1   Welcome and Introductions

ATWIC Program Manager, Kathy Stefani, welcomed all those in attendance and, before getting the agenda fully underway, she asked that everyone introduce themselves.

Attendees:
- Summer Aston, Westmoreland County Transit Authority (WCTA)
- Richard Bagwell, *Manager – Fleet and Facilities,* Northern Area Multi-Service Center (NAMSC)
- Joycelyn Banks, *Independent Living Specialist*, Transitional Paths to Independent Living (TRPIL)
- Bill Barger, VA Butler Healthcare
- Alan Blahovec, *Executive Director*, Westmoreland County Transit Authority (WCTA)
- Rick Blaker, *Director*, Greene County Transportation
- Debra Braden, Allegheny County Area Agency on Aging (AAA)
- Olivia Brown, Primary Health Network
- Tosh Chambers, Department of Mobility and Infrastructure, City of Pittsburgh
- Regis Charleton, Disability Options Network (DON)
- Gerold Chessma, First Transit
- Grant Cole, Mon Valley Initiative (MVI)
- Ron Collett, VA Butler Healthcare
- Lynda Conway, *Consultant*, Delta / Heritage Community Transportation
- Amber Davis, *Director of Operations*, Alliance for Nonprofit Resources (ANR)
- Randy Detweiler, Highmark PALS
- Racheal Diehl, Southwestern Pennsylvania Commission (SPC)
- Chrissy Fiedler, Westmoreland County Area Agency on Aging (AAA)
- Shayna Gleason, ACCESS Transportation Systems, Inc.
- Leah Gray, Disability Options Network (DON)
- Patrick Griffith, *Café Manager/Web Master*, Transitional Paths to Independent Living (TRPIL)
- Emily Gwash, ACCESS Transportation Systems, Inc.
- Carolyn Hamilton, Allegheny County Health Department (ACHD)
- Tom Klevan, *Multimodal Planning Manager*, Southwestern Pennsylvania Commission (SPC)
- Mary Jo Morandini, General Manager, Beaver County Transit Authority (BCTA)
- Rachel Nesbitt, Alliance for Nonprofit Resources (ANR)
- Ann Ogoreuc, Allegheny County Economic Development
- Elizabeth Paulhus, Department of Mobility and Infrastructure, City of Pittsburgh
- Kathryn Schlesinger, Pittsburgh Downtown Partnership (PDP)
- Deborah Skillings, Port Authority of Allegheny County (PAAC)
- Kathy Stefani, *Program Manager/Transportation Planner,* Southwestern Pennsylvania Commission (SPC)
- John Tague, Jr., *Principal*, JT Disability Consulting Services LLC
- Adrienne Tolentino, Goodwill of Southwestern Pennsylvania
- David Totten*, Transportation/Transit Planner*, Southwestern Pennsylvania Commission (SPC)
- Melanie Young, Heritage Community Transportation
- Meghan Yuhouse, *Director of Operations*, Westmoreland County Transit Authority (WCTA)
- Aniqua Zahra, *Planning Analyst*, Port Authority of Allegheny County

2   CTP Planning Process

16-month planning process – coming to an end (really got started in May 2017)

Locally developed

When developing the CTP:

- Focused on the expressed needs of people that fall outside the margins

- Put forth ideas that support a regional transportation system that adequately serves the more vulnerable populations

    By extension, the access needs of everyone in the middle will be met as well

    Regional Transportation Goal

    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

    Barriers to Access and Use

- *Focus on transportation equity*

- *Took into account US DOT and FHWA – STEPS to Transportation Equity framework*

    ✓ *Spatial, Temporal, Economic, Physiological, and Social*

    ✓ *Principles of universal design also considered*

    Align with LRTP

- *Connected Mobility (LRTP theme) – integration of multiple forms of public, private, and non-profit transportation ("Equity keeps us whole.")*

    Public Outreach

- *Alliance meetings, Work Groups formed, brainstorming activities at each meeting (5)*

- *Outreach to external groups, presentations (internal/external), Work Group sessions (12)*

    Discovery *- CTP Planning Framework (4 areas of focus)*

3   What Was Discovered

Achieving multimodality
- Unified political will (local, county, state governments)
- Public/private collaborations
- Address coverage and service gaps in suburban and rural areas
- Link transportation with land use (go hand-in-hand – connection)

Bringing about seamless travel

- Define different mode options and level of integration required for smooth transfers between modes

- Legislators, industry, and consumers develop a collective vision

- Promote and support emerging mobility options

- Develop strategy to help people change their mobility habits

- Accept a new transportation structure that focuses on shared services to meet individual mobility needs

Ensuring mobility in all settings:

- Strong political will to influence and support public transportation efforts

- Transportation and land use are inextricably connected

- Local municipalities, employers, and developers -part of the transportation discussion

- Multimodal travel is supported and encouraged

- State transportation funding supports projects that enhance regional connectivity

- Affordable, convenient, and reliable transportation meets people where they live

- Fixed route/shared ride/hybrid of the two – play important roles in the transportation ecosystem

- Communities embrace and support all transportation modes

- Transit facilities are located in urban, suburban, and rural areas

- First- and last-mile transportation issues get resolved

- Make sure long-planned projects still make sense in context of current transportation environment

Making transportation equitable:

- Recognize that all transportation is personal - Physical abilities (what can use), personal financial capacity (what can afford), individual preferences (what choose to take)

- Coordinated planning and outreach from policymakers

- Local funding base for public transportation

- Corporate support for infrastructure and services

- Address critical aspects of performance important to customers/communities (connecting to life in fullest sense)

4   New Transportation Standard

- When it came time to put forth a comprehensive strategy
- Took four distinct components – combined to create a singular building block
- Laid the groundwork for a new transportation standard in Southwestern Pennsylvania
- All about Embracing Change and ensuring Greater Access through Smarter Service Delivery to anyone and everyone who chooses to live in the region

5   Moving Toward The Standard

So much has changed and continues to change since the 2015 Coordinated Plan was written.

Recognized the need to:

- Engage in new thinking about transportation alternatives
- Carefully consider emerging transportation options
- Anticipate their impact on people's mobility and accessibility

Proliferation of smart phone and social media utilization by people of all ages, races, abilities, and incomes

American society is experiencing a lifestyle transformation of dramatic proportions

- "As society changes, so does the role of transport within it"

Changing human behavior relative to a person's preferences for getting from one place to another

Fast-paced growth of mobility technologies that support the behavioral shifts

2018 Transportation for America (T4A) blog post:

- One of the most promising areas to capitalize on new mobility services is around increasing access for people most in need
- People who live in areas that are currently underserved by transit, do not have bank accounts or cell phones, require wheelchair access, or commute during off-peak hours

Need to think less about moving cars and more about moving people (Stephanie Pollock, Massachusetts DOT Secretary)

- Mode share, VMT, transit ridership, vehicle occupancy, vehicle ownership – all of these numbers are going in the WRONG direction
- When think about MOVING, think: walking, bikes, transit, other shared mobility options

We must also think about LAND USE

- Change seems to happen more easily when we effectively link transportation and land use together
- Vancouver's 1997 Transportation Plan put pedestrians at the TOP of its mobile hierarchy

STEPS to Transportation Equity framework

- Spatial - Long distances between destinations; lack of public transit within walking distance
- Temporal - Public transit reliability issues; limited operating hours; traffic congestion
- Economic -Direct Costs: *fares, tolls, vehicle ownership costs;* Indirect Costs: *smartphone, Internet, credit card access*
- Physiological - Physical and/or cognitive limitations of older adults, persons with disabilities, children
- Social - Social, cultural, safety, and language barriers

Become proactive rather than reactive to what's happening in the transportation space

Create a network where traditional public transit and new mobility options feed into one another

Transit Service Consolidation

- Greater economies of scale?
- Better coordinated regional travel?

OR

- Central control means less choice?
- Service quality will diminish?
- Local jobs will be lost?

While the state supports consolidation efforts, the decision to do so rests with the local transit authorities and county officials.

Shared Mobility

- Defined by the Shared-Use Mobility Center (SUMC): "Transportation services and resources that are shared among users either concurrently or one after another."

- Taxis, limos, vanpools, carpools, car-sharing, ride-hailing, micromobility (bike-sharing, scooter-sharing), microtransit
- Traditional public transit is also shared mobility
- Best bet is to figure out how all shared mobility modes can be coordinated in such a way that they complement each other (as opposed to being in competition)

Mobility as a Service
- MaaS is a holistic model where the utilization of public and private transportation services is managed by way of a unified gateway or single interface
- Policy issues – regulatory changes, equitable access, service quality, safety standards, user privacy/data security, integration of subsidized transportation

6 Measuring Progress

The May 1, 2019 meeting of The Alliance came to a close at 12:00 p.m. and was immediately followed by a Networking Lunch.

7 Upcoming Meetings

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8 Adjournment / Networking Lunch

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