



SOUTHWESTERN PENNSYLVANIA COMMISSION

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219-3451
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Southwestern Pennsylvania Commission

4:30 p.m. – September 28, 2020

Officers:

Allegheny County
Rich Fitzgerald
Chairman

Beaver County
Tony Amadio
Vice-Chairman

Butler County
Leslie A. Osche
Secretary-Treasurer

Executive Committee:

Allegheny County
Rich Fitzgerald

Armstrong County
Pat Fabian

Beaver County
Tony Amadio

Butler County
Leslie A. Osche

City of Pittsburgh
William Peduto

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
Lynn Heckman
Larry Maggi

Governor's Office
Jessica Walls-Lavelle

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

PA Dept. of Transportation
Larry S. Shifflet

Executive Director
Vincent Valdes

Zoom Meeting

It is important to register in advance for this meeting:

https://us02web.zoom.us/webinar/register/WN_5DxN4fCiQCCML3zoFZ0NIg

To call-in only please use +1 301 715 8592

After registering, you will receive a confirmation email containing information about joining the meeting.

Please log in for the meeting no later than 4:15.

AGENDA

1. Call to Order
 - a. Quorum
 - b. Any Conflict of Interest Declarations on Action Items
2. Action on Minutes of the July 27th Meeting
3. Public Comment
4. Financial Report – Vince Massaro
5. Broadband Presentation – Jenn Lasser
6. Hyperloop Pennsylvania Study Presentation – Pennsylvania Turnpike Commission
7. CMU Smart Mobility Challenge – Lisa Kay Schweyer
8. Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grants Program Announcement in Butler County – Mark Gordon
9. Action on Resolution 13-20 to Amend the 2020-2022 Unified Planning Work Program (UPWP) to Include the Brodhead Road Corridor Planning Study and the Port Authority of Allegheny County TOD Planning Pilot Program – Andy Waple

10. Action on Resolution 14-20 to Approve Updated Federal CMAQ Performance Measures and CMAQ Performance Plan – Andy Waple and Chuck Imbrogno
11. Committee Reports
12. Staff Report/Other Business/Announcements – Vincent Valdes
Next Meeting Date – December 14th
13. New Business
14. Adjourn

Southwestern Pennsylvania Commission
Minutes of the Meeting
June 29, 2020 – 4:30 p.m.
Zoom Meeting

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

Members: Brian Allen, Darin Alviano, Tony Amadio, Mike Belding, Kevin Boozel, Morgan Boyd, Scott Bricker, Tom Ceraso, Gina Cerilli, Douglas Chew, Mike Coonley, Pat Fabian, Rich Fitzgerald, Jim Gagliano, Kim Geyer, Sheila Gombita, Mark Gordon, Robin Gorman, Joe Grata, Kelly Gray, Dick Hadley, Lynn Heckman, Sherene Hess, Diana Irey Vaughan, Charles Jones, Fred Junko, Katharine Kelleman, Sean Kertes, Clifford Levine, Larry Maggi, Jack Manning, Jeff Marshall, Kevin McCullough, Amy McKinney, Cheryl Moon-Sirianni, Don Myers, Leslie Osche, Johnna Pro, Mavis Rainey, Bob Regola, Aurora Sharrard, Nick Sherman, Larry Shifflet, Loretta Spielvogel, Byron Stauffer, Jr., Vince Vicites, Jessica Walls-Lavelle, and Blair Zimmerman.

Others: Ann Ogoreuc, Allegheny County Department of Economic Development; Hope Werner, PennDOT District 11-0; Nolan Ritchie, Senate Transportation Committee; and Scott Schafer.

Staff: Vincent Valdes, Jim Hassinger, Kirk Brethauer, Domenic D’Andrea, Linda Duffy, Ryan Gordon, Anthony Hickton, Chuck Imbrogno, Tom Klevan, Jenn Lasser, Vince Massaro, Steve Meredith, Shannon O’Connell, Jeremy Papay, Kay Tomko, Sara Walfoort, and Andy Waple.

1. Chairman Fitzgerald called to order the June 29, 2020 meeting of the Southwestern Pennsylvania Commission
 - a. Quorum – There being a quorum present the meeting proceeded
 - b. Any Conflict of Interest Declarations on Action Items – None
2. Action on Minutes of the April 27, 2020 Meeting

A motion was made to approve the minutes of the April 27, 2020 meeting by Commissioner Leslie Osche which was seconded by Larry Shifflet. The affirmative vote was unanimous.

3. Public Comment

There were no public comments at the meeting. Andy Waple mentioned that public comments received during the public comment period were distributed to the Commission members last week. There were 56 written comments.

Chairman Fitzgerald noted that he, Commissioner Maggi and Commissioner Osche served on the Search Committee for SPC’s new Executive Director. He commented that Vincent Valdes had the experience, the resume, the energy, and the ideas that led them to choose him. He then asked Vincent to speak to the Commission.

Vincent Valdes said he is a people person. He said he is dedicated to using his full energies working for the Commission. He promises to use his experience and energy to service not just SPC, but the entire region improving community. The region has natural beauty and resources. He wants regionalism to be made competitive on an international perspective. This region is now powerful and he wants to make it more powerful. He wants to meet everyone face to face and work with them. He thanked the Commission for the opportunity and the privilege.

4. Financial Report – Vince Massaro

Vince Massaro reported on the financials for the fiscal period July 1, 2019 to April 30, 2020. Total project related revenues actual and encumbered to date are \$11,089,709 compared to the adopted annual budget of \$13,603,991. This reflects about 82% of the budget recognized.

On the expenditure side we have \$11,089,709 actual and encumbered to date compared to the adopted annual budget of \$13,603,991. This reflects 82% of the budget recognized.

Our grant funding agreements are all in place and DCED reimbursements are up and running. The auditors will be in the office at the end of July and then will be back in September. They will present the final Audit Report at the December meeting.

5. Report on Public Comment Period Response for Draft 2021-2024 Transportation Program (TIP), Environmental Justice Benefits and Burdens Assessment of the Draft 2021-2024 TIP, Air Quality Conformity Determination for the Draft 2021-2024 TIP, Amendment to the region's *SmartMoves for a Changing Region* to reflect project phasing and cost information included in the Draft 2021-2024 TIP – Andy Waple

Andy said over the past year, SPC, along with our County and City partners, Transit Providers, TMAs and PennDOT have been working to develop the 2021-2024 TIP before you today for your consideration.

2021-2024 TIP Schedule

Spring/Summer 2019

- SPC & STC Begin Public Outreach for TIP Update (web survey and comment, PPP meetings)
- Financial projections developed (FHWA, PennDOT, MPO/RPO Partners)

Fall 2019

- Project Evaluation and Selection for Draft 2021-2024 TIP
- CMAQ and TA Projects selected via competitive application processes
- PPP and Public Meetings

Winter 2019 /2020

- Draft TIP presented to SPC and forwarded to PennDOT Central Office for review

Spring 2020

- PennDOT review; AQ Conformity & EJ Analysis; document preparations
- 30 Day Public Comment Period – including virtual public meetings (May-June)

The update began with public input via the State Transportation Commission's launch of an interactive web application to gather input on problem areas and priorities around the Commonwealth. In the SPC region, this resulted in over 1,100 comments. SPC, working with partners, analyzed these comments and either carried them forward into TIP development or assigned them to the most appropriate entity. SPC also held a round of PPP meetings to solicit input.

In the fall, working with partners, projects were evaluated and selected for inclusion into the draft and another round of PPP meetings were held.

In December 2019 SPC staff presented the draft program to the Commission and submitted the draft to PennDOT Central Office for review.

This spring we have been conducting the AQ and EJ reviews and holding the last round of public meetings.

Public Engagement

- State Transportation Commission 12-year plan – 600+ Comments
- *SmartMoves* points of engagement (22,000+)
- TIP Story Map viewed 1,880 times
- 800+ TIP webpage views
- 10 in-person Public Meetings (fall 2019) and 3 Virtual Public Meetings (200+ views)
- Emails & Social Media (1,800+)
- PennDOT Connects Meetings
- Online and Written – 56 Comments
- 4 newspaper articles (*PG, Tribune Review, Indiana Gazette, Observer Reporter*)

Regional Vision - A world-class, safe and well maintained, integrated transportation system that provides mobility for all, enables resilient communities, and supports a globally competitive economy.

Andy said the regional vision, along with the policies set forth in the Long-Range Plan, guide the investments and strategies being programmed in the TIP, which is the primary implementation vehicle for the long range plan. As you will see, the 2021-2024 TIP makes significant investments to further these policies and the regional vision.

Early coordination with local governments during the project development process ensures the transportation investments we are making fit the needs of communities and can be viewed as assets that foster growth and economic development as well as create genuine communities.

SmartMoves Amendment Summary

- Account for new 2021-2024 TIP Financial Projections
 - Substantial reduction in anticipated revenues due to increase in Interstate Funding and reduction in projected state revenues
 - \$17.2B to \$8.3B over next 25 years
- Updated project schedules and cost estimates
- Several projects scheduled in Phase II of Plan (2025-2032) moved to Phase III (2033-2045)
- Preservation and Reconstruction line items in Phases II & III significantly reduced to allocate more funding to specific projects

Andy reported this is a reduction of about 50%.

2021-2024 TIP Investment Summary

Andy reported that the draft 2021-2024 TIP also reflects investment themes that are consistent with the region's long range plan as well as the PennDOT Twelve Year Program. These are Infrastructure Condition, Safety, Efficiency and System Reliability, Multimodal Options, and Economic Development. He noted that the summary does not include impacts as a result of COVID-19. We will address that when we know more. The SPC region is investing over \$5.6 billion in transportation infrastructure and operations in the next four-year period.

\$576 million in bridge maintenance

\$2.2 billion in public transportation

\$326 million in operations and safety projects

\$500 million in projects that are within ~1 mile of regional freight facilities

\$358 million in transit facility and equipment improvements

\$36 million in funding towards bicycle and pedestrian network, multimodal options, sustainability and livability, and pedestrian ADA ramps

\$121 million in buses and passenger vehicles

Andy commented that there were \$1.3 Billion in regional TIP highway and bridge formula funds; \$2.2 Billion in regional public transportation funds (PAAC accounts for \$2.0 Billion of those funds); and \$2.1 Billion in other state managed (409), state and federal discretionary (IM, Spike, TIGER), private and PTC funds.

Infrastructure Condition

Highway and Bridges

- 332 bridges rehabilitated or reconstructed
- 837 miles of roadway rehabilitated or reconstructed

Public Transportation

- \$382.5M for Fixed Guideway Capital Maintenance
- \$30M for Bus Facilities and Equipment
- \$32M for Bus Signal and Communications Equipment

SmartMoves Strategies:

- *Modernize Infrastructure*
- *Reinvest in Communities*
- *Apply New and Best Practices*
- *Holistic Planning*
- *Public Transit Equity*
- *Coordinated Investment*
- *Take Care of Water*
- *Mobility for All*

Andy explained that design, reconstruct or rehabilitate 332 SD bridges (reducing SD deck area by over 488,000 sq. ft). This reduces the total number of poor condition (SD) bridges in the region by 16.9%; 87 bridges on NHS (33 poor) \$207.7M (\$116.3m); Paving – 837 miles non-interstate and (216 Non-Int. NHS, \$203.3M).

Operations and Safety

\$326M for Operations and Safety Projects

- \$48M Intersection Improvements
- \$74M Traffic Signal Upgrades
- \$31M Slide Remediation Projects
- \$4M ADA Accommodations

\$4M for Railroad Crossing Safety

SmartMoves Strategies:

- *Modernize Infrastructure*
- *Reinvest in Communities*
- *Apply New and Best Practices*
- *Holistic Planning*
- *Coordinated Investment*
- *Take Care of Water*
- *Clear the Air*
- *Emerging Technology*
- *Reduce Vulnerability from Natural Hazards*

Efficiency and System Reliability

- \$524M for Roadway Projects on Transit Routes (93 Projects)
- \$157M for Projects on Congestion Management Corridors
- \$121M for Bus Purchases (393 Buses and shared ride vehicles)
- Adaptive Traffic Signal Systems (US-19, 30; SR-51, 60, 910, 1001)

SmartMoves Strategies

- *Modernize Infrastructure*
- *Public Transit Equity*
- *Reinvest in Communities*
- *Apply New and Best Practices*
- *Holistic Planning*
- *Coordinated Investment*
- *Take Care of Water*
- *Clear the Air*
- *Emerging Technology*
- *Mobility for All*

Andy provided the following breakdown of Corridor Investments:

US 19: \$28 Million

SR 28: \$126 Million

SR 30: \$39M

SR50: \$19.6M

SR 228: \$50.5 Million

US-19 adaptive includes Banksville and West Liberty (SR3069)/Washington Rd.

Economic Development & Modal Options

- Bus Rapid Transit from Downtown to Oakland
- Hoodlebug Trail – Mile Hill Section
- Interstate Improvements (I-70,I-79, I-376)
- Healthy Ride Electrified
- Laurel Valley Transportation Improvement Project
- Brodhead Road, Downtown Charleroi and Waynesburg Betterment Projects
- SR 228 - Balls Bend Reconstruction

SmartMoves Strategies

- *Mobility for All*
- *Modernize Infrastructure*
- *Public Transit Equity*
- *Coordinated Investment*
- *Reinvest in Communities*
- *Take Care of Water*
- *Apply New and Best Practices*
- *Emerging Technology*
- *Holistic Planning*

Andy further explained:

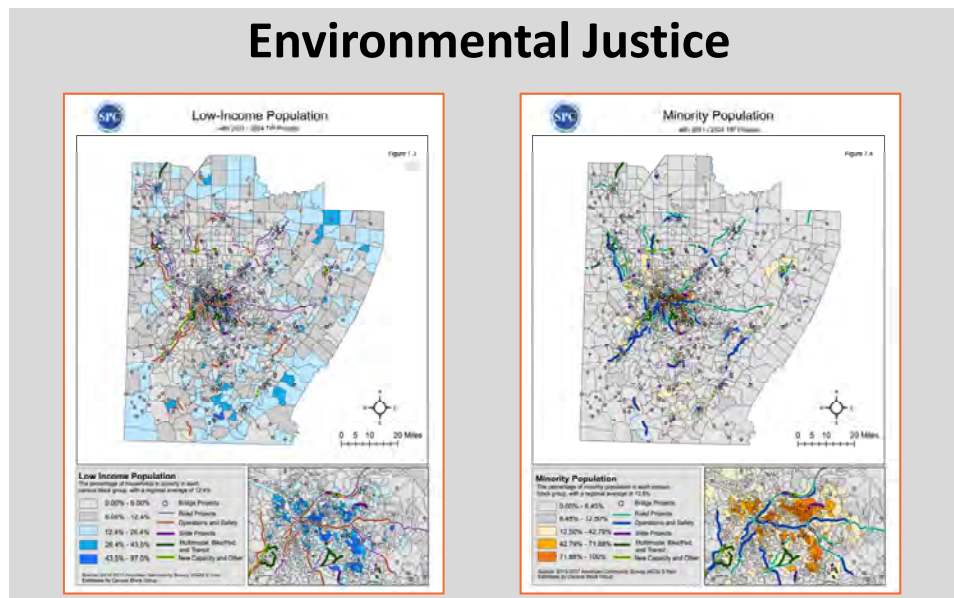
\$500M in roadway projects within 1 mile of a freight facility

\$496M in interstate investments

I-70: \$192 Million

I-79: \$150 Million

I-376: \$192 Million

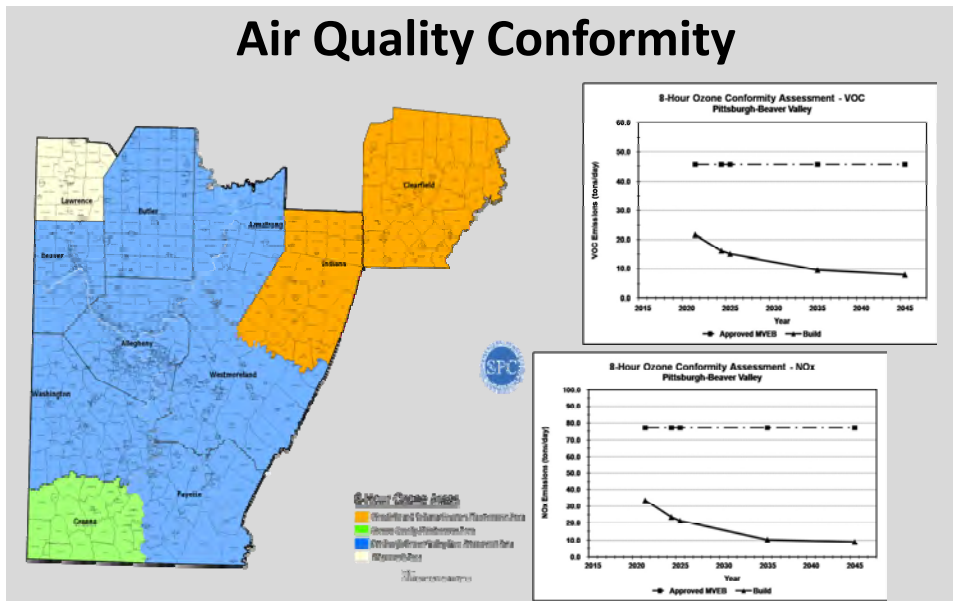


- Identify disproportionately high and adverse human health or environmental effects of the respective agency's programs, policies and activities on low-income populations and minority populations.
- Ensures social equity in programming transportation investments, including full and fair participation by all potentially affected communities in the transportation decision making process

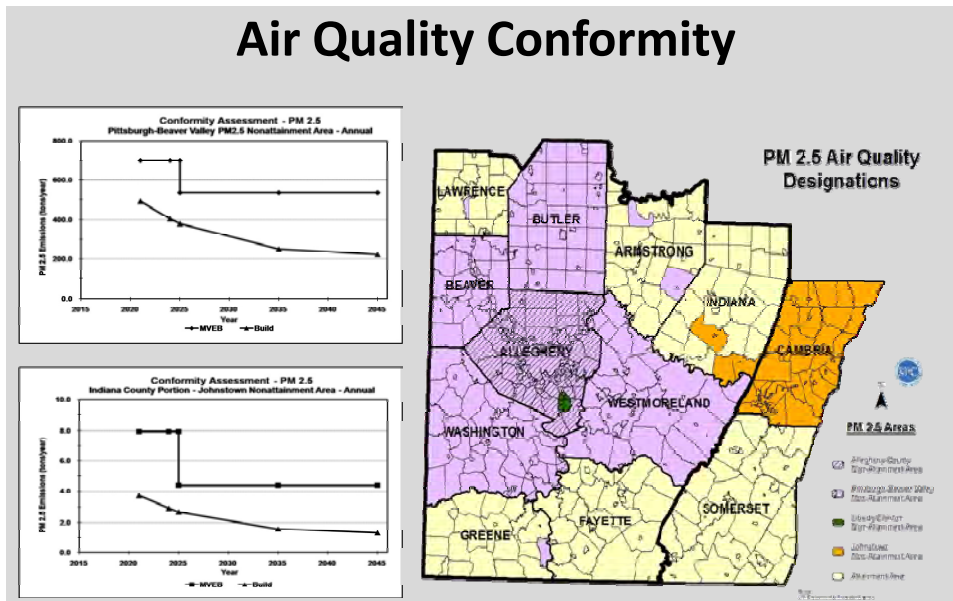
54% of investment in low income EJ blocks (39% of projects) (8.7% of regions households)

33% of investment in minority EJ census blocks (25% of projects) (9.7% of regional pop)

Air Quality Conformity



Air Quality Conformity



Larry Shifflet thanked SPC for all the extra effort with the COVID-19 impacts. He also thanked Andy and his staff on behalf of PennDOT for this program update.

In response to a question by Commissioner Ceraso, Andy said the Long-Range Plan amendment, including funding reductions and an updated project list, are provided on the SPC Draft TIP webpage.

6. Action on Resolution 6-20 to Make a Finding of Air Quality Conformity for 2021-2024 Transportation Improvement Program (TIP) and *SmartMoves for a Changing Region* – Andy Waple

A motion was made to approve Resolution 6-20 by Lynn Heckman which was seconded by Commissioner Tony Amadio. The affirmative vote was unanimous.

7. Action on Resolution 7-20 to Certify SPC's Transportation Planning Process – Andy Waple

Andy explained that for recertification, 12 specific statutes were addressed in the Self-Certification Checklist. The checklist was included in the Draft TIP materials during the 30-day public comment period. All of these Resolutions were unanimously recommended for Commission approval by the TOC and TTC.

A motion was made to approve Resolution 7-20 by Commissioner Tom Ceraso which was seconded by Commissioner Irey Vaughn. The affirmative vote was unanimous.

8. Action on Resolution 8-20 to Adopt the 2021-2024 Transportation Improvement Program – Andy Waple

A motion was made to approve Resolution 8-20 by Commissioner Tony Amadio which was seconded by Commissioner Mike Belding. The affirmative vote was unanimous.

9. Action on Resolution 9-20 to Adopt a Meeting Schedule for 2020-2021 – Vincent Valdes

Vincent said the next meeting of the Commission will be held on July 27, followed by meetings on September 28, December 14, January 25, April 26, and June 28.

A motion was made to approve Resolution 9-20 by Commissioner Kevin Boozel which was seconded by Fred Junko. The affirmative vote was unanimous.

10. Action on Certificate of Appreciation to Honor the Services of Joseph Szczur

Andy reported that Joe retired from PennDOT on June 30. He had a 36-year career with PennDOT and had been with District 12 since 2004.

Lynn Heckman said she has known Joe for over 20 years. His knowledge of transportation is unprecedented. Cheryl Moon Sirianni said he was an excellent District Executive and he cared about PennDOT and the region. Larry Shifflet said Joe was very respectable and we will miss him. He mentioned that William Kovach has been chosen as his successor.

11. Staff Report/Other Business/Announcements – Vincent Valdes

Vincent reported that he will be approaching USDOT for grants. The Complete Trip ITS4US Broad Area Announcement has \$40M and is soliciting proposals for regions to develop increased mobility options for all travelers regardless of location, income or disability. SPC, as a regional resource under normal operations, will apply as the region “is the right person in the right place with the right vision”. He will meet with staff to put the proposal together and will present it at the next meeting on July 27. It's feasible and resonates and he's excited to be a part of that.

Next Meeting Date – July 27, 2020

12. New Business – None.

13. Adjourn

The meeting adjourned at 5:23 p.m.

Respectfully Submitted,

Leslie Osche
Secretary-Treasurer

**SOUTHWESTERN PENNSYLVANIA CORPORATION
SOUTHWESTERN PENNSYLVANIA COMMISSION**

COMBINED REVENUE and EXPENSE STATEMENT
FOR THE PERIOD JULY 1, 2019 TO JUNE 30, 2020

Unaudited

	<u>UPDATED BUDGET</u>	<u>ACTUAL TO DATE</u>	<u>PERCENT OF BUDGET</u>
REVENUES:			
Federal Grants	\$ 8,346,861	\$ 6,811,648	81.61%
State Grants	2,161,481	1,510,319	69.87%
In-Kind Service Match	1,118,943	614,443	54.91%
Commission Members Local Match	566,691	514,794	90.84%
SPC Member Water Program	406,776	310,267	76.27%
Communications Allocation	357,697	332,764	93.03%
Other Funding / Program Match	498,065	619,747	124.43%
SPC Corporation Operating Funds	82,880	77,151	93.09%
Loan Program Fees Recognized	64,597	64,848	100.39%
TOTAL PROJECT RELATED REVENUES	\$ 13,603,991	\$ 10,855,981	79.80%
EXPENDITURES:			
Direct			
Program Salaries with Fringes	\$ 4,180,265	\$ 4,214,584	100.82%
Printing	25,877	14,337	55.40%
Telephone	11,740	9,742	82.98%
Postage	2,533	633	24.99%
Supplies; Software Maintenance	102,835	82,078	79.82%
Travel	138,155	67,802	49.08%
Equipment Purchase/Lease/Maintenance	49,963	58,349	116.78%
Meetings	116,326	54,109	46.51%
Legal and Grant Audits	55,046	31,096	56.49%
Dues/Data Files/Web Site Development and Maintenance	308,047	331,900	107.74%
Training and Development	20,926	10,340	49.41%
Temp Personnel Services	100,925	17,601	17.44%
Communications Project Allocation	357,697	332,764	93.03%
In-Kind Service Match	1,118,943	614,443	54.91%
Construction - RTSP - Cycle 3 Projects	431,969	421,278	97.53%
Executive Search	150,000	135,575	90.38%
Contractual - Professional Technical Consulting Services	380,421	91,672	24.10%
Contractual - Whitman, Requardt & Associates	513,266	274,333	53.45%
Contractual - MarketSpace Communications	507,625	312,729	61.61%
Contractual - Delta Development	234,614	147,325	62.79%
Contractual - McCormick Taylor, Inc	250,000	249,911	99.96%
Contractual - On Call Consultancy	500,000	307,656	61.53%
Contractual - PREP Partners	271,274	153,028	56.41%
Contractual - LDD's (Keystone Communities Phase I & II)	210,783	44,737	21.22%
Contractual - LDD's (ENGAGE! Program)	278,836	100,342	35.99%
Contractual - SPC Members UPWP Planning Assistance	213,378	199,486	93.49%
Contractual - Catalyst Connection subaward	446,816	64,808	14.50%
Contractual - Enterprise Holdings	200,000	98,800	49.40%
Contractual - Port Authority Allegheny County Transit Planning Pass-Through	184,000	184,000	100.00%
Contractual - Advocacy Representation	60,000	60,000	100.00%
Total Direct Expenditures	\$ 11,422,260	\$ 8,685,458	76.04%
Indirect Expenses	2,181,731	2,170,523	99.49%
TOTAL PROJECT RELATED EXPENDITURES	\$ 13,603,991	\$ 10,855,981	79.80%

Revenues - Actual and Encumbered to Date 6/30/2020

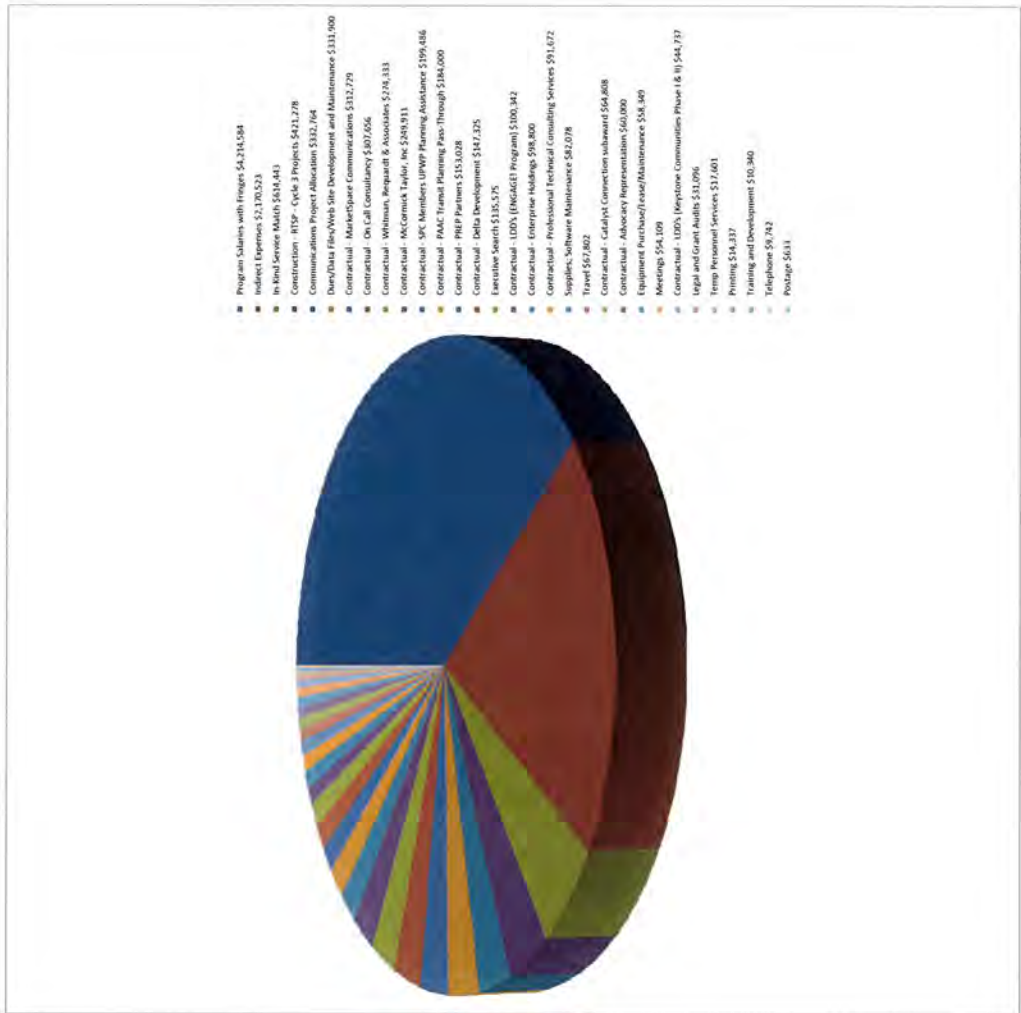
Federal Grants \$6,811,648	\$ 6,811,648
State Grants \$1,510,319	1,510,319
Other Funding/Program Match \$619,747	619,747
In-Kind Service Match \$614,443	614,443
Commission Members Local Match \$514,794	514,794
Communications Allocation \$332,764	332,764
SPC Member Water Program \$310,267	310,267
SPC Corporation Operating Funds \$77,151	77,151
Loan Program Fees \$64,848	64,848
	\$ 10,855,981

Expenditures - Actual and Encumbered to Date 6/30/2020

Program Salaries with Fringes \$4,214,584	\$ 4,214,584
Indirect Expenses \$2,170,523	2,170,523
In-Kind Service Match \$614,443	614,443
Construction - RTSP - Cycle 3 Projects \$421,278	421,278
Communications Project Allocation \$332,764	332,764
Data Files/Web Site Development and Maintenance \$331,900	331,900
Contractual - MarketSpace Communications \$312,729	312,729
Contractual - On-Call Consultancy \$307,656	307,656
Contractual - Whitman, Requaard & Associates \$274,333	274,333
Contractual - SPC Members UP-WP Planning Assistance \$199,486	199,486
Contractual - PAAC Transit Planning Pass-Through \$184,000	184,000
Contractual - PREP Partners \$153,028	153,028
Contractual - Delta Development \$147,325	147,325
Executive Search \$135,575	135,575
Contractual - LDD's (ENGAGE) Program \$100,342	100,342
Contractual - Enterprise Holdings \$98,800	98,800
Contractual - Professional Technical Consulting Services \$91,672	91,672
Supplies: Software Maintenance \$82,078	82,078
Travel \$67,802	67,802
Contractual - Catalyst Connection subaward \$64,808	64,808
Contractual - Advocacy Representation \$60,000	60,000
Equipment Purchase/Lease/Maintenance \$58,349	58,349
Meetings \$54,109	54,109
Contractual - LDD's (Keystone Communities Phase I & II) \$44,737	44,737
Legal and Grant Audits \$31,096	31,096
Temp Personnel Services \$17,601	17,601
Printing \$14,337	14,337
Training and Development \$10,340	10,340
Telephone \$9,742	9,742
Postage \$633	633
	\$ 10,855,981



- Federal Grants \$6,811,648
- State Grants \$1,510,319
- Other Funding/Program Match \$619,747
- In-Kind Service Match \$614,443
- Commission Members Local Match \$514,794
- Communications Allocation \$332,764
- SPC Member Water Program \$310,267
- SPC Corporation Operating Funds \$77,151
- Loan Program Fees \$64,848



- Program Salaries with Fringes \$4,214,584
- Indirect Expenses \$2,170,523
- In-Kind Service Match \$614,443
- Construction - RTSP - Cycle 3 Projects \$421,278
- Communications Project Allocation \$332,764
- Data Files/Web Site Development and Maintenance \$331,900
- Contractual - MarketSpace Communications \$332,764
- Contractual - On-Call Consultancy \$307,656
- Contractual - Whitman, Requaard & Associates \$274,333
- Contractual - McCormick Taylor, Inc \$249,911
- Contractual - SPC Members UPWP Planning Assistance \$199,486
- Contractual - PAAC Transit Planning Pass-Through \$184,000
- Contractual - PREP Partners \$153,028
- Contractual - Delta Development \$147,325
- Executive Search \$135,575
- Contractual - LDD's (ENGAGE) Program \$100,342
- Contractual - Enterprise Holdings \$98,800
- Contractual - Professional Technical Consulting Services \$91,672
- Supplies: Software Maintenance \$82,078
- Travel \$67,802
- Contractual - Catalyst Connection subaward \$64,808
- Contractual - Advocacy Representation \$60,000
- Equipment Purchase/Lease/Maintenance \$58,349
- Meetings \$54,109
- Contractual - LDD's (Keystone Communities Phase I & II) \$44,737
- Legal and Grant Audits \$31,096
- Temp Personnel Services \$17,601
- Printing \$14,337
- Training and Development \$10,340
- Telephone \$9,742
- Postage \$633

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 13-20

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION (SPC) to amend the SPC 2020-2022 Unified Planning Work Program (UPWP) to include the Brodhead Road Corridor Planning Study and the Port Authority of Allegheny County's TOD Planning Pilot Program.

WHEREAS, a transportation planning project must be identified in the UPWP to be eligible to receive federal funding;

WHEREAS, the SPC 2020-2022 Unified Planning Work Program identifies transportation and transportation-related planning tasks performed between July 1, 2020 and June 30, 2022 in the Southwestern Pennsylvania Transportation Management Area; and

WHEREAS, the following new transportation planning projects have been requested and received funding approval (SPC TIP, Brodhead Road Study; FTA, TOD Pilot Program) for the 2020-2021 fiscal year:

Brodhead Road Corridor Planning Study at a \$312,500 total cost (250,000 federal STP; 62,500 local match, Beaver County) to determine current and future transportation needs in this important and emerging corridor. The corridor study will identify and analyze current conditions, estimate future travel conditions based on forecasted growth and potential development, interview key stakeholders, receive public input and draft recommended improvements.

Pilot Program for Transit Oriented Development (TOD) Planning at a \$910,000 total cost (682,500 FTA; 227,500 local match, Port Authority of Allegheny County). The TOD Pilot Program supports the PAAC project "Building on the East Busway" and will redesign the existing Wilksburg Station area to best serve riders, support Port Authority operations, create TOD opportunities, and explore additional stations between Neville Street and Wilksburg that maximize ridership, multimodal infrastructure, connectivity, and economic development. The TOD Pilot Program will appear in the UPWP for information only and will be administered directly through PAAC.

NOW THEREFORE BE IT RESOLVED that the Southwestern Pennsylvania Commission amend the 2020-2022 UPWP to include the SPC Brodhead Road Study and PAAC TOD Pilot 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 Highway Administration (FHWA) of the U.S. Department of Transportation (USDOT), and the Pennsylvania Department of Transportation (PennDOT), relating to the Brodhead Road Study.

RESOLVED FURTHER that the Executive Director, on behalf of SPC, is hereby authorized to enter into Consultant Professional Services contracts relating to the performance of the Brodhead Road Study.

I, Leslie Osche, 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 28th day of September 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

BRODHEAD ROAD CORRIDOR PLANNING STUDY

ESTIMATED COST:

	<u>2020-2021</u>	<u>2021-2022</u>
Federal	\$250,000	\$0
Other (Beaver County)	<u>\$62,500</u>	<u>\$0</u>
TOTAL:	\$312,500	\$0

TASK DESCRIPTIONS

The Brodhead Road corridor in Beaver County is an important and emerging corridor that requires a planning study by SPC to determine current and future transportation needs in the corridor. Interstate 376 and Brodhead Road are located directly between the Shell Petro-Chemical Plant (currently under construction) and the Pittsburgh International Airport. Within the study area, it is anticipated that Brodhead Road will experience increased traffic volumes due to development activities related to both of these facilities as well as other residential and commercial development activities. In addition, within the study area, Brodhead Road is parallel to I-376 and has convenient access to four I-376 interchanges (via S.R. 18, Pleasant Drive, Mill Street, and S.R. 151). Because of this, Brodhead Road is also impacted by increased traffic volumes as a result of incidents on Interstate 376. The corridor plan study area is Brodhead Road (State Route 3007/State Route 18) between Old Brodhead Road and the Allegheny County/Beaver County border.

ROLES

FHWA - Approval UPWP Amendment adding the project to the SPC Work Program.

SPC - SPC will be managing the corridor planning study and all required consultant procurement and management.

PennDOT Center for Program Development Approval of the UPWP modification adding the study to the SPC Work Program.

PennDOT Districts - PennDOT District 11 representatives will be involved in the study and serve on the study steering committee.

Member Planning Departments - Beaver County representatives will be involved in the study and serve on the study steering committee.

Objectives:

The objectives of this corridor plan:

- Analyze current and future traffic conditions along Brodhead Road and identify segments and intersections that are operating poorly now as well as in the future;
- Analyze safety for all users throughout the corridor and more in-depth at specific locations where warranted;

- Include short, medium, and long term recommendations that will improve the transportation operations and safety in the corridor and accommodate future growth;
- Serve as an investment plan that will guide the planning and programming of transportation projects in the study area.

Planning Activities:

The corridor planning study will include the following planning activities.

- Virtual Public Involvement - Given the COVID-19 circumstances, the study will deploy a virtual public involvement process that will include creation of wiki-map application to collect specific feedback from stakeholders in the corridor. SPC will utilize social media and other communications to target the communities along the study area as well as commuters that utilize Brodhead Road to inform them of the wiki-map. Several virtual public meetings are anticipated and a summary of public comment on the project will be completed.
- Existing Conditions Analysis – Existing conditions analysis work will include data collection and assembly of the relevant traffic data, crash data, travel time, freight movement data, etc. SPC will utilize big data sources such as Inrix, Streetlight, and Cube model data to look at all aspects of the corridor. SPC study will also be conducting traffic counts and field observations within the corridor. The corridor planning study will assess the condition and functionality of existing pedestrian facilities and crossings within the corridor. The study will also assess the access from a cycling and transit perspective throughout the corridor
- Key Stakeholder Interviews – The study will conduct key stakeholder interviews to collect qualitative data about existing conditions in the corridor. These key people may include elected officials, police and emergency service providers, municipal officials, school administrators, the business community including the Beaver County Chamber of Commerce, trucking/freight operators, and trail/active transportation groups. Due to COVID-19 circumstances, these interviews will likely take place in a group setting at a virtual meeting.
- Identify Existing Transportation Issues - This task will include an overall roadway segment evaluation under 2020 existing conditions. Utilizing available and collected data, the study will identify operational, safety and livability transportation issues. These include the following:
 - Review the crash history for patterns that could potentially be corrected through geometric and/or traffic control modifications throughout the study corridor including all intersections and segments.
 - Evaluate existing Levels of Service for the intersections of interest utilizing the Highway Capacity Manual and Software (HCS, latest version).
 - Review collected data to identify the need for various traffic engineering elements including but not limited to: turn lanes, turn restrictions, intersection improvements, flood and land slide-prone areas, lighting, pavement markings, signage, parking, traffic calming, etc.

- Review local business information to identify freight operational issues.
 - Evaluate traffic signal warrants at higher volume unsignalized intersections for existing conditions.
 - Identify deficiencies in ADA accessibility, pedestrian connectivity, and safety throughout the study area including around transit stops and immediate connections to adjacent neighborhoods.
 - Summarize existing travel demand management strategies being utilized on the corridor.
 - Review and summarize existing transportation issues identified in the study wiki-map.
- Future Conditions Analysis – Future conditions analysis will include projecting future growth and conditions. Analysis will project future trip growth along this corridor and discuss 2045 future conditions. The study will determine future Levels of Service for the primary study intersections and appropriate segments of the corridor. This analysis will address the sustainability of the existing roadway capacity and levels of service for future base conditions (with projected growth/without improvements) and future mitigated conditions (with projected growth/with improvements). For future mitigated conditions, new capacity needs shall be identified including any new turning lanes and their storage lengths as well as the future storage length needs of existing turning lanes.
 - Draft Recommendations - This will include the development of short, medium, and long-term recommendations that can be incorporated into a corridor plan for the study area. The corridor plan will include recommended projects and strategies that can be implemented via the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), PennDOT maintenance and safety activities, and through local initiatives. Recommendations may include:
 - Measures to improve the safety of drivers, transit users, pedestrians, and bicyclists, including at specific locations and including conceptual drawings where applicable (not to exceed 5 total locations).
 - Measures to reduce critical queuing conditions at specific locations.
 - Potential modifications to lane geometrics to better serve the needs of all users. Again, this will include calculation and determination of all future turning lane lengths.
 - Potential modifications to intersection geometrics.
 - Capacity improvements to reduce delay and improve Level of Service.
 - Measures to improve pedestrian facilities along the corridor and connect pedestrian routes.
 - Measures to better accommodate truck traffic, truck parking, and goods movement through the study area.
 - Measures to improve recreational trail connections (if any) in the corridor.
 - Traffic operational improvements, including changes to traffic control (signals, signage, ITS, etc). Determine goals and extent of traffic signal coordination projects and improvements which should be implemented.
 - Changes to policy or development standards (e.g. access management, complete streets policies, parking regulations, etc).

Work Products:

The Final Corridor Plan Document will summarize all of the above planning activities and include the following sections:

- Executive Summary
- Introduction and Purpose
- Study Methodology
- Data Collection
- Existing Conditions
- Future Conditions
- Recommendations

**Port Authority of Allegheny County
Pilot Program for TOD Planning**

Estimated Cost:

	<u>2020-21</u>
Federal Transit Administration	\$682,500
Port Authority of Allegheny County	\$227,500
Total:	\$910,000

Port Authority's project, called **Building on the East Busway** (TOD Project), is a collaboration with our land use partners, the City of Pittsburgh and Borough of Wilkesburg that **builds upon the original (1984) \$500 million capital investment in the East Busway and supports Port Authority's proposed BRT corridor valued at \$225 million.** The TOD Project will redesign existing Wilkesburg Station area to best serve riders, support Port Authority operations, create TOD opportunities, and explore additional stations between Neville Street and Wilkesburg that maximize ridership, multimodal infrastructure, connectivity, and economic development.

TOD Project Highlights

Coordination: Aligns with Southwestern Pennsylvania Commission's (SPC) long range plan called SmartMoves for a Changing Region and its' regional goals: Connected Mobility, Resilient Communities, and a Globally Competitive Economy.

Collaboration: Advances Wilkesburg Borough's recently completed Transit Revitalization Investment District (TRID) Study, which identified a development strategy and financial investment plan for transportation and public infrastructure around Wilkesburg Station.

Comprehensive: Establishes a holistic and analytical approach to evaluating potential stations for maximum ridership, economic development benefit, and ability to reconnect communities.

Sustainable: Determines how pedestrian, bicycle, and other improvements can maximize access to the BRT and East Busway, identifies opportunities for building TOD, and creates more walkable neighborhoods.

Strategic: Identifies policies and projects to advance TOD and multimodal connections along the East Busway.

Equitable: Supports broader efforts in the corridor's diverse communities to foster economic development and improve equitable access to jobs, goods, and services.

Private Partnership: Examines ways to attract private investment to vacant, blighted, and underutilized parcels to create new jobs, increase ridership on the BRT corridor, and raise awareness of Opportunity Zones for investors to direct dollars into sanctioned TOD projects.

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 14-20

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION (SPC), to accept PennDOT's statewide Congestion Mitigation and Air Quality Improvement Program (PM3) performance targets as the regional PM3 performance targets to assess traffic congestion and on-road mobile source emissions, and to endorse the region's updated CMAQ Performance Period Report and CMAQ Performance Plan.

WHEREAS, The Moving Ahead for Progress in the 21st Century Act (MAP-21) established, and the Fixing America's Surface Transportation (FAST) Act reinforced, a system of national goals and performance measures designed to ensure the effective use of Federal transportation funds;

WHEREAS, federal regulations at 23 CFR 490.707 and 490.807 establish three performance measures for the CMAQ Program:

- Annual Hours of Peak-Hour Excessive Delay (PHED) Per Capita;
- Percentage of Non-Single Occupancy Vehicle (Non-SOV) Travel;
- On-Road Mobile Source Emissions Reduction for CMAQ Funded Projects.

WHEREAS, State DOTs and Metropolitan Planning Organizations are required to establish targets for each of the PM3 performance measures that represent the anticipated performance outcome in carrying out the Congestion Mitigation and Air Quality (CMAQ) Improvement Program;

WHEREAS, as required by 23 U.S.C. 149(l), each metropolitan planning organization serving an Urbanized Area with a population over 1,000,000 people representing an air quality nonattainment or maintenance area shall develop a CMAQ Performance Plan, updated every two years that:

- A. Includes an area baseline level for traffic congestion, and for on-road mobile source emissions for which the area is in nonattainment or maintenance;
- B. Describes progress made in achieving the performance targets for the CMAQ performance measures; and
- C. Includes a description of projects identified for funding under the CMAQ Program and how those projects will contribute to achieving the CMAQ emission and traffic congestion reduction targets.

WHEREAS, in September 2018 SPC staff prepared, and the Commission endorsed, the required Performance Period report and CMAQ Performance Plan that satisfies the federal requirements;

WHEREAS, the first two-year Plan update is required to be submitted to FHWA by October 1, 2020;

WHEREAS MPOs must endorse the CMAQ Program targets before PennDOT submits them to FHWA;

WHEREAS, PennDOT and SPC staff have jointly developed updated targets for the three CMAQ Program PM3 performance measures;

WHEREAS, at their September 17, 2020 meeting, the SPC Transportation Technical Committee recommended that SPC endorse the updated CMAQ Performance Report and CMAQ Performance Plan, endorse the CMAQ Program targets as the SPC region's that assess traffic congestion and on-road mobile source emissions, and to program projects so that the TIP and Plan contribute toward the accomplishment of the targets;

WHEREAS, per initial guidance from FHWA, the original mobile emissions targets were set assuming the benefits (emission reductions) of all CMAQ projects across the entire SPC region;

WHEREAS, additional guidance, received by PennDOT, from FHWA, stated that the individual emission targets should only be counted for the nonattainment/maintenance area in which the project is located and CMAQ projects in other parts of the region are not counted toward the individual target;

WHEREAS, targets for each pollutant measures were reduced accordingly to correspond with the more limited geographic nonattainment/maintenance areas in which currently programmed projects are located;

WHEREAS, the SPC CMAQ Evaluation Committee will make adjustments to its project selection procedures to increase the focus matching specific projects to specific pollutant nonattainment areas in order to meet and exceed the adopted targets.

NOW, THEREFORE, BE IT RESOLVED, in accord with federal regulations at 23 CFR 490.105(f), that the Southwestern Pennsylvania Commission adopts and supports the appended CMAQ Improvement Program targets as the region's targets.

RESOLVED FURTHER, that the Southwestern Pennsylvania Commission endorses the appended regional CMAQ Performance Period Report and CMAQ Performance Plan. and authorizes staff to transmit it to PennDOT for inclusion in the state's biennial report to FHWA.

I, Leslie Osche, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION; that the foregoing resolution was adopted, in accordance with the By-Laws, by the Commissioners of said Commission at a meeting duly called and held on the 28th day of September 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

<u>PM3 Congestion Measure</u>	<u>2017 Baseline</u>	<u>2019 2-Yr Target</u>	<u>2019 Actual</u>	<u>Original 2021 4-yr Target</u>	<u>Updated 2021 4-Yr Target</u>
Peak Hr Excess Delay Per-Capita	11.1	N/A	10.1	11.8	11.8
Percent Non-SOV Travel	24.8%	24.6%	25.5%	24.4%	24.4%

<u>PM3 Emissions Measure (kg/day)</u>	<u>2019 2-Yr Reduction Target</u>	<u>2019 Actual Reductions</u>	<u>Original 2021 4-Yr Reduction Target (Cumulative)</u>	<u>Updated 2021 4-Yr Reduction Target (Cumulative)</u>
VOC Emissions	58.06	66.76	107.00	107.00
NOx Emissions	256.11	152.55	464.77	250.00
PM2.5 Emissions	7.01	6.21	13.35	10.00
PM10 Emissions	9.54	0.00	17.47	0.00
CO Emissions	284.97	133.37	569.93	250.00

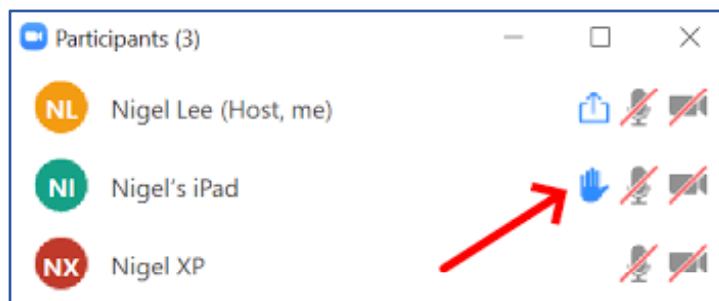
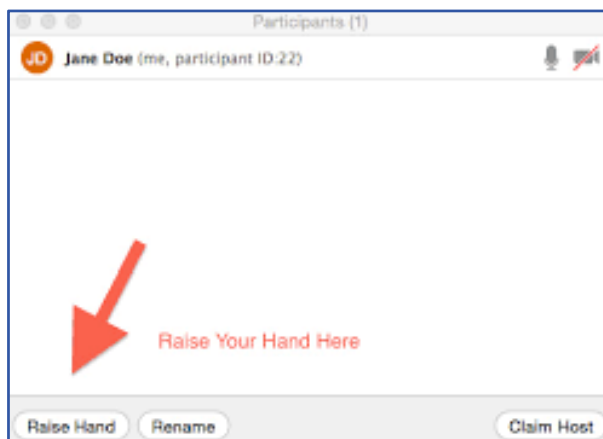
Southwestern Pennsylvania Commission

September 28, 2020



Welcome

- Today's meeting is in webinar format
- Please keep yourself muted unless you are speaking
- Please use the "Raise Hand" icon to be called on to speak



Agenda

Agenda Item: 1

- Call to Order
 - Quorum
 - Any Conflict of Interest Declarations on Action Items

Agenda Item: 2

- Action on the Minutes of the July 27, 2020 Meeting

Agenda Item: 3

- Public Comment

Agenda Item: 4

- Financial Report – Vince Massaro

Financial Report

Revenues	Updated Budget	Actual to Date	Percent of Budget
Total Project Related Revenues	\$13,603,991	\$10,855,981	79.80%
Total Revenues	\$13,603,991	\$10,855,981	79.80%

Expenditures	Updated Budget	Actual to Date	Percent of Budget
Total Project Expenditures	\$13,603,991	\$10,855,981	79.80%
Total Expenditures	\$13,603,991	\$10,855,981	79.80%

For the period July 1, 2019 to June 30, 2020 : UNAUDITED

Agenda

Agenda Item: 5

- Broadband Presentation – Jenn Lasser

Broadband Activity & Updates

- Creation of SW Broadband Task Force
 - First Meeting held September 2, 2020
 - Next Meeting October 2020
 - Focus on regional broadband and implementation
- ARC POWER Grant – Broadband grant submitted (not yet approved)
 - Vertical Asset Study & Technical Assistance
- Individual County Conversations – October 2020
 - Asset Mapping & Surveys
- Legislative Update
 - HB 2438 – Bill amended & referred to Senate Appropriations

Agenda

Agenda Item: 6

- Hyperloop Pennsylvania Study Presentation – Pennsylvania Turnpike Commission

Agenda Item: 7

- CMU Smart Mobility Challenge – Lisa Kay Schweyer, Carnegie Mellon University

Agenda Item: 7

- Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grants Program Announcement in Butler County – Mark Gordon, Butler County

The background of the slide is a dark blue gradient with a complex, abstract pattern of curved, overlapping lines that create a sense of depth and movement, resembling a tunnel or a stylized architectural structure. The lines are lighter blue and white, creating a glowing effect.

Butler County Transportation Funding Strategy

SOUTHWESTERN PENNSYLVANIA COMMISSION
SEPTEMBER 28, 2020

History – Gateway 228

- Classical Tactical Approach
 - Forty-Year History
 - Advance via the TIP Process
- Results
 - Never Advanced for Funding
 - No Real Communication, Justification or Advocacy
 - Executed in Isolation
 - No Comprehensive Approach

Gateway 228 – 2018 to Date

- Strategic Approach
 - Leadership
 - Engage Strategic Partner – DELTA Development Group, Inc.
 - Redefine the Corridor, Focus on Regional Impacts (Allegheny, Beaver, Butler, PennDOT, SPC), Connectivity, Identify Stakeholders, Funding Requirements, Cost Benefits
 - Segmentation – Rural versus Urban Sections
 - Identify Barriers – Traditional TIP and SPIKE Inadequate Funding, Lack of Sponsorship
 - Develop Funding Sources – Not Looking for a Handout
 - Municipal Support, County Support and County Infrastructure Bank
 - Identify, Cultivate, Develop and Educate Sponsorship – Build an Alliance
 - Communicate, Communicate, Communicate
 - Advocate, Advocate, Advocate

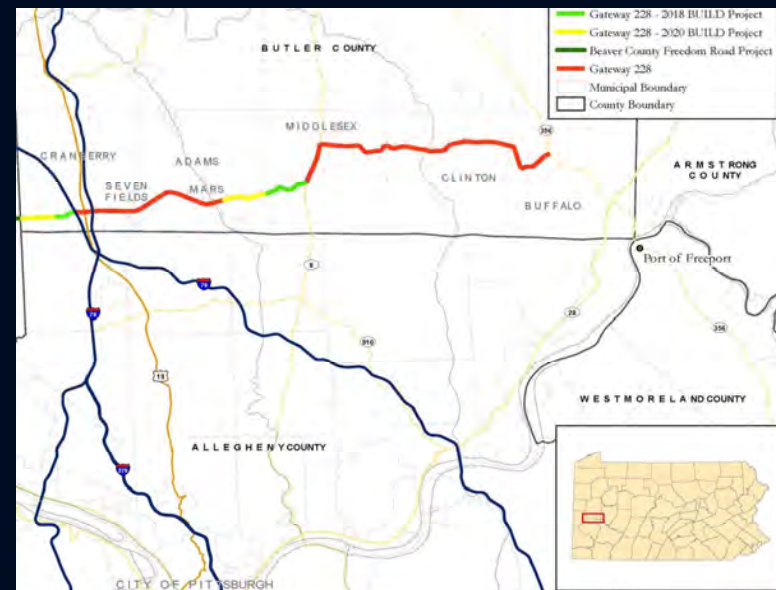
Gateway 228 – 2018 to Date

Results

- The Vision – Port to Port Connection
- Participative Funding Strategy
- Complementary to the Region
- Bipartisan Sponsorship
 - Municipal, County, State and Federal Levels

Transportation

- Gateway 228 Corridor
 - BUILD Award 2018 - \$20M - \$61M Project
 - LOCAL CONTRIBUTIONS - \$3.5M
 - BUILD Award 2020 - \$25M - \$62M Project
 - LOCAL CONTRIBUTIONS - \$17M
- Highlights
 - \$30B GDP
 - \$200M Investment to Date
 - Excludes MSA Thruway
 - \$121M Required to Complete – Mars RR Bridge





Thank
You

Agenda

Agenda Item: 9

- Action on Resolution 13-20 to Amend the 2020-2022 UPWP to Include the Brodhead Road Corridor Planning Study and the PAAC TOD Planning Pilot Program – Andy Waple

Agenda Item: 10

- Action on Resolution 14-20 to Approve Updated Federal CMAQ Performance Measures and CMAQ Performance Plan – Andy Waple & Chuck Imbrogno

CMAQ Performance Measures Mid-Term Update

Chuck Imbrogno, Data/Models Manager
September 28, 2020



PM3 CMAQ Performance Measures

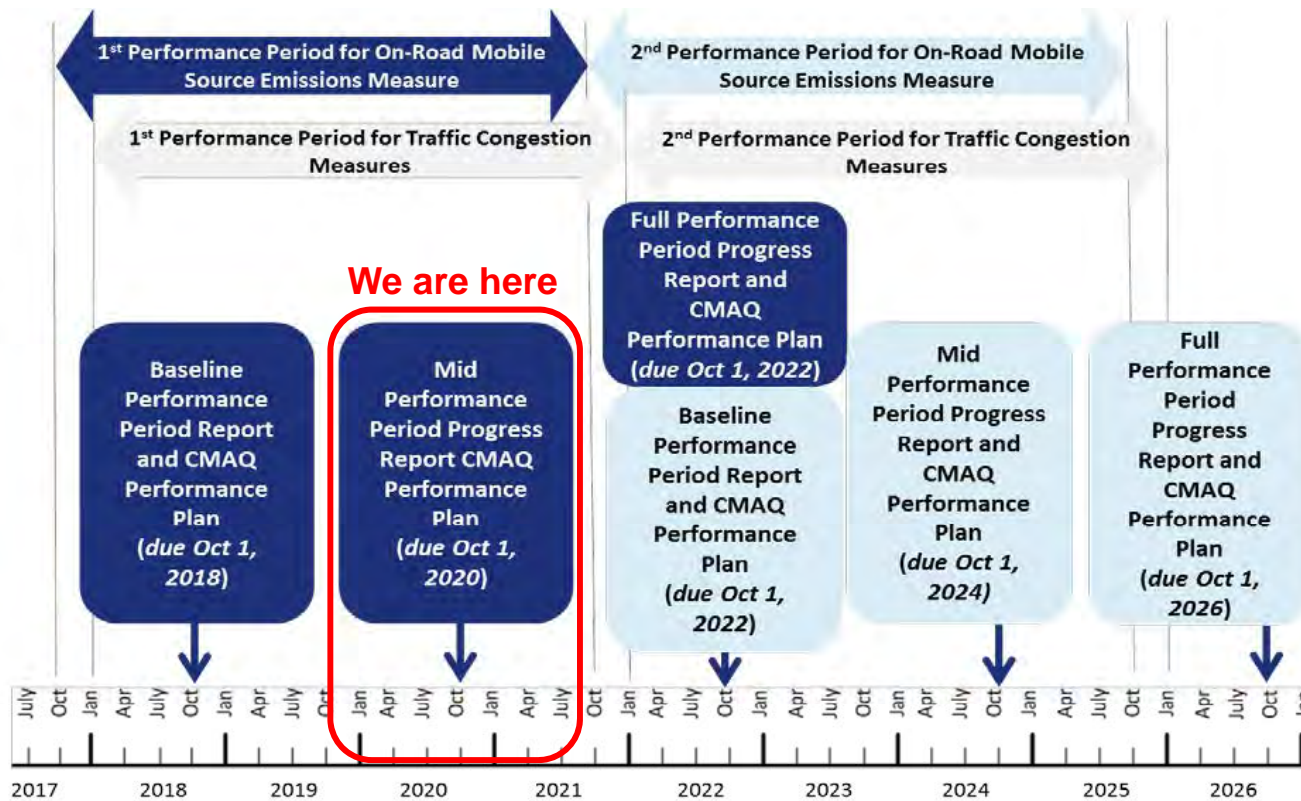
Three performance measures defined in U.S.DOT Rulemakings

- Excess Peak Hour Delay Per Capita – (MPO Target)
- Percent of Non-SOV Travel – (MPO Target)
- Total Emissions Reduction – (MPO/State Target)

PM3 CMAQ Performance Measures

- Process Established in Federal Rules:
 - State DOTs / MPOs to Cooperatively
 - Calculate baseline performance
 - Set performance targets
 - Monitor / measure progress toward targets
 - Report to U.S.DOT
 - Revise / update targets on regular schedule

PM3 CMAQ Performance Measures



PM3 CMAQ Performance Measures

- MPO CMAQ Performance Plans – Updated every 2 years
 - Plan Includes:
 - Baseline condition/performance for the three PM3 measures
 - 2 and 4 year targets for:
 - CMAQ traffic congestion measures.
 - CMAQ total emissions reduction measure.
 - Description of CMAQ funded projects (2017-2021) and how they contributed to emissions reduction targets.

PM3 CMAQ Performance Measures

Progress in Achieving Targets:

PM3 Congestion Measure	2017 Baseline	2019 2-Yr Target	2019 Actual	2021 4-yr Target	Updated 2021 4-Yr Target
Pk Hr Excess Delay / Capita	11.1	N/A	10.1	11.8	11.8
Percent Non-SOV Travel	24.8%	24.6%	25.5%	24.4%	24.4%

Recommendation - No Changes in 4-year Targets

PM3 CMAQ Performance Measures

Rationale for Updating Emissions Targets:

- PM10 - Original target was set assuming PM10 benefits of CMAQ projects across the entire SPC region. The target should only be for the actual nonattainment/maintenance area, which just includes Liberty/Clairton. No CMAQ projects are anticipated in this area over the 4-year performance period. The SPC and statewide targets will be adjusted to 0.
- CO - Original target was set assuming CO benefits of CMAQ projects across the entire SPC region. The target should only be for the actual nonattainment/maintenance area, which just includes the Pittsburgh central business district. MPO and statewide targets were updated to reflect historic and future projects anticipated in that area.
- NOx, PM2.5 - Targets adjusted based on a review of past “carry-over” projects (that do not get counted in emission benefits) and anticipated new projects in the remaining 2-year TIP period.

PM3 CMAQ Performance Measures

Progress in Achieving Targets:

PM3 Emissions Measure (kg/day)	2019 2-Yr Reduction Target	2019 Actual Reductions	Original 2021 4-Yr Cumulative Target	Updated 2021 4-Yr Cumulative Target
VOC Emissions	58.06	66.76	107.00	107.00
NOx Emissions	256.11	152.55	464.77	250.00
PM2.5 Emissions	7.01	6.21	13.35	10.00
PM10 Emissions	9.54	0.00	17.47	0.00
CO Emissions	284.97	133.37	569.93	250.00

PM3 CMAQ Performance Measures

ACTION: Resolution 14-20

Adopt Updated CMAQ Performance Targets and Updated CMAQ Performance Plan

Agenda

Agenda Item: 11

- Committee Reports

Agenda Item: 12

- Staff Report/Other Business/Announcements – Vincent Valdes
- Next Meeting: October 26, 2020

SPC Organizational Assessment

“Serving People through Collaboration”



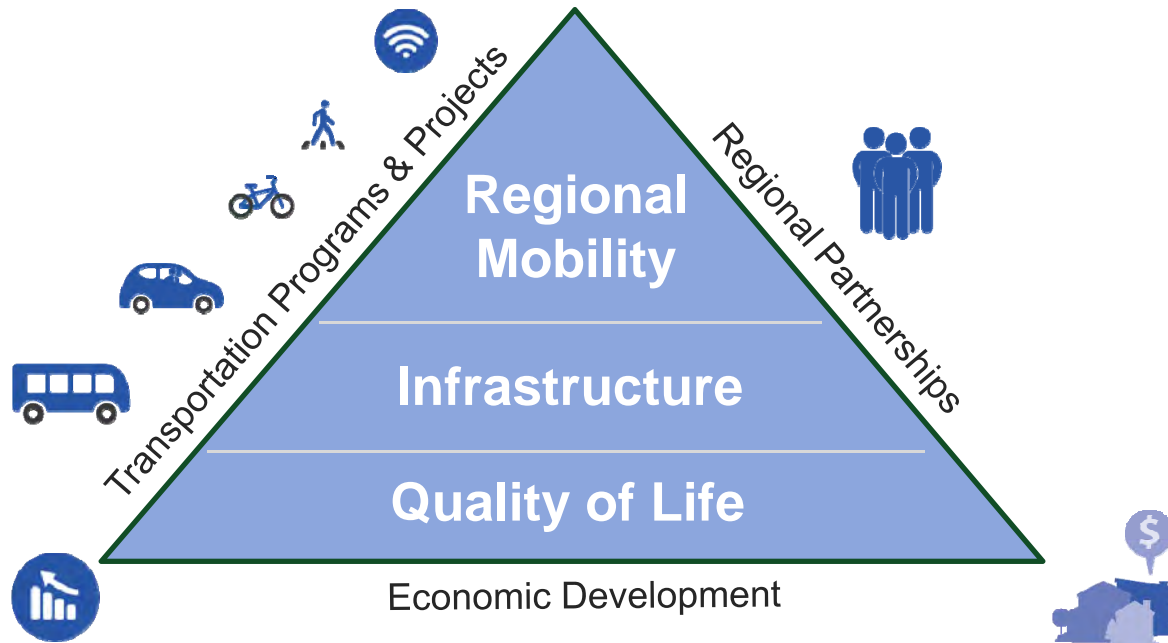
SPC: Building on Organizational Change

- Provide a regional, partnership-based forum for transportation, economic development and infrastructure discussions and planning.
- Develop implementation strategies that ensure optimal use of resources, allocated by need and merit.
- Create inclusive, equitable and long lasting partnerships to enhance community benefits, leading to...
- EFFECTIVE and IMPACTFUL projects.



SPC: Strategic Focus Areas

Purpose: To support sustainable, livable communities in Southwestern Pennsylvania through planning, economic initiatives and project implementation for the good of the region.



SPC: Organizational Change Milestones

IMMEDIATE

- Identify consultant support for change activity.
- Create common understanding of the need for change.
- Define the starting point. Where are we now?



NEAR TERM

- Interview staff for an assessment of baseline conditions.
- Conduct a deep dive on SPC “business” processes.
- Evaluate SPC’s ability to effectively deliver product and services.



INTERMEDIATE

- Plan specific change activities and timeframes.
- Determine additional areas of responsibility for SPC (as needed).
- Change management implementation.



LONG TERM

- Evaluate the effectiveness of the changes made.
- Rethink and modify measures undertaken.
- Make the changes permanent **AND** make change permanent.



Questions?



Agenda

Agenda Item: 13

- New Business

Agenda Item: 14

- Adjourn