SPC

SOUTHWESTERN PENNSYLVANIA COMMISSION

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Vincent Valdes

P210028 8/21

Southwestern Pennsylvania Commission

August 30, 2021 – 4:00 p.m.

Suite 400, Two Chatham Center, 112 Washington Place, Pittsburgh
and
Cisco Webex Platform

1. Call to Order
   a. Quorum
   b. Any Conflict of Interest Declarations on Action Items
2. Action on Minutes of the June 28th Meeting
3. Public Comment
4. Financial Report – Vince Massaro/Margaret Fonner
5. Presentation by TESIAC – Matthew Lesh/Andrew Morgan
6. Discussion of EDA Grant Coalition – Stefani Pashman/Matt Smith
7. Action on Resolution 11-21 to Make a Finding of Air Quality Conformity on Amendments to the Region's 2021-2024 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area (TMA) and the 2045 Transportation Plan (a Component of *SmartMoves for a Changing Region*) – Andy Waple/Chuck Imbrogno
8. Action on Resolution 12-21 to Amend *SmartMoves for a Changing Region* and the 2021-2024 Transportation Improvement Program (TIP) to add Projects to the Fiscally Constrained Project Listing – Andy Waple
9. Action to Ratify the E-Vote to Approve and Endorse the Region's ARC Area Development Project Priority Listing – Jenn Lasser
10. Testimonials on the Covid-19 Hospitality Industry Recovery Program (CHIRP) – Jenn Lasser
11. Committee Report on Activities of the Regional Policy Advisory Committee – Leslie Osche
12. Message from the Executive Director – Vincent Valdes
    Next Meeting Date – **September 27, 2021**

13. Action on Resolution 13-21 to Honor the Services of Vincent M. Massaro

14. Other SPC Business – Rich Fitzgerald

15. Adjourn

**Webex SPC1 is inviting you to a scheduled Webex meeting.**

Monday, August 30, 2021
2:00 PM | (UTC-04:00) Eastern Time (US & Canada) | 3 hrs 30 mins

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Southwestern Pennsylvania Commission
Minutes of the Meeting
June 28, 2021 – 4:30 p.m.
Cisco Webex Meeting

The one hundred and forty-seventh meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Rich Fitzgerald.

Members: Darin Alviano, Mike Belding, Jennifer Beer, Tom Ceraso, Gina Cerilli, Douglas Chew, Ali Doyle, Pat Fabian, Rich Fitzgerald, Kim Geyer, Shelia Gombita, Mark Gordon, Kelly Gray, Bob Griffin, Lynn Heckman, Sherene Hess, Charles Jones, Fred Junko, Katharine Kelleman, Sean Kertes, Clifford Levine, Larry Maggi, Jeff Marshall, Kevin McCullough, Cheryl Moon Sirianni, Leslie Osche, Mavis Rainey, Bob Regola, Aurora Sharrard, Larry Shifflet, and Byron Stauffer.

Others: Daniel Ramot, and Eric Gardiner, VIA.

Staff: Vincent Valdes, Jared Bedekovich, Mary Brangan, Kirk Brethauer, Rhonda Craig, Dom D'Andrea, Colleen Friend, Chuck Imbrogno, Tom Klevan, Jennifer Lasser, Vince Massaro, Steve Meredith, Shannon O'Connell, Dee Pamplin, Kathy Stefani, Kay Tomko, David Totten, and Andy Waple.

1. Chairman Fitzgerald called to order the June 28, 2021 meeting of the Southwestern Pennsylvania Commission.

    - Quorum – There being a quorum present the meeting proceeded.
    - Any conflict of interest declaration on action items – None

Chairman Fitzgerald pointed out that since the Commission has not met in person for so long, and we have some new members and a new Executive Director; I think we should introduce all the members that are present.

The new Executive Director said he is excited to be here and is ready to get busy with what we must do around the region.

2. Action on Minutes of the April 26, 2021 Minutes

    A motion was made to approve the minutes of the April 26, 2021 meeting by Commissioner Maggi which was seconded by Commissioner Osche. The affirmative vote was unanimous.

3. Public Comment – None

4. Financial Report – Vince Massaro

Vince Massaro reported on the financials for the period July 1, 2020 through April 30, 2021. We have the approved updated budget with revenues and expenditures of $15,051,636. We have actual encumbered expenditures and revenues to date of

$11,845,690 for 79% of the budget expended to date. The funding money, the grants and the requests we have submitted are all coming in on time. Most programs and budgets for the projects have an end date of June 30, 2022. So, we may see some of those expenditures carry over into the new fiscal year 2021-2022. At the end of July, we will present the agency budget for adoption by the Commission.

There were no questions for Mr. Massaro on the financial report.

5. Update on the Region's ARC Area Development Project Priority Listing – Jenn Lasser

Jenn Lasser stated that she wanted the Commission to be aware of a future fax vote that's going to be requested of the Commission on or around July 15th in regards to the ARC fiscal year, 22 area development, and local access road funding projects. Historically, we bring these through at the July Commission meeting, but with no July meeting this year, we're going to submit everything through via fax vote.

The projects are due by July 30th we will have a ranking meeting on July12th via the Planning Directors Forum and submitting to DCED on behalf of SPC on July 23rd.

6. Update on Regional COVID-19 Hospitality Industry Recovery Program (CHIRP) – Steve Meredith

Chairman Fitzgerald commented that the SPC as well as another agency have been working very hard to help the hospitality industry. Mr. Meredith said the legislation that brought CHIRP into existence was signed into law by Governor Tom Wolf on February 5, 2021. It allocated $27.6M to the southwestern Pennsylvania region to assist hospitality establishments.

The counties had to apply for funding by 5PM on February 11, 2021. Then the counties had to contract with a Certified Economic Development Organization like SPC, to assist in the application review process. During the latter half of February, we worked with our legal counsel and county representatives to finalize CHIRP contracts. And then prior to the opening of the application period, we had to finalize the CHIRP application itself, the application review process, and train SPC's economic development staff on how to review each CHIRP application.

SPC assisted four counties in our region, Allegheny, Butler, Greene and Indiana. The amount allocated to those four counties was about $17.2M or 62% of the region's total. Funds were dispersed to businesses less than 30 days after the application period was opened. SPC provided county specified assistance through paper and online applications as well as grant disbursement and document collection on a county-specific basis.

Greene County's CHIRP Program was a little bit different than Allegheny County's program. We had a great amount of help from both the elected officials in these counties as well as the county staff.

From the elected officials' standpoint, thank you to Allegheny County Executive Rich Fitzgerald, Butler County Commissioners, Osche, Geyer and Boozel; Greene County

Commissioners, Belding, Zimmerman and McClure; and Indiana County Commissioners Hess, Keith, and Gorman.

From a staff perspective, thanks to Lance Chimka, Dora Wamsley and the entire Allegheny County Economic Development staff. In Butler County thanks to Mark Gordon and Ann Brown; Greene County thanks to Rich Cleveland and Connie Bloom; and Indiana County thanks to Byron Stauffer, Angela Campisano, and Teresa Bachy.

The SPC staff jumped in to pivot their roles to assist with the process of reviewing applications. We reviewed over 600 applications between the four counties we assisted. The staff reviewing the applications was the entire Planning and Development Department with additional staff from other Departments. As a region, it is crucial that we be prepared for future assistance programs like this one that could come down from the state or federal government. SPC's recent performance with CHIRP proves that we have the capability to do that. With that, I will take any questions and if there are none, I'll yield my time.

Chairman Fitzgerald commented I also concur with what you were able to do for our county, and I'm sure I speak for the other counties, too. More Programs will evolve for transportation, broadband, etc., and we're going to rely on the staff to do it all.

Commissioner Cerilli asked if any other counties encountered problems, getting the money out. We have 1,200 businesses that would qualify in Westmoreland County. After the first round, we doubled what they were getting, because we didn't have anyone applying. We kept promoting the program but the owners and managers were busy trying to stay afloat and didn’t have time to complete the application.

Chairman Fitzgerald asked if anybody else experienced this problem. Steve said I know that the only issues that we're having in terms of getting the money out, is there are a couple of businesses that we're waiting to hear back in terms of signed grant agreements. Jenn Lasser added that in our other LDD regions, that was a common issue across the state. It was not just a Westmoreland County issue.

Also, the businesses were truly thankful to the commissioners, the counties, and all the staff for how you were able to help their business grow. You've kept doors open, you've kept lights on, you've kept people employed. I'm currently collecting testimonials to be distributed to all of you.

Chairman Fitzgerald said that would be great. This was unprecedented what these folks went through and the last thing you want to happen is not getting the money they are eligible for because they can’t complete the application. To be able to assist them through the process is kudos to you.

7. Upcoming Long-Range Plan Amendment – Andy Waple

Thanking the Chairman, Andy said I just wanted to make the Commission aware that we are processing a Long-Range Plan Amendment, for your action in August. The plan amendment consists of adding a few projects; to the Fiscally Constrained Project Listing.

The following projects are being amended into the long-range plan so that PennDOT can begin their design and engineering work and study phases of these projects to get them started.

- Addition of the SR 356 Corridor Improvement Project Construction to Stage 2 ($12.8 Million)
- Addition of Moon Transportation Authority Market Place District Project (Locally Funded)
- Adding Projects to State Managed Interstate Program within the region:
- I-79 Widening/Bridgeville Interchange/Bridge Improvements (PennDOT Bridge Tolling Program)
- Change in the name of the "Parkway East Corridor Transportation Improvement Phase 2" to the "I-376 Squirrel Hill Interchange Improvement"

We will be holding a 30-day public comment period from July 12th to August 13th. Materials will be available on our website beginning on July 12th. Comments can be made electronically or in writing. A virtual public meeting will be held on Wednesday, July 28th from 6:00 PM to 7:00 PM. Thank you, Mr. Chairman.

8. Presentation by VIA – Vincent Valdes/Daniel Ramot, CEO

Mr. Valdes said Eric Gardiner and Andrei Greenawalt from VIA made a presented to the Policy Committee the art of the possible when it comes to enhanced and innovative mobility. It's my distinct pleasure to introduce Dan Ramot. He is one of the most accomplished people I know. He's the founder and CEO of VIA Transportation. As background; he built supercomputers designed to discover new pharmaceuticals at D.E Shaw Research. He developed AVIONICS Systems for F-15s and F-16s for the Israeli Air Force. He has a PhD in neuroscience from Stanford University and is a graduate of the Israeli Defense Force Elite Talpiot Program. And it's a pleasure to introduce him. Daniel, the floor is yours.

Thank you for the kind introduction. Also, thank you for this opportunity to present to you. I really appreciate it as we all do at VIA.

I do want to tell you a little bit about what VIA does around the world, and, also in the great state of Pennsylvania. Our mission is to try to expand efficient, affordable mobility to everyone through technology in particular, and, we build a digital infrastructure that we are trying to deploy to really transform the way the world moves. Our software, our digital infrastructure really touches every part of what we think of as public mobility.

First, we take traditional public transportation systems, bus systems in particular, and we do what we think of as digitizing. As an example, the route map from Jersey City across the river from New York City. We took that bus route system and essentially complimented it with a dynamic on demand shuttle system. And what you see on the bottom right, is the heat map of all the possible pickups and drop offs where people were requesting and getting on these dynamic shuttles and traveling all across Jersey City thanks to this new system. No longer, constrained to fix routes. We have dynamic on

demand shuttles that can be booked on demand on an app, or through a phone call, or through a website. It's a fully accessible system. You don't have to have a credit card or have an app. You can access it however. You can see, it's almost an infinite number of virtual bus stops that we have across the city to any other virtual bus stop using the system.

In many cases where we're dealing with either complimenting, or in some cases, even replacing underperforming bus routes, we see a dramatic increase in ridership and a very significant cost per ride by allowing vehicles to be routed dynamically rather than be restricted to specific routes that don't really work for the people who live in those areas, particularly in areas that are not very dense and you've seen buses with just one or two passengers on them. So that's one example.

We are also reimagining school transportation. If you're familiar with how school buses work, you know, they haven't really changed in decades. You still go down to the corner and wait for the bus to show up. Not knowing if your kid is on it or not on it we are digitizing those entire systems. In this case. You see an example, for the City of New York, we're introducing digital systems across all 10,000, yellow school buses in New York where students can scan on and off the bus they get on and off. We track all of the buses. We're sort of digitizing the creation process which allows us to create far more efficient rounds that can also be altered dynamically based on real time traffic conditions and whether a bus breaks down or any unexpected event were to happen.

We're applying a similar technology to paratransit obviously very costly, often quite inefficient part of our transit system that is required. I think touches some of our most vulnerable residents and to whom we don't often provide the best services we are bringing digital technology into that space as well. So that residents who are dependent on these services for getting to their medical appointments and so forth, can have a much better experience, whether it's being able to book a seat through an app or through a website. Get real time alerts on where the vehicle is and an overall far improved, experience versus traditional systems, and we do this all over the world. And lastly, we recently acquired a company that we love called Remix. So, we partnered to join forces together with Remix that has been providing planning systems for transit networks and streets.

Hopefully, this gift is coming through, but you can see how they allow cities and transit agencies to replan their street systems, add protected bike lanes, high occupancy vehicle lanes, bus routes and so forth. Very, very sophisticated tools, and we see that really contribute to the ability to optimize the system and provide better transit systems all over.

Our model is really to partner with cities and transit agencies in order to support them in dealing with everything that's going on. Whether it's the recovery from COVID-19; hopefully, is now, mostly behind us. Increase competition from companies like Uber and Lyft, a greater budget pressures, changes like electrification in the systems and then just the need for greater equity in our transportation systems. How do we measure that? How do we quantify? How do we redraw our systems to be more equitable and reach more residents? The ones who need them the most and we have software to support all of that. Through some of what I describe our systems are deployed to 30 countries across more than 500 cities all over the world. These are all those systems that I showed earlier,

whether it's for public transportation, paratransit, school buses, or planning, we partner with all of the folks that you might imagine, we work with cities with transit agencies with schools, with operators and with some very large corporations as well; and our model is very flexible. In most cases we can just provide the software.

So, if we partner with your transit agency, you already have your own drivers, your own vehicles. You may just want to adapt the way you run your operations; may want to think about replacing certain bus routes that are very inefficient because they run through sparse regions with more dynamic services. We can provide you our software SaaS, as a service. The software is basically a service for you and you can use it. That's what 80% of our partners choose to do.

There was a lot of skepticism about whether software can really help improve public transit and whether anything dynamic was public transit, we got a lot of restarted company nearly a decade ago. I like to say that we never really got left out of the room because we just didn't make it in the room to talk to cities and transit agencies at the time about how software can transform what they're doing. People just didn't really think that it was relevant. Public transit was buses and trains and that was it.

Then when we deploy the technology, we're able to see a very powerful return on investment as our investors like to think about it. Across really many metrics and now that we've got over 500 of these deployments, the numbers are very clear. There's a real positive impact, when we deploy the technology and support of public transportation. And I think if that is the either or return on investment for our partners, for our cities, transit agencies, school districts, there's also, the return investment for the planet or the impact that we have for society, whether it's reducing emission. Increasing access in many parts of the world, where we launch, we can see a dramatic increase in access that folks have to jobs to start education opportunities, to healthcare, and so forth.

This is one example from Birmingham, Alabama, where previous jobs within the city were accessible by public transit in under 30-minute trips. Only 10% of the jobs are accessible. Post the Via launch, because we're now able to take people from any number of virtual bus stops and virtual bus ups 90% of the jobs are now accessible.

And just to talk a little bit about what we provide, we have a holistic platform that is end to end. We talk about a vertical tech stack, which means a tech stack is adapted to the need. It's not a generic tech stack. It’s sort of designed with cities and transit authorities and school districts directly in mind; the algorithm we've been developing based on, over 100 million trips that we've now collected that the algorithms constantly learning. So, it's improving day by day. So, we can always provide increasingly more efficient service, more sophisticated, matching of passengers with seats. We're constantly improving utilization of the vehicles and so forth and we ourselves are operators. We operate several of these services. We operate directly about a handful of them. So, we know what it's like to operate one of those services and we really tried to take that experience. We operate a couple of services in the United States. We know what that's like, and we know what it takes to do it well, and we bring that into our platform to make sure the platform moves.

And just in the interest of time, I will jump forward to the last slide. We have a couple of services in Pennsylvania, as I mentioned one with Septa, as you can see here and one, a very rural service across two different zones with rapid transit. Both of which I'm pretty proud of and I think are working quite well.

So, I will pause there. Hopefully that's a useful intro. I'm happy to answer any questions you may have about the technology, the platform, our approach and what we do around the world and maybe some trends that we've seen now, coming out of COVID, what's been working, what hasn't been working so happy to take questions on any of these.

Chairman Fitzgerald said, you talked about transit systems in larger urban areas. We represent a 10-county region, which is a lot of rural areas. What would be the current activity that you'd have there? Secondly, how do you connect with transit systems and ride share programs as well? The last type of issues how does your service provide for that?

Daniel responded, before I mentioned, some of the largest cities because obviously those are quite well known to folks, but the vast majority of our services are with small agencies in cities. I think where the micro transit system really comes into its own is not. We cannot replace if you will the bus, that runs down 5th Avenue at peak rush hour, that bus is going to be far more effective than a micro transit. I would argue, some technology on that bus could make even that bus more efficient. That's a separate question.

I think where you find these dynamic systems that are responsive to demand that are not just running, kind of on a fixed loop or a fixed route regardless of where the demand is in these more rural or suburban areas that are sparser where you can combine riders into smaller vehicles by having these more dynamic routes, much more efficiently. And many of the statistics that I showed go back down the gains and efficiency are really coming from these more rural areas where we're reducing wait times significantly, because you don't have these buses that are coming by twice a day, or just every two hours or every hour that you can have a dynamic vehicle that you can request a ride within 15 minutes. Ten to fifteen minutes on average, you're going to get picked up and taken wherever you want to go.

In answer to number two about ride sharing we typically think of this service as almost a replacement for ride sharing for people who cannot afford ride sharing. It's a publicly supported model that helps people get around. I think a lot of times we see the benefits that that technology's providing these days as to people who can well afford those services. They're quite expensive. I think we're looking to bring the benefits of technology to people who cannot afford ride sharing. In many cases, it's really an alternative for folks. It's shared. You're not going to get a ride within two minutes. You're going to share the ride with others, you're going to have to potentially take some detours, the vehicle is larger, so it's not quite the same quality of service, but it can be very efficient. And in fact, I think far more efficient because the ride is shared. Having said that there are ways to integrate these services with virtually every other mode of transit. Whether it's integrating with fixed route, I mentioned earlier example of Seattle into integrating into the train multimodal transportation, something that we can provide through our technology or

integrating the service with a ride sharing service as well as one of the options in the app that is certainly a possibility.

Chairman Fitzgerald asked if anybody on Webex had any questions for Daniel with what he has presented. It's certainly eye opening. It is for me.

Commissioner Cerilli commented that I think we kind of did this in reverse order in this meeting because the next agenda item is the adoption of a resolution on the Smart Moves Connections, regional transit plan and it would certainly lead us to looking at these options that Via offers.

Mr. Valdes asked Daniel one of the things when I was at FTA, I realized in traveling to other countries, was that transit agencies very effectively in other countries use their origin destination, or their mobility factor, if you will, to advocate for funding. Have you seen that improve given your efficiencies in other countries that you're actually practicing this? And could that be used here; once you introduce those efficiencies? You can use that as an element to say, hey, I need this funding in order to get people to jobs or what have you.

Daniel responds I think that's an excellent question. I do think that we're seeing an increased sort of interest and accountability for trend systems beyond what is typically done in the US with reporting to the entity that the transit database to look at. Okay. Where are you actually providing service? How efficient is it? Should we base funding on those outcomes and I think, as you're saying, this is a bit more common, perhaps outside of the United States.

I think one of the advantages of a system, like ours, or any technology enabled system, that you start to really get that data and what we find from our partners in cities translations we work with is that we start out when we provide them a lot of data, and very quickly, they become very hungry for the data and they start to demand more and more reporting. It's almost as if yes, there's value in the service being more dynamic and more flexible, having a more intuitive interface.

I think we have some efforts at the federal level to tie future funding to outcomes, like, what you're describing. But, that has not happened yet in the United States. I think it would be very interesting to do it. I think it would change the thinking a little bit around what exactly our public transit systems are responsible for delivering.

Chairman Fitzgerald thanked Daniel and asked if there were other comments or questions for Daniel before we move on.

9. Action on Resolution 8-21 to Adopt the SmartMoves Connections Regional Transit Vision Plan – Andy Waple

Thank you, Mr. Chairman. If I may, I have a brief, walk through of a story map that we developed to better explain the, process that we undertook to develop this Smart Moves Connections. This study is a product of, the Long-Range Plan, *SmartMoves* for a Changing Region.

During our public involvement and an engagement campaign, one of the things that we heard, was the need for a better linked seamless public transportation system. Enabling the various transportation, public transportation providers across the region to better link their services together for a more seamless trip for users.

We're about a year into this plan on that regional strategy of smart moves for a changing region. There was a number of very significant planning endeavors going on across the region. From the very granular level. The Pittsburgh Downtown Partnership, began to undertake the Downtown Mobility Plan. Along with the City of Pittsburgh, and their 27, the vision plan for transportation as well as the update of their comprehensive plan. Similarly, the Port Authority of Allegheny County began to develop their long-range plan.

We really took advantage of all this planning going on at the same time. The teams of all these different planning efforts were on the steering committees of each of the other plans. So, there was a lot of collaboration going on among staffs of all these agencies and a lot of data sharing and a lot of, making sure that the recommendations for each of these plans were complimentary to one another and making sure that we were able to mend them together and looking into the future, being able to implement a really seamless public transportation system for the entire region.

We started out as a data driven approach, taking all the best practices and all the input we received from the public and other stakeholders, and looked at really defining multimodal hubs throughout the region; we looked at land use and building footprints and did some cluster analysis. We came up with typologies of different types of transit; conducive areas across the regions all the way from rural crossroads, all the way up through commercial corridors and major districts, such as the North Shore, Strip District or McKeesport. We looked at county seats from across the region, and then major employment centers, such as South Point, the Airport and Cranberry, and with that, we developed a matrix of improvements that are fitting for each of these types of land use, typologies, and types of transit improvements that can be made at these hub and corridor locations, everything from first and last mile connections, bicycle and pedestrian facilities to Micro mobility to  share use. And share ride transit to fix route transit and other types of investments.

So you take the hubs, the hub locations, and the different technologies, and the different travel corridors and you put them together and it really paints a picture of where we can begin to look at opportunities for the different transit agencies to better coordinate their services through scheduling or a common fair type or other things like that, other places like, maybe New Kensington or Freeport, that are on the fringe of one county or multiple counties where if these individual transit agencies that serve those counties can converge into hub location, we'd be able to better facilitate the seamless transfer of transit and get folks to where they're going in the region in a more efficient and timely manner. Thus, increasing job opportunities and economic development and economic growth.

And this is just an example of some of the locations that we looked at in the study, as you can see here, we have Cranberry Township a commercial corridor hub. The I-376 Corridor or something like the Flat Iron Flyer in Boulder, Colorado, maybe a solution to that cord or a highway-based system. We looked at all the county seats again, this one

is looking at Greensburg. They have a transit center as well as an Amtrak Station in Greensburg. Is there an opportunity to combine those places and make a better, facilitation of transfers from Amtrak to public transportation through the region. We looked at existing hubs and corridors like the transit hub in Rochester, Beaver County. It's a great example of an existing transit, but what can be done to better facilitate a first and last mile movements and better movements through and within that area. The same thing can be said with New Castle in Lawrence County, a good example of a transit hub, but what can we do to better facilitate that?

We also did some simulating modeling, which I'm not going to go through here as you can see some simulation modeling of how these things may actually work in Greensburg and North Versailles in Allegheny County, and also the I-376 near Wilkinsburg.

Finally, we have a series of maps that are available to partners and transit agencies in the counties throughout the region and what we're doing to begin implementation of this we've started to define a set of high priority projects. Ten or more projects that we're going to start developing by talking with transit agencies, with municipalities, and with counties to begin to develop these corridors in these hubs and; when these funding opportunities become available through the infrastructure bill or other discretionary programs, we'll have done the homework and we'll have the partnerships in place we'll have talked to the folks on the ground. Locally, we'll know what is needed and we'll be better prepared and able to pursue these funding opportunities as they become available.

With that Mr. Chairman, that's all I had in terms of this presentation.

Chairman Fitzgerald asked for any questions for Andy.

Mavis Rainey asked does the plan also include the Investigation into a single fair instrument. I know there was something I mentioned about similar fares, but it will be great as a seamless ride to be able to use the same instrument if I'm on Allegheny County Port Authority, or Westmorland Transit.

Andy said that's one of the things that we looked at in the best practices and we're going to be further exploring into, as we start to develop these high priority projects and high priority corridors, we're going to be out talking with folks with transit providers and others and seeing, which makes the best sense and further exploring the ability to use a common fair system. We just heard from Via, and a platform like that, or another vendor may be a great opportunity to bring those folks into the conversation and really begin to explore very specific needs and outcomes. Long story short, yes, we looked at best practices, but we really need to get into the project development side to begin to do the granular analysis and really match what's out there to what may be tailored to each individual area. And each individual or aggregate transit operators so, yeah, that's going to be explored during the development phase.

Chairman Fitzgerald commented I think this is very powerful, because so many of our folks who live in one county work in another county. To be able to seamlessly get them and by using this type of data and these types of transit hubs can really help all of us be more efficient and more effective for the folks we represent.

Are there any other discussions or questions for Andy? Well, let me entertain a motion to approve Resolution 8-21 to Adopt the Smart Moves Connections Regional Transit Vision.

A motion was made by Mavis Rainey to adopt Resolution 8-21 and Commissioner Osche seconded. The affirmative vote was unanimous.

10. Action on Resolution 9-21 to Adopt a Meeting Schedule for 2021-2022 – Vincent Valdes

Thank you. Mr. Chairman yes, we're proposing the adoption of a schedule that has the full Commission meeting 10 times during the next fiscal year. From August, through June, the only times we wouldn't be meeting are July and November, due to people's vacations and the holidays of course. But the intent is really to meet more often, perhaps for a shorter time, but more often. So that we can provide timely information. And have these timely discussions given that things are developing quickly around the country and around the world. So, it's, a great forum for us to meet and talk about these important issues.

Mr. Valdes said the meeting times have been moved up. The Executive Committee will meet at 3:00 pm and the Commission will meet at 4:00 pm

Chairman Fitzgerald ask if there is any further discussion before the motion. Let me entertain a motion to approve Resolution 9-21 to adopt the Meeting Schedule for 2021-2022.

A motion was made by Commissioner Osche to adopt Resolution 9-21 and seconded by Sheila Gombita. The affirmative vote was unanimous.

Chairman Fitzgerald said we'll get the schedule out to everybody after this meeting.

11. Committee Report on Activities of the Regional Policy Advisory Committee - Leslie Osche

Thank you, Mr. Chairman. The Regional Policy Committee has been meeting prior to the Commission meetings and reviewing some of the presentations and information that you've all seen today.

However, I think more broadly, the Policy Committee has really been trying to hone in on the direction and how we're going to drive policy forward for the Commission.

Number one, I think we need to define and know who we want to be as a region and what will drive that innovation and growth as we move forward. So, certainly attracting and keeping a workforce in this region is critical. And defining how transportation and broadband connectivity will support, what we aspire to be.

Further, the Regional Policy Committee, I think then that will allow us to really prioritize our projects for funding. And another important piece that we've discussed is working to engage the municipalities, particularly around land use and where it relates to transportation. Also, building vibrant communities in the communities that really have been left behind, oftentimes, by the changes that have happened in the economy.

So, wanting to make sure we're supporting that and bringing those municipalities, because we know how important they are to any success of what we're trying to drive here; in the Commission and finally discussing in depth why it's important that we work together on funding solutions.

In addition to engaging municipalities, I think this collaboration on funding solutions is really critically important for the region. Instead of us competing with one another. We really need to be figuring out how to bring in dollars, and how to collaborate on public and private partnerships and any other funding solutions. We can find a solution to make sure that we can remain a strong and vibrant Southwest PA region.

A lot of it really is a lot of discussion, I think now defining the next step is how and who we're trying to be as we move forward, and it's been certainly an honor and pleasure to work alongside everybody else here in the region to figure out who we're going to be when we grow up. But none the less, I think it's certainly an exciting time to be here and to be part of that. So, I look forward to the future that we have here.

Chairman Fitzgerald said it's really important work the Commissioner does before these meetings even exist. The Agenda is put forward so that we can have those brilliant formal discussions or more working groups. Thank you for doing that and convening everybody. We encourage everybody to participate with the Commissioner and doing all the road work that needs to be done as she said speaking with one voice as a region, it's going to make us more effective when the funding infrastructure money comes out. Are there any questions for Commissioner Osche on the Regional Policy Advisory Committee?

Okay, no questions for the Commissioner, we have a message from the Executive Director Vincent Valdes.

12. Message from the Executive Director - Vincent Valdes.

Thank you, Mr. Chairman. I just had three items to share with everyone before we end the meeting. First, I wanted to congratulate Miss Sheila Gombita, Executive Director of Freedom Transit. She has been elected by the TOC to serve as the Chair for her second term. I look forward to continuing to work with you.

The other item I wanted to share was that, and I shared it in the Board and Executive Committee Meeting. SPC is going to be undergoing a review by federal highways of our transportation planning processes. This will happen on July 13th through the 15th virtually. It's really a review that must happen, that we go through periodically. It will be a public meeting. There will be a public element, and we invite everyone to participate if they would like to, we'll be posting more information on our website. So, go there if you would like to get more details on this certification review. Cheryl Moon-Sirianni asked about two full days that has been blocked out on our calendars, are they going to be more refined as to a time when we need to be involved? Mr. Valdes said yes, they will be providing more details and we'll share that with you.

The last piece I wanted to share was, I think you're all aware in terms of sharing information that we're really looking at how SPC communicates differently. And I just want to congratulate the Communications Department for thinking outside the box in terms of how we do that. This is the last meeting of the year. So, naturally, we're working on the annual report.

And this year, we took a little bit of a different tack in terms of doing that annual report. And I think Shannon has something to share with all of you. We're only going to share a little bit, but these will be available on our website as well.

Look for that on our website. Thank you, Mr. Chairman.

13. Other SPC Business – Rich Fitzgerald

Chairman Fitzgerald said we have not made our visits to Harrisburg and Washington that we need to do. Katharine and I went to Harrisburg last week to talk a little bit about the Port Authority. I think it's incumbent upon all of us to get there as a group. They obviously passed the budget last week, so they're going to be out of session for a couple of months. In September, I would like to plan a trip and I'm going to ask Vincent to coordinate with the Commission's schedules. So, if we can do that, there is no more powerful effective way than for us to be there in front of our state leaders, state representatives, and our state senators. So, be thinking about that, and also the coordination with Leslie and the Policy Committee on what projects we want to see at the top of our agenda that goes with the state folks and then obviously, the federal folks, as they work their way through this infrastructure plan.

We don't know exactly what it's going to look like, but my guess is it's going to be fairly robust. Might be the biggest one most of us will see during our terms. I think we'd better be ready with the plans that we want to move forward so that when that funding does come forward, our projects can move very quickly.

Also, as the state is dealing with the funding, the revenue source, the commission that the governor's put forth, and he would like to see the gas tax eliminated and replaced by other funding sources. Again, we need to be involved with our state leaders as they pass some funding as Act 89 concludes next year. So, I think all of those things really are incumbent upon us to be communicating and be planning on what we want to see for this region as we move forward.

We have box lunches in the kitchen so pick one up before you leave. I know nobody votes against adjourning. That's always a good thing.

14. Adjourn

We move to adjourn. The affirmative vote to adjourn was unanimous.

Respectfully Submitted,

Pat Fabian
Secretary-Treasurer

# SOUTHWESTERN PENNSYLVANIA CORPORATION
# SOUTHWESTERN PENNSYLVANIA COMMISSION

COMBINED REVENUE and EXPENSE STATEMENT

FOR THE PERIOD JULY 1, 2020 TO JUNE 30, 2021

UNAUDITED

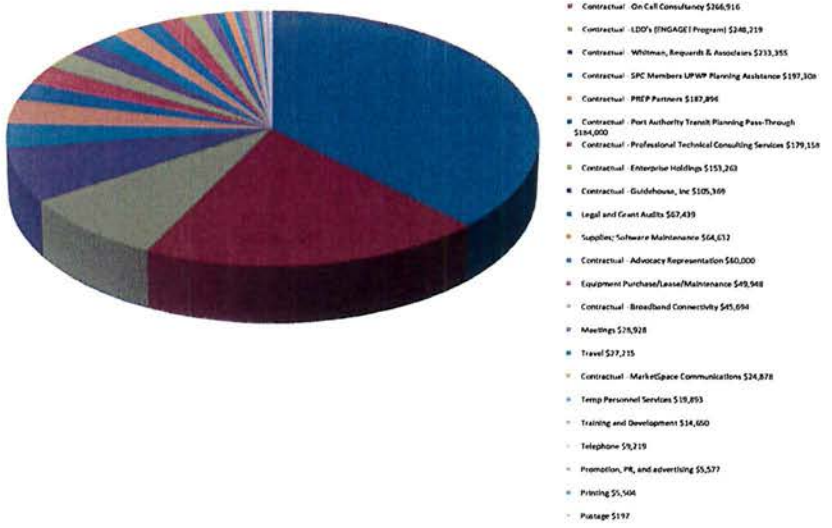
| | APPROVED BUDGET | ACTUAL TO DATE | PERCENT OF BUDGET | ACTUAL and ENCUMBERED TO DATE | PERCENT OF BUDGET |
|---|---|---|---|---|---|
| **REVENUES:** | | | | | |
| Federal Grants | $ 9,589,761 | $ 7,615,454 | 79.41% | $ 7,615,454 | 79.41% |
| State Grants | 2,065,020 | 1,533,854 | 74.28% | 1,533,854 | 74.28% |
| In-Kind Service Match | 996,889 | 782,391 | 78.48% | 782,391 | 78.48% |
| Commission Members Local Match | 680,062 | 595,188 | 87.52% | 595,188 | 87.52% |
| SPC Member Water Program | 297,808 | 166,420 | 55.88% | 166,420 | 55.88% |
| Communication Allocation | 355,000 | 348,378 | 98.13% | 348,378 | 98.13% |
| Other Funding / Match | 918,526 | 259,538 | 28.26% | 259,538 | 28.26% |
| SPC Corporation Operating Funds | 82,700 | 82,391 | 99.63% | 82,391 | 99.63% |
| Loan Program Fees Recognized | 65,870 | 70,679 | 107.30% | 70,679 | 107.30% |
| **TOTAL PROJECT RELATED REVENUES** | $ 15,051,636 | $ 11,454,293 | 76.10% | $ 11,454,293 | 76.10% |
| **EXPENDITURES:** | | | | | |
| Direct | | | | | |
| Program Salaries with Fringes | $ 4,525,370 | $ 4,317,798 | 95.41% | $ 4,317,798 | 95.41% |
| Printing | 6,868 | 5,504 | 80.14% | 5,504 | 80.14% |
| Phone Services | 13,025 | 9,219 | 70.78% | 9,219 | 70.78% |
| Postage | 1,382 | 197 | 14.24% | 197 | 14.24% |
| Supplies; Software Maintenance | 151,055 | 64,632 | 42.79% | 64,632 | 42.79% |
| Travel | 58,006 | 27,215 | 46.92% | 27,215 | 46.92% |
| Equipment Purchase/Lease/Maintenance | 54,800 | 49,948 | 91.15% | 49,948 | 91.15% |
| Meetings | 79,374 | 28,928 | 36.44% | 28,928 | 36.44% |
| Legal / Grants Audit | 88,088 | 67,439 | 76.56% | 67,439 | 76.56% |
| Dues/Data Files/Web Site Development and Maintenance | 327,450 | 266,979 | 81.53% | 266,979 | 81.53% |
| Training and Development | 11,182 | 14,650 | 131.02% | 14,650 | 131.02% |
| Temp Personnel Services | 42,900 | 19,893 | 46.37% | 19,893 | 46.37% |
| Communications Project Allocation | 355,000 | 348,378 | 98.13% | 348,378 | 98.13% |
| Promotion, PR, and advertising | 34,220 | 5,577 | 16.30% | 5,577 | 16.30% |
| In-Kind Service Match | 996,889 | 782,391 | 78.48% | 782,391 | 78.48% |
| CARES Act - RLF Loans | 1,000,000 | 965,588 | 96.56% | 965,588 | 96.56% |
| Contractual - Professional Technical Consulting Services | 810,534 | 179,158 | 22.10% | 179,158 | 22.10% |
| Contractual - Guidehouse, Inc. | 175,615 | 105,369 | 60.00% | 105,369 | 60.00% |
| Contractual - Broadband Connectivity Project | 603,000 | 45,694 | 7.58% | 45,694 | 7.58% |
| Contractual - Whitman, Requardt & Associates | 672,380 | 233,355 | 34.71% | 233,355 | 34.71% |
| Contractual - MarketSpace Communications | 200,000 | 24,878 | 12.44% | 24,878 | 12.44% |
| Contractual - On Call Consultancy | 500,000 | 266,916 | 53.38% | 266,916 | 53.38% |
| Contractual - PREP Partners | 392,365 | 187,896 | 47.89% | 187,896 | 47.89% |
| Contractual - LDD's (ENGAGE! Program) | 370,750 | 248,219 | 66.95% | 248,219 | 66.95% |
| Contractual - SPC UPWP Planning Assistance | 213,378 | 197,308 | 92.47% | 197,308 | 92.47% |
| Contractual - Catalyst Connection | 446,816 | 359,274 | 80.41% | 359,274 | 80.41% |
| Contractual - Enterprise Holdings | 350,000 | 153,263 | 43.79% | 153,263 | 43.79% |
| Contractual - Port Authority Allegheny County Transit Planning | 184,000 | 184,000 | 100.00% | 184,000 | 100.00% |
| Contractual - Buchanan Ingersoll & Rooney-Advocacy Representation | 60,000 | 60,000 | 100.00% | 60,000 | 100.00% |
| **Total Direct Expenditures** | $ 12,724,447 | $ 9,219,665 | 72.46% | $ 9,219,665 | 72.46% |
| Indirect Expenses | 2,327,189 | 2,234,628 | 96.02% | 2,234,628 | 96.02% |
| **TOTAL PROJECT RELATED EXPENDITURES** | $ 15,051,636 | $ 11,454,293 | 76.10% | $ 11,454,293 | 76.10% |

## Revenues - Actual and Encumbered to Date

| | | |
|---|---|---|
| Federal Grants $7,615,454 | $ | 7,615,454 |
| State Grants $1,533,854 | | 1,533,854 |
| In-Kind Service Match $782,391 | | 782,391 |
| Commission Members Local Match $595,188 | | 595,188 |
| Communications Allocation $348,378 | | 348,378 |
| Other Funding/Program Match $259,538 | | 259,538 |
| SPC Member Water Program $166,420 | | 166,420 |
| SPC Corporation Operating Funds $82,391 | | 82,391 |
| Loan Program Fees $70,679 | | 70,679 |
| | $ | 11,454,293 |

## Expenditures - Actual and Encumbered to Date

| | | |
|---|---|---|
| Program Salaries with Fringes $4,317,798 | $ | 4,317,798 |
| Indirect Expenses $2,234,628 | | 2,234,628 |
| EDA/RLF - CARES Act $965,588 | | 965,588 |
| In-Kind Service Match $782,391 | | 782,391 |
| Contractual - Catalyst Connection subaward $359,271 | | 359,274 |
| Communications Project Allocation $348,378 | | 348,378 |
| Dues/Data Files/Web Site Development and Maintenance $266,979 | | 266,979 |
| Contractual - On Call Consultancy $266,916 | | 266,916 |
| Contractual - LDD's (ENGAGE! Program) $248,219 | | 248,219 |
| Contractual - Whitman, Requardt & Associates $233,355 | | 233,355 |
| Contractual - SPC Members UPWP Planning Assistance $197,308 | | 197,308 |
| Contractual - PREP Partners $187,896 | | 187,896 |
| Contractual - Port Authority Transit Planning Pass-Through $184,000 | | 184,000 |
| Contractual - Professional Technical Consulting Services $179,158 | | 179,158 |
| Contractual - Enterprise Holdings $153,263 | | 153,263 |
| Contractual - Guidehouse, Inc $105,369 | | 105,369 |
| Legal and Grant Audits $67,439 | | 67,439 |
| Supplies; Software Maintenance $64,632 | | 64,632 |
| Contractual - Advocacy Representation $60,000 | | 60,000 |
| Equipment Purchase/Lease/Maintenance $49,948 | | 49,948 |
| Contractual - Broadband Connectivity $45,694 | | 45,694 |
| Meetings $28,928 | | 28,928 |
| Travel $27,215 | | 27,215 |
| Contractual - MarketSpace Communications $24,878 | | 24,878 |
| Temp Personnel Services $19,893 | | 19,893 |
| Training and Development $14,650 | | 14,650 |
| Telephone $9,219 | | 9,219 |
| Promotion, PR, and advertising $5,577 | | 5,577 |
| Printing $5,504 | | 5,504 |
| Postage $197 | | 197 |
| | $ | 11,454,293 |



SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 11-21

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to make a finding of conformity that proposed amendments to the region's fiscally constrained 2021-2024 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area (TMA) and the 2045 Transportation Plan (a component of *SmartMoves for a Changing Region*) are consistent with the requirements of the federal Clean Air Act.

WHEREAS, the federal Clean Air Act authorizes the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS), to define the boundaries of areas not in attainment of the Standards, and to establish criteria and procedures for attaining and maintaining the Standards;

WHEREAS, the EPA has designated three nonattainment and maintenance areas in the SPC planning region for the 8-Hour Ozone NAAQS; these include the Pittsburgh-Beaver Valley nonattainment area (comprised of the seven counties: Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, and Westmoreland); the Greene County maintenance area (comprised of Greene County in its entirety); and the Clearfield-Indiana maintenance area (comprised of Clearfield County, which is outside of SPC's planning area, and Indiana County which is within SPC's planning area);

WHEREAS, the EPA has designated four nonattainment areas in the SPC planning region for the PM 2.5 NAAQS; these include the Liberty-Clairton nonattainment area (comprised of five municipalities within Allegheny County); the Pittsburgh-Beaver Valley nonattainment area (comprised of Beaver, Butler, Washington, and Westmoreland counties in their entirety and portions of Allegheny, Armstrong, Greene, and Lawrence counties); the Allegheny County nonattainment area (comprised of Allegheny County in its entirety); and the Johnstown nonattainment area (comprised of portions of Indiana County within SPC's planning area, and all of Cambria County which is in the planning area of the Johnstown MPO);

WHEREAS, the EPA has designated the Liberty-Clairton area as a maintenance area in the SPC planning region for the PM 10 NAAQS consisting of five municipalities within Allegheny County;

WHEREAS, the EPA has designated a maintenance area in the SPC planning region for the Carbon Monoxide (CO) NAAQS consisting of the City of Pittsburgh's central business district and certain other high traffic density areas in and near the City's Oakland neighborhood;

WHEREAS, the EPA, in the Transportation Conformity Rule (40 CFR Part 93), provides criteria and procedures to be followed by Metropolitan Planning Organizations (MPOs) in making conformity determinations regarding transportation plans, programs, and projects within designated nonattainment and maintenance areas;

WHEREAS, the Transportation Conformity Rule and Sections 174, 176(c), and 176(d) of the federal Clean Air Act (Sections 7504, 7506(c), and 7506(d) of Title 42 USC) require that the MPO not approve any plan, program, or project which does not conform with the Act;

WHEREAS, the Southwestern Pennsylvania Commission (SPC), as the MPO for the Pittsburgh Transportation Management Area, is responsible under Section 134 of Title 23 USC and Section 5303 of Title 49 USC for carrying out a continuing, cooperative, and comprehensive transportation planning process; Section 174 of the federal Clean Air Act designates this same organization as responsible for the transportation-related air quality planning within designated nonattainment and maintenance areas to achieve and maintain NAAQS;

WHEREAS, the Transportation Conformity Rule identifies projects and project types which are "exempt" from regional conformity analysis;

WHEREAS, the Transportation Conformity Rule requires a new finding of conformity by the MPO prior to an MPO action to adopt or amend the Transportation Plan or TIP when that action involves projects or project types which are not "exempt" from regional conformity analysis, or prior to any federal action to approve project designs, environmental documents, or other aspects of "non-exempt" projects that are not required to be programmed on the regional Plan or TIP;

WHEREAS, the following regionally significant, "non-exempt" projects have been proposed to be added as amendments to the fiscally constrained 2021-2024 TIP and 2045 Plan:

1. SR 356 Improvement Project (Buffalo Twp, Butler County),
2. Market Place District Improvements Phase 1 (Moon Twp, Allegheny County),
3. I-79 Widening Project (South Fayette Twp, Allegheny County);

WHEREAS, SPC staff has conducted a qualitative and quantitative analysis for the designated PM 2.5, PM 10, CO, and 8-Hour Ozone nonattainment and maintenance areas within the SPC region in accordance with the applicable criteria and procedures of the federal Clean Air Act and the Transportation Conformity Rule, and has demonstrated that the amended 2021-2024 TIP and the 2045 Transportation Plan conform to the Clean Air Act; and

WHEREAS, the results of the conformity analysis were widely available for public review and comment consistent with SPC's established public review procedures from July 12 through August 13, 2021 including one public meeting which was held virtually to comply with Covid-19 restrictions; responses to all public comments have been compiled and made available to Commission members for review.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission finds that the region's adopted fiscally constrained 2021-2024 TIP and the 2045 Transportation Plan as amended to include the SR 356 Improvement Project, Market Place District Improvements Phase 1, and I-79 Widening Project conforms to the federal Clean Air Act by supporting its intention of achieving and maintaining the NAAQS;

BE IT FURTHER RESOLVED that the region's amended 2021-2024 TIP and the 2045 Transportation Plan are consistent with the federal Clean Air Act and Transportation Conformity Rule; no goals, directives, recommendations, or projects in the region's Long Range Plan or TIP contradict in a negative manner any specific requirements or commitments of the applicable State Implementation Plan (SIP);

RESOLVED FURTHER that assessment of the designated PM 2.5, PM 10, CO, and 8-Hour Ozone nonattainment and maintenance areas within the SPC region demonstrates that the transportation plans, programs, and projects for those areas conform to the provisions of the federal Clean Air Act and the applicable criteria and procedures of the Transportation Conformity Rule.

I, Pat Fabian, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION; that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 30th day of August 2021; and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

_____

Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 12-21

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to amend *SmartMoves for a Changing Region* and the 2021-2024 Transportation Improvement Program (TIP).

WHEREAS, Federal transportation law (Section 134 of Title 23 U.S.C. and Section 5303 of Title 49 U.S.C.) and metropolitan transportation planning regulations (Parts 450.324 and 450.326 of Title 23 C.F.R.) require that Metropolitan Planning Organizations (MPOs) conduct a continuing, cooperative, and comprehensive transportation planning process and develop and maintain a Long-Range Transportation Plan and Transportation Improvement Program that conform with various Federal requirements;

WHEREAS, the following regionally significant, "non-exempt" projects have been proposed to be added as amendments to the fiscally constrained 2021-2024 TIP and 2045 Long-Range Plan:

1. SR 356 Improvement Project (Buffalo Twp., Butler County),
2. Market Place District Improvements Phase 1 (Moon Twp., Allegheny County),
3. I-79 Widening Project (South Fayette Twp., Allegheny County);

WHEREAS, implementation of these projects will require various federal approvals by the United States Department of Transportation (USDOT) and the Environmental Protection Agency (EPA), thereby requiring that the projects be included on the adopted TIP and Plan;

WHEREAS, the proposed TIP and Plan amendments will maintain overall Plan and TIP fiscal balance and will not interfere with the implementation of any projects, commitments, or requirements of applicable air quality State Implementation Plans (SIPs);

WHEREAS, SPC has conducted qualitative and quantitative air quality conformity analysis consistent with the applicable criteria and procedures of the Clean Air Act and the Transportation Conformity Rule (40 CFR Part 93), and has demonstrated that the amended Plan and 2021-2024 TIP conform with the Clean Air Act;

WHEREAS, the proposed amendments and the results of the air quality conformity analysis were made available for public review and comment consistent with SPC's established public review procedures from July 12, 2021 through August 13, 2021 including one virtual public meeting;

WHEREAS, documentation of the public review and comment period, public comments received on the conformity analysis and the proposed Plan and TIP amendments, and responses to comments have been compiled and presented to the Commission;

WHEREAS, SPC's Transportation Technical Committee, at its August 19th meeting, reviewed the TIP/LRP amendment requests and unanimously recommended Commission approval; and

WHEREAS, the finding of conformity with the Clean Air Act for the amended 2021-2024 TIP and Plan is made in SPC Resolution 11-21.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission approves the requests made by the Moon Transportation Authority and the Pennsylvania Department of Transportation to amend *SmartMoves for a Changing Region* and the 2021-2024 TIP.

I, Pat Fabian, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION; that the foregoing resolution was adopted, in accordance with the By-Laws, by the Commissioners of said Commission at a meeting duly called and held on the 30th day of August 2021, a quorum being present; and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

_____

Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 13-21

WHEREAS, Vince Massaro has served with distinction on the staff of the Southwestern Pennsylvania Commission for over 32 years;

WHEREAS, he has served as SPC's Finance Director since 1989, and in that role has overseen the planning, development, implementation and administration of agency annual budget, finance, contract administration, and treasury functions;

WHEREAS, he has directed and managed all financial activities of the organization including auditing, budgeting, financial statements and reports, 990 tax return preparation, purchasing, cash management, investments, treasury and banking according to Generally Accepted Government Auditing Standards (GAGAS);

WHEREAS, he has served as the Corporation's Secretary-Treasurer and coordinated the resolution of all legal matters with assistance from external legal counsel and auditors;

WHEREAS, he has served as the Disadvantaged Business Enterprise Liaison Officer (DBELO), in which capacity he was responsible for implementing all aspects of the SPC DBE program and ensuring that SPC complies with all provisions of 49 CFR Part 26;

WHEREAS, he has worked faithfully with the Finance Department staff and external auditors on the annual audit;

WHEREAS, he has an impressive record of finding-free audits throughout his tenure; and

WHEREAS, he has made the work of SPC possible through his dedicated career.

NOW THEREFORE BE IT RESOLVED that the members and staff of the Southwestern Pennsylvania Commission express their appreciation for his years of dedicated service in support of SPC's mission and wish him and his wife Penny all the best during his retirement.

I, Rich Fitzgerald, HEREBY CERTIFY that I am Chairman of the SOUTHWESTERN PENNSYLVANIA COMMISSION; that the foregoing Resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 30th day of August, 2021, a quorum being present; and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.

_____

Chairman

# Southwestern Pennsylvania Commission

September 27, 2021

# Opening Agenda Items

- ☑ Agenda Item: 1 - Call to Order
  - Quorum
  - Conflict of Interest Declarations on Action Items
- ☑ Agenda Item: 2 - Action on the Minutes of the August 30, 2021 Meeting
- ☑ Agenda Item: 3 - Public Comment: Opportunity for the public to address the Commission

# Financial Report

*Margaret Fonner*

Agenda Item: 4

# Financial Report – July 2021

| Revenues | Updated Approved Budget | Actual/Encumbered to Date | Percent of Budget |
|---|---|---|---|
| Total Project Related Revenues | $13,891,612 | $839,432 | 6.04% |
| **Total Revenues** | **$13,891,612** | **$839,432** | **6.04%** |

| Expenditures | Updated Approved Budget | Actual/Encumbered to Date | Percent of Budget |
|---|---|---|---|
| Total Project Expenditures | $13,891,612 | $839,932 | 6.05% |
| **Total Expenditures** | **$13,891,612** | **$839,932** | **6.05%** |

*For the reporting period July 1, 2021 to July 31, 2021*

# Regional Connectivity Improvement Program Update

*Andy Waple*

Agenda Item: 5

# Southwestern Pennsylvania Connected

## Equitable Broadband Access

SOUTHWESTERN PENNSYLVANIA COMMISSION
SPC

# Scope of Work

1. Project Administration and Project Kick-off
2. Regional Engagement and Data Collection
3. Establish Regional Vision, Goals and Strategies
4. Measures of Effectiveness
5. Project Development
6. Governance Structure, Funding and Implementation
7. Lessons Learned
8. Final Report

# Regional Advisory Committee

*"The Steering Committee will identify potential members for a larger, region-wide group of stakeholders and experts that will be consulted at key junctures during the study process. SPC and its partners (Allies for Children and CMU) will provide an initial list of potential entities to be represented for discussion and expansion by the Steering Committee."*

Intent:

- Advise Project Team
- Provide objective insight
  - Emerging issues
  - Subject matter expertise

Representation:

- Socially equitable
- Spans 10-county region
- Crosses knowledge bases
- Provides urban and rural insight

# Regional Engagement and Data Collection

- Module 1: Access and Usage to Technology, Equipment & Broadband Service
- Module 2: Affordability
- Module 3: Barriers to Connectivity (Challenges, Motivations, Resistance)
- Module 4: Communication Preferences
- Module 5: Demographics

# Establish Regional Vision, Goals and Strategies

## Workshops

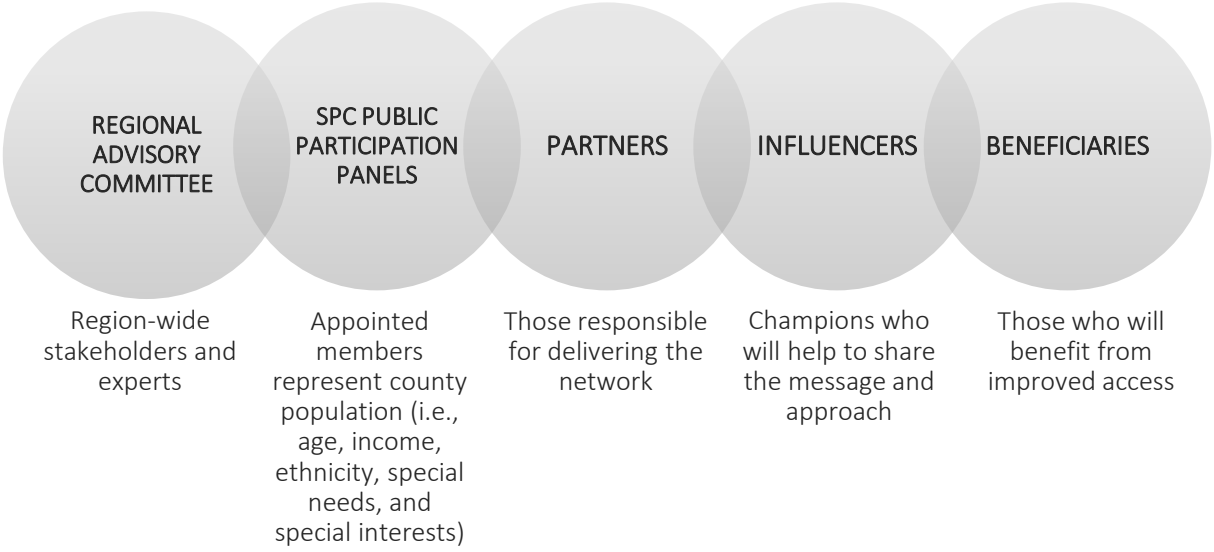
5 Sessions

Brainstorm together

Build consensus

Establish mutual support

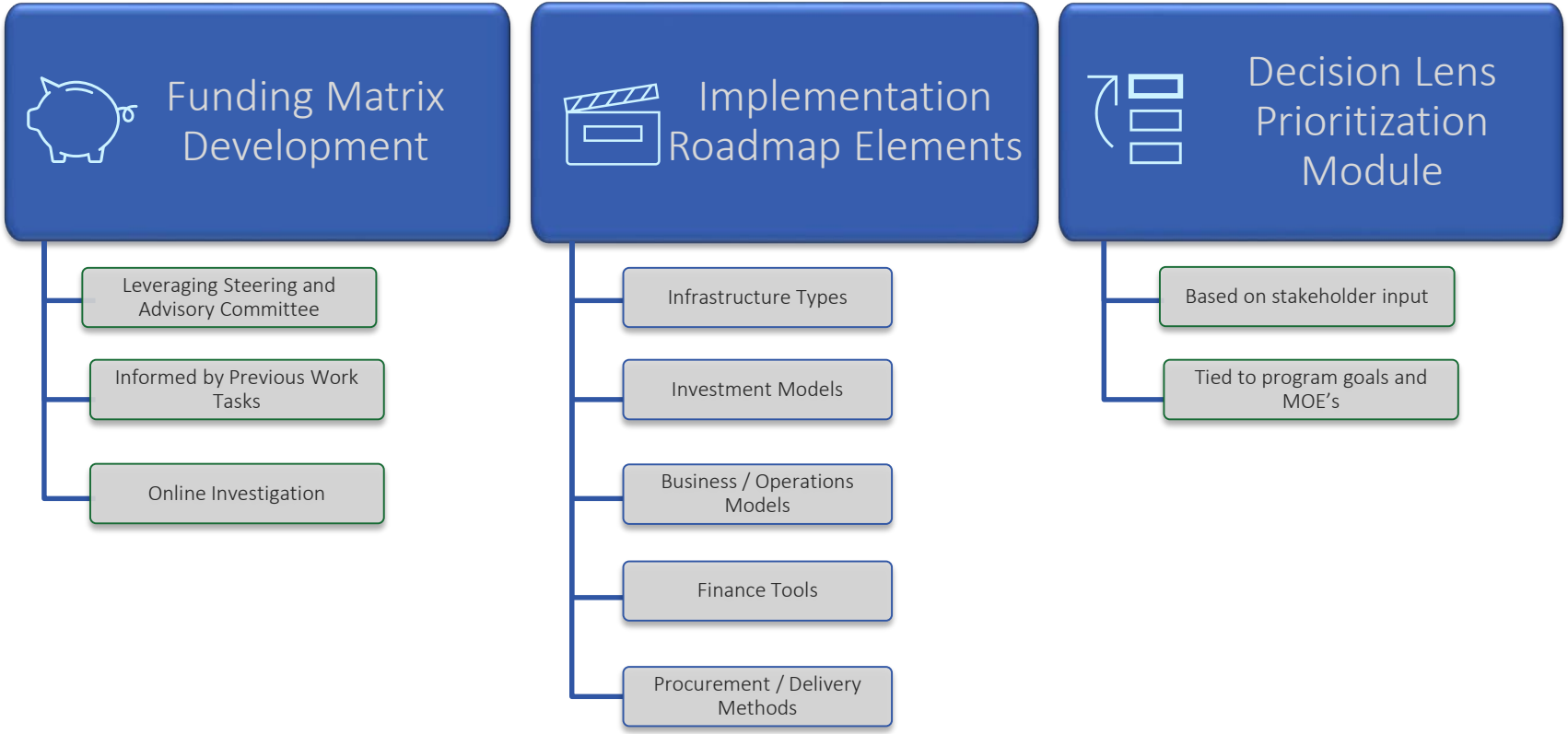
- Include diverse voices, needs, and opinions to create holistic community vision
- Work with local champions to spread the word



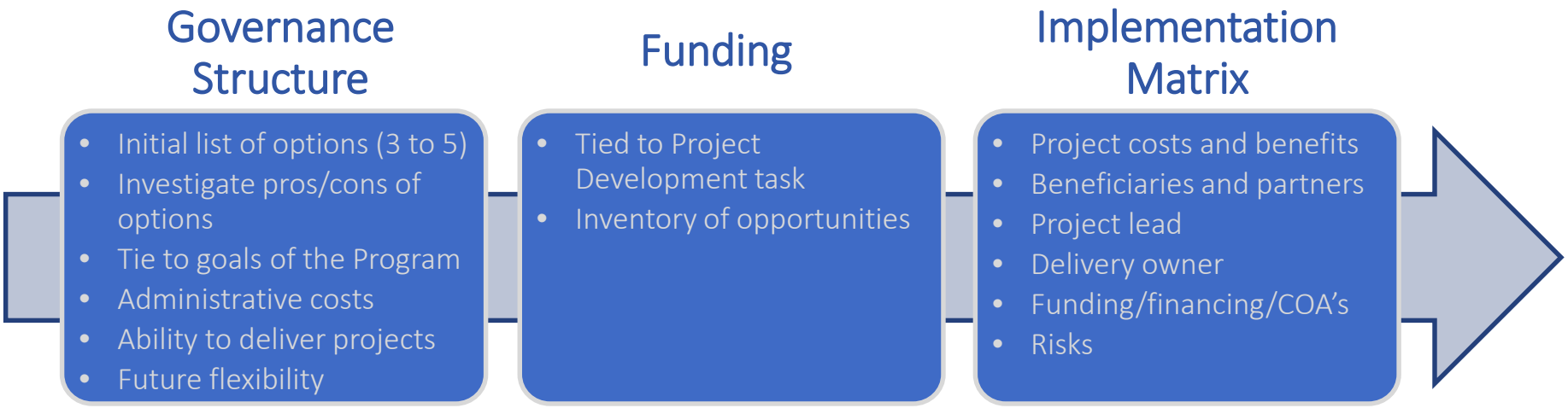
# Measures of Effectiveness

Develop List of
**Measures and Targets**

# Project Development



# Governance Structure, Funding, & Implementation



☑ Questions?

# Overview of Economic Development Administration (EDA) American Rescue Plan Act (ARPA)

*Jenn Lasser*

Agenda Item: 6

# EDA American Rescue Plan

**About:** Under the American Rescue Plan ACT (ARPA), EDA was allocated $3 billion in supplemental funding to assist communities nationwide in their efforts to accelerate the economic recovery from the coronavirus pandemic and building local economies that will be resilient to future economic shocks.

**FOCUS: Economic Revitalization – Jobs, Workforce, Regional Resiliency**

IMPORTANT – Different than ARPA Treasury funds, this is specifically EDA competitive grants for application.

EDA is proud to make this funding available through a series of **six innovative challenges**.

1. Build Back Better Challenge
2. Economic Adjustment Assistance
3. Travel, Tourism and Outdoor Recreation
4. Good Jobs Challenge
5. Indigenous Communities
6. Statewide Planning & Networks

**Coal Communities Commitment** allocates $300 million to support coal communities as they recover from the pandemic and to help them create new jobs and opportunities, including through the creation or expansion of a new industry sector.

**Important:** EDA would like to see regional coalitions emerge with a focus on collaboration vs competition. Receive projects that allow for growth and resiliency. SPC is having conversations with regional entities, counties, local government and stakeholders regarding potential partnerships and determining possible applicants to allow for greatest impact.

Event: **Virtual Meeting for Municipalities/Local Governments on the EDA ARPA dollars held on September 8th@ 12pm** to provide an overview of the programs, discuss current opportunities for partnership and hear about potential projects.

Visit SPC website www.spcregion.org/arpa with the slides and recording.

☑ Questions?

# Message from the Executive Director

## Next Meeting Date – October 25, 2021 at 4:00 pm

*Vincent Valdes*

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# Other SPC Business

*Rich Fitzgerald*

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# Adjourn

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