



SOUTHWESTERN PENNSYLVANIA COMMISSION

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219-3451
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Rich Fitzgerald
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Ricky V. Burgess
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Governor's Office
Jessica Walls-Lavelle

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

PA Dept. of Transportation
Larry S. Shifflet

Executive Director
James R. Hassinger

Southwestern Pennsylvania Commission

4:30 p.m. – January 27, 2020

Suite 400 – Two Chatham Center – 112 Washington Place – Pittsburgh

AGENDA

1. Call to Order
 - a. Quorum
 - b. Any Conflict of Interest Declarations on Action Items
2. Action on Minutes of the December 16th Meeting
3. Public Comment
4. Presentation of 2019 Annual Report – Jim Hassinger/Shannon O’Connell
5. Financial Report – Vince Massaro
6. Action on Resolution 1-20 to Authorize Submission of the 2020-2022 Unified Planning Work Program to the Appropriate Funding Agencies – Andy Waple
7. Nominating Committee Report and Action on Resolutions 2-20 to Elect an Executive Committee and 3-20 to Elect Officers of the Commission for years 2020 and 2021 – Lynn Heckman and Scott Putnam, Nominating Committee Co-Chairs
8. Committee Reports
9. Action on Resolution 4-20 to Honor the Services of Outgoing Chairman Larry Maggi – Jim Hassinger/Rich Fitzgerald
10. Other Business/Announcements – Jim Hassinger
Next Meeting Date – **April 27, 2020**
11. Certificates of Appreciation to Honor the Services of PennDOT representative Joseph Dubovi and Greene County Representative Robbie Matesic
12. New Business
13. **Adjourn to Corporation Members Annual Membership Meeting – All voting members of the Commission are members of the Corporation.**

Southwestern Pennsylvania Commission
Minutes of the Meeting
December 16, 2019 – 4:30 p.m.
Two Chatham Center • Suite 400 • 112 Washington Place • Pittsburgh, PA 15219

The one hundred thirty-eighth meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Larry Maggi.

Members present: Tony Amadio, Kevin Boozel, Tom Ceraso, Gina Cerilli, Dave Coder, Steve Craig, Rich Fitzgerald, Kimberly Geyer, Mark Gordon, Joe Grata, Kelly Gray, Dick Hadley, Lynn Heckman, Sherene Hess, Fred Junko, Cliff Levine, Larry Maggi, Jeff Marshall, Robbie Matesic, David Miller, Cheryl Moon-Sirianni, Leslie Osche, Jason Rigone, Robert Regola, Rod Ruddock, Aurora Sharrard, Byron Stauffer, Jr., Katherine Velleman, and Blair Zimmerman.

Others present: Ann Ogoreuc, Allegheny County Department of Economic Development; Tim Morgus, Maher Duessel, CPAs; Janet Feick, Maher Duessel, CPAs; Ned Williams, Montour Trail; and Harry Johnson, II, Senator Casey's office.

Staff: Jim Hassinger, Ronda Craig, Dominic D'Andrea, Linda Duffy, Ryan Gordon, Chuck Imbrogno, Tom Klevan, Jennifer Lasser, Vince Massaro, Shannon O'Connell, Kay Tomko, Catherine Tulley, and Andy Waple.

1. Chairman Maggi called to order the December 16, 2019 meeting of the Southwestern Pennsylvania Commission.

- a. Quorum – There being a quorum present the meeting proceeded.
- b. Conflict of Interest Declarations on Action Items – None

2. Action on Minutes of the September 30, 2019 Meeting

A motion was made to approve the minutes of the September 30, 2019 meeting by Commissioner Amadio which was seconded by Mr. Grata. The affirmative vote was unanimous.

3. Public Comment – None

4. Staff Profile – Tom Klevan/ Ronda Craig



Background and Education

Education

- B.S., Marketing
Indiana University of Pennsylvania

Relative Experience

- Indiana County Transit Authority, Marketing and Statistic Director
- Southwestern Pennsylvania Commission, Transportation Outreach Specialist



Ronda Craig reported that she graduated from IUP in 2008. She said at that time transportation was not really on her radar. She worked for several years in the medical field but her love for transportation started in 2014 as she took on the Role of Marketing and Statistic Director for Indiana county Transit Authority. She said it was jumping in with both feet and fast learning. Her love for transportation only strengthened in 2017 when she started a new role with the SPC, CommuteInfo Program as the Transportation Outreach Specialist. Almost three years later with the SPC and there isn't a day that doesn't go by she doesn't learn something new!

Role at SPC, CommuteInfo

- Plan, organize, and implement community outreach efforts
- Assists in developing and implementing work plans for various CommuteInfo Services/initiatives
- Serve as a liaison with the public, businesses, and associations
- Initiate and develop collaborative relationships with community members, local businesses owners, municipal staff, public officials, and other key stakeholders
- Cultivate partnerships and mobilize public support to expand public awareness of and increase enrollment in CommuteInfo programs
- Deliver presentations to various community groups and local representatives



Role at SPC, CommuteInfo

- Work collaboratively with internal and external partners/organizations
- Contributed in request for proposal solicitation and review process
- Develop, implement and administer ridesharing strategies for ten county region
- Plan, organize, and coordinates social media
- Assist in Southwestern Region digital marketing campaigns
- Attend conferences, job fairs, programs and other special events promoting ridesharing
- Perform as a cross-functional teammate
- Maintain RidePro files, match lists and program reports
- Anything else.....☺



Ronda's job entails anything outreach – efforts to enhance marketing of CommuteInfo services to the general public:

		<h3>Opportunities</h3> <ul style="list-style-type: none"> • New Partnership Private and Public Sector • Participated in Local Radio Stations • Active Role With ACT and PPTA • Spearheaded CommuteInfo Commuter Challenge • Wonderful Opportunity to Partake and Assist the winning team of the Ford “City of Tomorrow Challenge”

Ronda has numerous exciting moments to speak about since her employment at the Southwestern Pennsylvania Commission

An amazing partnership is one she created with Westmoreland County Industrial Corporation---a non-profit that she works closely with. She met Kim Donnelly in 2017 at Westmoreland Transit 101 and continued to talk after that on how they could form a partnership and provide opportunities with companies in Westmoreland. The partnership has grown to include...an employer in The Westmoreland County Business and Research Park...to an employer with employee transportation issues...CommutelInfo awareness of commuting options with development of heat map...to strategizing commuting options/benefits....to holding lunchtime registration rallies...to retaining employers and attracting new employees.

She's had the wonderful opportunity to continue on a partnership with WDVE and their commitment to giving back to the Community as they broadcast a half hour plus about the CommuteInfo Program.

Also our Partnership with Brooke, Hancock, Jefferson MPO and continually to financially support a broadcast once a year with Froggy Radio station...the broadcast is all about CommuteInfo Program

She's has an active role with ACT as the Secretary of the Mid Atlantic Chapter and also she's the acting secretary of the PPTA, Marketing Committee.

And lastly she talked about the awesome/amazing experience of spearheading the first CommuteInfo Commuter Challenge in 2018.....she procured prizes....and with the help of SPC's communications team, promoted it and helped keep running statistics. In 2018 we had 201 register, and 87 participated during the challenge. In 2019 we had 289 participants, triple the participants of 2018.



5. Action on Resolution 13-19 to Adopt the Transportation Demand Management Plan – Tom Klevan

Tom Klevan reported that the kick-off meeting was held on February 28, 2019 and was presented by ICF Incorporated, LLC.

Plan Outline

Executive Summary

- Plan Development Process
- Action Plan Vision, Goals, and Priorities
- Implementation and Monitoring

Introduction and Purpose

Plan Development Process

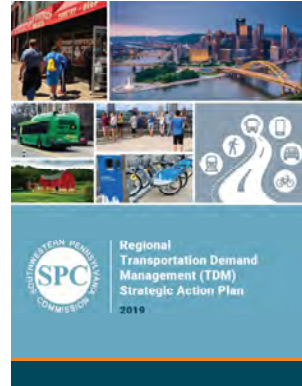
- Existing Conditions Analysis
- Best Practices Review
- Stakeholder Engagement

Action Plan Vision and Goals

Regional Strategic TDM Priorities & Actions

Implementation and Monitoring

- Integrating Demand Management in Planning and Project Development
- Performance Measurement



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Stakeholder Outreach

Project Website

- Draft deliverables, calendar, and comment form

Stakeholder Survey (Mar-Apr 2019)

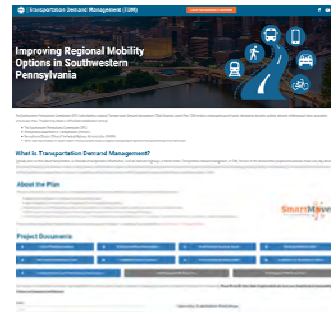
- 120+ respondents

Visioning Workshop (April 5)

- ~60 attendees

Priority Setting Workshop (May 14)

- 30 attendees



The Regional Vision



Improved health and safety



Reduced dependence on driving alone



Reduced time spent in traffic delays



Improved access to jobs



Increased access to a variety of affordable, effective travel choices

All travelers across the South-western Pennsylvania region have access to and are motivated to choose healthy, sustainable, and effective options that reduce stress on the transportation network.



Enhanced community livability (walkable, bikeable places)



Equitable access to destinations for all population groups



Improved environmental conditions (reduced air pollution, greenhouse gases)



Regional Goals



Enhance the Ease of Use, Connectivity, and Effectiveness of Transit and Shared Mobility Options as well as Bicycling and Walking.



Increase Employer Involvement to Improve Workforce Access to Jobs.



Increase Public Awareness of Travel Options and Services.



Promote Location-Efficient Development and Design.



Target Opportunities Beyond Work Trips and to Address Non-Recurring Sources of Delay.

Implementation & Monitoring



Integrate Demand Management in Planning and Project Development
Performance Measurement





Enhance the Ease of Use, Connectivity, and Effectiveness of Transit and Shared Mobility Options as well as Bicycling and Walking

- Coordinate connections among transit providers
- Adopt new service models for transit and shared mobility services that can effectively increase their geographic coverage and frequency.
- Reduce transit and high-occupancy vehicle (HOV) travel times in a cost-effective manner
- Improve access to, and quality of, transit hubs and stations
- Incentivize use of travel options and park and rides through discounts and rewards for transit, carpooling, walking, and biking
- Improve pedestrian and bicycle network connectivity, including connections to other modes
- Improve pedestrian and cyclist safety through enforcement, infrastructure, and technology



Increase Employer Involvement to Improve Workforce Access to Jobs

- Establish cost-sharing arrangements between employers and transit
- Expand employer participation in supporting commuting options





Increase Public Awareness of Travel Options and Services

- **Develop resources for travelers to navigate regional options.**
- **Improve signage and dynamic messaging for travel options and services.**
- **Use marketing campaigns to increase awareness of travel options and services.**
- **Provide school-based education about available travel options.**



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Promote Location-Efficient Development and Design

- **Improve access to existing development**
- **Encourage residents to live in locations that reduce driving needs**
- **Modify policies and land use plans to promote smart growth, as well as zoning, subdivision, and development regulations to promote TDM-supportive site design**
- **Establish development incentive programs for transit-oriented development and for incorporating TDM**
- **Manage the development of parking supply**
- **Facilitate private-sector investment in travel options and location-efficient development**



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Target Opportunities Beyond Work Trips and to Address Non-Recurring Sources of Delay

- Encourage and educate travelers to reduce driving for diverse trip types
- Enhance transit services and tools to better serve non-work trips, including special events
- Integrate demand management strategies into construction and work zone management
- Integrate demand management into incident management and emergency management
- Manage transportation system impacts of freight and deliveries



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Integrate Demand Management in Planning and Project Development

- Integrating TDM into regional planning and policy.
- Integrating TDM into local planning and project development.
- Integrating TDM into transportation project selection and programming.



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Performance Measurement



Awareness

- Awareness of travel options, CommuteInfo, and TMAs



Activities

- # of employers with commuter benefits
- Travelers served by CommuteInfo and TMAs
- # of vanpools operating
- % of regional bus routes with real-time tracking
- Special events and work zone management activities.



Outputs

- Transit ridership (route-based or system)
- Non-SOV mode share for work trips
- Non-SOV mode share for non-work trips
- Park & ride lot utilization
- # of jobs within ½ mile of regional transit routes
- # of households within ½ mile of regional transit routes



Outcomes

- VMT per capita (*regional, subregional*) or VMT reduced (*program evaluation*)
- Cost savings (*program evaluation*)
- Emissions reduction (*program evaluation*)
- Cost effectiveness (*program evaluation*)

Balancing Needs Across the Region



- Mobility options and TDM initiatives are concentrated in the core, though there is regional coordination (e.g. CommuteInfo, ConnectCard).
- TDM, mode shift, and complete streets, and smart growth may look different across urban, suburban, and rural contexts.
- Funding initiatives for TDM.
- Coop-petition for development & tax revenue between municipalities.
- Performance measures need to reflect value provided by multiple TDM partners, including TMAs.



Commissioner Levine raised questions about the ability of regional stakeholders to implement strategies in the plan. Mr. Klevan responded stressing the importance of the “regional discussion” around the plan as the necessary starting point for implementation activities. Commissioner Miller raised the issue that some of the strategies presented in the plan seemed contradictory to broad

economic development strategies in the recently adopted regional transportation and development plan. Mr. Klevan responded that the TDM Action Plan is meant to help advance some of the key plan strategies building on the vision of greater mobility for the people in the region and greater resiliency for the communities in the region.

A motion was made to approve Resolution 13-19 by Commissioner Zimmerman which was seconded by Commissioner Osche. The affirmative vote was unanimous.

6. Presentation of 2018-2019 Annual Audit Report – Maher Duessel, CPAs



Reports Issued

- Communication to Those Charged with Governance
- Audit of the Financial Statements and Single Audit
- Forms 990 & 990-T (Corporation)

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Required Audit Communications

- Our Responsibilities under Generally Accepted Auditing Standards (GAAS) and Uniform Guidance (UG)
- Significant Accounting Policies:
 - New GASB Statements effective for 2019 (no impact to SPC)
 - Statement No. 83 (Retirement Obligations)
 - Statement No. 88 (Debt, including Direct Borrowings and Direct Placements)

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Required Audit Communications (cont.)

- Accounting Estimates
- Disclosures
- Corrected and Uncorrected Misstatements
- No Disagreements with Management or Difficulties Encountered
- Other Matters
 - Limited procedures applied to the Required Supplementary information (RSI) and Supplementary Information (SI)

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Financial Statements

- Opinions:
 - Unmodified audit opinions issued on both government-wide and fund presentations
- Single Audit
 - Required when expenditures of federal awards are \$750,000 or greater
 - Testing of compliance with certain rules and regulations as well as internal control processes over financial reporting and compliance

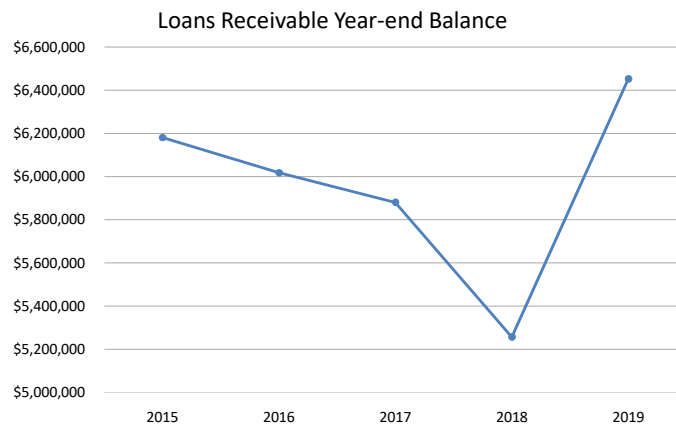
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Balance Sheet (page 3)

- Total Assets of \$13.7 Million
 - Majority of cash is restricted (grants; RLF's)
 - Loans receivable of \$6.5 Million (increase of \$1.2M)
- Total Liabilities of \$13.2 Million
 - Notes payable – PIDA/SBF loan program (\$3.8M)
 - RLF unearned revenue (\$3.6M)
 - Grant advances (\$1.8M)
- Net Position - \$457 Thousand

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Financial Trends



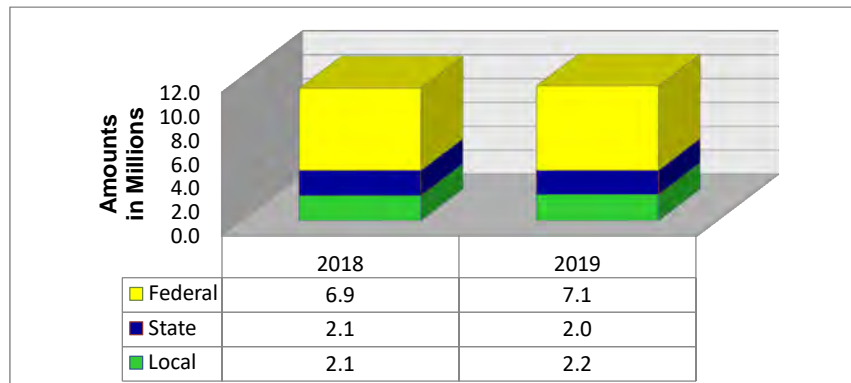
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Statement of Revenues, Expenditures, and Changes in Fund Balance (Page 4)

- **Total Revenues: \$11.3 Million**
 - Increase of 1.4% (\$160 Thousand) from prior year
 - Federal and state grants (\$9.1M)
- **Total Expenses: \$11.3 Million**
 - Corresponding increase in expenditures
- **Footnotes**
 - No new footnotes or sensitive disclosures

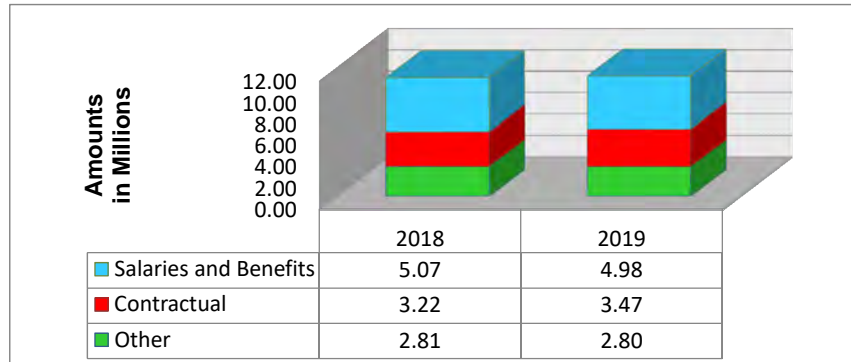
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Revenue by Source



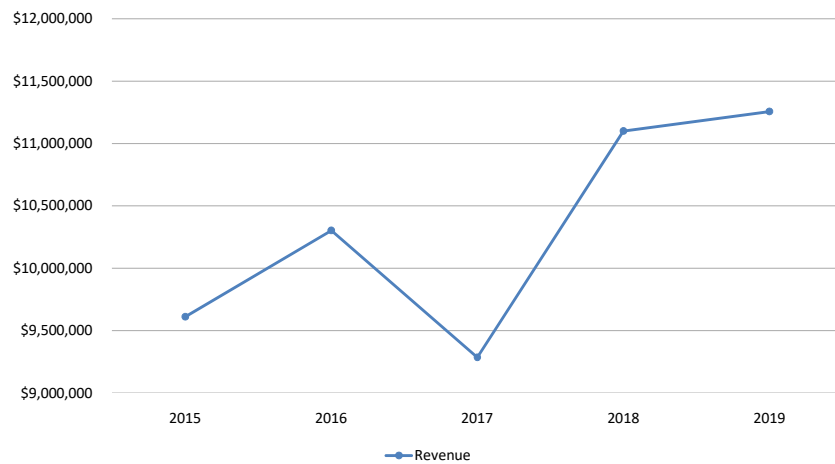
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Expenditures



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Financial Trend – Governmental Fund Revenue



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Single Audit Results (Page 42)

- Single Audit
 - Total Federal Expenditures of \$10.1 Million
 - Major Programs:
 - CFDA #20.205 Highway Planning and Construction Cluster
 - CFDA #20.507 Federal Transit Cluster
 - Unmodified opinion on compliance for major programs
 - No findings or questioned costs reported

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Forms 990 & 990-T

- Form 990:
 - No significant changes to core Form 990
 - No new schedules
 - Applicable schedules: A, B, C, D, J, O, and R
 - Public disclosure
 - Schedule B contributor information redacted
- Form 990-T
 - Change in Tax Law (TCJA)
 - Disallowed Fringe Benefits

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Contact Information



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Commissioner Miller asked if the auditors had a concern about the low operating cash balance on hand of \$108,865. Mr. Massaro answered the question by stating that the reported amount was as of June 30th and at that point in time there are no concerns. Keep in mind that as quickly as this balance can be reduced, it can be quickly increased by next day receipts. Commissioner Miller then asked about the restricted cash amount and what it entailed. Mr. Massaro stated that these restricted funds are from grant advances on hand and from member dues held as match and restricted for grant program activities.

7. Financial Report – Vince Massaro

For the period July 1, 2019 to October 31, 2019			
<u>Revenues</u>			
	Adopted Budget	Actual and Encumbered to Date	Percent of Budget
Total Project Related Revenues	\$12,688,666	\$5,616,506	44.26%
Total Revenues	\$12,688,666	\$5,616,506	44.26%
<u>Expenditures</u>			
	Adopted Budget	Actual and Encumbered to Date	Percent of Budget
Total Project Expenditures	\$12,688,666	\$5,616,506	44.26%
Total Expenditures	\$12,688,666	\$5,616,506	44.26%

Mr. Massaro reported on the financials for the fiscal period ending October 31, 2019. Total project related revenues actual and encumbered to date are \$5,616,506 compared to the adopted annual budget of \$12,688,666, this reflects about 44.26% of the budget recognized.

Expenditures recorded and encumbered to date total \$5,616,506 versus the adopted annual budget of \$12,688,666 or 44.26% of the budget expended and encumbered to date.

Project grant funding agreements have been fully executed with federal and state funding agencies. Project expenditures set by signed agreements and purchase orders have been encumbered.

Commissioner Craig moved to accept the financial report as presented and Commissioner Amadio seconded. The financial report was accepted as presented.

8. 2021-2024 Transportation Improvement Program (TIP) Update – Andy Waple

2021-2024 TIP Funding

State and Region

Mr. Waple began by outlining the financial outlook for the 2021-2024 TIP.

Federal & State Formula Funding

- **Federal FAST Act expires in FY2020**
 - Formulas assume flat federal funding at FY2020 levels
- **21% Decrease from 2019 TIP to 2021 TIP**
 - \$1.577 billion total drops to \$1.252 billion (-\$325 million)
- **State Prioritization of Interstate Needs**
 - annual increases in transfers from regional NHPP funds to PA Interstate program are expected to continue into the next TIP
- **Formula Updates Prioritize Maintenance**
 - preservation-priority favored over “fix-it-first” maintenance strategy – formula changes affect year three and year four funding distribution

Mr. Waple noted that the federal FAST Act expires at the end of federal fiscal year 2020 and the level of federal investment are projections, assuming flat federal funds at 2020 levels. He also noted that overall the available amount of state funds are down approximately \$300 million statewide. This is due to decreased tax receipts from the state motor license fund. Less state funding coupled with an increased investment at the statewide level into the Interstate Maintenance (IM) Program (administered

by PennDOT Central Office) translate into a 21% decrease from 2019 TIP to 2021 TIP (\$1.577 billion total drops to \$1.252 billion, \$325 million) Region wide, about \$230M (71%) is related to Interstate Transfers; \$95M drop (29%) is related to formula change.

State Prioritization of Interstate Needs

- Annual increases in transfers from regional NHPP funds to PA Interstate program are expected to continue into the next two TIP cycles, adding an additional \$50 million per year from the regions to the IM program. NHPP transfers to the IM program each year until PA interstate spending reaches \$1.0 billion per year in 2028. The continuing drop in the next TIP period will seem even worse than now - the same dollar reduction each year but the reduction is taken from a much smaller total.

Formula Updates Prioritize Maintenance

- preservation-priority favored over “fix-it-first” maintenance strategy – formula changes affect year three and year four funding distribution. Beginning in FY2023 funding formulas will direct more funding to “total miles” rather than “deficient miles.” When overall funding is limited a fix-it-first/worst-first maintenance strategy comes at the direct expense of preservation treatments – the penalty (which is even-more-expensive) is a short pavement life or bridge life. The change recognizes that increased spending is needed for preservation treatments – keeping good roads in good condition – which is the most-critical factor in lowering overall costs.

Federal & State Formula Funding

SPC Region Impacts

- Major projects to be deferred into Twelve Year Program
- Lower tier roads and bridges receive less funds
- Construction phase cash flow over multiple years
- Limited Amount of new projects to begin design

Projects delayed –
D10 - Three degree road, Margaret Rd Int. (422)

Other Funding Risks – U.S. and PA

- Federal Transportation Funding Reduction?
- Repeal PA Vehicle Sales Tax Transfer to Transit (to begin 2022)?
- PA State Police Transfers
- Decreasing Motor License Fund Tax Receipts (State and Federal)



Other Funding Risks – U.S. and PA¹

Federal Transportation Funding Reduction?

- U.S. Highway Trust Fund current spending is more than 40% greater than incoming annual revenues from the federal gas tax and other sources. When the FAST Act expires at the end of FY2020 there could be a \$6 billion reduction in Federal Appropriations to Pennsylvania (from the U.S. Highway Trust Fund – through SFY 2029-2030). Medium Likelihood. Short Term transfers from the U.S. General Fund have been used in the past to paper over the solvency issue. For the longer term an increase in the federal gas tax is needed.

Repeal PA Vehicle Sales Tax Transfer to Transit (to begin 2022)?

- Current Law requires the future transfer in FY2022-2023 of up to \$450 million per year to the PA Public Transportation Trust Fund (PTTF) (transit!) to replace Act 44 mandatory transfers from the Turnpike Commission. Low Likelihood, but this could change responding to pressures to reduce transfers from the PA General Fund.
- Favorable court rulings suggest that the PTC can continue with the modified payment schedule to the PTTF until those payments are replaced through other sources. Some of the payments impact the PA Multimodal Transportation Fund (MTF) (possible impacts on local bike/ped, streetscape, other local improvement projects).

PA State Police Transfers

- Act 89 required high levels of PA Motor License Fund (MLF) transfers to the PA State

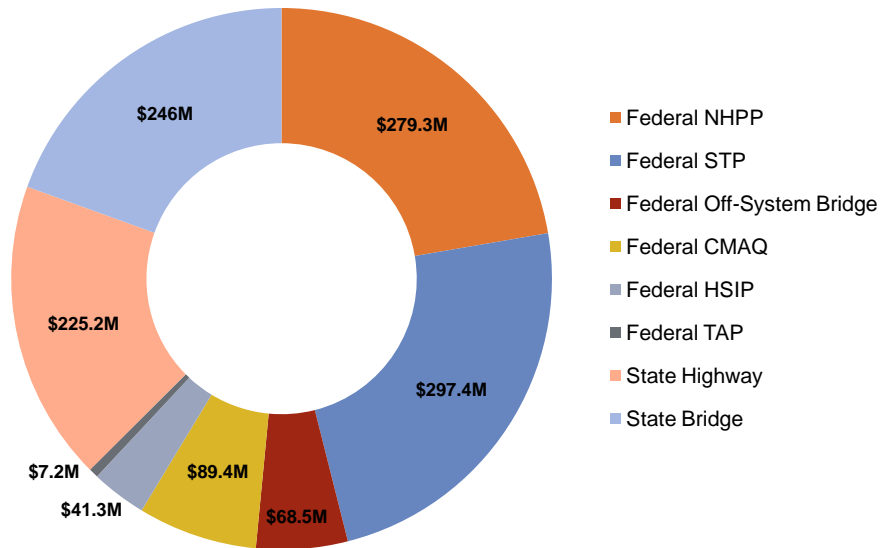
¹ Source: Risks to Transportation Funding in Pennsylvania, Pennsylvania Transportation Advisory Committee, February 21, 2019

Police. The law was amended in through the state fiscal code in 2016 to reduce the required transfers, an annual step-down, to \$500 million per year by FY 2029-2030.

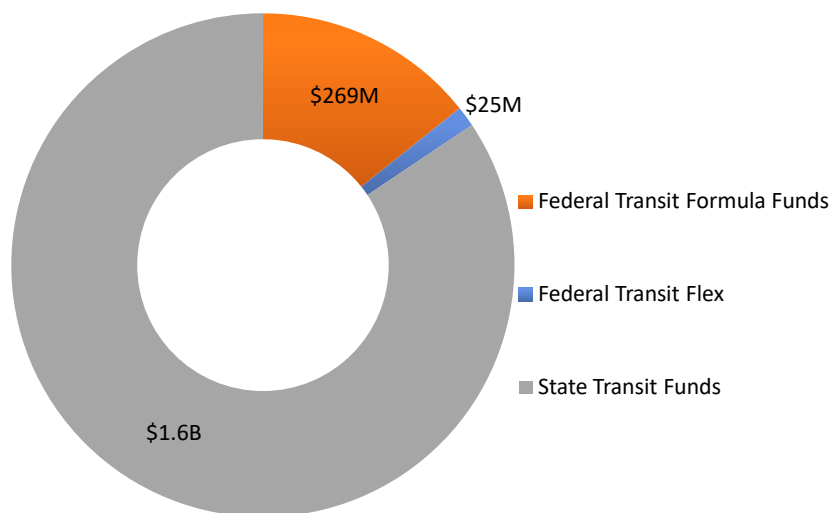
Decreasing Motor License Fund Tax Receipts (State and Federal)

- The increased fuel efficiency of gasoline and diesel powered vehicles and increased sales of alternate fuel vehicles are reducing MLF tax receipts.

2021-2024 Highway Program Funding

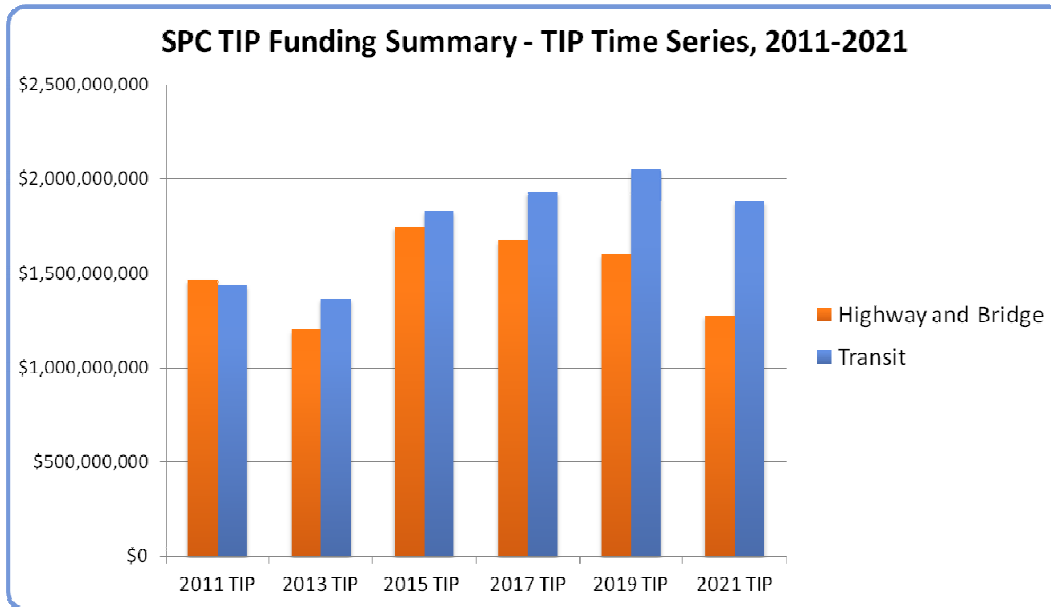


2021-2024 Public Transit Funding



- \$1.8B total (state and federal) – stable from last TIP update

- PAAC \$1.7 Billion Total – about - 91.5% program
- Passing of ACT 89 provided an immense boost to transit program.



\$1.577 Billion Total:

\$1.252 Billion Total, down from \$1.577B: 20%

Mostly in outer years – NHPP (D11 down by 29% overall, about 40% in last two years)

NHPP funds 40% lower as result of interstate funding redirection

Highway program is near pre-act 89 level

Public Engagement

- SPC Committees, Emails, P PP's, Facebook
- Online and written
- State Transportation Commission 12-year plan (600+ comments)
- Input from adopted Long Range Plan

**2021 TWELVE YEAR PROGRAM UPDATE
REGIONAL TRANSPORTATION SURVEY SUMMARY**
SOUTHWESTERN PENNSYLVANIA COMMISSION
METROPOLITAN PLANNING ORGANIZATION (SPC MPO)

A CLOSER LOOK AT YOUR REGION
The State Transportation Commission's 45-day open public comment period for the 2021 Twelve Year Program (TYP) Update was held March 13 through April 26, 2020. During the comment period, the public had the opportunity to take the Transportation Survey and participate in an online public meeting on either a webinar platform or Facebook Live. All public feedback received was analyzed to better understand public priorities and transportation trends.

Transportation Issues Identified
Overseas, survey participants reported about 2,800 transportation concerns. 628 of those concerns related to the SPC MPO region.

During the mapping exercise, issues identified that were not already addressed by projects in the 2021 TYP. See the map and data below to learn more.

The information presented here and the list of issues are preliminary and subject to change based on a final review. Data subject to change. Last Review: February 2021

Number of Issues Identified
(Values below correspond with the same color code on the map)

300	41	4	150	30	25
Trucking	Bridge	Finger	Bike/Walking	Transit	Connectivity/Address

Examples of 2021 TYP projects that addressed public concerns

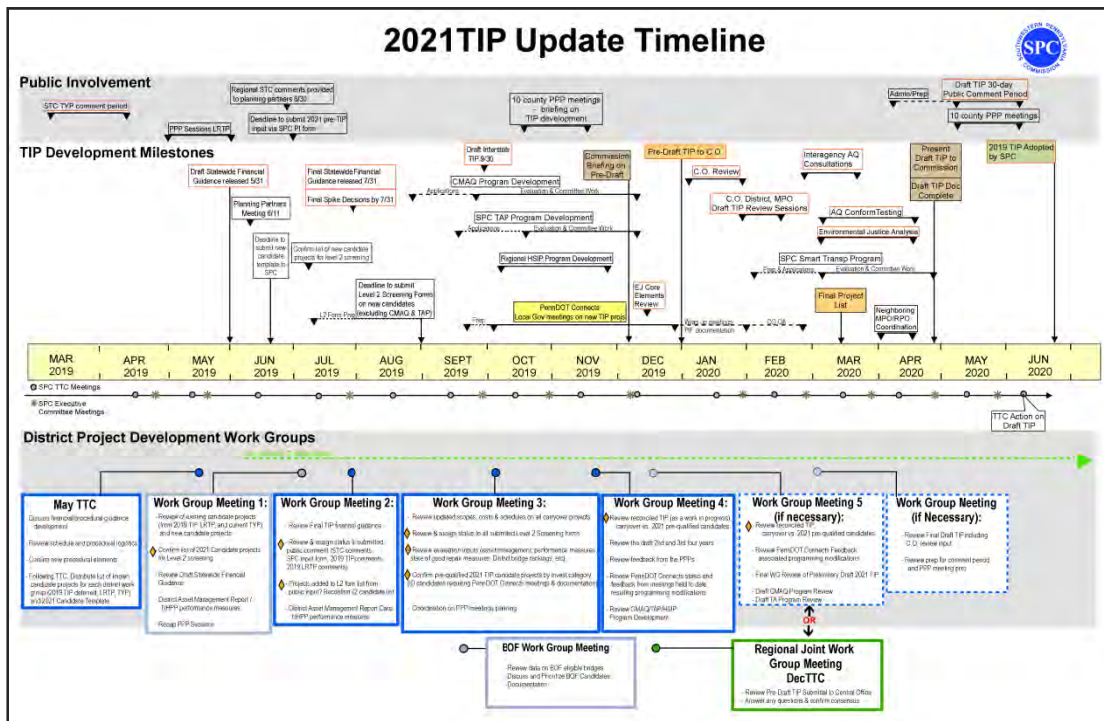
- Planning and Construction Safety Improvement in Allegheny County
- Elizabeth Ridge Reconstruction in Allegheny County
- Yonkers City Reconstruction in Allegheny County
- Ally and Overlay on several Routes in Seneca County
- 1-19 Interchange Reconstruction in Westmoreland County

www.typc.org Page 1 www.typpc.org/mplc

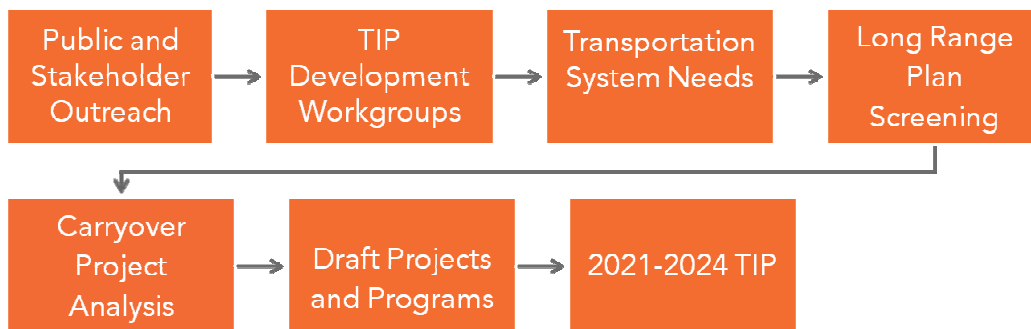
Public Engagement

- SPC Committees, Emails, PPP's, Social Media
- Online and Written Input Accepted Continuously
- State Transportation Commission 12-year plan (600+ comments)
- Extensive input from adopted Long Range Plan
- PennDOT Connects Meetings

2021 TIP Update Timeline



Project Development Process



Long-Range Plan Screening

	Capital Maintenance Roadways	Capital Maintenance Bridges	Capital Maintenance Operations Transit	Operations and Safety	Intermodal/Freight	Pedestrian and Bicycle	Enhancements	New Capacity Road and Bridge	New Capacity Transit
Connected Mobility									
Equity									
Mobility For All - Equity Means Us Whole	D	D	D	D	N/A	D	D	N/A	D
High Tech Mobility - Connected Systems and Autonomous Vehicles									
Modernize Infrastructure	D	D	D	D	D	D	D	D	D
Offset Public Impacts (CAV)	D	D	D	D	D	D	D	N/A	N/A
Prioritize and Streamline - Faster Project Development									
Holistic Planning	D	D	D	D	D	D	D	D	D
Streamline Processes	D	D	D	D	D	D	D	D	D
Funding and Financing									
Funding Partnerships	D	D	D	D	D	D	D	D	D
Educate and Promote	D	D	D	D	D	D	D	D	D
Connect Transit Region-Wide	D	D	D	D	N/A	D	D	D	D
Globally Competitive Economy									
Grow, Train and Retrain - Workforce for Change									
Find More Candidates	N/A	N/A	D	N/A	N/A	D	N/A	N/A	N/A
Train for What's Next	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Shannon Sort Skills	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Prioritize, Improve, Support - Infrastructure Supports Us									
Prioritize Economic Benefits	D	D	D	D	D	D	D	D	D
Be Efficient	D	D	D	D	D	D	D	D	D
Optimize Regional Energy Assets	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Partner and Deploy - Technology Advances Us									
Utilize Emerging Technologies	D	D	D	D	D	D	D	D	D
Broadband Everywhere	D	D	D	D	N/A	D	D	D	D
Resilient Communities									
Resilient Communities - Elevate Community									
Rebuild Where We Begin	D	D	D	D	D	D	D	D	D
Champion Best Practices	D	D	D	D	D	D	D	D	D
Conserve Our Resources	D	D	D	D	D	D	D	N/A	N/A
Invest in Resilience	D	D	D	D	D	D	D	D	D
Tackle Climate Change, Air & Water - The Earth Sustains Us									
Build to Last	D	D	D	D	D	D	D	D	D
Adapt and Improve (Climate Change)	D	D	D	N/A	D	D	D	N/A	D
Take Care of Water	D	D	D	N/A	D	D	D	D	D
Clear the Air	N/A	N/A	D	D	D	D	D	N/A	D

During the TIP workgroup process, the counties, City of Pittsburgh and PennDOT Districts submitted candidates for consideration to include into the TIP update.

Public comments were reviewed and considered for candidate project inclusion.

Given the amount of projects that are being carried over from the current TIP to the 2019 TIP and the reduction in funding, it is likely that only a small number of new projects will be added.

Projects Advancing

Allegheny County

- SR-28 Highland Park Bridge Interchange
- Spring Hill Road Bicycle and Pedestrian Improvements
- SR-2040 Lebanon Church Road Reconstruction
- I-376 Banksville Interchange Reconfiguration

City of Pittsburgh

- Liberty Avenue Safety Improvements
- Sylvan Avenue Bicycle and Pedestrian Improvements
- Charles Anderson Bridge Rehabilitation
- Downtown to Oakland BRT

Armstrong County

- SR-28: Goheenville Dip, Poverty Hill Bridge Rehabilitation, Spaces Corner Resurfacing
- US-422: Margaret Road Intersection, Bridges over Pony Farm Road Rehabilitation
- Bus (5) and Shared Ride (6) Vehicle Replacements

Major Projects Delayed:

Greentree Rd. Betterment

SR028 Betterment, Reduced SOW

Margaret Rd. - Most Construction funds off TIP in TYP



Projects Advancing

Beaver County

- Rochester-Monaca Bridge Preservation
- Monaca Gateway Roundabout and Streetscape
- SR-3007 Betterment (Brodhead Road)
- SR-51 Highway Restoration
- BCTA Bus Replacements (6) & Paratransit Vehicles (8)

Butler County

- SR-228 Corridor Improvements
- SR-8 Main St. Signal Upgrades
- SR-68 Corridor Improvements, Zelenople Curve
- SR-356 Corridor Improvements
- Pullman Center Enhancements (Park n Ride, Waiting Room)

228 – Balls Bend, Three Degree (util/rw), Ekastown West

Delayed – Mars RR West, Karns Crossing Bridge, CN phase of three degree



Projects Advancing

Fayette County

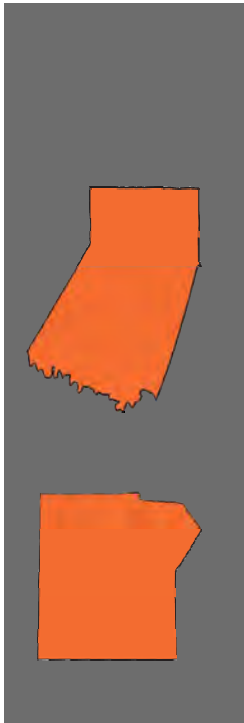
- Cast Iron Bridge
- Sheepskin Trail (Point Marion to Nilan)
- US-119 McClure/Kingview Rd. Interchange
- SR-711 Crawford Avenue Bridge Rehabilitation
- Bus Purchase (4) and Shared Ride Vehicle Replacements (8)

Greene County

- Waynesburg Betterment
- US-19 Bridge over Dunkard Creek Replacement
- SR-21 Toll Gate Run Bridge Replacement
- SR-88 over Whiteley Creek Restoration
- Shared Ride Vehicle Replacements (10)

Layton Bridge Construction off TIP

Projects Advancing



Indiana County

- SR 286/US-422 Interchange East
- Windy Ridge Phase 3A Multimodal Improvements
- Rustic Lodge/Indian Springs Road Intersection
- Philadelphia St. Group Bridge Replacement
- CNG Bus Replacements (4)

Lawrence County

- East Washington Street Bridge Replacement
- SR-65 East Washington Street Restoration
- US-224 Highway Restoration
- CNG Bus Replacements (5)

Projects Advancing



Washington County

- Charleroi Betterment and Signal Upgrades
- SR-18 over Chartiers Creek Bridge Rehabilitation
- SR-2027 over I-70 Bridge Replacement
- Bebout Rd. Intersection Improvements (Valleybrook & E. McMurray)
- MMVTA CNG Bus Replacements (2)
- Freedom Transit – Fixed Route/Paratransit Maintenance and Storage Facility

Westmoreland County

- West Newton Bridge Rehabilitation
- US-30 Corridor Improvements (Western Section)
- SR-356 Safety Improvements
- Laurel Valley Transportation Improvement Project
- Commuter Bus Replacements (13)

CMAQ Program

- Downtown to Oakland BRT (Signals, Lane Delineation, Intersections)
- I-376 East Active Traffic Management
- Traffic Signal Improvements (SR-8,18,30 US-119, Penn Ave)
- Allegheny River Green Boulevard
- I-79/SR-910 Interchange Improvements
- Mid Mon-Valley Transit Authority Bus Replacements
- Corridor Improvements (SR-68, SR-356)
- Pittsburgh Mobility Hubs/Transit Stops
- SR-28 Freeway Service Patrols/Incident Management
- Healthy Ride Electrified

- 16 Candidate Projects: \$47.7M requested
- Approximately \$35M available

TA Set-Aside Program

- South 21st Street Complete Green Street
- City of Washington Betterment (Route 18)
- Hoodlebug Trail – Mile Hill Section Improvements
- Three Rivers Heritage Trail - Brackenridge Section
- South Hills Junction Pedestrian Improvements
- Allegheny Station Bicycle Lockers

- 13 Candidate Projects: \$7.2M requested
- Approximately \$3.6M available

2021-2024 TIP Development

PennDOT Connects

Connects meetings to be held for new TIP projects to identify local plans in the project area for:



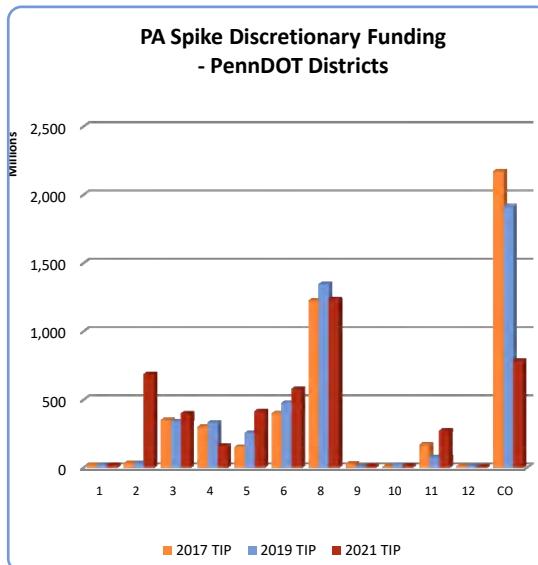
- Bicycle and Pedestrian Facilities
- Public Transit Routes/Stops
- Green Infrastructure and Stormwater Management
- Freight Movement
- Operations and ITS

Overall it has been very beneficial to the municipalities involved as well as PennDOT and SPC. Early interaction and information gathering to learn of local conditions and contextual needs allow PennDOT to design projects that will better serve the communities for many years to come.

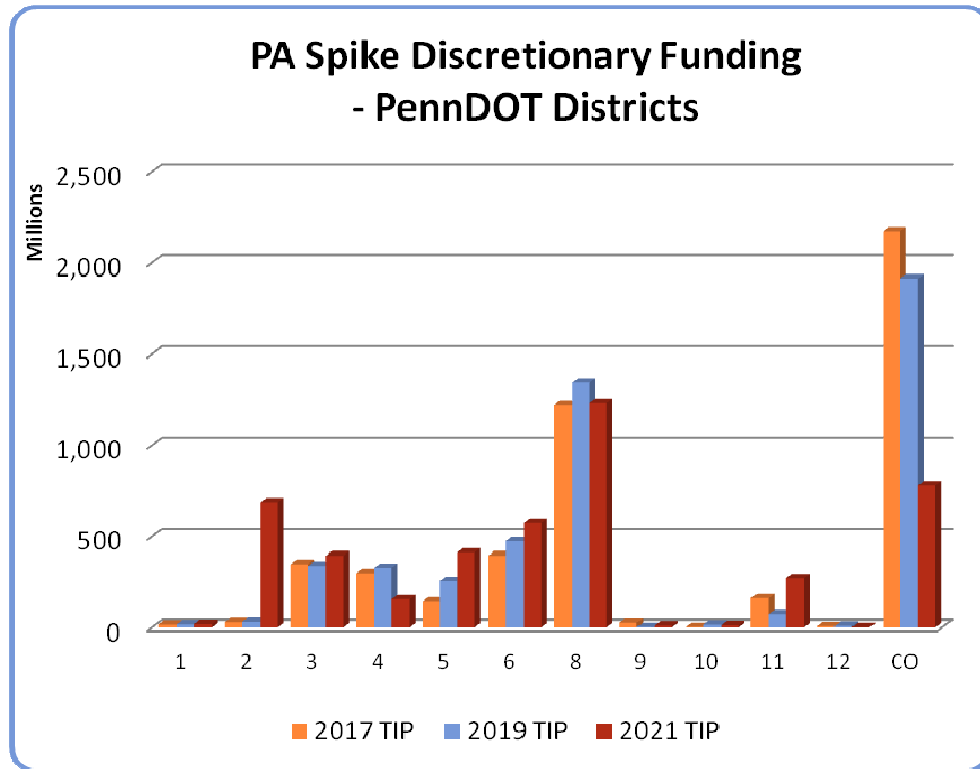
PennDOT Connects meeting are only being held on new candidate that have a good chance in making the TIP. PennDOT Connects meetings to be held for new TIP projects to identify local plans in the project area for:

Spike Discretionary Program

- Parkway East Corridor Improvements (**\$85M**)
- I-376 Commercial Street Bridge (**\$11M**)
- Streets Run Road Improvements (**\$20M**)
- West End Bridge (**\$65M**)
- SR-51: SR-88 to US-19 (**\$18M**)
- SR-28 Highland Park Bridge Interchange (**\$18.5**)
- SR-228 Balls Bend (**\$12.8M**)
- Greene County Local Bridges 73 & 75 (**\$2M**)



Mr. Waple explained that a large portion of the discretionary money (Spike Funding) is going to PennDOT Districts 4 (Scranton Area), 5 (Lehigh Valley Area), 6 (Philadelphia Area), and 8 (Harrisburg Area). Although we were able to add some more projects through the Spike program such as Streets Run, West End Bridge, and SR 51, we were able to get a small amount of funding, but it's nothing in comparison to other regions in the eastern and central portions of the state.



D2 – Clearfield, Centre -North

D3 – Lycoming, Bradford

D4 – Luzerne, Lackawanna

D5 – Lehigh, Berks, Schuylkill

D6 – Philadelphia

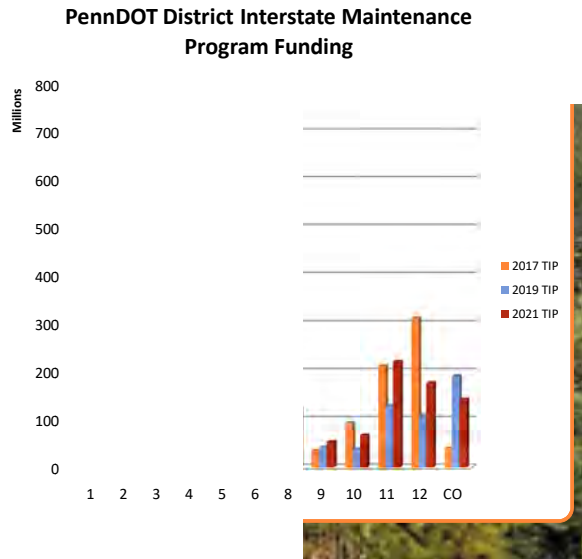
D8 – Dauphin, Perry, York, Adams, Lancaster

SPC - \$232.3M

- Parkway East Corridor Improvements (\$85M)
- I-376 Commercial Street Bridge (\$11M)
- Streets Run Road Improvements (\$20M)
- West End Bridge (\$65M)
- SR-51: SR-88 to US-19 (\$18M)
- SR-28 Highland Park Bridge Interchange (\$18.5M)
- SR-228 Balls Bend (\$12.8M)
- Greene County Local Bridges 73 & 75 (\$2M)

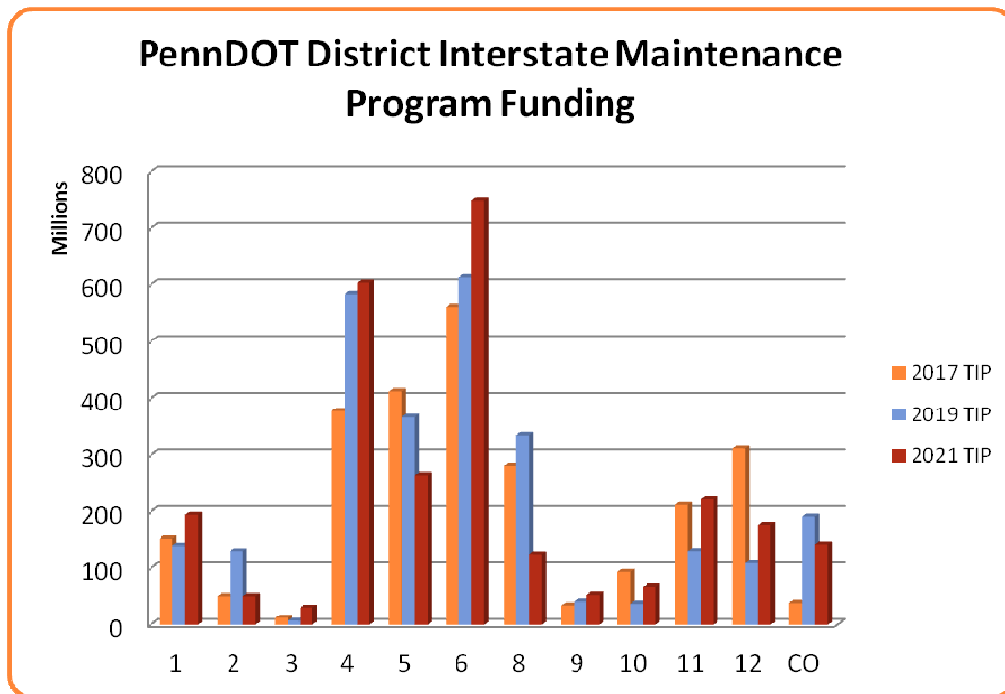
IM Program (Carryover Projects)

- I-376 Commercial Street Bridge (**\$61M**)
- I-376 Greentree and Carnegie Interchanges (**\$191.8M**)
- I-376 Bath Tub Flooding Study (**\$3.7M**)
- I-79 Neville Island Bridge (**\$30M**)
- I-79 Restoration (**\$37.5M**)
- I-70 Yukon & Madison Interchanges (**\$90M**)
- I-70/SR-51 Interchange (**\$157.6M**)
- I-70 Arnold City Interchange (**\$88.9M**)



Carnegie (114.5M)
 Greentree (77.3)
 TOTAL: \$660M

New projects to be added to program should be announced by CO within the next few weeks. We could recoup some of the region’s NHPP funds through new projects, However, they will most likely be added in outer years of TYP.



SPC Region - \$660M

- I-376 Commercial Street Bridge (\$61M)
- I-376 Greentree and Carnegie Interchanges (\$191.8M)
- I-376 Bath Tub Flooding Study (\$3.7M)
- I-79 Neville Island Bridge (\$30M)
- I-79 Restoration (\$37.5M)
- I-70 Yukon & Madison Interchanges (\$90M)
- I-70/SR-51 Interchange (\$157.6M)
- I-70 Arnold City Interchange (\$88.9M)

Mr. Waple stated the Interstate Maintenance program through the 12-year program is about \$660B for our region. As shown in the table, funding going to PennDOT Districts 10, 11 and 12 pales in comparison to the eastern and central parts of the state. These are carryover projects only. These are projects that begun on the last interstate TIP and will carry over to this one. Central Office will be adding new add projects to the program, so there is a slight chance we can recoup some of those funds. But they will more than likely not come in this TIP update, but will be pushed out into the latter years of the 12-year program.

Cheryl Sirianni said these slides are very disheartening to her as District Executive of one of the largest districts in the state - (11-0). Granted we might be able to get some more Interstate Maintenance money that hasn't been allocated yet, but what we're saying is the money you see here going to our districts are years out, like 5, 6, maybe 8 years out.

Regarding the cash flow increase problem that Andy talked about earlier, with some of these the projects using the cash flow over 1 maybe 2 years, they're now going to use the cash flow for 3 or 4 years. The local funding sponsors like the counties and municipalities are going to take the largest hit because you're going to have to front all that money for those 2-3 years until you get your money back. So a \$15-\$20 million project you might have in your county or municipality, you would get that money back within 2 months before, now you might have to wait 2 years and I don't think the counties and municipalities have the funds to carry all that money for those years.

Some of the other problems we're seeing is for the last 16 years we've carried about \$100M in our betterment program. The betterment program is the paving of the Route 8's and 51's and the road work on SR 65. Right now District 11 had to cut our benefit program from \$89M to \$11M (Districts 10 and 12 are experiencing this same thing). That means one road. So in Allegheny County where you might have seen 4 or 5 newly paved roads, you might see 1 road years out. We usually try to do 1 or 2 roads in Beaver and Lawrence Counties every year, but it may be 3 or 4 years before you see a betterment project in Beaver or Lawrence County. We try to pave a road about a magnitude of 12-20 years. So if you talk potholes from last spring or the year before, you won't see that. You'll be seeing treatments on the roads that we don't normally do. You're going to see us tar and chipping roads that carry 10,000-15,000 vehicles per day which is unheard of in other parts of the state because they don't have to do those treatments.

Something else we're looking at is roads like Route 28, which is one of our major roads. One section hasn't been paved in 19 years. We can't use lower level treatments on that. So what does that do? We have to siphon some money from the low level roadways. What we're looking at now is some of the roads had landslides. We had 120 landslides in August alone. These roads are going to have to be closed. We can't afford to spend \$2-\$3m on a roadway with only 282 vehicles per day. That roadway might be school bus route or truck route. So we're going to have to make some tough decisions going forward.

This also creates a problem with your contractors and consultants in this region, because we're not going to have much work. We don't have the funding; we'll only have a handful of large contractors. The consultants are not going to have projects to work on and then the contractors will go back down

again like they did a few years ago. That hurts us because a lot of them go out of business. When the pendulum swings up and we get money again, they're not there and there's no competition. This is a big problem. The big problem is the lack of money coming to this region and it's going to hurt all of us.

Commissioner Heckman stressed that for Allegheny County, this situation will be particularly felt in regards to the County-owned bridges, the maintenance of which is crucial to the functioning of the highway system in the County and the region.

Commissioner Osche was curious about how long this 'discretionary funding imbalance has been effecting the region. District Executive Sirianni responded that previously, there had been "ebbs and flows" in the TIP-by-TIP financial guidance, but since the passage of Act 89, discretionary investment in the SPC region has steadily and dramatically decreased.

Discussion ensued with consensus that the Commissioners should craft a plan to influence the western Pennsylvania delegation of the General Assembly to address this worsening situation.

2021-2024 TIP Development

Milestones

- **December 2019** – SPC Commission Briefing
- **Spring 2020** – PennDOT Review; AQ Conformity & EJ Analysis; Document Preparations
- **May 2020** – Formal 30 Day Public Comment Period and Public Meetings
- **June 2020** – 2021-2024 TIP Adoption

Major milestones in the TIP development process over the next year.

9. Report on Draft 2020-2022 Unified Planning Work Program (UPWP) – Andy Waple

UPWP: July 2020 – June 2022

- **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

Department Priorities and Initiatives

- Performance Based Planning and Programming
- Technical assistance and education to local governments
- Adapting planning and programming to address the impacts of extreme weather and greenhouse gas emissions
- Improve infrastructure efficiency through technology
- Utilize the PennDOT Connects process to ensure context based project development
- Collaboration and Coordination with public transit providers across the region

UPWP: July 2020 – June 2022

Plans & Programs

- Corridor Master Planning
- Resiliency Planning
- Innovative Finance
- County and Municipal Assistance
- 2023 TIP Update

Multimodal Planning

- Transit Operator Technical Assistance
- Active Transportation Plan Implementation
- Travel Demand Management (TDM) Outreach and Coordination
- Regional Truck Parking Study

UPWP: July 2020 – June 2022

Operations & Safety

- Regional Traffic Signal Program
- Road Safety Audits & Corridor Operations Plans
- Traffic Incident Management Program
- Regional Safety Action Plan Update
- Regional Operations Plan Implementation

Data & Modeling

- Next Generation Travel Demand & Economic Modeling
- Big Data Utilization and Sharing
- Performance Metric Tracking Dashboards
- 2020 Census Data

UPWP: July 2020 – June 2022

Outreach & Coordination

- Public Participation Plan Update
 - ◆ Title VI Plan
 - ◆ Limited English Proficiency Plan (LEP)
- Examine Public Participation Panels
- Innovative Public Engagement Techniques
- Website Enhancements
 - ◆ Interactive Mapping
 - ◆ Resource Center

10. Other Business/Announcements – Jim Hassinger

Jim Hassinger introduced Jennifer Lasser, Director, Planning and Development.

Certificates of Appreciation were presented to the following SPC Commission members whose terms are expiring at the end of December 2019: Chuck Anderson, Michael Baker, Bob Brooks, Dave Coder, Steve Craig, Robert Del Signore, Sandie Egley, Ted Kopas, Rod Ruddock, Harlan Shoher, George Skamai, Archie Trader and Angela Zimmerlink

Next Meeting Date – Annual Meeting January 27, 2020

11. New Business – None

12. Adjourn

Commissioner Coder moved to adjourn the meeting of the Southwestern Pennsylvania Commission at 6:10 p.m. and Lynn Heckman seconded. The affirmative vote was unanimous.

Respectfully Submitted

Tony Amadio, Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA CORPORATION
SOUTHWESTERN PENNSYLVANIA COMMISSION
 COMBINED REVENUE and EXPENSE STATEMENT
 FOR THE PERIOD JULY 1, 2019 TO DECEMBER 31, 2019

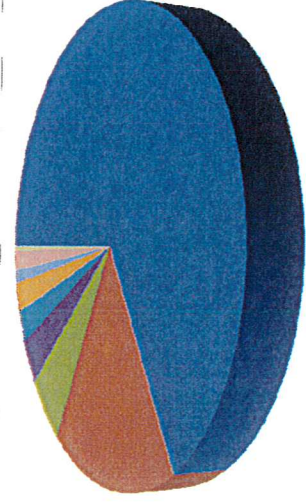
	ADOPTED BUDGET	ACTUAL TO DATE	PERCENT OF BUDGET	ACTUAL and ENCUMBERED TO DATE	PERCENT OF BUDGET
REVENUES:					
Federal Grants	\$ 8,069,872	\$ 3,146,953	39.00%	\$ 4,669,864	57.87%
State Grants	1,937,438	604,964	31.22%	1,235,677	63.78%
In-Kind Service Match	1,104,888	283,539	25.66%	383,539	34.71%
Commission Members Local Match	517,170	221,496	42.83%	246,563	47.68%
SPC Member Water Program	441,509	160,619	36.38%	175,051	39.65%
Communications Allocation	355,000	158,435	44.63%	158,435	44.63%
Other Funding / Program Match	115,793	103,575	89.45%	103,575	89.45%
SPC Corporation Operating Funds	82,400	40,455	49.10%	70,455	85.50%
Loan Program Fees Recognized	64,596	29,810	46.15%	29,810	46.15%
TOTAL PROJECT RELATED REVENUES	\$ 12,688,666	\$ 4,749,846	37.43%	\$ 7,072,969	55.74%
EXPENDITURES:					
Direct					
Program Salaries with Fringes	\$ 4,373,428	\$ 2,084,124	47.65%	\$ 2,084,124	47.65%
Printing	19,035	9,677	50.84%	9,677	50.84%
Telephone	9,630	4,446	46.17%	4,446	46.17%
Postage	2,290	315	13.76%	315	13.76%
Supplies; Software Maintenance	81,217	40,428	49.78%	40,428	49.78%
Travel	126,046	51,191	40.61%	51,191	40.61%
Equipment Purchase/Lease/Maintenance	51,000	7,393	14.50%	49,393	96.85%
Meetings	103,755	27,565	26.57%	27,565	26.57%
Legal and Grant Audits	34,300	59,927	174.71%	59,927	174.71%
Dues/Data Files/Web Site Development and Maintenance	102,644	45,262	44.10%	45,262	44.10%
Training and Development	16,986	6,730	39.62%	6,730	39.62%
Temp Personnel Services	48,018	14,490	30.18%	14,490	30.18%
Communications Project Allocation	355,000	158,435	44.63%	158,435	44.63%
In-Kind Service Match	1,104,888	283,539	25.66%	383,539	34.71%
Contractual - Professional Technical Consulting Services	615,447	58,036	9.43%	58,036	9.43%
Contractual - Whitman, Requardt & Associates	530,060	222,846	42.04%	530,060	100.00%
Contractual - MarketSpace Communications	513,000	218,289	42.55%	513,000	100.00%
Contractual - On Call Consultancy	500,000	121,525	24.31%	300,000	60.00%
Contractual - PREP Partners	271,274	16,028	5.91%	271,274	100.00%
Contractual - LDD's (Keystone Communities Phase I & II)	147,784	28,664	19.40%	147,784	100.00%
Contractual - LDD's (ENGAGE! Program)	231,280	-	0.00%	231,280	100.00%
Contractual - SPC Members UPWP Planning Assistance	213,378	49,200	23.06%	213,378	100.00%
Contractual - Catalyst Connection subaward	446,816	-	0.00%	446,816	100.00%
Contractual - Enterprise Holdings	200,000	66,400	33.20%	200,000	100.00%
Contractual - Port Authority Allegheny County Transit Planning Pass-Through	184,000	163,517	88.87%	184,000	100.00%
Contractual - Advocacy Representation	60,000	30,000	50.00%	60,000	100.00%
Total Direct Expenditures	\$ 10,341,276	\$ 3,768,027	36.44%	\$ 6,091,150	58.90%
Indirect Expenses	2,347,390	981,819	41.83%	981,819	41.83%
TOTAL PROJECT RELATED EXPENDITURES	\$ 12,688,666	\$ 4,749,846	37.43%	\$ 7,072,969	55.74%

Revenues - Actual and Encumbered to Date

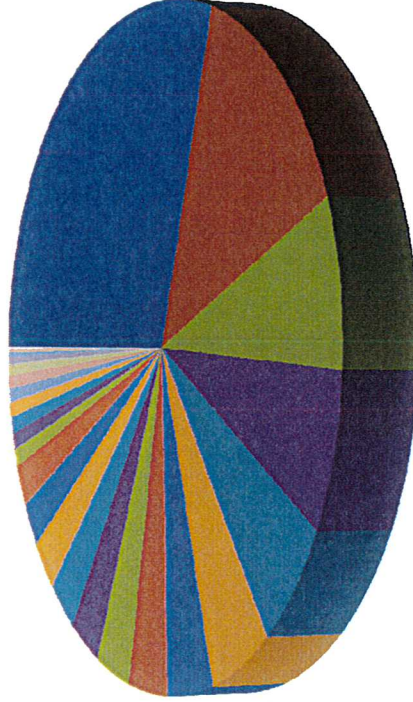
Federal Grants \$	4,669,864
State Grants \$	1,235,677
In-Kind Service Match \$	383,539
Commission Members Local Match \$	246,583
SPC Member Water Program \$	175,051
Communications Allocation \$	158,435
SPC Corporation Operating Funds \$	70,455
Other Funding/Program Match \$	103,575
Loan Program Fees \$	29,810
	\$ 7,072,969

Expenditures - Actual and Encumbered to Date

Program Salaries with Fringes \$2,084,124	2,084,124
Indirect Expenses \$981,819	981,819
Contractual - Whilman, Requardt & Associates \$530,060	530,060
Contractual - MarketSpace Communications \$513,000	513,000
Contractual - Catalyst Connection subaward \$446,816	446,816
In-Kind Service Match \$383,539	383,539
Contractual - On Call Consultancy \$300,000	300,000
Contractual - PREP Partners \$271,274	271,274
Contractual - LDD's (ENGAGE! Program) \$231,280	231,280
Contractual - SPC Members UPWP Planning Assistance \$213,378	213,378
Contractual - Enterprise Holdings \$200,000	200,000
Contractual - Port Authority Allegheny County Transit Planning Pass-Through \$184,000	184,000
Communications Project Allocation \$158,435	158,435
Contractual - LDD's (Keystone Communities Phase I & II) \$147,784	147,784
Contractual - Advocacy Representation \$60,000	60,000
Legal and Grant Audits \$59,927	59,927
Contractual - Professional Technical Consulting Services \$58,036	58,036
Travel \$51,191	51,191
Equipment Purchase/Lease/Maintenance \$49,393	49,393
Dues/Data Files/Web Site Development and Maintenance \$45,262	45,262
Supplies; Software Maintenance \$40,428	40,428
Meetings \$27,565	27,565
Temp Personnel Services \$14,490	14,490
Printing \$9,677	9,677
Training and Development \$6,730	6,730
Telephone \$4,446	4,446
Postage \$315	315
	\$ 7,072,969



- Federal Grants \$
- State Grants \$
- In-Kind Service Match \$
- Commission Members Local Match \$
- SPC Member Water Program \$
- Communications Allocation \$
- SPC Corporation Operating Funds \$
- Other Funding/Program Match \$
- Loan Program Fees \$



- Program Salaries with Fringes \$2,084,124
- Indirect Expenses \$981,819
- Contractual - Whilman, Requardt & Associates \$530,060
- Contractual - MarketSpace Communications \$513,000
- Contractual - Catalyst Connection subaward \$446,816
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- Contractual - Enterprise Holdings \$200,000
- Contractual - Port Authority Allegheny County Transit Planning Pass-Through \$184,000
- Communications Project Allocation \$158,435
- Contractual - LDD's (Keystone Communities Phase I & II) \$147,784
- Contractual - Advocacy Representation \$60,000
- Legal and Grant Audits \$59,927
- Contractual - Professional Technical Consulting Services \$58,036
- Travel \$51,191
- Equipment Purchase/Lease/Maintenance \$49,393
- Dues/Data Files/Web Site Development and Maintenance \$45,262
- Supplies; Software Maintenance \$40,428
- Meetings \$27,565
- Temp Personnel Services \$14,490
- Printing \$9,677
- Training and Development \$6,730
- Telephone \$4,446
- Postage \$315

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 1-20

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION ("SPC") to approve submission of the 2020-2022 Unified Planning Work Program to appropriate funding agencies.

WHEREAS, the 2020-2022 Unified Planning Work Program documents all transportation and transportation-related planning activities to be undertaken within the SPC region from July 1, 2020 through June 30, 2022; and

WHEREAS, the 2020-2022 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 2020-2022 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 2020-2022 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 2020-2022 Unified Planning Work Program.

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 27th day of January 2020, 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

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219-3451
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MEMORANDUM

To: Members, Southwestern Pennsylvania Commission

From: Lynn Heckman and Scott Putnam, Co-Chairs, SPC Nominating Committee

Date: January 27, 2020

Subject: Nominating Committee Recommendations for Southwestern Pennsylvania Commission Executive Committee and Officers

Detailed below, please find the Nominating Committee's 2020-2021 recommendations for the Southwestern Pennsylvania Commission.

Southwestern Pennsylvania Commission Executive Committee:

Allegheny County, Rich Fitzgerald
City of Pittsburgh, William Peduto
Armstrong County, Pat Fabian
Beaver County, Tony Amadio
Butler County, Leslie Osche
Fayette County, Vince Vicites
Greene County, Mike Belding
Indiana County, Sherene Hess
Lawrence County, Morgan Boyd
Washington County, Diana Irely Vaughan
Westmoreland County, Sean Kertes
At-Large, Gina Cerilli
At-Large, Lynn Heckman
At-Large, Larry Maggi
PENNDOT, Larry Shifflet
Governor's Appointee, Jessica Walls Lavelle
Department of Community and Economic Development, Johnna Pro
SPC Executive Director, James R. Hassinger

Southwestern Pennsylvania Commission Officers:

Chairman, Rich Fitzgerald
Vice Chairman, Tony Amadio
Secretary-Treasurer, Leslie Osche

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 2-20

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to elect the following members to the Executive Committee for calendar years 2020 and 2021.

Allegheny County, Rich Fitzgerald
Armstrong County, Pat Fabian
Beaver County, Tony Amadio
Butler County, Leslie Osche
Fayette County, Vince Vicites
Greene County, Mike Belding
Indiana County, Sherene Hess
Lawrence County, Morgan Boyd
Washington County, Diana Irey Vaughan
Westmoreland County, Sean Kertes
City of Pittsburgh, William Peduto
At-Large, Gina Cerilli
At-Large, Lynn Heckman
At-Large, Larry Maggi
PennDOT, Larry Shifflet
Governor's Appointee, Jessica Walls Lavelle
Department of Community and Economic Development, Johnna Pro
SPC Executive Director, James Hassinger, ex officio

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 27th day of January 2020, 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

RESOLUTION NO. 3-20

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to elect Officers for calendar years 2020 and 2021.

NOW, THEREFORE, BE IT RESOLVED that the following persons be and the same hereby are elected to serve as Officers of the Commission in the capacity set forth opposite their name below, from the date hereof until their successors are elected and qualified by the Commission:

Rich Fitzgerald, Chairman

Tony Amadio, Vice Chairman

Leslie Osche, Secretary-Treasurer

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 27th day of January 2020, 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

RESOLUTION NO. 4-20

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to honor the services of Larry Maggi.

WHEREAS, Larry Maggi has served ably as Chairman of the Southwestern Pennsylvania Commission since January 2018;

WHEREAS, he has had a long and active association with SPC having been a Washington County representative since 2003;

WHEREAS, he also Chaired and served on the Board of Directors of the Southwestern Pennsylvania Corporation and its Audit Committee;

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

WHEREAS, he guided the update of our region's long range plan, SmartMoves for a Changing Region, adopted by the Commission on June 24, 2019;

WHEREAS, he has fostered unprecedented public involvement in the planning process and accommodated differing views to reach balanced decisions;

WHEREAS, his inclusive style of leadership has been influential in shaping agreeable decisions on difficult issues; and

WHEREAS, he gives generously of his time to the residents of Washington County and to 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 the agency in the years ahead.

I, Tony Amadio, 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 27th day of January 2020, 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
 ALLEGHENY • ARMSTRONG • BEAVER • BUTLER • FAYETTE • GREENE • INDIANA • LAWRENCE • PITTSBURGH • WASHINGTON • WESTMORELAND

January 27, 2020

Southwestern Pennsylvania Commission

Welcome

Microphone Instructions:

- Push button to talk
- Mic is ON when **RED** light is lit
- Push button again when finished

Please speak directly into the mic
Thank You!

Note: System allows 4 mics to be in use at one time

Southwestern Pennsylvania Commission January 27, 2020
 Agenda Item No. 1

Call to Order

- Quorum
- Conflict of Interest Declarations

Southwestern Pennsylvania Commission January 27, 2020
 Agenda Item No. 2

Action

Meeting Minutes
 December 16, 2019

Southwestern Pennsylvania Commission January 27, 2020
 Agenda Item No. 3

Public Comment

Southwestern Pennsylvania Commission January 27, 2020
 Agenda Item No. 4

Presentation

Southwestern Pennsylvania Commission January 27, 2020
 Agenda Item No. 5

Financial Report

Southwestern Pennsylvania Commission January 27, 2020
 Agenda Item No. 5

For the period July 1, 2019 to December 31, 2019

<u>Revenues</u>	Adopted Budget	Actual and Encumbered to Date	Percent of Budget
Total Project Related Revenues	\$12,688,666	\$7,072,969	55.74%
Total Revenues	\$12,688,666	\$7,072,969	55.74%

<u>Expenditures</u>	Adopted Budget	Actual and Encumbered to Date	Percent of Budget
Total Project Expenditures	\$12,688,666	\$7,072,969	55.74%
Total Expenditures	\$12,688,666	\$7,072,969	55.74%

Southwestern Pennsylvania Commission January 27, 2020
 Agenda Item No. 6

Action Resolution 1-20

Authorize Submission of the 2020-2022 Unified Planning Work Program to the Appropriate Funding Agencies

DRAFT 2020-2022 UNIFIED PLANNING WORK PROGRAM (UPWP) OVERVIEW

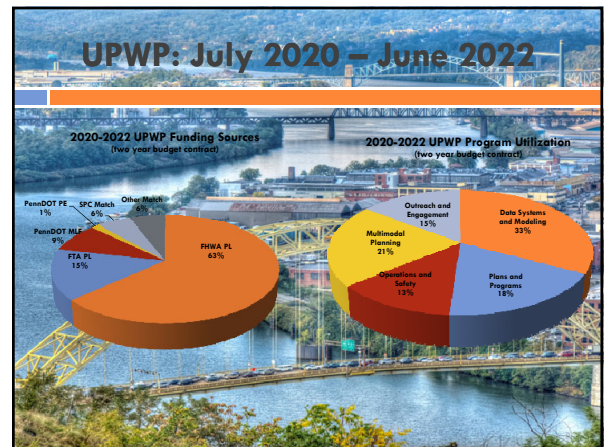
UPWP: July 2020 – June 2022

2-year contract between PennDOT and SPC

Focused yet Flexible

5 Functional Program Areas:

- Plans and Programs
- Multimodal Planning
- Operations & Safety
- Data & Modeling
- Outreach & Engagement



UPWP: July 2020 – June 2022

Department Priorities and Initiatives

- ▣ Performance-based Planning and Programming
- ▣ Technical assistance and education to local governments
- ▣ Adapt planning and programming to address the impacts of extreme weather and greenhouse gas emissions
- ▣ Improve infrastructure efficiency through technology
- ▣ Consider every mode and user when planning for transportation infrastructure and services
- ▣ Utilize the PennDOT Connects process to ensure context-based project development and holistic planning

UPWP: July 2020 – June 2022

Plans & Programs

- ▣ Corridor Master Planning
- ▣ Resiliency and Environmental Planning
- ▣ Innovative Finance and New Funding Opportunities
- ▣ County and Municipal Assistance
- ▣ 2023 TIP Update
- ▣ Asset Management Forecasting Tools

Smart Moves 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 2020 – June 2022

Multimodal Planning

- ▣ Transit Operator Technical Assistance / Smart Moves Connections Implementation
- ▣ Active Transportation Plan Implementation
- ▣ Travel Demand Management (TDM) Outreach and Expansion
- ▣ Regional Truck Parking Study
- ▣ Human Services Transportation Coordination

Smart Moves 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 2020 – June 2022

Operations & Safety

- ▣ Traffic Signal Timing Cycle 4
- ▣ Road Safety Audits & Corridor Operations Planning Studies
- ▣ Traffic Incident Management (TIM) Program
- ▣ Safety Action Plan Update
- ▣ Strategic ITS Deployment Plan

Smart Moves 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 2020 – June 2022

Data & Modeling

- ▣ Next Generation Travel Demand & Economic Modeling
- ▣ Big Data Utilization and Sharing (Inrix, Streetlight, etc)
- ▣ Performance Metric Tracking and Reporting Dashboards
- ▣ Process, Summarize and Distribute 2020 Census Data

Smart Moves Strategies

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

UPWP: July 2020 – June 2022

Outreach & Engagement

- Public Participation Plan Update
 - ◆ Title VI Plan
 - ◆ Limited English Proficiency Plan
- Public Participation Panels
- Innovative Public Engagement
- Website Enhancements
 - ◆ Interactive Mapping
 - ◆ Resource Center

Smart Moves Strategies

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



2020-2022 UPWP

ACTION: Resolution 1-20
Submission of 2020-2022
UPWP to Funding Agencies

Southwestern Pennsylvania Commission January 27, 2020
 Agenda Item No. 7

Nominating Committee Report

Action

Resolution 2-20
Elect an Executive Committee

Resolution 3-20
Elect Officers of the Commission

2020-2021 Executive Committee

- Allegheny County, Rich Fitzgerald
- City of Pittsburgh, William Peduto
- Armstrong County, Pat Fabian
- Beaver County, Tony Amadio
- Butler County, Leslie Osche
- Fayette County, Vincent 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
- At-Large, Lynn Heckman
- At-Large, Larry Maggi
- PennDOT, Larry Shifflet
- Governor's Appointee, Jessica Wallis Lavelle
- DCED, Johnna Pro
- SPC President and CEO, James Hassinger, ex officio

2020-2021 Commission Officers

- Rich Fitzgerald, Chairman
- Tony Amadio, Vice Chairman
- Leslie Osche, Secretary-Treasurer

Southwestern Pennsylvania Commission January 27, 2020
 Agenda Item No. 8

Committee Reports

Action
Resolution 4-20

**Honor the Services
of Outgoing
Chairman Larry Maggi**



Other Business/Announcements

- Next Meeting Date—April 27, 2020

Certificates of Appreciation

Joe Dubovi, PennDOT
Robbie Matesic, Greene County

New Business

Adjourn Commission Meeting

Please Remain Seated for the
Southwestern Pennsylvania Corporation
Annual Membership Meeting

*(All Voting Commissioners are Voting Members of the
Corporation)*

Southwestern Pennsylvania Corporation
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**Annual Corporation Membership Meeting
January 27, 2020**

Action

Meeting Minutes
December 10, 2018

Action

Resolution 2-20

Elect the Corporation Board of Directors

2020 Corporation Board

- Allegheny County, Rich Fitzgerald
- City of Pittsburgh, William Peduto
- Armstrong County, Pat Fabian
- Beaver County, Tony Amadio
- Butler County, Leslie Osche
- Fayette County, Vincent Vicites
- Greene County, Mike Belding
- Indiana County, Sherene Hess
- Lawrence County, Morgan Boyd
- Washington County, Diana Irey Vaughan
- Westmoreland County, Sean Kertes

Other Business

Adjourn Corporation Members Meeting

Convene Newly Elected
Corporation Board Members

Please Remain Seated while Newly
Elected Board Elects Officers

Action

Resolution 3-20

Elect 2020 Officers of the Corporation

2020 Corporation Officers

- Rich Fitzgerald, Chairman
- Tony Amadio, Vice Chairman
- James Hassinger, President and CEO
- Andy Waple, Vice President
- Vincent Massaro, Secretary-Treasurer

Corporation Board of Directors

January 27, 2020
Agenda Item No. 2

Other Business

Corporation Board of Directors

January 27, 2020
Agenda Item No. 3

Adjourn

Reception - 6:00 p.m.
Offices of Buchanan Ingersoll & Rooney
Union Trust Building
501 Grant Street, Suite 200
Pittsburgh, PA 15219-4413

