1   Welcome and Introductions

ATWIC Program Manager, Kathy Stefani, welcomed all those who, despite the bad weather, traveled to Pittsburgh for the Alliance meeting as well as the people attending by phone. She then introduced Sheryl Gross-Glaser, Senior Program Associate at Community Transportation Association of America (CTAA), who was invited as the meeting's special guest and presenter. Before getting the agenda fully underway, Kathy asked that everyone introduce themselves to the group.

Attendees:
·   Kimberly Armahizer, *Director, Case Management Department*, Armstrong County Memorial Hospital
·   Richard Bagwell, *Manager – Fleet and Facilities,* Northern Area Multi-Service Center (NAMSC)
·   Kate Blaker, *ILS/Volunteer Coordinator*, Tri-County Patriots for Independent Living (TRPIL)
·   Amber Book, *Income Stability Programs Manager*, Greater Pittsburgh Community Food Bank
·   Carol Britton, *Family Group Decision Making (FGDM) Coordinator, Beaver County*, The Prevention Network and CLASS Academy
·   Chandana Cherukupalli, *Community* Organizer, Pittsburghers for Public Transit (PPT)
·   Amber Davis, *Director of Operations*, Alliance for Nonprofit Resources (ANR)
·   Brian Dombroske, *Administrative Assistant*, Westmoreland County Area Agency on Aging (WC AAA)
·   Joe Dornbrock, *Executive Director*, Paralyzed Veterans of America, Keystone Chapter
·   Jeff Ericson, *CEO and Founder,* RubyRide
·   Sheryl Gross-Glaser, *Senior Program Associate*, Community Transportation Association of America (CTAA)
·   Tom Graham, Northern Area Multi-Service Center (NAMSC)
·   Patrick Griffith, *Café Manager/Web Master*, Tri-County Patriots for Independent Living (TRPIL)
·   Katelyn Haas-Conrad, *Transportation Policy Fellow*, Allegheny Conference on Community Development (ACCD)
·   Eddy Jones, Allegheny County Department of Human Services
·   Janine Kennedy, *Executive Director*, Butler County Community Action (BCCA)
·   Tom Klevan, *Multimodal Planning Manager*, Southwestern Pennsylvania Commission (SPC)
·   Rachel Nesbitt, Alliance for Nonprofit Resources (ANR)
·   Jina O'Neill, *Program Administrator,* Oakland Transportation Management Association (OTMA)
·   Chris Sandvig, *Director of Policy,* Pittsburgh Community Reinvestment Group (PCRG)
·   Kathryn Schlesinger, *LEED Green Associate, Policy Coordinator*, Pittsburgh Community Reinvestment Group (PCRG)
·   Abby Stark, *Public Involvement Specialist,* Southwestern Pennsylvania Commission (SPC)
·   Kathy Stefani, *Program Manager/Transportation Planner,* Southwestern Pennsylvania Commission (SPC)
·   John Tague, Jr., *Principal*, JT Disability Consulting Services LLC
·   David Totten*, Transportation/Transit Planner*, Southwestern Pennsylvania Commission (SPC)
·   Andy Waple, *Director of Transportation*, Southwestern Pennsylvania Commission (SPC)

Note: *Names in 'red' attended the Alliance meeting by phone.*

2   Community Transportation Association of America (CTAA)

Sheryl Gross-Glaser began her presentation by first giving The Alliance a quick overview of CTAA, the organization, followed by a description of what can be expected at the 2018 CTAA Expo, which is coming to Pittsburgh in June.

CTAA, the organization, grew out of a rural housing non-profit and is now a membership-based organization of transit systems, transit providers, human service agencies, state DOTs, planning agencies, and others. Through technical assistance, education programs, and information resources, CTAA is committed to transportation access for people of all ages and abilities across the United States.

CTAA EXPO: The Future of Mobility will be held in Pittsburgh June 10-14, 2018. There will be opportunities for Intensive Training (June 10-12), 1-Day Mobility Management event (June 12), and two days of Workshops

(June 13-14), covering topics such as Complete Streets, Autonomous Vehicles, Microtransit, Mobility as a Service, and Community Transportation Operations. Additionally, Sheryl will lead a Transportation Camp on June 10th, the concept of which is an "un-conference" where there are no pre-set sessions, panelists, etc. She indicated these camps provide a wonderful networking/brainstorming opportunity for those who participate. (Visit CTAA.org for all of the details.)

Planning Without a Crystal Ball: Next, Sheryl talked at length about the 'ins and outs' of transportation planning, especially in times like now when almost weekly, we're hearing about new transportation services, business models, and technology. Starting off, she set the stage by asking an important question relative to this current transportation revolution, "What is possible, what is likely, and what will take a miracle?"

Providing what Sheryl refers to as a "daily dose of outrage", she reiterated what MSNBC's Brian Williams said following SpaceX's successful February 6th launch of the first Falcon Heavy**,** which was, "We need Elon Musk in transit." Here's where you may want to ask yourself, "Really?"

Sheryl then went on to talk about 'unknown unknowns' (as per Donald Rumsfeld) or the things that we don't know we don't know and the fact that it's important to build flexibility into any plan because change may be forced upon us when it's least expected. To further illustrate the reality of planning *without a crystal ball*, she led the meeting participants through a "Spheres of Influence" exercise, posing the following questions about a hypothetical proposition to buy the Steelers football team:
  1) What can you control?
  2) What can you influence?
  3) What do you need to partner on?
  4) What do you have no control over?

Next, showing two images (one from 2005 with the election of Pope Benedict and the other from the 2013 election of Pope Francis), Sheryl talked about how dramatically different communication technology is now compared to 2005 <u>and</u> 2013. In a real sense, we have experienced a communication revolution – and a transportation revolution is next! It's important to note that the private sector won't wait for planning unless it absolutely has to.

Today, people everywhere (even in third world countries) are quick to adopt new technologies. The smart phone, for example, has become a necessity – and this has become a serious problem for people who don't have access to these kinds of phones or are unbanked. What we're finding in the developing world is that these countries are, in Chris Sandvig's words, "literally having to jump over phases of development". Before moving on, Sheryl instructed us to consider the speed with which change (technological change, in particular) happens in today's world as our frame of reference for the bulk of her presentation, which she divided into three specific sections:
  1) Existing Transportation
  2) Evolving Transportation
  3) Developing Transportation

Existing Transportation
<u>Carshare and Bikeshare</u>: These transportation options can be viewed as attempts at ensuring accessibility and equity for persons with disabilities and low income individuals. They may work for people who are 'unbanked'. However, according to Sheryl, there are already less carsharing opportunities available and they'll likely disappear completely once autonomous vehicle technology becomes main-stream.

<u>TNCs, Ridehailing, Ridesourcing (aka Uber, Lyft, and similar companies and non-profits)</u>: While this particular type of transportation option also makes attempts at accessibility, the results thus far haven't been that great. In a way, they're "strange bedfellows". Why do you think that is?

Although TNCs may come across as an 'obvious solution', especially when it comes to ensuring transportation equity for the disabled population and people living in underserved city or suburban neighborhoods, and rural area residents, it's not playing out that way in real life. TNC drivers who are, for the most part, using their own vehicles to provide transportation may not be able to accommodate wheelchairs. Also, there's power (and

greater revenue) in numbers, so an area's population density matters – the higher the density, the more income-generating opportunities for drivers (and TNC companies).

Liberty Mobility is a company that tried to make a go of it in rural markets – due to a lawsuit recently filed by an investor, Liberty has ceased its operations. It's possible the services could come back in another form.

The non-profit RideAustin is another TNC hoping to address currently unmet transportation needs.

A couple of reasons why people seem to like ride-hailing services are they're easy to understand in terms of use and they're convenient. Some things to think about:
1) *Are these types of services more consumer-oriented and, if so, why?*
2) *What can TNCs do to make the services more equitable and broaden its ridership?*

Microtransit and Other Apps: Microtransit has been defined as "a for-profit bus service that caters to commuters willing to pay more for a ride that's more direct and comfortable than those offered by existing public transportation"; sometimes it's on-demand and sometimes it's not; it's often operated within a set boundary; additionally, the technology comprises sophisticated algorithms to plan fixed routes, based on demand.

Sheryl mentioned a few microtransit company examples: Chariot (recently purchased by Ford, who also purchased the software company, TransLoc); Via; Lyft Shuttle (which some say "it's just a bus"); Bandwagon (which is a shared ride taxi app that gets you to the head of the line at airports and intercity bus stations – in NY and NJ only); Skedaddle (providing spontaneous intercity shared trips using a professional driver – in US and Canada and competitive with transportation providers like Megabus).

What's interesting is automobile manufacturers are buying up some of the microtransit companies, apparently hedging their bets as to where the transportation industry is heading (with an eye primarily toward autonomous vehicles or AVs).

Ridehailing and Microtransit Partnerships: Next, Sheryl talked about several interesting partnering arrangements intended to enhance local bus service, help resolve first-mile/last-mile issues, provide access to healthcare facilities, transport people to office parks in the suburbs, etc. Here are just a few examples:
1) Evesham Twp, NJ: *Fare-free Uber-designated trips to restaurants, bars, etc.*
2) Summit, NJ: *Fare-free Uber rides connecting to transit*
3) Dayton, OH: *Fare-free Lyft service connecting people to transit stops*
4) Dublin, CA: *Discounted fare on Lyft Line within the city limits (in partnership with transit agency)*
5) Marin County, CA: *Discounted fare for Lyft Line rides covering first- and last-mile transportation to/from rail lines*
6) Boulder, CO: *Lyft credit for trips to and from downtown over the Christmas holidays*
7) Lone Tree, CO: *Fare-free Uber trips (subsidized through a local Denver tax) within the city limits, to/from suburban office parks, and to the rail line into Denver; grew out of need to solve the area's light rail problem, a station of which is 'in the middle of nowhere' – also trying to lower the barriers-to-use*

8) St. Lucie, FL: *Partnership with transit agency to provide rides after hours to low income individuals, persons with disabilities, seniors; fare-free trips for Direct Connect Program clients*
9) Washington, DC: *Homegrown, a service that evolved from Neighborhood Ride Services by Taxi, for the purpose of enhancing local bus service; a fixed route ride that can either be flagged down or booked via an app; community-oriented marketing; cost is slightly higher than regular transit fare*

Electric Vehicles: 'Electric' is a reference to the type of power the vehicle uses – it can apply to any vehicle whether it's a car, truck, bus, etc. Sheryl made the point that, while the term 'electric' seems to automatically imply 'clean energy', the actual environmental friendliness factor is dependent on the electrical power source (i.e. coal versus solar). Charging station infrastructure is still somewhat limited in most places. Electric vehicles can be non-autonomous, partially autonomous, or fully autonomous.

Evolving Transportation

Mobility as a Service (MaaS) / Transportation as a Service (TaaS): The key concept behind MaaS/TaaS is "mobility solutions based on a person's individual travel needs". In its truest sense, it's a holistic model comprised of public and private transportation providers, the service utilization of which is managed via a unified gateway. A way to think about this type of transportation model is like you would your subscribed communication services (i.e. phone, cable, internet, etc.). The consumer selects from various available options the types of transportation services he/she expects to use and to what extent over a specific time period (monthly, perhaps) – a subscription amount is determined with the trips created, managed, and paid for through a single account. MaaS is being deployed in Europe, but is not making the same strides in the United States. There are institutional, operational, and technical challenges that must be overcome in order to deploy MaaS in the U.S. Additionally, there are challenges for the traveler.

Before moving on, Sheryl took a few minutes to emphasize the point that "all transportation is subsidized," including sidewalks, bikeshare and bike lanes, roads, bridges, parking, transit, ride-hailing, micro-transit, and, soon, autonomous vehicles. It's important to ask the question, "Who is paying for this?" (Is it the public, venture capitalists, who?)

Developing Transportation

Connected Vehicles: Here, connectivity is about the sharing of information. Vehicle-to-vehicle (V2V) uses software embedded in the vehicles, whereas with vehicle-to-infrastructure (V2I), the connectivity software is in the roadway itself. From her perspective, Sheryl favors V2Vs because, with V2Is, there will need to be a public entity that pays for maintenance, upkeep, etc. And, here's where the rubber meets the road, so to speak – we don't maintain our roads all that well now, so what makes us think we'll do any better in the future?

Autonomous Vehicles: Sheryl stated that there are five levels of vehicle autonomy, with levels 4 and 5 viewed as the real game-changers. A driver is still needed for levels 1-3 AVs, which include Driver Assistance (L1), Occasional Self-Driving (L2), and Limited Self-Driving (L3). Autonomous vehicle acronyms are as follows:

1) AV – autonomous vehicle
2) HAV – highly autonomous vehicle
3) AD – automated driving system
4) CAV – connected autonomous vehicle

From a legislative perspective, we're seeing the development of various state laws and executive orders. Right now, federal legislation only covers cars and light trucks. There is concern from the trucking industry, especially given the decent-paying truck driver jobs. The Commonwealth of Pennsylvania seems to be very pro-autonomous vehicle technology.

For a map showing cities that have AV technology initiatives taking place, link to www.avsincities.bloomberg.org. This presents a fairly up-to-date summary of AV activities (testing, pilot projects, etc.).

A few pilots currently underway include:

1) Contra Costa Transportation Authority & Bishop Ranch: *self-driving, testing ground for AVs*
2) Minneapolis, MN: *AV easy mile shuttle service*
3) Babcock Ranch, FL: *environmentally-friendly and solar-powered community with AV shuttle service*
4) University of Michigan: *AV campus shuttle service*
5) Villages Golf & Country Club (San Jose, CA and Orlando, FL): *AV community shuttle service*
6) Arlington, TX: *major events and game shuttle service using MILO driverless technology (by French company EZ Mile)*
7) Also…Las Vegas, NV

The outstanding question with regard to this developing AV technology and autonomous vehicles is, "Is this THE SOLUTION to any and all transportation woes?"

Reality – Actual Planning and Pondering: While there are a number of autonomous vehicle-related laws being considered, many new AV technology developments underway, and numerous pilot projects being implemented across the country, Sheryl does not believe there is much actual 'planning' taking place.

Making a distinction between 'planning' and 'pondering', Sheryl went on to describe a few real-world happenings:

Planning
1) Columbus, OH: *Apparently, through the city's planning efforts, Columbus received the highly sought-after Smart Cities award. Sheryl seemed to imply this was an interesting choice, especially since Columbus does not have good transit; nor does it have many 'complete streets'. What the city does have, however, is lots of poverty and a large drug problem.*
2) Boston, MA: *One of Boston's articulated goals is in the area of non-drivers, but only within the city's more dense neighborhoods.*

Pondering
1) Portland, OR: *Portland has developed more of an outline than a plan. And, while the city considers autonomous vehicles as a means to an end (i.e. pollution reduction, safety by way of Vision Zero, etc.), their 'plan' doesn't go into the "nuts and bolts" regarding the future role of AVs in Portland. The city does believe, however, that the utilization of AVs has potential for providing greater mobility for older adults and persons with disabilities.*
2) Seattle, WA
3) Atlanta, GA
4) Nashville, TN
5) Toronto, Canada

Additionally, Sheryl indicated that a lot of investment is focused on the use of AV technology in delivery vehicles.

Coming back to the idea of autonomous vehicles being a viable transportation solution for persons with disabilities, Sheryl talked about the company, Local Motors, whose latest iteration of "Oli" is geared toward meeting the transportation needs of this particular population. Perhaps this will become its niche market going forward.

An important consideration when envisioning AVs as the mobility solution for the disabled population is the care-taking aspect of travel. Some persons with disabilities require someone to travel with them – Sheryl rhetorically posed the question, "Will we be funding the Robot or Human Caretaker?"

NACTO Vision – Not Necessarily Your Vision: Next, Sheryl displayed NACTO's written vision on the screen, which she said was great, but wondered how many communities it would 'speak to'. She made the comment that it's important to meet the DOTs and the Public where they are in terms of their overarching goal. Is it to move people about more quickly? Is it to improve one's quality of life?

Looking at the goals outlined by NACTO in its vision for "streets in the autonomous age", the emphasis is on having a multi-modal system that prioritizes zero emission modes (biking, walking) and transit. Also envisioned are safer streets through reductions in the speed of travel (i.e. 20 is plenty, meaning 20 mph).

From Sheryl's perspective, a few of the assumptions made by NACTO in the development of its vision include:
1) Political acceptability of non-auto mode priorities
2) Political acceptability of no parking and using curb spaces for other uses (i.e. loading zones, parklets)
3) Transit and other shared-use modes will be popular
4) Accessibility through flush curbs will be acceptable

Sheryl also sees the following as NACTO-implied assumptions even if they were not specifically stated:
1) AVs will be too expensive for most people to own
2) People-oriented streets are preferred over auto-oriented, quick moving arterials
3) Acceptance of expensive remote parking
4) Acceptance of not having one's own vehicle

What's interesting about this vision for "streets in the autonomous age" is that reducing speed limits does not require *AV or other technology* to implement; neither does designing roads for zero emission modes and transit.

Business Models and MaaS: According to Sheryl, when thinking about a future vision of our country's transportation system, there are several different business models that may or may not win out in the end, including:
1) Shared use fleets
2) Click on the app
3) Transit and microtransit (small, large, on-demand, scheduled fixed route)
4) Taxi-pods
5) Bikesharing
6) Walkable and bikeable street networks
7) Driverless (AV) cars in every driveway

It's difficult to know if the status quo will win out in most places OR if we will become a completely shared use/transit/zero emission friendly country.

AVs in Pittsburgh – Opportunities and Costs: When it comes to autonomous vehicle development, testing, and deployment, Pittsburgh has attracted investment from a wide range of automakers and their partners (Audi, BMW, Delphi, GM, to name just a few). The Level 3 AV trials happening on the city's streets have demonstrated the need for formulating pilots around city objectives, data sharing, regularly scheduled check-ins with companies, and tight coordination with state regulators. Also, there needs to be a discussion about the impact of AVs on Pittsburgh's parking fees, which currently generate 15% of total city revenues. Additionally, more attention must be paid to the issues of accessibility, affordability, and mobility in suburban and rural areas.

Transportation Equity: Sheryl commented that the "linchpins of equity" have to do with three specific things:
1) Accessibility
2) Affordability
3) Pedestrian Movement (i.e. well-maintained sidewalks, pedestrian-friendly crossings)

Looking at equity from a geographic perspective, there needs to be an emphasis placed on underserved areas (rural, suburban, and urban) and unprofitable areas (rural). In terms of population and transportation equity, reliable, convenient, and safe access for older adults and persons with disabilities is essential. It's important to remember that "we all have a common desire for independence and the ability to *go where we want to go or need to go when we want to go both affordably and safely.*"

Tearing Your Hair Out≠Planning: Coming full-circle from Sheryl's presentation title, "Can We Plan Transportation During the Revolution?" to her final point about "tearing your hair out being a response but not working as a plan", the earlier "Spheres of Influence" exercise was referenced once again. Sheryl made the point that when planning *without a crystal ball*, one needs to ask the following questions:
1) What is changing? What is not?
2) Where is the momentum? Where are the dire needs?
3) Who will partner? Who will never play well together?
4) What can you control?
5) What can you influence?   "Spheres of Influence" Questions
6) What do you need to partner on?
7) What do you have no control over?

With that, Sheryl concluded her presentation and indicated she would be around during lunch to answer any specific questions people might have.

3   Updating the Regional Coordinated Transportation Plan

Given the little bit of meeting time left before the Lunch & Networking agenda item was scheduled to get underway, Kathy Stefani talked only briefly about two of SPC's planning requirements – the Long Range Transportation Plan and one of its supplementary components, the Public Transit-Human Services Coordinated Transportation Plan (CTP). She then announced that today's meeting is the official kickoff for rewriting the CTP and indicated SPC will be seeking expert input and development support from all Alliance stakeholders.

And, because so much is changing around transportation – whether we're talking about service models, vehicle types, vehicle ownership, or the means with which a person can access transportation – Kathy said she expects to rewrite the plan rather than simply update it. With that said, she outlined the plan components required by the federal mandate:

- An assessment of current available transportation services (public, private and non-profit)
- An assessment of transportation needs for seniors, persons with disabilities, and low-income individuals
- Strategies and/or projects to address the identified gaps between current services and needs
- Priorities for implementation based on resources, time, and feasibility

Next, Kathy displayed on the screen five specific "Questions at Hand" that are meant to be conversation starters as The Alliance and others in the region embark on the CTP development undertaking:

1) What kind of transportation system is out there today?
2) How does it function?
3) What is the user experience?
4) What would a transportation system that alleviates existing access barriers and enhances the overall user experience look like?
5) What will it take to create such a 'modern transportation system'?

The questions above were derived from the brainstorming session conducted by MAYA Design Group and RAND Corporation at the May 2017 meeting of The Alliance. According to Kathy, these questions directly connect to the strategic approach that will be used to develop/update the region's newest Coordinated Transportation Plan.

Reiterating the "Regional Goal" (shown below), Kathy made the point that the region must engage in new thinking about transportation alternatives and, in so doing, seek perspectives from health, human services, and transportation disciplines.

"Develop a regional multi-modal 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."

In the last few minutes of the meeting, Kathy defined the five Focus Areas within which the CTP would be developed and, referring to a card attached to each attendee's meeting packet, asked everyone to prioritize the focus areas (with '1' being the area of most interest to them and #5 being that of least interest) and then submit the completed card before leaving.

1

Multi-Modal Transportation Network

- Walking
- Biking
- Fixed Route Transit
- Shared Ride
- Carpools / Vanpools
- Ride Hailing
- Other

What kind of transportation system is out there today?

1   Become informed about the different transportation modes now in use across our ten counties.
2   Determine how each of these modes currently fits into SW PA's transportation network, with a focus on:
   · *Existing mode-supportive infrastructure*
   · *Availability of mode type to different population groups*
   · *Practicality of mode use among different population groups*
3   Research and identify opportunities for developing and advancing multi-modal transportation strategies in urban, suburban, and rural areas in the SW PA region.

From the 11 total cards received, **two attendees** identified Multi-Modal Transportation Network as the top Focus Area on which they want to participate.

2

Robotics, Automation, Shared Mobility

- Technology
- Service Models
- Providers
- Vehicle Types
- Trip Characteristics
- Other

How does our region's transportation system currently function?

1. Gain an understanding about the ways in which our region's different transportation modes presently operate.
2. Learn how innovations in information and communication technologies are changing transportation.
3. Research new transportation service models being studied and deployed by providers elsewhere.
4. Assess the potential benefits that robotics and automation could have on overall transportation accessibility (i.e. vehicle types, trip characteristics, etc.).

> From the 11 total cards received, **zero attendees** identified Robotics, Automation, Shared Mobility as the top Focus Area on which they want to participate.

3

Seamless Travel Chains

- Routes
- Schedules
- Fare Payments
- Transfers
- Rules of Use
- Other

What is the user experience of the existing transportation system?

1. Solicit input from people residing in SW PA, asking for their assessment of transportation accessibility in the region, especially as it pertains to them.
2. Discover what different population groups are saying about the region's fixed route and shared ride services in terms of availability and ease of use.
3. Gain a consensus on what is meant by "seamless travel chains" and determine how easy-to-navigate trips might look for seniors, persons with disabilities, and low income individuals.

> From the 11 total cards received, **two attendees** identified Seamless Travel Chains as the top Focus Area on which they want to participate.

4

Urban, Suburban, Rural Environments

- Within a Community
- Community to Community
- Across County Lines
- Urban to Suburban
- Suburban to Rural
- Other

What would a transportation system that alleviates existing access barriers and enhances the overall user experience look like?

1. Solicit input from seniors, persons with disabilities, and low income individuals residing in urban, suburban, and rural SW PA communities, asking them to describe their typical travel patterns and mode(s).
2. Research transportation activities aimed at resolving access issues pertaining to urban/suburban/rural connectivity, cross-county travel, inaccessible facilities, and lengthy trips.
3. Explore the idea of having SW PA transportation services administered and delivered at a regional level rather than at the county level as it's generally done today.

> From the 11 total cards received, **four attendees** identified Urban, Suburban, and Rural Environments as the top Focus Area on which they want to participate.

5

Anyone, Regardless of Ability or Income

- Accessible
- Safe
- Affordable
- Convenient
- Easy to Use
- Other

What will it take to create a 'modern transportation system' that meets the needs of everyone?

1. Understand the "continuum of disability" (i.e. GenY, GenX, Baby Boomers, etc.) and the adaptive changes that occur during a person's lifespan, especially in the context of transportation accessibility, with a specific focus on: *Universal design, modular design, and assistive technology.*
2. Through research and community dialogue, determine how various aspects of Transportation System Design, including dynamic systems, way-finding, flexible, updatable, and optimized scheduling, and driver/rider communication might be applicable in SW PA.

> From the 11 total cards received, **three attendees** identified Anyone, Regardless of Ability or Income as the top Focus Area on which they want to participate.

Before and after the February 7th meeting, Kathy received four additional completed forms, bringing commitments to be part of one of the five Focus Area work groups up to 15 people. The participation breakdown so far is as follows:

1) Multi-Modal Transportation Network: **2**

2) Robotics, Automation, and Shared Mobility: **1**

3) Seamless Travel Chains: **2**

4) Urban, Suburban, and Rural Environments: **6**

5) Anyone, Regardless of Ability or Income: **4**

Kathy commented that anyone who participated in the February 7th meeting by phone, along with those who were not able attend because of the weather or other commitments, are **most certainly welcome (in fact, highly encouraged) to join a work group** of their choosing. Each work group member is being asked to participate in 4 two-hour brainstorming sessions, which will be scheduled once every three months or so based on the group's availability, over the next fifteen months (between March 2018 and Mar 2019). Here is essentially the planning process:

PLANNING SESSION 1: Mar - May 2018

- Develop group's outreach and research strategies.

PLANNING SESSION 2: Jun - Aug 2018

- Share and discuss results of outreach and research.

PLANNING SESSION 3: Sep - Nov 2018

- Review and discuss 'Focus Area' submissions.

PLANNING SESSION 4: Jan - Mar 2019

- Finalize the 'Focus Areas' component of the plan.

It was at this point that the formal meeting of The Alliance concluded and the Networking Lunch began.

4   Transportation-Related "Happenings" Elsewhere in the Region

Due to unanticipated time constraints and a smaller than expected meeting attendance resulting from bad weather and poor roadway conditions, this particular agenda item was skipped over with plans to include updates for the T.I.R.E.S. Forum and the Age Friendly Personal Transportation Planner initiative when The Alliance gets together again on May 2, 2018.

5   Mark Your Calendars, *Upcoming Meetings*

Kathy put the list of upcoming meetings/training sessions on the screen for attendees to 'jot down' while enjoying their lunches: CommuteInfo Partners, SPC (*February 8, 2018*), Active Transportation Forum, SPC (*March 7, 2018),* and the Alliance for Transportation Working in Communities, SPC (*May 2, 2018*).

6   Adjournment / Lunch & Networking

The February 7, 2018 meeting of The Alliance came to a close at 12:10 p.m. with the networking lunch wrapping up around 1 o'clock.