

Southwestern Pennsylvania Commission  
Minutes of the Meeting  
September 30, 2019 – 4:30 p.m.  
Two Chatham Center • Suite 400 • 112 Washington Place • Pittsburgh, PA 15219

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

Members present: Darin Alviano, Tony Amadio, Chuck Anderson, Kevin Boozel, Tom Ceraso, Dave Coder, Pat Fabian, Rich Fitzgerald, Kimberly Geyer, Sheila Gombita, Mark Gordon, Joe Grata, Lynn Heckman, Charles Jones, Dave Lohr, Larry Maggi, Kevin McCullough, Amy McKinney (by phone), Cheryl Moon-Sirianni, Leslie Osche, Mavis Rainey, Robert Regola, Aurora Sharrard, Larry Shifflet, Joe Szczur, Vince Vicites, and Christopher Wheat (by phone).

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

- Comprehensive parts/Military Specs Database
- Government Contracting Training (Govology)\*\*
  - \*\*Govology fees can be waived if you are one of SPC's clients

#### 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 and 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:

- 26/55<sup>th</sup> 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