



# SPC Transit Operators Committee

## Meeting Minutes: September 18, 2024

### Attendance

#### Members

Sheila Gombita (WASH)	Mavis Rainey (OTMA)
Anthony Hickton (SPC)	Alan Blahovec (WCTA)
Ed Typanski (PRT)	Amy Mathieson (ACTA)
Ashley Seman (MMVTA)	Tosh Chambers (PDP)
Mary Jo Morandini (BCTA)	John Paul (BTA)
David Richards (NCATA)	

#### Guests & Transit Staff

Alison Keating (PPT)	Alexis Strothman-Meier (E Holdings)
Andy Batson (WSP)	Ashley Cooper-Brounce (WCTA)
Ann Ogoreuc (Allegheny County)	Carrie Machuga (McCormick Taylor)
Betsy Zang (McCormick Taylor)	David White (BikePGH)
David Totten (HDR)	Emily Provonsha (PRT)
David Wohlwill (PRT)	Jim Baker (Nelson\Nygaard)
Jaclyn Karolski (ACED)	Lynda Conway
Julia Cornell (PennDOT)	Seth Davis (PRT)
Savannah Grooms	Toby Fauver (Rockland Planning)
Swain Uber	Jason Theakston (Washington County)

#### SPC Staff

Belachew Ayele	Julia Ferri
Leann Chaney	Chuck Imbrogno
Emily Clarvit	Russell Singer
Devon White	

#### 1. Introductions

- a. Sheila Gombita called the meeting to order.

#### 2. Minutes

- a. The draft minutes from the previous meeting of the TOC on August 14, 2024 were **approved on a motion by Alan Blahovec and second by Mavis Rainey.**

#### 3. Transit Participant Updates

- a. NCATA (David Richards): Celebrating the grand opening of a new bus storage facility and bus wash on September 19
- b. SPC (Anthony Hickton): Reminding everyone we are currently in Transportation Demand Management week nationwide. Raising awareness for other modes of transit other than single-occupancy vehicles

- c. OTMA (Mavis Rainey): Nationwide Week Without Driving is September 30 to October 6; call to action to both reduce car usage and raise awareness for the challenges people without the ability to drive face
- d. PRT (Emily Provonsha): Presenting the draft network of PRT's Bus Line Redesign, a project underway for over a year. The goal in this draft is to better apply resources to meet transit demands while prioritizing equity
  - i. The need for transit service is significantly greater than what PRT can deliver with current funding. There is a large backlog of service requests and thousands of comments from this project's outreach that indicate as such; those items were included in a "Plus 20%" proposal which outlines what could be done with an increase in funding and operators
  - ii. Three goals established for the redesign are
    - 1. Improve service quality and reliability by reallocating resources towards where riders want to go
    - 2. Prioritize equitable investment by aligning with land use and socio-economic need
    - 3. Expand connections around the area with higher frequency routes to more neighborhoods with decreased focus on routes in and out of Downtown
  - iii. Phase 1 of the project began in Fall of 2023 with public engagement and analysis of current system. Phase 2, Spring of 2024, information gained from engagement, service requests, and analysis was used to develop early service ideas. Over the summer, Phase 3 consolidated the ideas into the Draft Network 1.0 and now begins more public engagement through the year. Phase 4 will start in Spring of 2025 and will take a 2.0 version of the plan to the public again and to the board for adoption
  - iv. Key characteristics of new network:
    - 1. New connections between communities without transfers
    - 2. New one-seat rides to destinations including airport and Oakland
    - 3. Improved reliability with shorter routes and adjusted schedules
    - 4. Additional connectivity between routes using new transit hubs
    - 5. Improved access to job centers, services, health facilities, and grocery stores
    - 6. Increased service levels through the day and on weekends, more focus on vulnerable and transit-dependent riders
    - 7. Consistent trip frequencies that are easier to understand ETAs
    - 8. Better use of busways, with all buses making all stops on busways
  - v. Four microtransit zones are introduced with 7-day a week service. Each zone has at least one anchor connection to fixed route service. These zones are South Hilltop, Penn Hills, McKeesport, and Highlands Area
  - vi. This draft also includes feedback provided by other regional operators: A need for better alignment of schedules to shorten transfer times, safe and comfortable conditions at transfer locations, ensure passengers are not paying twice, and instate more transfers to non-downtown locations. Regional operators who wish to gather more feedback from their own riders can use the survey located at:  
<http://engage.rideprt.org/buslineredesign/regional-transit-agency-survey>

- vii. Potential locations for new regional operator connections include Ambridge (BCTA), Millvale (BTA), Harmar (WCTA), Carnegie (Freedom, BCTA), Swissvale (WCTA), Century Square (FACT, MMVTA)
- viii. New routes and stops will utilize PRT's newly updated Bus Stop and Street Design Guidelines, analyzing sidewalk and topographical conditions, equity, Title VI impacts, ridership, transfer potentials, previous transit investments, and adjacency to vulnerable users
- ix. This draft introduces a new system of classification and naming for routes; with visual and nomenclature differentiations between core service, frequent on-street service, and standard services
- x. Metrics for improvement for Draft 1.0:
  - 1. Increase from 25 to 43 routes with 30-minute or better frequency
  - 2. 27% increase in residents with access to 30-minute or better service
  - 3. Reduced the number of routes over 20 miles by half
  - 4. 32% increase in residents in equity communities with access to 30-minute or better service
  - 5. Over 10% increase in the number of job locations with access to 30-minute or better service
  - 6. Approximately 5% increase in the total number of residents who have access to transit
  - 7. 10% improvement in the number of residents with one-seat ride to Oakland
  - 8. 99.4% of current riders continue to have service within ¼ mile of home
- xi. The "Plus 20%" proposal serves as a menu of options which are possible with increased funding, taken together it allows for the following greater improvements:
  - 1. Expansion of routes operating 20-minute or better service
  - 2. Extension of service span for routes operating at 30-40-60-Minute service intervals
  - 3. Airport service expansion with new connections to North Hills and South Hills
  - 4. Microtransit service expansion in five new areas to serve low-density developments

#### 4. PennDOT and FTA Updates

##### a. PennDOT:

- i. **NEVI (National Electric Vehicle Infrastructure)** funding awards for round 1b are announced. More information about awards and active projects can be found here:
  - 1. [PennDOT NEVI Round 1 and Round 1A Active Projects Map](#)
  - 2. [PennDOT NEVI Newly awarded projects](#)
  - 3. **PennDOT is seeking public feedback:** PennDOT has developed a NEVI community phase framework for the estimated \$102 million in funds that will remain after completing build-out of the Alternative Fuel Corridors. Your responses to the survey linked below will help PennDOT refine and implement the community phase of the NEVI program. [NEVI Community Phase Survey \(surveymonkey.com\)](#)
- ii. **Multimodal Transportation Fund (MTF)** Governor Josh Shapiro announced a significant investment of over \$51 million in funding from the Multimodal Transportation Fund to support 66 crucial transportation projects across 32 counties in Pennsylvania. The

funding will be allocated towards highway, bridge, aviation, ports, and bike and pedestrian initiatives. The MTF provides financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and ports and rail freight entities. By improving transportation assets, this program seeks to enhance communities, pedestrian safety, and transit revitalization.

1. **September 23, 2024, at 8:00 AM, PennDOT will begin accepting applications** for the next round of funding for grants under the Multimodal Transportation Fund. **Applications are due by 4:00 PM on November 5, 2024.** PennDOT expects to announce grant recipients next year for funding that will be available in July 2025.
2. More information can be found here: [Multimodal Transportation Fund](#)

5. TIP Amendments and Administrative Actions

- a. SPC: Travel Demand Management (MPMS# 119317), Reprogramming of \$630,727 of CMAQ funds from FFY24 to FFY25; due to a missed deadline in the federal grant review process the funds will not be available until FFY25. **This administrative action was approved on a motion by Alan Blahovec and second by John Paul**

6. SPC Updates

- a. Emily Clarvit: **Interactive Map of Regional Transit Stops and Routes**, a new online mapping application that displays regional, Non-PRT transit routes and stops available on the SPC website. The application consolidates all of the newest available route and stop data from the operators in our region for presentation, and also links back to each operator's respective website for direct contact. Park-and-ride lots are also included to help with trip planning.

The application allows users to filter by operator, by individual route, and to select individual stops for more detail. Stops, when selected, provide links to Google Maps Streetview, as well as information about the route and official timetables. Please contact [spcgis@spcregion.org](mailto:spcgis@spcregion.org) with any questions or data requests.  
[Non-PRT Transit Stops and Routes | SPC GIS \(arcgis.com\)](#)

- b. Betsy Zang: **Coordinated Transportation Plan Update – Strategy Table**, survey results are presented, and followed by discussion of the plan's Strategy Table document.
  - i. Public survey results include around 800 responses from within our region with respondents from all 10 counties in the region. As told by the survey results, the respondent demographics closely match with expectations based Census data for the region, with an approximately representative mix of ages, incomes, and disability status.
  - ii. Four separate focus groups were held with individuals that represent organizations or demographics important for the coordinated plan, including seniors, low-income individuals, disability advocates, and the Department of Human Services.
- c. Devon White:

7. Other Business

- a. PPTA conference
- b. The next TOC meeting is scheduled for October 16, 2024 at 10:00am

8. Adjournment

- a. **The meeting was adjourned on a motion by Alan Blahovec and second David Richards**