



SOUTHWESTERN PENNSYLVANIA COMMISSION

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219-3451
phone: 412-391-5590 • fax: 412-391-9160 • www.spcregion.org

Officers:

Leslie Osche
Chairman

Pat Fabian
Vice-Chairman

Vince Vicites
Secretary-Treasurer

Southwestern Pennsylvania Commission

4:00 p.m. – January 31, 2022

Two Chatham Center, 112 Washington Place, Pittsburgh
Cisco Webex Platform

AGENDA

Executive Committee:

Allegheny County
Rich Fitzgerald

Armstrong County
Pat Fabian

Beaver County
Daniel C. Camp III

Butler County
Leslie A. Osche

City of Pittsburgh
Ed Gainey

Fayette County
Vincent A. Vicites

Greene County
Mike Belding

Indiana County
Sherene Hess

Lawrence County
Morgan Boyd

Washington County
Diana Irey Vaughan

Westmoreland County
Sean Kertes

At-Large
Gina Cerilli Thrasher, Esq.
Lynn Heckman
Larry Maggi

Governor's Office
Ali Doyle

PA Dept. of Community &
Economic Development
Johnna A. Pro

PA Dept. of Transportation
Larry S. Shifflet

Executive Director
Vincent Valdes

1. Call to Order
 - a. Quorum
 - b. Any Conflict of Interest Declarations on Action Items
2. Action on Minutes of the December 13th Meeting
3. Public Comment
4. Financial Report – Margaret Fonner
5. Presentation on Infrastructure Investment Bill – Erich Zimmermann, Deputy Director, National Association of Regional Councils
6. Action on Resolution 1-22 to Approve Submission of the 2022-2024 Unified Planning Work Program (UPWP) to the Appropriate Funding Agencies – Andy Waple
7. Action on Resolution 2-22 to Honor the Services of James Gagliano, Lawrence County and 3-22 to Honor the Services of Christopher Wheat, Washington County – Leslie Osche
8. Message from the Executive Director – Vincent Valdes
Next Meeting Date – **February 28, 2022 at 4:00 p.m.**
9. Other SPC Business
10. Adjourn

Southwestern Pennsylvania Commission
Minutes of the Meeting
December 13, 2021 – 4:00 p.m.
Cisco Webex Meeting

The one hundred and fifty-first meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Fitzgerald.

Members: Brian Allen, Jennifer Beer, Morgan Boyd, Scott Bricker, Tom Ceraso, Douglas Chew, Ali Doyle, Pat Fabian, Rich Fitzgerald, Kim Geyer, Mark Gordon, Joe Grata, Kelly Gray, Lynn Heckman, Sherene Hess, Diana Ireya Vaughan, Fred Junko, Sean Kertes, William Kovach, Larry Maggi, Jack Manning, Jeff Marshall, Kevin McCullough, Leslie Osche, Johnna Pro, Mavis Rainey, Bob Regola, Aurora Sharrard, Nick Sherman, Larry Shifflet, Cheryl Moon-Sirianni, Gina Cerilli Thrasher, and Vince Vicites.

Others: Janet Feick, and Tim Morgus, Maher Duessel CPAs; Ms. Dusty Kirk, Reed Smith; Ann Orgoreuc, Allegheny County Economic Development; Mark Rafail, Fayette County and Jim Ritzman, Penonni Consultants.

Staff: Erin Kepple Adams, Jared Bedekovich, Kirk Brethauer, Ronda Craig, Margaret Fonner, Chuck Imbrogno, Jenn Lasser, Shannon O'Connell, Dee Pamplin, Kay Tomko, Dave Totten and Vincent Valdes.

1. Chairman Fitzgerald called to order the December 13, 2021 meeting of the Southwestern Pennsylvania Commission.
 - a. Quorum – There being a quorum present the meeting proceeded.
 - b. Any Conflict of Interest Declaration on Action Items – None
2. Action on Minutes of the October 25th Meeting.

A motion was made to approve the minutes of the October 25, 2021 meeting by Pat Fabian which was seconded by Gina Cerilli Thrasher. The affirmative vote was unanimous.
3. Public Comment – None
4. Presentation of 2020-2021 Annual Audit Report – Tim Morgus/Janet Feick, Maher Duessel, CPAs

Tim Morgus reported on SPCs Annual Audit to the members of the Commission Executive Committee at an earlier meeting, today. We found no issues with the audit that we need to be concerned about. We're finalizing the single audit, and we haven't found any issues to date and I don't expect any. I did want everybody to know that, we are very happy with the schedules and we are thankful for Vince Massaro. This work is all Vince's work. He prepared these schedules before he left as a part of his departure.

The reports that we issue as your independent auditors include a communication report and a governance letter that just tells you about the single audit. We do a single audit for SPC

because you expend more than \$750,000 dollars per year. The Corporation receives a single audit, files a form 990 with the Internal Revenue Service. Those are the reports that we issue.

We're required to report to you under Generally Accepted Auditing Standards and Uniform Guidance the results of the audit. No new significant accounting policies, no sensitive estimates or disclosures that we want to talk about. We had no corrected or uncorrected misstatements. We had no audit adjustments as a part of our audit, which is important to the Board because that means you can rely on the financial statements throughout the year to correct them at the end of the year. No disagreements with management or difficulties encountered performing the audit. We do have some supplemental information that we issue as a part of the audit process. We issued an unmodified opinion, which is the highest level of assurance that we can give. The single audit is still in progress. We had to test three major programs this year. Typically, we only test one or two. But because of your additional federal money, we had to test three. Wrapping up, we have no matters to report. There are no findings and no questioned costs.

A high overview of your financial statements balance sheet

Total Assets of \$13.7 million

Majority of cash is restricted (grants; RLF's)

Loans receivable of \$5.5 million (decrease of \$900,000)

Total Liabilities of \$13.2 million

Notes payable – PIDA/SBF loan program (\$2.9 million)

Unearned revenue

RLF unearned revenue (\$4.4 million)

Grant related unearned revenue (\$1.4 million)

Grant advances (\$1.8 million)

Fund Balance - \$457 thousand (no change during 2021)

That's money that you haven't recognized as income, because you don't have any eligible expenses for it. It's an important number to look at. Going forward that number goes up and down. During the year you had no change in net assets or fund balance. This is an overview of where your loans are, and how it depends on your current interest rates of banks and how the economy's doing.

Your income statement is \$11.1 million in total revenues and \$11.5 million in total expenses. Total federal revenues were up this year.

You're up from 2017, and were up a little in 2021 from 2020. This is by source, federal, state and local. The local revenues are by far the steadiest of all the revenues.

Federal revenue was up this year and is trending upward and the State has been flat over the past couple of years. You had Single Audit total federal expenditures of \$9.6 million. Those were the funds that we tested specifically as major programs.

The 990 Form is due for completion by May 16th, so there's still plenty of time to file. It's a public document, it's easily available on Guidestar and a few other places. Take a look and make sure you're familiar with it.

Chairman Fitzgerald asked Margaret if she had any issues with the report this being her first one. She was happy with the report. The Chairman thanked Tim and Margaret.

5. Financial Report – Margaret Fonner

Margaret reported on where we are with the budget for the year. We have a budget of \$13.9 million and \$3.7 million in revenue and expenses to date; that represents about 27.10% of the budget.

You already know about the audit that Tim just spoke about and we did pass a resolution in the board meeting to extend the contract for Buchanan Ingersoll, and Rooney for another year.

There are a few ongoing things in the finance department that I thought you might find of interest. I've had two staff retirements in the last month, our grants manager, departed on December 5th, and one of our accountants is retiring after 30 plus years on January 28th.

I will be presenting you with the revised annual budget in January. A question to Margaret asking her if the search has started for new replacements for the retirees? Margaret responded yes, we have posted the grants manager job and have received four applicants. We're working on updating the accountant's position. I hope to post that by the end of this week.

6. Report on Draft 2022-2024 Unified Planning Work Program (UPWP) and the 2023-2026 Transportation Improvement Program (TIP) – Vincent Valdes

Andy Waple couldn't be here today, so I will be covering for him.

As you may be aware, and I'm starting with the UPWP we're charged with preparing the UPWP and the TIP every two years and we're currently working on the 2022-2024 cycle. We've been working on the document over the last few months. We've presented our draft to PennDOT back in October for their detailed review. Our plan is to bring a final draft back to the Commission for adoption in the spring. Once adopted, it's good for two years, which is an important kind of basis document for how we do our work.

It's our guiding document, that focuses on important regional topics that range from:

- Updating freight planning
- 2025 TIP Update
- Update road safety audits, Incident, management
- Regional architecture and
- Data and modeling also feature prominently in this document

Now that we have an infrastructure bill with 19 separate competitive programs, as well as formula funding again, that data and modeling really does serve a role in helping us secure additional funding over the next year.

Developing the document itself, SPC has been doing its due diligence on coordination and public outreach, including Title VI efforts such as a limited English proficiency plan. We've made some significant improvements to our website to make it easier to get information about the overall process.

In terms of the TIP update the typical program development process with the usual nine steps we go through for creating the Plan. SPC has been doing this for years; and has been held as a model of TIP development. Public outreach and engagement play a central role in this work. We have collected comments and suggestions through a variety of avenues such as SPC meetings, PPP Panels and social media. This Commission meeting is being live streamed on Facebook and LinkedIn. We are stepping into 21st Century thinking.

IIJA - We're looking at an influx of close to half a billion dollars, for work on roads and bridges, and we're still waiting for the Federal Transit Administration to complete its calculus on what the transit tables will look like so that we know what additional funding we'll be receiving as a region. We do know that we will be receiving additional transit money, but we're not sure exactly how much.

There are a couple of major projects being supported through the current TIP in various stages of development and it's important to remember that these large projects take more than one TIP cycle to complete.

We have over 75 major projects in the TIP and many smaller projects. We still must question projects in every county in terms of considering all the important points of the projects. Every county should be aware of what's going on in other counties.

The transportation projects are the competitive projects at this point. We currently have 16 candidate projects that are requesting \$47 million dollars even though we only have \$35 million dollars available. There will be a \$12 million dollar shortfall in the transportation alternatives. While we are getting a large amount of money, we're still treading water.

Last Friday, with the legislators, the issue of the imbalance in spike funding continues to be a challenge for our region. There was 11.5% of statewide funding on average over the last 10 years for southwestern Pennsylvania. By comparison, 62% goes to eastern and central districts. We can't do what needs to be done if we are not allocated appropriate funding. But we're moving forward on our schedule and development cycles.

Central office is going to be getting a draft of the TIP in just a couple of weeks at the end of December and in the spring, we'll do our conformity and EJ analysis leading to a public comment period in early summer. We're going to ask for Commission adoption at the June meeting. I don't foresee any of these milestones slipping over the next few months and I don't see anything that would make us lose our pace. I'm happy to answer any questions that you might have.

Lynn Heckman asked what was the reaction of the legislators hearing about spike funds that are not coming to our region? Vincent responded, polite, quiet. Commissioner Osche added that it was almost disappointing, I think, only because we expected some conversation, some questions and we didn't get any. I think that we've decided we will be the squeaky wheel for the next year.

Perhaps they didn't know about the spike funds, and they didn't know what the next steps would be. So, I would think that Chuck Kolling should be working with everybody to help. Chairman Fitzgerald said we will be scheduling another visit with the legislators in the first quarter of next year, I believe in March. They may not know about 11% or 6%. We've got to make sure that our senators and representatives know the percentages.

Tom Ceraso asked what will be the next step? Vincent responded, I don't know the details. There will certainly be a formula aspect, and a competitive aspect as well. There are 19 separate competitive programs coming out of the DOT through the IIJA, the least of which is \$1 billion dollars.

Some of the numbers as big as \$46 billion dollars if I'm recalling my numbers correctly. It's a big plug of money, but I'm not sure how we're going to program it or allocate at this point; nor what the federal constraints are going to be. The legislators are in full chat right now, writing the requirement packages around each of those programs and the formula money as well.

My suggestion is that we, as a Commission, come up with two or three projects that we think are ready to go and let them know specifically what we want. Let them know that we are fully capable and fully intend to not endorse a third of a TIP and to not vote on a TIP. PennDOT can't do projects unless SPC approves them. We're a 50% partner in that and you hate to get to that point; but when you see the lack of funding that's coming to the region and then we play hardball as far as not just you know bending over and acquiescing to what the state wants.

Larry Shifflet responded that the new spike list that came out; all but two of those projects were carry over. The two new projects statewide, were both in the SPC region, and then one of the other things that needs to be considered one of the big driving numbers here in central Pennsylvania is a huge spike on I-83; we could spike the \$1 million dollars invested in that project and do I-83 with regular funding.

Right, and I do want to add one more thing if that's okay. I appreciate what Larry said. The idea is to keep on top of it all and if the two new projects have added up to a lot of money we wouldn't be at six percent which I know is what Larry is saying, you could have moved some projects into one place and some into another.

Lynn Heckman said most of the time a spike project in the past has been for economic development reasons in addition to fixing a road. The main thing is that Southwest Pennsylvania has to be sure we're getting our fair share and with some of the huge spikes happening, our percentage is going to be low while at the same time we're being looked at for tolls. We just have to keep on it.

Tom Ceraso said I have never seen a graph where our districts are receiving a disproportionate share of the regular funding, even with I-70 included in that, compared to the other districts.

7. Report of Nominating Committee and Action on Resolution 14-21 to Elect an Executive Committee and Resolution 15-21 to Elect Officers of the Commission for the years 2022 and 2023 – Lynn Heckman

Lynn Heckman reported that the nominating committee comprised of the City of Pittsburgh and a representative from each county met on December 2nd. We had 100 percent participation.

Commission Executive Committee:

Allegheny County, Rich Fitzgerald
City of Pittsburgh, Mayor Elect Ed Gainey
Armstrong County, Pat Fabian
Beaver County, Daniel Camp
Butler County, Leslie Osche
Fayette County, Vince Vicites
Greene County Mike Belding
Indiana County Sherene Hess
Lawrence County, Morgan Boyd

Washington County, Diana Irey Vaughn
Westmoreland County, Sean Kertes
At-Large, Gina Cerilli Thrasher
At-Large, Lynn Heckman
At-Large, Larry Maggi
PennDOT, Larry Shifflet
Governor's Appointee, Ali Doyle
DCED, Johnna Pro
SPC Executive Director, Vincent Valdes

A motion was made to approve Resolution 14-21 to elect the SPC Executive Committee for 2022-2023 by Kim Geyer, which was seconded by Joe Grata. The affirmative vote was unanimous.

SPC Officers:

Chair, Leslie Osche
Vice Chair, Pat Fabian
Secretary-Treasurer, Vince Vicites

A motion was made to approve Resolution 15-21 to elect the SPC Officers for 2022-2023 by Larry Maggi, which was seconded by Mike Belding. The affirmative vote was unanimous.

8. Action on Resolution 16-21 to Honor the Services of Mayor William Peduto – Rich Fitzgerald

A motion was made by Scott Bricker to approve Resolution 16-21 Honoring the Services of Mayor William Peduto, which was seconded by Gina Cerilli Thrasher. The affirmative vote was unanimous.

9. Message from the Executive Director – Vincent Valdes
Next Meeting Date January 31, 2022

I want to apologize to Commissioners Belding, Zimmerman and McClure because they did not receive the invite to the Legislative Meeting last Friday because of a spam filter on SPC's part.

On a more positive note, Southwestern Pennsylvania New Economy Collaborative for the Build Back Better challenge grant was selected. Southwestern Pennsylvania has been selected to move on to the next phase of the EDA Build Back Better Grant.

We're receiving \$500,000 dollars to write a grant proposal for a potential of \$100 million dollars to really build a new kind of industrial sector for southwestern Pennsylvania. It's a very exciting proposition as I understand it. If I'm correct, I think there were some 50 applications or proposals from Pennsylvania across the board and southwestern Pennsylvania came out on top.

10. Action on Resolution 17-21 to Honor the Services of Outgoing Chairman
Rich Fitzgerald – Vincent Valdes/Leslie Osche

Leslie Osche spoke –Without Rich driving, the change that needed to occur here at SPC and making sure that we had some vision and leadership, we probably wouldn't be in the place we are today. I am really excited not only to work with you and alongside you, and counting on the fact that you're still going to be here Rich and to make this move we want to particularly note, your leadership and service in driving through the last *SmartMoves for a Changing Region*, which I found to be an extremely valuable and enlightening process and reminding all of us to continue to look back at that plan. Also, in the recruitment of our new executive director, a well done process. Finally, just being a tireless leader speaking with one voice. We thank you for your leadership and we know you will be here to keep us in line and keep us moving.

A motion was made by Gina Cerilli Thrasher on Resolution 17-21 to Honor the Services of Outgoing Chairman Rich Fitzgerald. The motion was seconded by Diana Irey Vaughn. The affirmative vote was unanimous.

Chairman Fitzgerald thanked all the Commissioners for their support over the last two years. Working together as a region we accomplished a lot.

11. Other SPC Business

None

12. Adjourn

Chairman Fitzgerald moved to adjourn the meeting of the Southwestern Pennsylvania Commission at 4:50 p.m. and Lynn Heckman seconded. The affirmative vote was unanimous.

Respectfully Submitted,

Pat Fabian
Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 1-22

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION ("SPC") to approve submission of the 2022-2024 Unified Planning Work Program to appropriate funding agencies.

WHEREAS, the 2022-2024 Unified Planning Work Program documents all transportation and transportation-related planning activities to be undertaken within the SPC region from July 1, 2022 through June 30, 2024;

WHEREAS, the 2022-2024 Unified Planning Work Program identifies planning tasks to be performed by SPC staff and the staffs of the member Counties, the City of Pittsburgh, and the Port Authority of Allegheny County using planning assistance funding from the Federal Highway Administration, the Federal Transit Administration, and the Pennsylvania Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED, that the Southwestern Pennsylvania Commission approves submission of the 2022-2024 Unified Planning Work Program;

BE IT FURTHER RESOLVED, that the Executive Director, on behalf of SPC, is hereby authorized to enter into Agreements and/or Supplements with the Federal Transit Administration and the Federal Highway Administration of the Department of Transportation, and the Pennsylvania Department of Transportation relating to the 2022-2024 Unified Planning Work Program and pursuant to application requests; and

RESOLVED FURTHER, that the Executive Director, on behalf of SPC, is authorized to enter into Contracts with the Counties of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, Westmoreland, the City of Pittsburgh, and the Port Authority of Allegheny County covering work items delineated in the 2022-2024 Unified Planning Work Program.

I, Vince Vicites, 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 31st day of January 2022, 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. 2-22

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to honor the services of James Gagliano, Jr.

WHEREAS, Jim Gagliano has served with distinction as Lawrence County's Citizen representative on the Southwestern Pennsylvania Commission since 2003;

WHEREAS, he has served commendably as an adviser to Lawrence County's Public Participation Panel;

WHEREAS, he brought his experience and enthusiasm to the deliberations of the Commission;

WHEREAS, during his career, Jim has been Lawrence County's Planning Director twice and has worked as its Administrator for 15 years being named "Administrator of the Year" by the County Commissioners Association of Pennsylvania (CCAP) in 2018;

WHEREAS, he has furthered the Commission's role as a forum for cooperative planning and decision making in southwestern Pennsylvania; and

WHEREAS, he gave generously of his time by attending countless meetings associated with his appointment.

NOW, THEREFORE, BE IT RESOLVED that the Officers, Members and Staff of the Southwestern Pennsylvania Commission offer their appreciation for his years of service and wish him the very best in his retirement.

I, Vince Vicites, 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 31st day of January 2022, 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. 3-22

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to honor the services of Christopher Wheat.

WHEREAS, Christopher Wheat has served with distinction as Washington County's Citizen representative on the Southwestern Pennsylvania Commission (SPC) since 2012.

WHEREAS, he has furthered the Commission's role as a forum for cooperative planning and decision making in southwestern Pennsylvania;

WHEREAS, he brought his skills and experience to the deliberations of the Commission;

WHEREAS, the SPC has benefited considerably from his enthusiastic participation in our planning process;

WHEREAS, his commitment as a public representative is appreciated by the Commission; and

WHEREAS, the Commission wishes to recognize his contribution on behalf of the residents of Washington County and the Southwestern Pennsylvania Region.

NOW, THEREFORE, BE IT RESOLVED that the Officers, Members and Staff of the Southwestern Pennsylvania Commission offer their appreciation for his years of service and anticipate his continuing interest in the work of SPC in the years ahead.

I, Vince Vicites, 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 31st day of January 2022, 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

January 31, 2022



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 December 13, 2021 Meeting
-  Agenda Item: 3 - Public Comment: Opportunity for the public to address the Commission

Financial Report

Margaret Fonner

Agenda Item: 4



Financial Report

Budget Status – November 30, 2021

- FY21-22 Budget \$13,891,612
- Revenue and Expenses: \$4,951,603
- Percent of Budget: 35.64%

Ongoing Department Activities –

- New Grants and Contracts Administrator – starts today
- Interviews for Accountant III ongoing

Presentation on Infrastructure Bill

*Erich Zimmerman, Deputy Director
National Association of Regional Councils (NARC)*

Agenda Item: 4

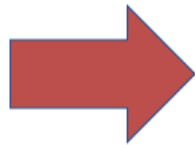


Southwestern Pennsylvania Commission

January 31, 2022

Erich Zimmermann

Deputy Director/Transportation Director, NARC



Full analysis available at narc.org

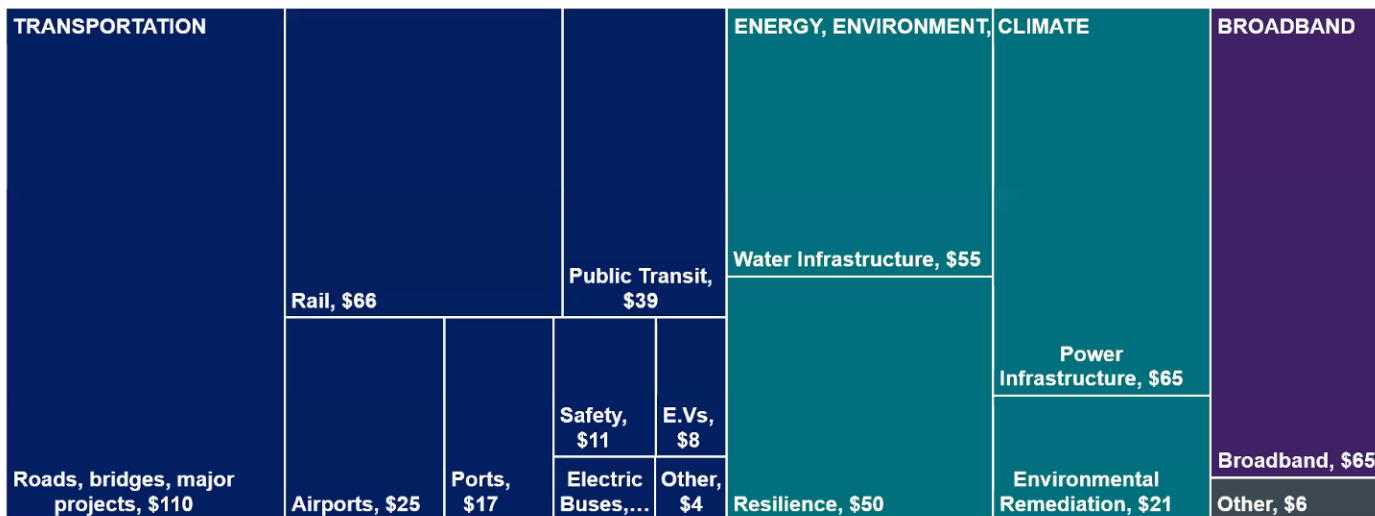
Infrastructure Investment and Jobs Act (IIJA)

- Bipartisan Infrastructure Law (BIL)
- \$1.2T in total spending
 - \$550B in new spending
- Includes Senate reauthorization, water infrastructure bills
- Has funding for power, EVs, resiliency, airports, broadband
- Senate negotiated package
- Passed Senate with 69 votes; passed House 228-206 (13 Rs yes/6Ds no)

At a glance: The Bipartisan Infrastructure Deal

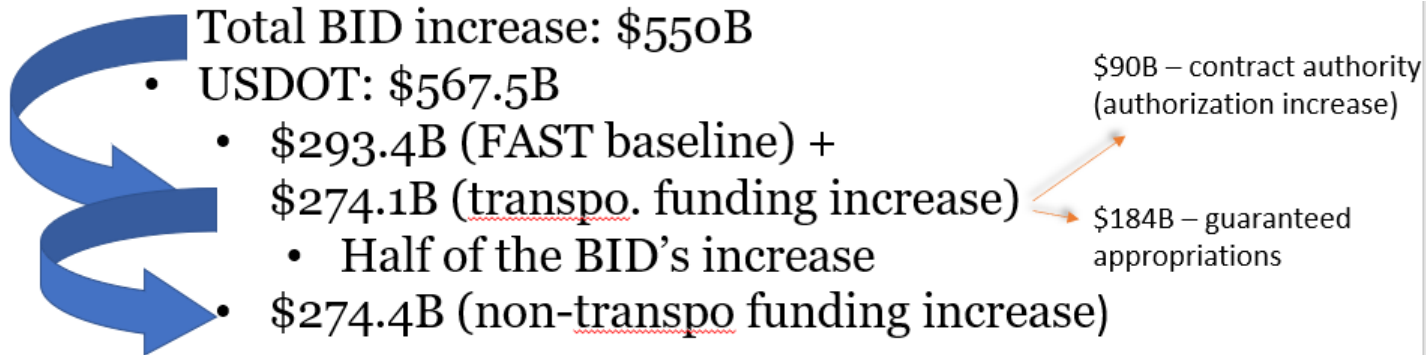
The Bipartisan Infrastructure Deal, \$Billions | \$550B/\$1.2T

■ TRANSPORTATION ■ ENERGY, ENVIRONMENT, CLIMATE ■ OTHER ■ BROADBAND



What's In the Bill for Transportation?

- Full FAST Act reauthorization
- Significant funding increases
- New formula and discretionary programs, both within and outside of reauthorization
- \$567.5B for USDOT; \$351B for FHWA, \$91B for FTA



What's In the Bill for Transportation?

	5-year Funding	% Increase
NHPP	\$148.0B	27%
STBGP*	\$64.8B	11%
HSIP	\$15.6B	34%
Carbon Reduction Program*	\$6.42B	n.a.
PROTECT Program*	\$7.3B	n.a.
CMAQ*	\$13.2B	10%
National Freight Program	\$7.15B	13%
STBGP Set-Aside (TAP)*	\$7.2B	71%
Metro. Planning (highway)*	\$2.28B	32%
Metro. Planning (transit)*	\$0.8B	42%

What's In the Bill for Transportation?

- Formula Funding vs. Discretionary Grants
 - Two significant new formula programs within reauthorization
 - Several additional new formula programs
 - Bridges, EV charging, transit state of good repair
 - Dozens of new discretionary programs
 - Plus many new pilot programs
- Bill sections that impact MPOs/RTPOs: 42
- New formula programs (in reauthorization): 2
- New competitive grant programs (transportation): 11
- New competitive pilot programs: 6

Appropriations for USDOT Grants to State/Local Governments in BID

		<u>Formula</u>	<u>Competitive</u>
OST	Megaprojects		5,000.0
OST	RAISE Grants		7,500.0
OST	Safe Streets		5,000.0
OST	Culverts		1,000.0
OST	SMART		500.0
FAA	Airport Grants - Airside	14,900.0	100.0
FAA	Airport Grants - Terminals		5,000.0
FHWA	Bridge Program	27,500.0	9,235.0
FHWA	EV Charging Infrastructure	5,000.0	
FHWA	INFRA Grants		3,200.0
FHWA	Reduce Truck Emissions in Ports		150.0
FHWA	Reconnecting Communities		500.0
FHWA	Ferry Boats and Terminals	342.0	
FHWA	Appalachian Highways	1,250.0	
FRA	CRISI Grants		5,000.0
FRA	Railroad Crossing Elimination		3,000.0
FRA	Fed.-State Partnership for IPR		36,000.0
FTA	State of Good Repair Grants	4,750.0	
FTA	Low-No Emission Bus Grants		5,250.0
FTA	Capital Investment Grants		8,000.0
FTA	ADA Upgrades to Rail Transit		1,750.0
FTA	Electric or Low-Emission Ferries		250.0
FTA	Rural Passenger Ferry Service		1,000.0
MARAD	Port Infrastructure Development		2,250.0
PHMSA	Nat. Gas Pipeline Modernization		1,000.0
Total, US Department of Transportation		53,742.0	100,685.0

Source: Eno Transportation Weekly

Program policy changes

Surface Transportation Block Grant Program (STBGP)

- Suballocation remains at 55%
- Modifies the “population bands” within the program
- Expands project eligibility

Transportation Alternatives Program (TAP)

- Funding is substantially increased; TAP funding level is now 10% of STBGP
- TAP suballocation is increased to 59% (currently 50%)
- States may allocate 100% of its funding
- MPOs serving an urbanized population of 200,000 or fewer are now eligible

Metropolitan Planning (PL)

- MPO housing requirements added in final Senate compromise
- Requires consistency in planning data when more than one MPO within an urbanized area
- States and MPOs may use social media and other web-based tools to encourage public participation and solicit public feedback
- When first designating officials, MPO must consider “the equitable and proportional representation of the population of the metropolitan planning area”

Congestion Mitigation and Air Quality (CMAQ) Program

- New eligibilities (micromobility, heavy duty zero emission vehicles)
- Funds can be used for operating assistance for public transportation projects, with no time limit in rural areas and in urbanized areas under 200K population

Increasing Safe and Accessible Transportation Options

- States and MPOs must use at least 2.5% of their planning funds to carry out 1 or more activities “to increase safe and accessible options for multiple travel modes for people of all ages and abilities.”
- Activities include:
 - Development of Complete Streets standards
 - Development of Complete Streets prioritization plan
 - Development of active transportation plans
 - Regional or megaregional planning to consider alternatives to new highway capacity
 - Development of plans and policies to support transit-oriented development

New formula program

Carbon Reduction Program: new formula program to reduce transportation emissions.

- 65% of funds are suballocated to areas within the state by population (identical to STBGP)
- Lots of eligible projects, including public transportation, bike/ped, ITS, congestion pricing
- Each state, in consultation with any MPOs, has 2 years to develop a carbon reduction strategy; requires a state to consult with an RTPO when obligating funds for projects in a rural area.
- Funding: \$6.4B over five years.

New formula program

PROTECT Program: new program for resilience improvements; formula and competitive grants

- Funding: \$7.3B over five years by formula (2% for planning); \$1.4B for competitive grants
- Eligible projects: storm surge, flood protection, or aquatic ecosystem restoration
- MPOs eligible to receive **resilience planning grants, resilience improvement grants, community resilience and evacuation route grants, at-risk coastal infrastructure grants**
- Federal share: 80%; Can be increased: + 7% if state/MPO has resilience improvement plan and prioritized the funded project; +3% if MPO has incorporated resilience plan into metropolitan transportation plan

- **National Infrastructure Project Assistance Grants** (multi-modal, multi-jurisdictional projects of significance)
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Program** (demonstration projects for advanced smart city tech)
- **Rural Surface Transportation Grant Program** (improve and expand the surface transportation infrastructure in rural areas.)
- **Bridge Investment Program (Discretionary)** (encourage bridge repair that will improve safety, efficiency, and reliability of people and freight movement)
- **Grants for Charging and Fueling Infrastructure** (publicly accessible electric vehicle charging and hydrogen, propane, and natural gas fueling infra)
- **Safe Streets and Roads for All Grant Program** (Vision Zero)
- **Railroad Crossing Elimination Program** (highway- or pathway-rail grade crossing improvements to improve safety and mobility of people and goods)
- **Healthy Streets Program** (expand the use of cool pavement and porous pavement and expand tree cover)
- **Active Transportation Infrastructure Investment Program** (to “provide safe and connected active transportation facilities in an active transportation network or active transportation spine.”)

Congestion Relief Program

- New competitive congestion relief program to provide discretionary grants to “advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas...”
- Eligible projects include:
 - Integrated congestion management system;
 - HOV toll lanes, cordon price, parking pricing or congestion pricing;
 - Mobility services such as commuter buses and vans; and
 - Incentive programs to encourage carpooling.
- Interstate tolling is allowed under specific circumstances.
- MPOs over 1,000,000 population are eligible; states are eligible to obligate funds in urbanized areas under 1M population.
- Funding: \$250M over five years.

Safe Streets and Roads for All Grant Program:

- New competitive grants to support "Vision Zero"
- Funding: \$1B over five years.
- Requires a "Comprehensive Safety Action Plan" "aimed at preventing transportation-related fatalities and serious injuries in a locality; "Vision Zero" or "Toward Zero Deaths" plan.
 - Elements of the plan:
 1. goals and timeline for eliminating fatalities and serious injuries;
 2. analyses of crash location and community input;
 3. data driven approach to identify projects or strategies; and
 4. mechanisms for evaluating outcomes and effectiveness.
- MPOs are eligible entities.
- Federal share is 80%.
- Requires regular reporting to the Secretary and final report that outlines elements of the project carried out by the receiving entity.

Safe Streets and Roads for All Grant Program:

- Eligible projects include development of the plan itself (40% of funding); planning, design, and development activities to execute on projects and strategies; or to carry out the projects or strategies themselves.
- Project chosen based on whether it:
 1. Is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving pedestrians, cyclists, public transportation users, motorists, and commercial operators;
 2. Demonstrates engagement with public and private stakeholders;
 3. Adopts innovative technologies or strategies to promote safety;
 4. Employs low-cost, high-impact strategies that improve safety over a wider geographical area;
 5. Ensures equitable investment in the safety needs of underserved communities;
 6. Includes evidence-based projects or strategies; and
 7. Achieves other conditions as the Secretary determines.

Pilot programs

- **National Motor Vehicle Per-Mile User Fee Pilot:** to study the potential for a national per-mile fee to replace gas tax: \$50M
- **Prioritization Process Pilot Program:** project scoring based on planning objectives: \$50M
- **Reconnecting Communities Pilot Program:** removing legacy highways that impact communities: Planning grants: \$150M over five years; capital construction grants: \$350M over five years; \$500M in guaranteed appropriations
- **Transportation Access Pilot Program:** to develop an accessibility data set and make it available to MPOs and RTPOs
- **Wildland Crossing Safety:** to reduce wildlife-vehicle collisions and improve habitat connectivity; 60% of funds to rural areas: \$350M

Whither (Wither?) the Highway Trust Fund

- IIJA includes a \$118B transfer to HTF
 - \$90B to Highway Account
 - \$28B to Transit Account
 - Brings transfers to HTF since 2008 to more than **TWO HUNDRED SEVENTY BILLION DOLLARS!!!**
 - That's a lot of cheese!
- IIJA does **NOTHING** for HTF solvency beyond the five years of the reauthorization (ie. no new revenue sources)
 - The future cliff is that much worse
- IIJA contains a mileage-based user fee study

What's Next?

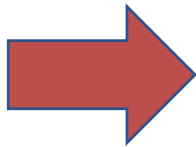
- Rulemaking, program writing, and eventually distributing funds and publishing NOFAs
- Instructions to implement quickly
- Think ahead and plan early
 - Identify best fit(s) and form your team
 - Do you need a grant writer?
 - Ask for help!
 - Notify your Members of Congress
- NARC/AMPO are working to jointly provide feed back to the administration

Thank you!

Erich Zimmermann

erich@narc.org

202-618-5697



Full analysis available at narc.org

Approve Submission of the 2022-2024 Unified Planning Work Program (UPWP)

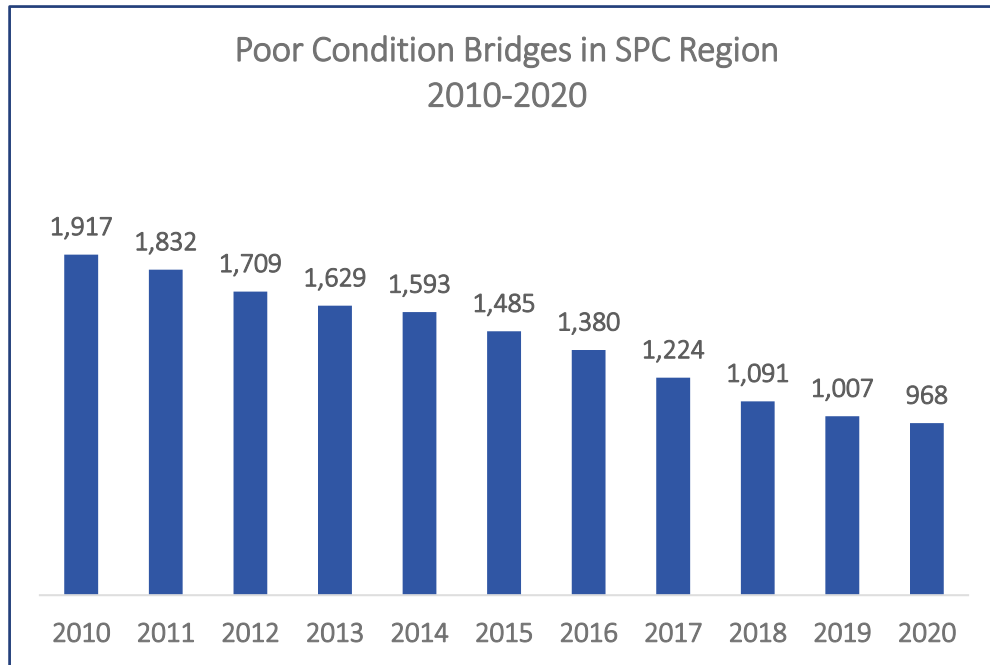
Andy Waple

Agenda Item: 6



Bridges in SPC Region

- 6,668 bridges in SPC region
- Poor bridge count has reduced by half over the past ten years.
- SPC has heavily invested in bridges, typically utilizing about half of it's TIP funding during each update:
 - 2015 TIP: \$863M
 - 2017 TIP: \$790M
 - 2019 TIP: \$718M
 - 2021 TIP: \$576M



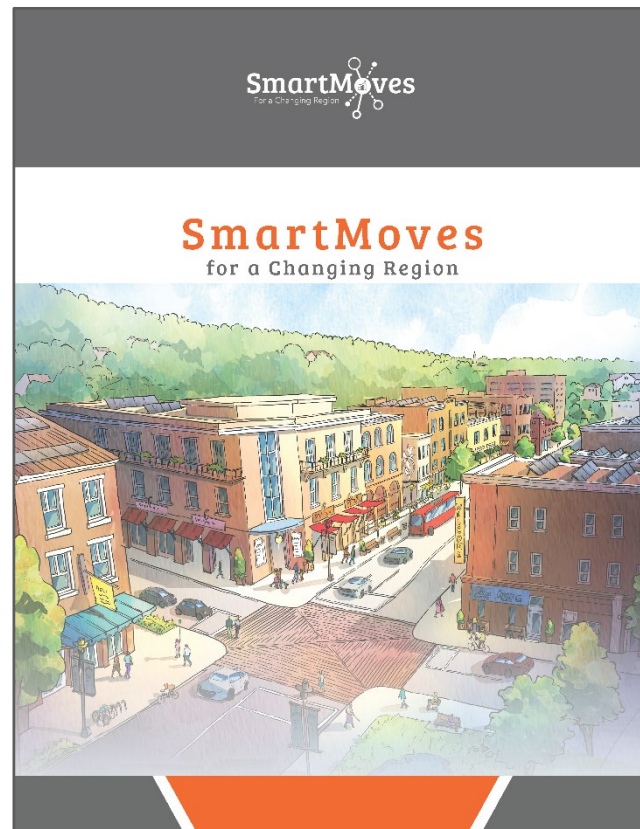
Implementation of Plan and Future State Recommendations



Evolution Strategy Project

Future State Recommendations Overview

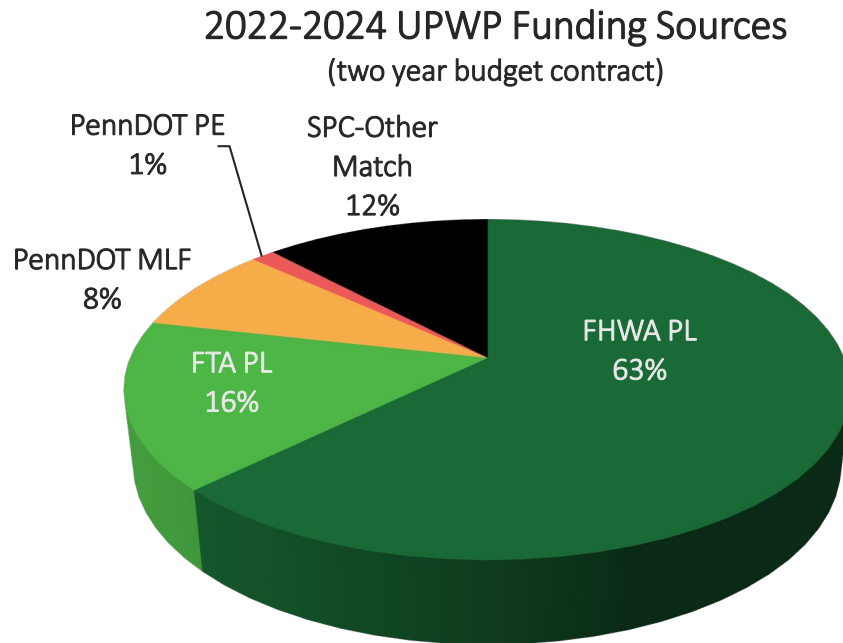
Southwestern Pennsylvania
Commission (SPC)



UPWP: July 2022 – June 2024

Overview:

- 2-year contract between PennDOT and SPC
- Focused yet Flexible
- 5 Functional Program Areas:
 - Plans and Programs
 - Multimodal Planning
 - Operations & Safety
 - Data & Modeling
 - Outreach & Coordination

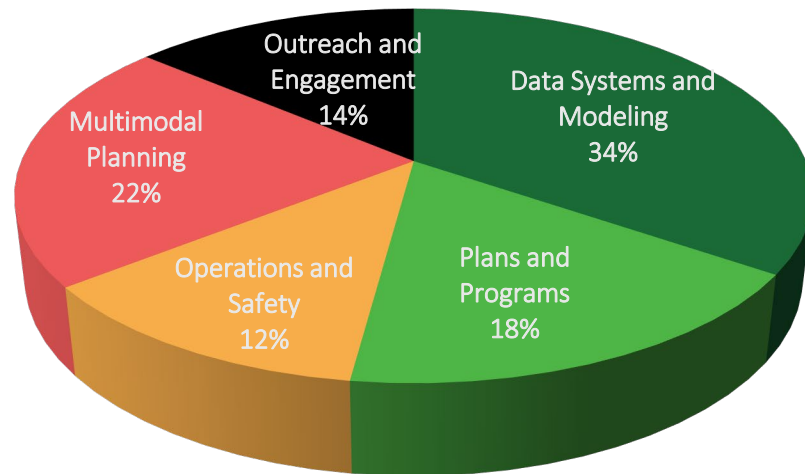


UPWP: July 2022 – June 2024

Highlight Priorities and Initiatives:

- Implementation of SPC Organizational Assessment Recommendations
- Continue Implementation of *SmartMoves for a Changing Region and SmartMoves Connections – A Regional Vision for Public Transit* Implementation
- Regional Collaboration and Coordination
- Securing Federal Discretionary Funding for High Priority Infrastructure Projects
- Connectivity Improvement Program Implementation
- Local Government Assistance

2022-2024 UPWP Program Utilization
(two year budget utilization)



UPWP: July 2022 - June 2024

Plans & Programs:

- Long Range Plan Update
- Resiliency Planning
- Innovative Finance and Project Delivery
- Local Government Funding and Technical Assistance
- 2025 TIP Update

SmartMoves Strategies

- Regional Collaboration
- Sustainable Funding
- Coordinated Investment
- Reinvest in our Communities
- Holistic Planning
- Apply New and Best Practices
- Value our Natural Resources
- Modernize Infrastructure
- Prioritize and Streamline

UPWP: July 2022 - June 2024

Multimodal Planning:

- *SmartMoves Connections* Implementation
- Travel Demand Management (TDM) Program Expansion, Outreach and Coordination
- Regional Freight Plan Update
- Active Transportation Planning and Implementation Support

SmartMoves Strategies

- Regional Collaboration
- Mobility for All
- Reinvest in our Communities
- Holistic Planning
- Apply New and Best Practices
- Seamless Transit Linkages
- Modernize Infrastructure
- Equitable Transportation Services

UPWP: July 2022 - June 2024

Operations & Safety

- Regional Traffic Signal Program
- Road Safety Audits & Corridor Operations Plans
- Traffic Incident Management Program
- Regional ITS Architecture Update

SmartMoves Strategies

- Regional Collaboration
- Mobility for All
- Reinvest in our Communities
- Apply New and Best Practices
- Facilitate Seamless Linkages
- Modernize Infrastructure
- Prioritize and Streamline
- Offset Potential CAV Impacts

UPWP: July 2022 - June 2024

Data & Modeling:

- Next Generation Travel Demand & Accessibility and Economic Modeling
- Continue Big Data Utilization and Sharing
- Performance Metric Tracking Dashboard Enhancements
- 2020 Census Data Analysis

SmartMoves Strategies

- Regional Collaboration
- Apply New and Best Practices
- Smart Data Systems
- Modernize Infrastructure
- Employ Emerging Technologies

UPWP: July 2022 - June 2024

Outreach & Coordination

- Communications and Outreach Strategic Plan
- Limited English Proficiency Plan Update (Demographics)
- Public and Stakeholder Engagement
- Continued Website Enhancements
 - Interactive Mapping
 - Resource Centers

SmartMoves Strategies

- Regional Collaboration
- Equity in Planning
- Apply New and Best Practices
- Increase Public Awareness



- ☒ Questions?
- ☒ Make a Motion
- ☒ Second the Motion
- ☒ Vote on Resolution 1-22

Honor the Services of Jim Gagliano & Christopher Wheat

Leslie Osche

Agenda Item: 7





- ☒ Questions?
- ☒ Make a Motion
- ☒ Second the Motion
- ☒ Vote on Resolutions 2-22 & 3-22

Message from the Executive Director

Next Meeting Date – February 28, 2022 at 4:00 pm

Vincent Valdes

Agenda Item: 8



Southwestern Pennsylvania Commission Evolution and Reorganization

January 31, 2022



SPC Reorganization: Making the Case for Change

Goals for the Evolution of SPC

- Improve our practices and our organizational principles
- Increase our value and service to our clients and stakeholders
- Establish Southwestern Pennsylvania as a leading Region

SPC: Current State

Consultant Findings

- The SPC culture is fragmented and internal communication has not been a priority
- The organization has not kept pace with innovations or stayed apprised of constituent (customer) needs
- Decisions have not been delegated to the appropriate levels for quick action and response
- The current system does not adequately recognize employee performance
- No overarching strategy

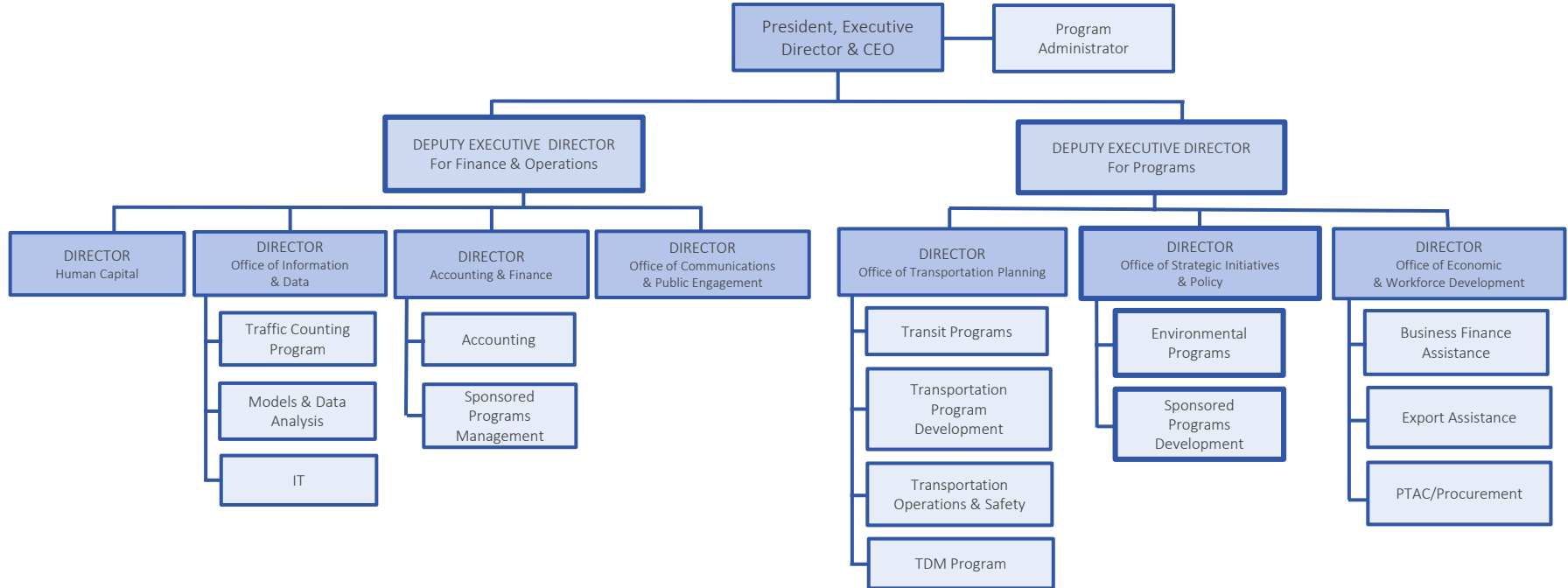
SPC: Future State

Agile, Responsive and Effective

To become an organization that:

- Fosters Regional growth through collaboration and engagement,
- Serves as a catalyst for pursuing more livable and economically competitive communities, and
- Remains committed to innovation, resiliency and equity

SPC Organization Chart



“Progress is impossible without change.”

George Bernard Shaw

Other SPC Business

Leslie Osche

Agenda Item: 11



Adjourn

Leslie Osche

Agenda Item: 10

