## 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:
- Richard Bagwell, *Manager – Fleet and Facilities*, Northern Area Multi-Service Center (NAMSC)
- Joycelyn Banks, *Independent Living Specialist*, Transitional Paths to Independent Living (TRPIL)
- Lucinda Beattie, *Vice President of Transportation*, Pittsburgh Downtown Partnership (PDP)
- Alan Blahovec, *Executive Director*, Westmoreland County Transit Authority (WCTA)
- Kate Blaker, *ILS/Volunteer Coordinator*, Transitional Paths to Independent Living (TRPIL)
- Kevin Boozel, *County Commissioner*, County of Butler
- Zubin Coleman, Allegheny County Economic Development (ACED)
- Amber Davis, *Director of Operations*, Alliance for Nonprofit Resources (ANR)
- April DeLaCruz, ACCESS Transportation Systems, Inc.
- Brian Dombroske, *Administrative Assistant*, Westmoreland County Area Agency on Aging (WC AAA)
- Tom Graham, Northern Area Multi-Service Center (NAMSC)
- Patrick Griffith, *Café Manager/Web Master*, Transitional Paths to Independent Living (TRPIL)
- Nancy Jones, North Hills Community Outreach (NHCO)
- Dominic Klonicki, *Intern – Department of City Planning*, City of Pittsburgh
- Joshua Malloy, *Outreach Coordinator*, Pittsburghers for Public Transit (PPT)
- Daynell Marbury, *2-1-1 Program Coordinator*, United Way of Allegheny County (UWAC)
- 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)
- Ruannie Sporzimeki (sp?), *Intern – Department of City Planning*, City of Pittsburgh
- 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)
- Chris Watts, *Vice President of Mobility*, Pittsburgh Downtown Partnership (PDP)
- Laura Wiens, *Executive Director*, Pittsburghers for Public Transit (PPT)
- Meghan Yuhouse, *Director of Operations*, Westmoreland County Transit Authority (WCTA)
- Aniqua Zahra, *Planning Analyst*, Port Authority of Allegheny County
2 Reflecting on the May Conversations

Kathy Stefani thanked everyone for their participation in one of the four different working groups conducted at the May 2nd meeting – 1) Multi-Modal Transportation Network, facilitated by Leann Chaney; 2) Seamless Travel Chains, facilitated by Sara Walfoort; 3) Urban, Suburban, and Rural Environments, facilitated by Kathy Stefani; and 4) Anyone, Regardless of Ability or Income, facilitated by Tom Klevan. She commented that over 40 BIG white tablet pages of conversation from the four groups were captured, compiled, and distributed to Alliance participants via email. Referencing the three identified components considered most essential to each Coordinated Plan category, Kathy asked those attending today’s meeting to rate these components relative to our present-day transportation network capacity (on a 1 to 5 scale where 1 is ‘poor’ and 5 is ‘very good’).

Lots of Ways to Get Around – In terms of what it will take to create a comprehensive multimodal transportation network in southwestern Pennsylvania, attendees rated Options, Infrastructure, and Access.

Easy to Use – Regarding the transportation network features deemed necessary for seamless travel, attendees rated Integration, Service and Schedule Coordination, and Common Fare Instrument.

Wherever You Live – Considering what is required to strengthen connectivity between urban, suburban, and rural areas in the most practical way, attendees rated Land Use-Transportation Link, Mobility Ecosystem, and Political Will for Public Transit.

Anyone, Regardless of Ability or Income – Thinking about what will it take to ensure everyone has access to the transportation services they need to live full and productive lives, attendees rated People-First Operations Model, Thinking Beyond Traditional Public Transit, and Greater Flexibility in Use and Cost.

The following charts are graphic depictions of The Alliance ratings (where 1 is ‘poor’ and 5 is ‘very good’):

Despite having the ConnectCard deployed in four of SW PA’s ten counties, this Common Fare Instrument was described by meeting attendees as “last generation” technology.
What's interesting about the Urban, Suburban, Rural Environments category is the consistency of perspective, especially given the diversity of our region. With 33 people weighing in, the three components above received eight 1s or 0s, nine 1s or 0s, and seven 1s or 0s, respectively.

As part of this particular category discussion, a comment was made about ALL transportation being paid for by the public (through taxes, fees, etc.) – meaning our roads, bridges, and public transit services belong to everyone. Reiterating what the PAAC CEO often says, Allegheny County’s transit system belongs to its riders and the Port Authority is there to serve the county’s residents.

3 MMTN Work Group Session #2 Update, Kathryn Schlesinger

Next, Kathryn Schlesinger, who is the volunteer Team Lead for the Multi-Modal Transportation Network work group, provided a recap of her group’s Session #2, which was held at PCRG (Pittsburgh Community Reinvestment Group) on July 16th. At that meeting, Dave Totten was asked to give a high level overview of a national peer city scan he completed to learn which MPOs integrate the Coordinated Transportation Plan into their regional long range planning efforts. (See document included with these minutes.)

Also, after taking all of the challenges associated with creating a multi-modal network in our region (gathered at the May 2nd Work Group session), Kathryn categorized the challenges into four distinct categories – 1) Funding hurdles; 2) Policy/regulatory roadblocks; 3) Resources needed/available; and 4) Attitudes/behavioral changes. Throughout July and August, the MMTN members, along with other Alliance participants, picked what they saw as the three topmost challenges from each category and submitted them to SPC, who, in turn, tallied the results. These results are shown on the following page.
Meeting of The Alliance • August 1, 2018 • 10:00 a.m. – 1:00 p.m.

### MMTN Workgroup Prioritizations

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#### Funding Hurdles

- Funding Priorities don’t focus on sidewalks; rules for sidewalks are onerous; sidewalks are considered in “road system”
- Funding silos
- Lack of funding for creative ideas
- Multimodal project prioritization—low hanging fruit vs. tackling long-term, complex projects
- Limited $$$ for multimodal projects/transit
- PennDOT Connects

#### Policy/Regulatory Roadblocks

- Region and county have no ability to alter land use control; Zoning ordinances and SALDOs control these things.
- Lack of political will to change and become more multimodal in some areas/environments
- Land use decision disconnect—decisions generally made at local level
- Cross-county services are slim to none, major barrier
- Municipal comprehensive plans outdated/not in existence
- Retaining other modes in the overall transportation system
- Disconnect between land use and long range transportation planning/project consideration

#### Resources needed/available

- Bike/ped connections to transit are ok in the city, but poor outside of this area
- Municipal comprehensive plans outdated/not in existence
- Rural county transit users—more for needs than for commuting
- Lack of communication, coordination and collaboration (lack of consistent commitment to PennDOT Connects)
- Who owns what?
- Multimodal project prioritization—low hanging fruit vs. tackling long-term, complex projects

#### Attitudes/behavioral challenges

- In suburban environments, decisions lie with residents and not commuters
- Limited awareness of creating multimodal outcomes for regional benefit
- Cultural views/attitudes toward transit users—it’s not just for poor people/NIMBYism/classist view
- Inadequate marketing/education
- Lack of capacity for understanding transit—education gap
- Lack of appreciation
- Responsibility, fragmentation, territorialism
- Who owns what?
- Paradigm shift, not just car culture
- Human Services Transportation is public transportation
- Transit is transportation

### All Transportation is Personal

**Accessibility Distinctions**

Moving along, Kathy Stefani asked the attendees to consider what could happen if we put people rather than transportation services at the heart of our regional mobility efforts. She pressed on even further by saying, “Since it’s people who need and use the available services, from here on out, let’s talk about MOBILITY, which in many ways, translates to FREEDOM.”

Next, Kathy laid out how transportation accessibility is distinctive for everyone:

- **Physical abilities** can dictate what type(s) of transportation services a person can use.
- **Personal financial capacity** can dictate what type(s) of transportation services a person can afford.
- **Individual preferences** can dictate what type(s) of transportation services a person chooses to take.

**Universal Design**

Showing a table that outlined the merits of transportation system planning based on universal design concepts, Kathy described how design impacts use and choice impacts participation. And, looking at it from a transportation perspective, people not only want to trust their transportation options, but they also must feel...
comfortable using them.

With this thought in mind, as we go about developing the Coordinated Transportation Plan, it’s important to ask the following question throughout each and every step of the process:

- Is the underlying issue transportation OR something else (i.e. communications, education, etc.)?

### 5 Alliance Members – Keeping Us Informed

Given that there are always numerous endeavors underway, which are helping to advance and improve access for vulnerable populations, Kathy Stefani asked Mavis Rainey and Laura Wiens to report on two such efforts.

**Oakland Transportation Management Association, Mavis Rainey**

Mavis talked about the **Oakland Ramp Crawl**, which is coordinated by Accessible for All, supported by PAAC, UPMC Health Services, University of Pittsburgh, ACCESS, Vets Taxi (and others), and scheduled for later this afternoon. Traveling within a 6-block radius, persons with disabilities and accessibility advocates will be visiting nine area businesses, the owners of which have embraced the idea of universal/accessible design and made changes to their establishments (inside and/or outside) to ensure access by all.

With plans to conduct similar Ramp Crawls in Lawrenceville and Downtown Pittsburgh, Mavis indicated the overall goal is to get a comprehensive ADA narrative incorporated into the City’s Complete Streets policy.

**Pittsburghers for Public Transit, Laura Wiens**

Laura outlined the four themes of PPT’s **Riders Vision for Public Transit** – 1) transit as a roadmap for economic opportunity; 2) transit as a foundation for equity; 3) transit as a solution for air quality and climate change; and 4) transit as a vital link for quality, affordable housing. She also invited people to attend a meeting scheduled for Wednesday, August 8th, at the Department of Health and Human Services, the purpose of which is to discuss how Port Authority’s current fare payment system (ConnectCard) penalizes low income individuals AND to identify advocacy strategies for free transfers and fare capping.

### 6 Adjournment / Networking Lunch

The August 1, 2018 meeting of The Alliance came to a close at 12:00 p.m. Before everyone went into the kitchen to grab lunch, Kathy reminded them that two Work Group sessions would be held in the North room that afternoon, beginning at 1 o’clock. These groups are: 1) Seamless Travel Chains, facilitated by Joycelyn Banks and 2) Urban, Suburban, and Rural Environments, facilitated by Chris Sandvig.