

1 Welcome & 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, *Outreach Coordinator*, Westmoreland County Transit Authority (WCTA)
- Joycelyn Banks, *Independent Living Specialist*, Transitional Paths to Independent Living (TRPIL)
- Nahom Beyene, RAND Corporation
- Rick Blaker, Greene County Transportation
- Amber Book, Greater Pittsburgh Community Food Bank
- Debra Braden, Allegheny County Area Agency on Aging (AC AAA)
- Olivia Brown, Primary Health Network (PHN)
- Grant Cole, Mon Valley Initiative (MVI)
- Lynda Conway, DELTA Development
- Andrew Ferrante, Allegheny Conference on Community Development
- Evelyn Juanita Fulton Phillips, Urban League of Greater Pittsburgh
- Nancy Jones, North Hills Community Outreach (NHCO)
- Claire Kealey, Pittsburgh Community Reinvestment Group (PCRG)
- Tom Klevan, *Multimodal Planning Manager*, Southwestern Pennsylvania Commission (SPC)
- Daynell Marbury, PA 211 SW, United Way of Southwestern Pennsylvania
- Cassandra Masters, ACCESS Transportation Systems, Inc.
- Ann Ogoreuc, Allegheny County Department of Economic Development
- Ian Ramsey, Freedom Transit
- Chris Sandvig, Pittsburgh Community Reinvestment Group (PCRG)
- Kathy Stefani, *Program Manager/Transportation Planner*, Southwestern Pennsylvania Commission (SPC)
- Adrienne Tolentino, Goodwill of Southwestern Pennsylvania
- David Totten, *Transportation/Transit Planner*, Southwestern Pennsylvania Commission (SPC)
- Sara Walfoort, Southwestern Pennsylvania Commission (SPC)
- Laura Wiens, Executive Director, Pittsburghers for Public Transit (PPT)
- Dan Wonders, North Hills Community Outreach (NHCO)
- Mattie Woods, Urban League of Greater Pittsburgh
- Melanie Young, *Director of Transportation*, Heritage Community Initiatives
- Meghan Yuhouse, Westmoreland County Transit Authority (WCTA)
- Aniqua Zahra, *Planning Analyst*, Port Authority of Allegheny County (PAAC)

2 Transportation Standard Strategies

Kathy Stefani began by reiterating the three components of what the Coordinated Transportation Plan calls the “New Transportation Standard”: Embracing Change, Greater Access, and Smarter Service Delivery. She then reported on the topmost strategy under each component as it was identified at the August 2019 Alliance meeting.

Under Embracing Change, the group indicated the Alliance should get behind the PennDOT Connects collaborative planning process, stressing the following: a) the PennDOT Connects initiative was designed to address the notion that transportation projects are not always accompanied by good planning; b) supporting this initiative is important for regional coordination and providing greater access. The point was made that most municipalities do not have the resources or capacity to have professional engineers and/or planners on staff. Assistance through PennDOT Connects could be helpful.

As for Greater Access, the Alliance wants to encourage public, private, and non-profit transportation providers to pilot FMLM and other microtransit services, especially in under-served communities. Concerns were raised about the high cost of microtransit services and the use of first-mile and last-mile transportation as a substitute for providing ROBUST fixed route transit. Also expressed was the belief that “the best microtransit works as good as the best dial-up service”. Is there even a difference between the two?

Under Smarter Service Delivery, there was majority support for conducting a region-wide summit to discuss the regionalization of transit services and the use of open data to optimize inter-county fixed route and demand-response services. Questions were raised as to whether or not there would be ten-county support for integration of services across the different transit agencies in the region.

3 Focus Area Strategies

Next, Kathy Stefani reiterated the four areas of focus taken from the Coordinated Transportation Plan – Support Multimodal Transportation, Bring About Seamless Travel, Ensure Mobility in All Settings, and Make Transportation Equitable.

When advancing the availability and utilization of public transit and other shared mobility options as an alternative to personal car use, the point was made that the region needs to place a greater emphasis on public transit over private service providers who rely on venture capital to subsidize the cost of their ride-hailing trips. Additionally, when advocating for a multimodal and multi-provider network of mobility services, the Alliance indicated a need to “foster a mobile hierarchy”.

Creating a centralized clearinghouse that applies technology to trip planning and trip payment processes across a range of service modes might be an effort the SW PA region could take the lead on.

On the topic of linking transportation and land use, an Alliance participant commented, “Americans don’t really love cars; rather, they love what they think cars can provide them.” So, maybe the question is, “What needs to happen to change an issue from ‘something you’re not going to pay attention to’ to ‘an issue you’re absolutely going to pay attention to’? The bottom line is if the public WANTS better and broader-reaching transit, it needs to be vocal about it.

For making transportation equitable, the Alliance wants to ensure every mode and user group is taken into account when planning for transportation infrastructure and facility improvements.

4 This is Your Plan

Before advancing to the meeting’s planned group activity, Kathy Stefani showed a slide listing all of the entities (transportation, human services, local area government, advocacy, economic development, and healthcare) who played an important role in the development of the Coordinated Transportation Plan. She made the point that the Alliance participants (coming from the different entities) created a “plan written by the public and for the public”. Next, Kathy stressed that neither SPC staff nor the members of the Alliance have the capacity and resources to go it alone when it comes to implementing the CTP strategies. Involvement and assistance will be required from: federal government, state legislators, PennDOT, county commissioners, local municipalities, industry leaders, public transit agencies, private and non-profit transportation providers, and many others.

5 How the Alliance Can Help Advance Real Change

Because it will take Collective Political Will, Forward-Thinking Policies, Practical Service Integration, and Supportive Corporate Partners, Kathy Stefani directed the Alliance to break into assigned groups for the planned interactive exercise. Here, participants laid out: 1) ways to attain a collective political will, 2) examples of policies necessary to advance change, 3) ideas for integrating transit services, and 4) the role corporate partners can play in the development of a multimodal transportation network in the region.

All of the feedback gathered from this group activity is summarized in a document separate from these meeting minutes and will be distributed via email, along with the minutes.

6 Adjournment & Networking Lunch

The November 6, 2019 meeting of the Alliance came to a close at 12:05 p.m. and was immediately followed by a Networking Lunch.

7 Upcoming Meetings

Included in the agenda was a written reminder about upcoming meetings: December 4, 2019 - Active Transportation Forum, SPC; and February 5, 2019 – Alliance for Transportation Working in Communities, SPC.