bicycle and Pedestrian Improvements
- Charles Anderson Bridge Rehabilitation
- Downtown to Oakland BRT

Armstrong County
- SR-28: Goheenville Dip, Poverty Hill Bridge Rehabilitation, Spaces Corner Resurfacing
- US-422: Margaret Road Intersection, Bridges over Pony Farm Road Rehabilitation

Butler County
- SR-228 Corridor Improvements
- SR-8 Main St. Signal Upgrades
- SR-68 Corridor Improvements, Zelienople Curve
- SR-356 Corridor Improvements
- Pullman Center Enhancements (Park n Ride, Waiting Room)

Beaver County
- Rochester-Monaca Bridge Preservation
- Monaca Gateway Roundabout and Streetscape
- SR-3007 Betterment (Steelehead Road)
- SR-61 Highway Restoration
- BCTA Bus Replacements (6) & Paratransit Vehicles (8)
Projects Advancing

**Fayette County**
- Cast Iron Bridge
- Sheepskin Trail (Point Marion to Nilan)
- US-119 McClure/Kingview Rd. Interchange
- SR-711 Crawford Avenue Bridge Rehabilitation
- Bus Purchase (4) and Shared Ride Vehicle Replacements (8)

**Greene County**
- Waynesburg Betterment
- US-19 Bridge over Dunkard Creek Replacement
- SR-21 Toll Gate Run Bridge Replacement
- SR-88 over Whiteley Creek Restoration
- Shared Ride Vehicle Replacements (10)

**Indiana County**
- SR 286/US-422 Interchange East
- Windy Ridge Phase 3A Multimodal Improvements
- Rustic Lodge/Indian Springs Road Intersection
- Philadelphia St. Group Bridge Replacement
- CNG Bus Replacements (4)

**Lawrence County**
- East Washington Street Bridge Replacement
- SR-65 East Washington Street Restoration
- US-224 Highway Restoration
- CNG Bus Replacements (5)

**Washington County**
- Charleroi Betterment and Signal Upgrades
- SR-18 over Chartiers Creek Bridge Rehabilitation
- SR-2027 over I-70 Bridge Replacement
- Bebout Rd. Intersection Improvements (Valleybrook & E. McMurray)
- MMVTA CNG Bus Replacements (2)
- Freedom Transit – Fixed Route/Paratransit Maintenance and Storage Facility

**Westmoreland County**
- West Newton Bridge Rehabilitation
- US-30 Corridor Improvements (Western Section)
- SR-356 Safety Improvements
- Laurel Valley Transportation Improvement Project
- Commuter Bus Replacements (13)

CMAQ Program

- Downtown to Oakland BRT (Signals, Lane Delineation, Intersections)
- I-376 East Active Traffic Management
- Traffic Signal Improvements (SR-6, 18, 30, US-119, Penn Ave)
- Allegheny River Green Boulevard
- I-79/SR-910 Interchange Improvements
- Mid Mon-Valley Transit Authority Bus Replacements
- Corridor Improvements (SR-68, SR-356)
- Pittsburgh Mobility Hubs/Transit Stops
- SR-28 Freeway Service Patrols/Incident Management
- Healthy Ride Electrified

TA Set-Aside Program

- South 21st Street Complete Green Street
- City of Washington Betterment (Route 18)
- Hoodiebug Trail – Mile Hill Section Improvements
- Three Rivers Heritage Trail - Brackenridge Section
- South Hills Junction Pedestrian Improvements
- Allegheny Station Bicycle Lockers

2021-2024 TIP Development

PennDOT Connects

Connects meetings to be held for new TIP projects to identify local plans in the project area for:
- Bicycle and Pedestrian Facilities
- Public Transit Routes/ Stops
- Green Infrastructure and Stormwater Management
- Freight Movement
- Operations and ITS
Spike Discretionary Program

- Parkway East Corridor Improvements ($85M)
- I-376 Commercial Street Bridge ($11M)
- Streets Run Road Improvements ($20M)
- West End Bridge ($65M)

IM Program (Carryover Projects)

- I-376 Commercial Street Bridge ($61M)
- I-376 Greentree and Carnegie Interchanges ($191.8M)
- I-376 Bath Tub Flooding ($3.7M)
- I-79 Neville Island Bridge ($30M)
- I-79 Restoration ($37.5M)
- I-70 Yukon & Madison Interchanges ($90M)
- I-70 Internet ($157.6M)

2021-2024 TIP Development

Milestones
- December 2019 – SPC Commission Briefing
- Spring 2020 – PennDOT Review; AQ Conformity & EJ Analysis; Document Preparations
- May 2020 – Formal 30 Day Public Comment Period and Public Meetings
- June 2020 – 2021-2024 TIP Adoption

THANK YOU!

Southwestern Pennsylvania Commission
December 16, 2019
Agenda Item No. 9

Report
Draft 2020-2022 Unified Planning Work Program (UPWP)
UPWP: July 2020 – June 2022

2-year contract between PennDOT and SPC
Focused yet Flexible

5 Functional Program Areas:
1. Plans and Programs
2. Multimodal Planning
3. Operations & Safety
4. Data & Modeling
5. Outreach & Coordination

Department Priorities and Initiatives

- Performance Based Planning and Programming
- Technical assistance and education to local governments
- Improved planning and programming to address the impacts of extreme weather and greenhouse gas emissions
- Improve infrastructure efficiency through technology
- Utilize the PennDOT Connects process to ensure context based project development
- Collaboration and Coordination with public transit providers across the region

UPWP: July 2020 – June 2022

Plans & Programs
- Corridor Master Planning
- Transit Corridor Planning
- Innovative Finance
- County and Municipal Assistance
- 2023 TIP Update

Multimodal Planning
- Transit Operator Technical Assistance
- Active Transportation Plan Implementation
- Travel Demand Management (TDM) Outreach and Coordination
- Regional Truck Parking Study

UPWP: July 2020 – June 2022

Operations & Safety
- Regional Traffic Signal Program
- Road Safety Audits & Corridor Operations Plans
- Traffic Incident Management Program
- Regional Safety Action Plan Update
- Regional Operations Plan Implementation

Data & Modeling
- Next Generation Travel Demand & Economic Modeling
- Big Data Utilization and Sharing
- Performance Metric Tracking Dashboards
- 2020 Census Data

Outreach & Coordination
- Public Participation Plan Update
  - Title VI Plan
  - Limited English Proficiency (LEP) Plan
- Experiential Learning Program
- Regional Public Participation Panels
- Innovative Public Engagement Techniques
- Website Enhancements
  - Interactive Mapping
  - Resource Center

QUESTIONS?

2020-2022 UPWP
**Other Business/Announcements**

- Next Meeting Date—January 27, 2020
- Certificates of Appreciation

**New Business**

**Adjourn**

**Happy Holidays!**