

Southwestern Pennsylvania Commission  
Minutes of the Meeting  
December 16, 2019 – 4:30 p.m.  
Two Chatham Center • Suite 400 • 112 Washington Place • Pittsburgh, PA 15219

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

Members present: Tony Amadio, Kevin Boozel, Tom Ceraso, Gina Cerilli, Dave Coder, Steve Craig, Rich Fitzgerald, Kimberly Geyer, Mark Gordon, Joe Grata, Kelly Gray, Dick Hadley, Lynn Heckman, Sherene Hess, Fred Junko, Cliff Levine, Larry Maggi, Jeff Marshall, Robbie Matesic, David Miller, Cheryl Moon-Sirianni, Leslie Osche, Jason Rigone, Robert Regola, Rod Ruddock, Aurora Sharrard, Byron Stauffer, Jr., Katherine Velleman, and Blair Zimmerman.

Others present: Ann Ogoreuc, Allegheny County Department of Economic Development; Tim Morgus, Maher Duessel, CPAs; Janet Feick, Maher Duessel, CPAs; Ned Williams, Montour Trail; and Harry Johnson, II, Senator Casey's office.

Staff: Jim Hassinger, Ronda Craig, Dominic D'Andrea, Linda Duffy, Ryan Gordon, Chuck Imbrogno, Tom Klevan, Jennifer Lasser, Vince Massaro, Shannon O'Connell, Kay Tomko, Catherine Tulley, and Andy Waple.

1. Chairman Maggi called to order the December 16, 2019 meeting of the Southwestern Pennsylvania Commission.

- a. Quorum – There being a quorum present the meeting proceeded.
- b. Conflict of Interest Declarations on Action Items – None

2. Action on Minutes of the September 30, 2019 Meeting

A motion was made to approve the minutes of the September 30, 2019 meeting by Commissioner Amadio which was seconded by Mr. Grata. The affirmative vote was unanimous.

3. Public Comment – None

4. Staff Profile – Tom Klevan/ 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



Ronda Craig reported that she graduated from IUP in 2008. She said at that time transportation was not really on her radar. She worked for several years in the medical field but her love for transportation started in 2014 as she took on the Role of Marketing and Statistic Director for Indiana county Transit Authority. She said it was jumping in with both feet and fast learning. Her love for transportation only strengthened in 2017 when she started a new role with the SPC, CommuteInfo Program as the Transportation Outreach Specialist. Almost three years later with the SPC and there isn't a day that doesn't go by she doesn't learn something new!

## 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



## Role at SPC, CommuteInfo

- Work collaboratively with internal and external partners/organizations
- Contributed in request for proposal solicitation and review process
- Develop, implement and administer ridesharing strategies for ten county region
- Plan, organize, and coordinates social media
- Assist in Southwestern Region digital marketing campaigns
- Attend conferences, job fairs, programs and other special events promoting ridesharing
- Perform as a cross-functional teammate
- Maintain RidePro files, match lists and program reports
- Anything else.....☺



Ronda's job entails anything outreach – efforts to enhance marketing of CommuteInfo services to the general public:

		<h3>Opportunities</h3> <ul style="list-style-type: none"> <li>• New Partnership Private and Public Sector</li> <li>• Participated in Local Radio Stations</li> <li>• Active Role With ACT and PPTA</li> <li>• Spearheaded CommuteInfo Commuter Challenge</li> <li>• <u>Wonderful</u> Opportunity to Partake and Assist the winning team of the Ford “City of Tomorrow Challenge”</li> </ul>

Ronda has numerous exciting moments to speak about since her employment at the Southwestern Pennsylvania Commission

An amazing partnership is one she created with Westmoreland County Industrial Corporation---a non-profit that she works closely with. She met Kim Donnelly in 2017 at Westmoreland Transit 101 and continued to talk after that on how they could form a partnership and provide opportunities with companies in Westmoreland. The partnership has grown to include...an employer in The Westmoreland County Business and Research Park...to an employer with employee transportation issues...CommuteInfo awareness of commuting options with development of heat map....to strategizing commuting options/benefits....to holding lunchtime registration rallies...to retaining employers and attracting new employees.

She's had the wonderful opportunity to continue on a partnership with WDVE and their commitment to giving back to the Community as they broadcast a half hour plus about the CommuteInfo Program.

Also our Partnership with Brooke, Hancock, Jefferson MPO and continually to financially support a broadcast once a year with Froggy Radio station...the broadcast is all about CommuteInfo Program

She's has an active role with ACT as the Secretary of the Mid Atlantic Chapter and also she's the acting secretary of the PPTA, Marketing Committee.

And lastly she talked about the awesome/amazing experience of spearheading the first CommuteInfo Commuter Challenge in 2018.....she procured prizes....and with the help of SPC's communications team, promoted it and helped keep running statistics. In 2018 we had 201 register, and 87 participated during the challenge. In 2019 we had 289 participants, triple the participants of 2018.



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

Tom Klevan reported that the kick-off meeting was held on February 28, 2019 and was presented by ICF Incorporated, LLC.



## Plan Outline

### Executive Summary

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

### Introduction and Purpose

#### Plan Development Process

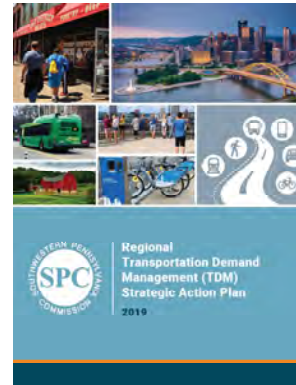
- Existing Conditions Analysis
- Best Practices Review
- Stakeholder Engagement

#### Action Plan Vision and Goals

#### Regional Strategic TDM Priorities & Actions

#### Implementation and Monitoring

- Integrating Demand Management in Planning and Project Development
- Performance Measurement



[www.spcmobility.org](http://www.spcmobility.org)

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## Stakeholder Outreach

### Project Website

- Draft deliverables, calendar, and comment form

### Stakeholder Survey (Mar-Apr 2019)

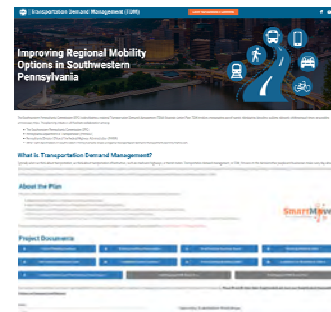
- 120+ respondents

### Visioning Workshop (April 5)

- ~60 attendees

### Priority Setting Workshop (May 14)

- 30 attendees





## The Regional Vision



Improved health and safety



Reduced dependence on driving alone



Reduced time spent in traffic delays



Improved access to jobs



Increased access to a variety of affordable, effective travel choices



Equitable access to destinations for all population groups



Improved environmental conditions (reduced air pollution, greenhouse gases)



Enhanced community livability (walkable, bikeable places)

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.



## 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



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• Establish cost-sharing arrangements between employers and transit  
• Encourage employers to support commuting options



## Increase Employer Involvement to Improve Workforce Access to Jobs

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



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## 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.



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## 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



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### 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



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### 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.



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## 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.



Commissioner Levine raised questions about the ability of regional stakeholders to implement strategies in the plan. Mr. Klevan responded stressing the importance of the “regional discussion” around the plan as the necessary starting point for implementation activities. Commissioner Miller raised the issue that some of the strategies presented in the plan seemed contradictory to broad

economic development strategies in the recently adopted regional transportation and development plan. Mr. Klevan responded that the TDM Action Plan is meant to help advance some of the key plan strategies building on the vision of greater mobility for the people in the region and greater resiliency for the communities in the region.

A motion was made to approve Resolution 13-19 by Commissioner Zimmerman which was seconded by Commissioner Osche. The affirmative vote was unanimous.

6. Presentation of 2018-2019 Annual Audit Report – Maher Duessel, CPAs



## Reports Issued

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

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## 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)

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## 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)

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## 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

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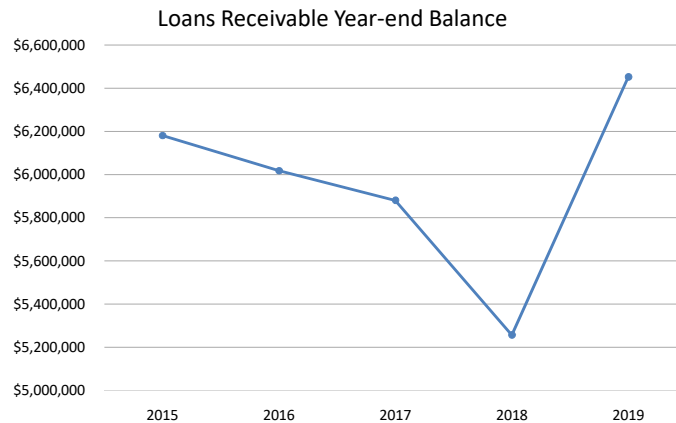


## Balance Sheet (page 3)

- 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/SBF loan program (\$3.8M)
  - RLF unearned revenue (\$3.6M)
  - Grant advances (\$1.8M)
- Net Position - \$457 Thousand

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## Financial Trends



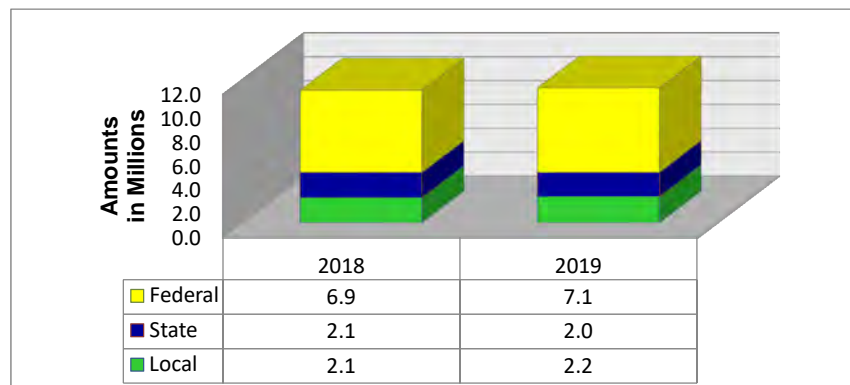
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## Statement of Revenues, Expenditures, and Changes in Fund Balance (Page 4)

- 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

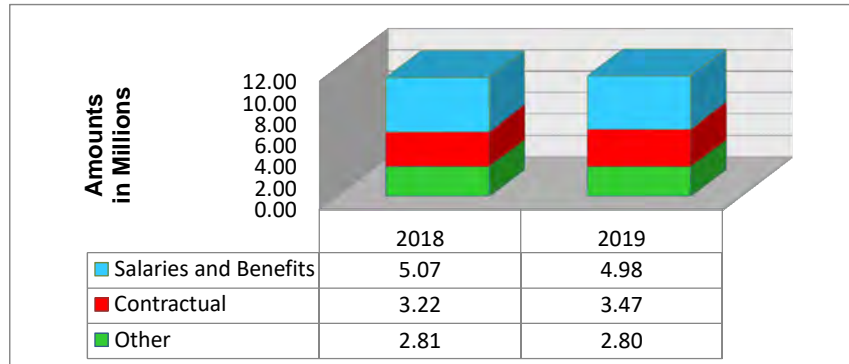
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## Revenue by Source



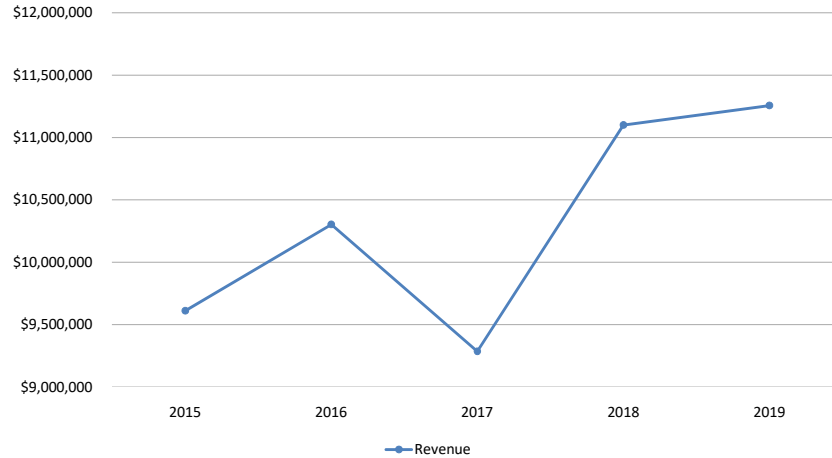
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## Expenditures



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## Financial Trend – Governmental Fund Revenue



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## 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

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## 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

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## Contact Information



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Commissioner Miller asked if the auditors had a concern about the low operating cash balance on hand of \$108,865. Mr. Massaro answered the question by stating that the reported amount was as of June 30<sup>th</sup> and at that point in time there are no concerns. Keep in mind that as quickly as this balance can be reduced, it can be quickly increased by next day receipts. Commissioner Miller then asked about the restricted cash amount and what it entailed. Mr. Massaro stated that these restricted funds are from grant advances on hand and from member dues held as match and restricted for grant program activities.

### 7. Financial Report – Vince Massaro



For the period July 1, 2019 to October 31, 2019			
<b><u>Revenues</u></b>	<b>Adopted Budget</b>	<b>Actual and Encumbered to Date</b>	<b>Percent of Budget</b>
Total Project Related Revenues	\$12,688,666	\$5,616,506	44.26%
<b>Total Revenues</b>	<b>\$12,688,666</b>	<b>\$5,616,506</b>	<b>44.26%</b>
<b><u>Expenditures</u></b>	<b>Adopted Budget</b>	<b>Actual and Encumbered to Date</b>	<b>Percent of Budget</b>
Total Project Expenditures	\$12,688,666	\$5,616,506	44.26%
<b>Total Expenditures</b>	<b>\$12,688,666</b>	<b>\$5,616,506</b>	<b>44.26%</b>

Mr. Massaro reported on the financials for the fiscal period ending October 31, 2019. Total project related revenues actual and encumbered to date are \$5,616,506 compared to the adopted annual budget of \$12,688,666, this reflects about 44.26% of the budget recognized.

Expenditures recorded and encumbered to date total \$5,616,506 versus the adopted annual budget of \$12,688,666 or 44.26% of the budget expended and encumbered to date.

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.

Commissioner Craig moved to accept the financial report as presented and Commissioner Amadio seconded. The financial report was accepted as presented.

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

# **2021-2024 TIP Funding**

## **State and Region**

Mr. Waple began by outlining the financial outlook for the 2021-2024 TIP.

### **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 increases in transfers from regional NHPP funds to PA Interstate program are expected to continue into the next TIP
- **Formula Updates Prioritize Maintenance**
  - preservation-priority favored over “fix-it-first” maintenance strategy – formula changes affect year three and year four funding distribution

Mr. Waple noted that the federal FAST Act expires at the end of federal fiscal year 2020 and the level of federal investment are projections, assuming flat federal funds at 2020 levels. He also noted that overall the available amount of state funds are down approximately \$300 million statewide. This is due to decreased tax receipts from the state motor license fund. Less state funding coupled with an increased investment at the statewide level into the Interstate Maintenance (IM) Program (administered

by PennDOT Central Office) translate into a 21% decrease from 2019 TIP to 2021 TIP (\$1.577 billion total drops to \$1.252 billion, \$325 million) Region wide, about \$230M (71%) is related to Interstate Transfers; \$95M drop (29%) is related to formula change.

#### State Prioritization of Interstate Needs

- Annual increases in transfers from regional NHPP funds to PA Interstate program are expected to continue into the next two TIP cycles, adding an additional \$50 million per year from the regions to the IM program. NHPP transfers to the IM program each year until PA interstate spending reaches \$1.0 billion per year in 2028. The continuing drop in the next TIP period will seem even worse than now - the same dollar reduction each year but the reduction is taken from a much smaller total.

#### Formula Updates Prioritize Maintenance

- preservation-priority favored over “fix-it-first” maintenance strategy – formula changes affect year three and year four funding distribution. Beginning in FY2023 funding formulas will direct more funding to “total miles” rather than “deficient miles.” When overall funding is limited a fix-it-first/worst-first maintenance strategy comes at the direct expense of preservation treatments – the penalty (which is even-more-expensive) is a short pavement life or bridge life. The change recognizes that increased spending is needed for preservation treatments – keeping good roads in good condition – which is the most-critical factor in lowering overall costs.

## Federal & State Formula Funding

### 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

Projects delayed –  
D10 - Three degree road, Margaret Rd Int. (422)

# 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)



## Other Funding Risks – U.S. and PA<sup>1</sup>

### Federal Transportation Funding Reduction?

- U.S. Highway Trust Fund current spending is more than 40% greater than incoming annual revenues from the federal gas tax and other sources. When the FAST Act expires at the end of FY2020 there could be a \$6 billion reduction in Federal Appropriations to Pennsylvania (from the U.S. Highway Trust Fund – through SFY 2029-2030). Medium Likelihood. Short Term transfers from the U.S. General Fund have been used in the past to paper over the solvency issue. For the longer term an increase in the federal gas tax is needed.

### Repeal PA Vehicle Sales Tax Transfer to Transit (to begin 2022)?

- Current Law requires the future transfer in FY2022-2023 of up to \$450 million per year to the PA Public Transportation Trust Fund (PTTF) (transit!) to replace Act 44 mandatory transfers from the Turnpike Commission. Low Likelihood, but this could change responding to pressures to reduce transfers from the PA General Fund.
- Favorable court rulings suggest that the PTC can continue with the modified payment schedule to the PTTF until those payments are replaced through other sources. Some of the payments impact the PA Multimodal Transportation Fund (MTF) (possible impacts on local bike/ped, streetscape, other local improvement projects).

### PA State Police Transfers

- Act 89 required high levels of PA Motor License Fund (MLF) transfers to the PA State

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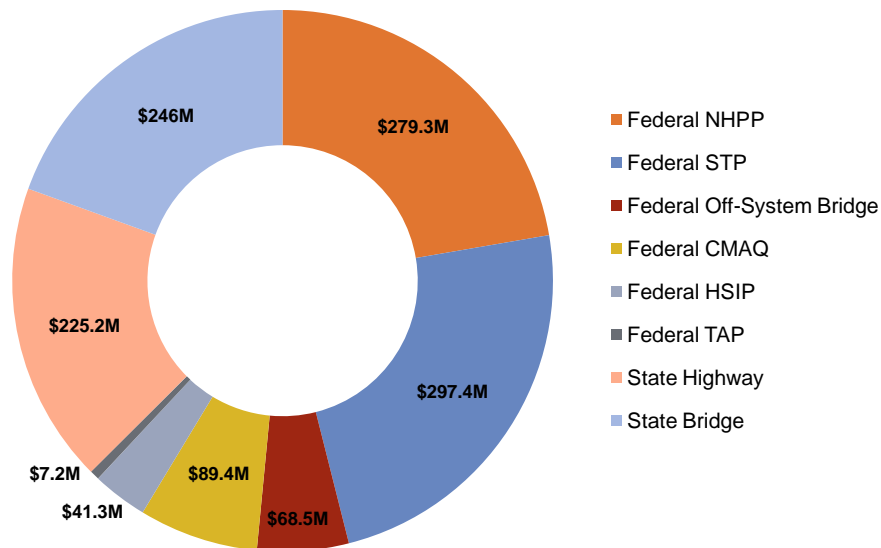
<sup>1</sup> Source: Risks to Transportation Funding in Pennsylvania, Pennsylvania Transportation Advisory Committee, February 21, 2019

Police. The law was amended in through the state fiscal code in 2016 to reduce the required transfers, an annual step-down, to \$500 million per year by FY 2029-2030.

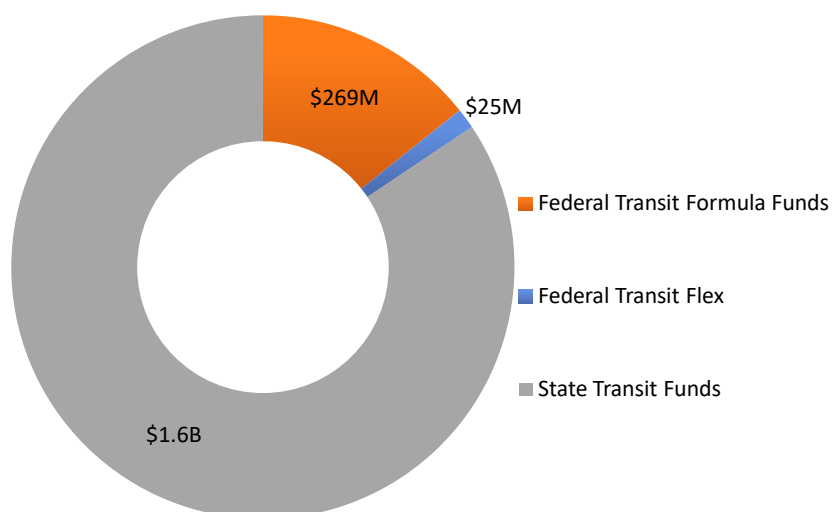
#### Decreasing Motor License Fund Tax Receipts (State and Federal)

- The increased fuel efficiency of gasoline and diesel powered vehicles and increased sales of alternate fuel vehicles are reducing MLF tax receipts.

### 2021-2024 Highway Program Funding



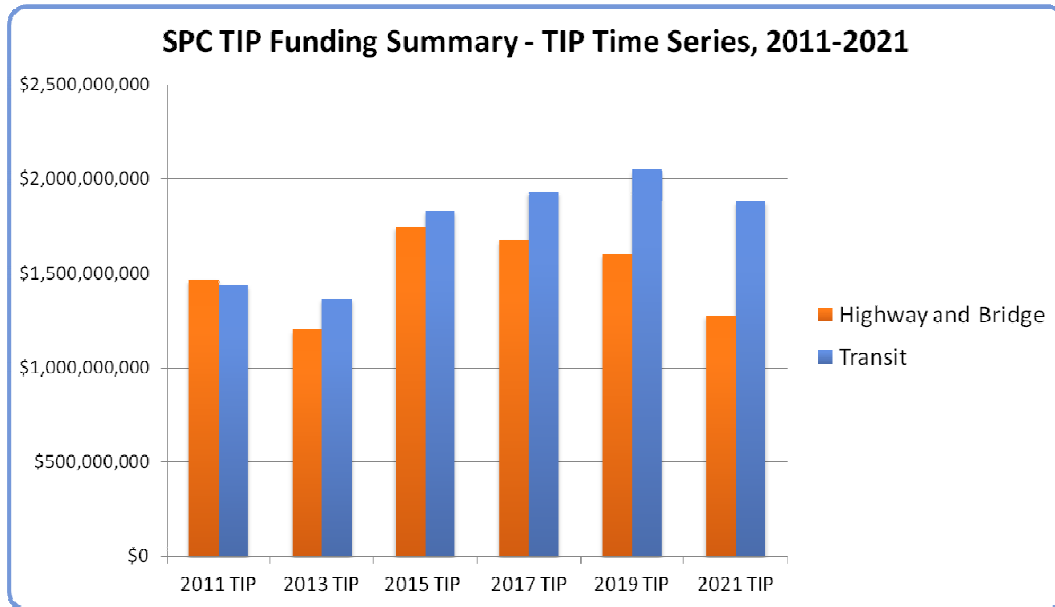
### 2021-2024 Public Transit Funding



- \$1.8B total (state and federal) – stable from last TIP update



- PAAC \$1.7 Billion Total – about - 91.5% program
- Passing of ACT 89 provided an immense boost to transit program.



\$1.577 Billion Total:

\$1.252 Billion Total, down from \$1.577B: 20%

Mostly in outer years – NHPP (D11 down by 29% overall, about 40% in last two years)

NHPP funds 40% lower as result of interstate funding redirection

Highway program is near pre-act 89 level

## Public Engagement

- SPC Committees, Emails, P PP's, Facebook
- Online and written
- State Transportation Commission 12-year plan (600+ comments)
- Input from adopted Long Range Plan

**2021 TWELVE YEAR PROGRAM UPDATE  
REGIONAL TRANSPORTATION SURVEY SUMMARY**

**SOUTHWESTERN PENNSYLVANIA COMMISSION  
METROPOLITAN PLANNING ORGANIZATION (SPC MPO)**

**A CLOSER LOOK AT YOUR REGION**  
The State Transportation Commission's 45-day open public comment period for the 2021 Twelve Year Program (TYP) Update was held from 12 through April 26, 2020. During the comment period, the public had the opportunity to take the Transportation Survey and participate in an online public meeting on either a webinar platform or Facebook Live. All public feedback received was analyzed to better understand public priorities and transportation trends.

**Transportation Issues Identified**  
Over the course of the survey, survey participants reported about 2,000 transportation concerns. 625 of those were located within the SPC MPO region.

**Number of Issues Identified**  
Transportation issues reported with the same topic area on the map:

Topic Area	Count
Highway	300
Bridge	41
Freight	4
Bike/Walking	150
Transit	30
Connectivity	35
Arts/Culture	1

**Examples of 2021 TIP projects that addressed public concerns**

- Planning East Carbon County improvement in Allegheny County
- Elizabeth Bridge Rehabilitation in Allegheny County
- South Side Corridor Rehabilitation in Armstrong County
- Altoona and Conowingo in Schuylkill County
- 1-78 Interchange Rehabilitation in Berks County

Public Engagement



	Capital Maintenance Roadways	Capital Maintenance Bridges	Capital Maintenance/Operations Transit	Operations and Safety	Intermodal/ Freight	Pedestrian and Bicycle	Enhancements	New Capacity Road and Bridge	New Capacity Transit
<b>Connected Mobility</b>									
Equity									
Mobility For All - Equity Keeps Us Whole	D	D	D	D	N/A	D	D	N/A	D
High Tech Mobility - Connected Systems and Autonomous Vehicles									
Modernize Infrastructure	D	D	D	D	D	D	D	D	D
Offset Public Impacts (CAV)	D	D	D	D	D	D	D	N/A	N/A
Prioritize and Streamline - Faster Project Development									
Public Planning	D	D	D	D	D	D	D	D	D
Streamline Processes	D	D	D	D	D	D	D	D	D
Funding and Financing									
Funding Partnerships	D	D	D	D	D	D	D	D	D
Educate and Promote	D	D	D	D	D	D	D	D	D
Connect Transit Region-Wide	D	D	D	D	N/A	D	D	D	D
<b>Globally Competitive Economy</b>									
Grow, Train and Retrain - Workforce for Change									
Find More Candidates	N/A	N/A	D	N/A	N/A	D	N/A	N/A	N/A
Train for What's Next	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Shannon Sort Skills	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Prioritize, Improve, Support - Infrastructure Supports Us									
Prioritize Economic Benefits	D	D	D	D	D	D	D	D	D
Be Efficient	D	D	D	D	D	D	D	D	D
Optimize Regional Energy Assets	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Partner and Deploy - Technology Advances Us									
Utilize Emerging Technologies	D	D	D	D	D	D	D	D	D
Broadband Everywhere	D	D	D	D	N/A	D	D	D	D
<b>Resilient Communities - Elevate Community</b>									
Reinvest Where We Begin	D	D	D	D	D	D	D	D	D
Champion Best Practices	D	D	D	D	D	D	D	D	D
Conserve Our Resources	D	D	D	D	D	D	D	N/A	N/A
Invest in Resilience	D	D	D	D	D	D	D	D	D
<b>Tackle Climate Change, Air &amp; Water - The Earth Sustains Us</b>									
Build to Last	D	D	D	D	D	D	D	D	D
Adapt and Improve (Climate Change)	D	D	D	D	D	D	D	N/A	D
Take Care of Water	D	D	D	N/A	D	D	D	D	D
Clear the Air	N/A	N/A	D	D	D	D	D	N/A	D

During the TIP workgroup process, the counties, City of Pittsburgh and PennDOT Districts submitted candidates for consideration to include into the TIP update.

Public comments were reviewed and considered for candidate project inclusion.

Given the amount of projects that are being carried over from the current TIP to the 2019 TIP and the reduction in funding, it is likely that only a small number of new projects will be added.

## 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
- Bus (5) and Shared Ride (6) Vehicle Replacements

Major Projects Delayed:

Greentree Rd. Betterment

SR028 Betterment, Reduced SOW

Margaret Rd. - Most Construction funds off TIP in TYP



## Projects Advancing

### Beaver County

- Rochester-Monaca Bridge Preservation
- Monaca Gateway Roundabout and Streetscape
- SR-3007 Betterment (Brodhead Road)
- SR-51 Highway Restoration
- BCTA Bus Replacements (6) & Paratransit Vehicles (8)

### Butler County

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

228 – Balls Bend, Three Degree (util/rw), Ekastown West

Delayed – Mars RR West, Karns Crossing Bridge, CN phase of three degree



## 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)

Layton Bridge Construction off TIP

# Projects Advancing

## 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)

# Projects Advancing

## 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-8,18,30 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

- 16 Candidate Projects: \$47.7M requested
- Approximately \$35M available

# **TA Set-Aside Program**

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

- 13 Candidate Projects: \$7.2M requested
- Approximately \$3.6M available

# 2021-2024 TIP Development

## PennDOT Connects

Connects meetings to be held for new TIP projects to identify local plans in the project area for:



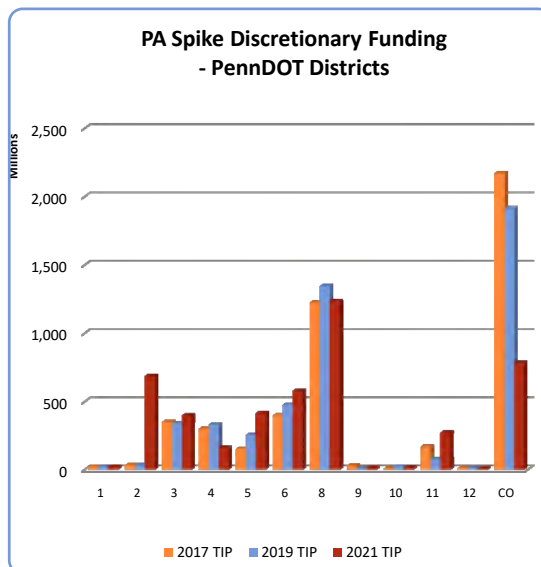
- Bicycle and Pedestrian Facilities
- Public Transit Routes/Stops
- Green Infrastructure and Stormwater Management
- Freight Movement
- Operations and ITS

Overall it has been very beneficial to the municipalities involved as well as PennDOT and SPC. Early interaction and information gathering to learn of local conditions and contextual needs allow PennDOT to design projects that will better serve the communities for many years to come.

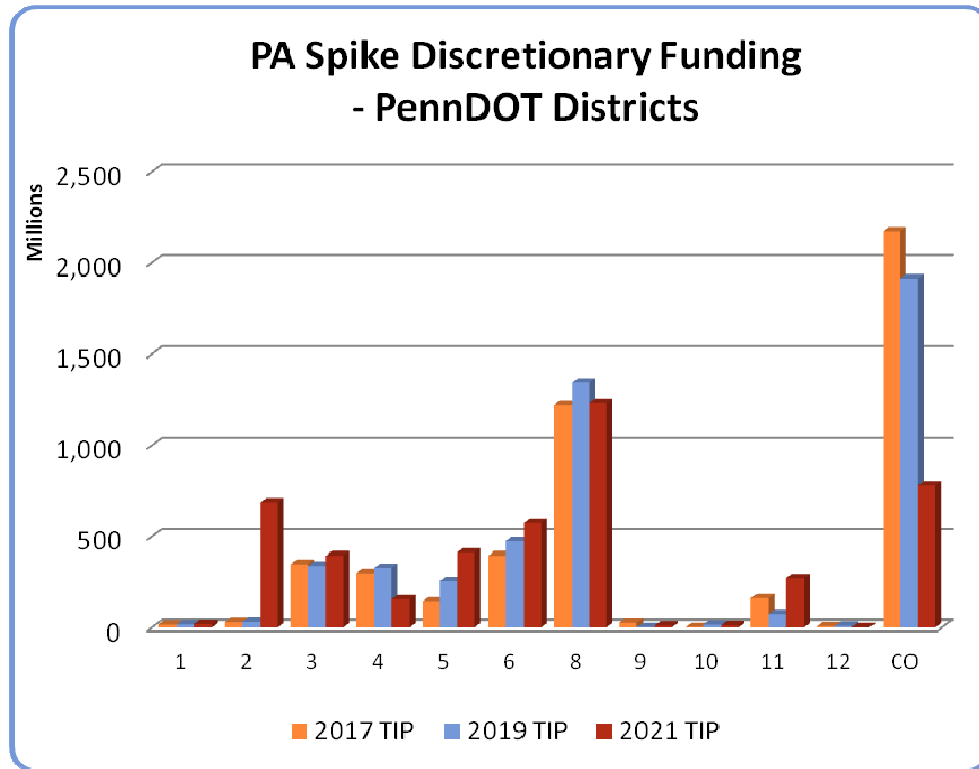
PennDOT Connects meeting are only being held on new candidate that have a good chance in making the TIP. PennDOT Connects meetings to be held for new TIP projects to identify local plans in the project area for:

## Spike Discretionary Program

- Parkway East Corridor Improvements **(\$85M)**
- I-376 Commercial Street Bridge **(\$11M)**
- Streets Run Road Improvements **(\$20M)**
- West End Bridge **(\$65M)**
- SR-51: SR-88 to US-19 **(\$18M)**
- SR-28 Highland Park Bridge Interchange **(\$18.5)**
- SR-228 Balls Bend **(\$12.8M)**
- Greene County Local Bridges 73 & 75 **(\$2M)**



Mr. Waple explained that a large portion of the discretionary money (Spike Funding) is going to PennDOT Districts 4 (Scranton Area), 5 (Lehigh Valley Area), 6 (Philadelphia Area), and 8 (Harrisburg Area). Although we were able to add some more projects through the Spike program such as Streets Run, West End Bridge, and SR 51, we were able to get a small amount of funding, but it's nothing in comparison to other regions in the eastern and central portions of the state.



D2 – Clearfield, Centre -North

D3 – Lycoming, Bradford

D4 – Luzerne, Lackawanna

D5 – Lehigh, Berks, Schuylkill

D6 – Philadelphia

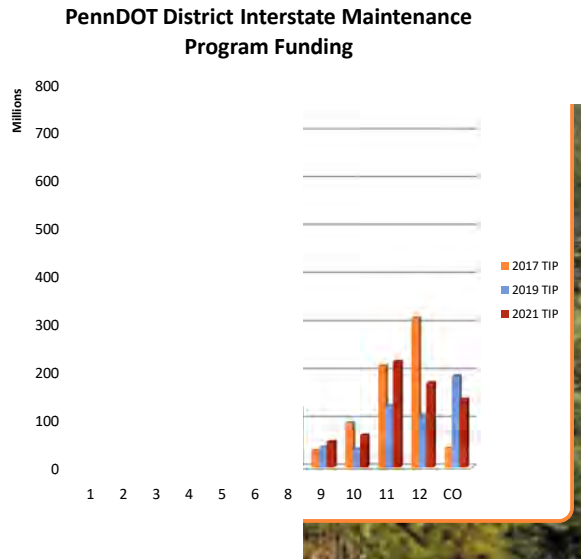
D8 – Dauphin, Perry, York, Adams, Lancaster

SPC - \$232.3M

- Parkway East Corridor Improvements (\$85M)
- I-376 Commercial Street Bridge (\$11M)
- Streets Run Road Improvements (\$20M)
- West End Bridge (\$65M)
- SR-51: SR-88 to US-19 (\$18M)
- SR-28 Highland Park Bridge Interchange (\$18.5)
- SR-228 Balls Bend (\$12.8M)
- Greene County Local Bridges 73 & 75 (\$2M)

# IM Program (Carryover Projects)

- I-376 Commercial Street Bridge **(\$61M)**
- I-376 Greentree and Carnegie Interchanges **(\$191.8M)**
- I-376 Bath Tub Flooding Study **(\$3.7M)**
- I-79 Neville Island Bridge **(\$30M)**
- I-79 Restoration **(\$37.5M)**
- I-70 Yukon & Madison Interchanges **(\$90M)**
- I-70/SR-51 Interchange **(\$157.6M)**
- I-70 Arnold City Interchange **(\$88.9M)**

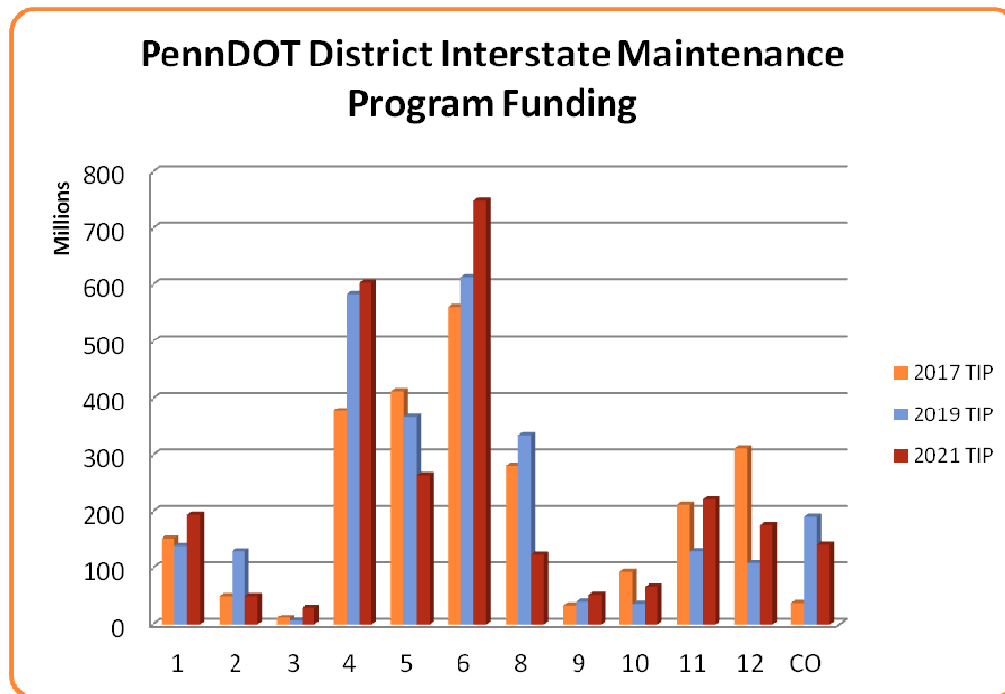


Carnegie (114.5M)

Greentree (77.3)

TOTAL: \$660M

New projects to be added to program should be announced by CO within the next few weeks. We could recoup some of the region's NHPP funds through new projects, However, they will most likely be added in outer years of TYP.



SPC Region - \$660M

- I-376 Commercial Street Bridge (\$61M)
- I-376 Greentree and Carnegie Interchanges (\$191.8M)
- I-376 Bath Tub Flooding Study (\$3.7M)
- I-79 Neville Island Bridge (\$30M)
- I-79 Restoration (\$37.5M)
- I-70 Yukon & Madison Interchanges (\$90M)
- I-70/SR-51 Interchange (\$157.6M)
- I-70 Arnold City Interchange (\$88.9M)

Mr. Waple stated the Interstate Maintenance program through the 12-year program is about \$660B for our region. As shown in the table, funding going to PennDOT Districts 10, 11 and 12 pales in comparison to the eastern and central parts of the state. These are carryover projects only. These are projects that begun on the last interstate TIP and will carry over to this one. Central Office will be adding new add projects to the program, so there is a slight chance we can recoup some of those funds. But they will more than likely not come in this TIP update, but will be pushed out into the latter years of the 12-year program.

Cheryl Sirianni said these slides are very disheartening to her as District Executive of one of the largest districts in the state - (11-0). Granted we might be able to get some more Interstate Maintenance money that hasn't been allocated yet, but what we're saying is the money you see here going to our districts are years out, like 5, 6, maybe 8 years out.

Regarding the cash flow increase problem that Andy talked about earlier, with some of these the projects using the cash flow over 1 maybe 2 years, they're now going to use the cash flow for 3 or 4 years. The local funding sponsors like the counties and municipalities are going to take the largest hit because you're going to have to front all that money for those 2-3 years until you get your money back. So a \$15-\$20 million project you might have in your county or municipality, you would get that money back within 2 months before, now you might have to wait 2 years and I don't think the counties and municipalities have the funds to carry all that money for those years.

Some of the other problems we're seeing is for the last 16 years we've carried about \$100M in our betterment program. The betterment program is the paving of the Route 8's and 51's and the road work on SR 65. Right now District 11 had to cut our benefit program from \$89M to \$11M (Districts 10 and 12 are experiencing this same thing). That means one road. So in Allegheny County where you might have seen 4 or 5 newly paved roads, you might see 1 road years out. We usually try to do 1 or 2 roads in Beaver and Lawrence Counties every year, but it may be 3 or 4 years before you see a betterment project in Beaver or Lawrence County. We try to pave a road about a magnitude of 12-20 years. So if you talk potholes from last spring or the year before, you won't see that. You'll be seeing treatments on the roads that we don't normally do. You're going to see us tar and chipping roads that carry 10,000-15,000 vehicles per day which is unheard of in other parts of the state because they don't have to do those treatments.

Something else we're looking at is roads like Route 28, which is one of our major roads. One section hasn't been paved in 19 years. We can't use lower level treatments on that. So what does that do? We have to siphon some money from the low level roadways. What we're looking at now is some of the roads had landslides. We had 120 landslides in August alone. These roads are going to have to be closed. We can't afford to spend \$2-\$3m on a roadway with only 282 vehicles per day. That roadway might be school bus route or truck route. So we're going to have to make some tough decisions going forward.

This also creates a problem with your contractors and consultants in this region, because we're not going to have much work. We don't have the funding; we'll only have a handful of large contractors. The consultants are not going to have projects to work on and then the contractors will go back down

again like they did a few years ago. That hurts us because a lot of them go out of business. When the pendulum swings up and we get money again, they're not there and there's no competition. This is a big problem. The big problem is the lack of money coming to this region and it's going to hurt all of us.

Commissioner Heckman stressed that for Allegheny County, this situation will be particularly felt in regards to the County-owned bridges, the maintenance of which is crucial to the functioning of the highway system in the County and the region.

Commissioner Osche was curious about how long this 'discretionary funding imbalance has been effecting the region. District Executive Sirianni responded that previously, there had been "ebbs and flows" in the TIP-by-TIP financial guidance, but since the passage of Act 89, discretionary investment in the SPC region has steadily and dramatically decreased.

Discussion ensued with consensus that the Commissioners should craft a plan to influence the western Pennsylvania delegation of the General Assembly to address this worsening situation.

## **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

Major milestones in the TIP development process over the next year.

9. Report on Draft 2020-2022 Unified Planning Work Program (UPWP) – Andy Waple

## UPWP: July 2020 – June 2022

- **2-year contract between PennDOT and SPC**
- **Focused yet Flexible**
- **5 Functional Program Areas:**
  - Plans and Programs
  - Multimodal Planning
  - Operations & Safety
  - Data & Modeling
  - Outreach & Coordination

## Department Priorities and Initiatives

- Performance Based Planning and Programming
- Technical assistance and education to local governments
- Adapting 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
- Resiliency 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



# UPWP: July 2020 – June 2022

## Outreach & Coordination

- Public Participation Plan Update
  - ◆ Title VI Plan
  - ◆ Limited English Proficiency Plan (LEP)
- Examine Public Participation Panels
- Innovative Public Engagement Techniques
- Website Enhancements
  - ◆ Interactive Mapping
  - ◆ Resource Center

### 10. Other Business/Announcements – Jim Hassinger

Jim Hassinger introduced Jennifer Lasser, Director, Planning and Development.

Certificates of Appreciation were presented to the following SPC Commission members whose terms are expiring at the end of December 2019: Chuck Anderson, Michael Baker, Bob Brooks, Dave Coder, Steve Craig, Robert Del Signore, Sandie Egley, Ted Kopas, Rod Ruddock, Harlan Shober, George Skamai, Archie Trader and Angela Zimmerlink

Next Meeting Date – Annual Meeting January 27, 2020

### 11. New Business – None

### 12. Adjourn

Commissioner Coder moved to adjourn the meeting of the Southwestern Pennsylvania Commission at 6:10 p.m. and Lynn Heckman seconded. The affirmative vote was unanimous.

Respectfully Submitted

Tony Amadio, Secretary-Treasurer