

Southwestern Pennsylvania Commission
Minutes of the Meeting of
October 28, 2013

Two Chatham Center • Suite 400 • 112 Washington Place • Pittsburgh, PA 15219

The one hundred fourth meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Rod Ruddock.

Members present were: Tony Amadio, Alfred Ambrosini, David Battaglia, Daniel Cessna, Jack Cohen, Steve Craig, Rich Fitzgerald, Jim Gagliano, Jr., Joe Grata, Kelly Gray, Lynn Heckman, David Johnston, Fred Junko, Clifford Levine, Larry Maggi, Jeff Marshall, Robbie Matesic, Bruce Mazzoni, William McCarrier, Kevin McCullough, Ellen McLean, Charles Morris, Rich Palilla, James Ritzman (via phone), Robert Rubinstein, Rod Ruddock, Dan Shimshock, Harlan Shober, Michael Silvestri, Joe Spanik, Wendy Stern, James Struzzi, Archie Trader, Christopher Wheat (via phone), Angela Zimmerlink, and Blair Zimmerman.

Members absent were: Chuck Anderson, Robert Bower, Robert Brooks, Ricky Burgess, Tom Ceraso, Brigid Hynes-Cherin, Tyler Courtney, Albert D'Alessandro, Terry Daughenbaugh, Robert Del Signore, Joseph Dubovi, Mary Ann Eisenreich, Patricia Evanko, Rich Fink, David Frick, Robert Macey, David Miller, Laura Mohollen, Dennis Nichols, A. Dale Pinkerton, Luke Ravenstahl, Marc Roncone, Carmen Rozzi, Renee Sigel, Mark Snyder, Byron Stauffer, Jr., Joe Szczur, Diana Irely Vaughan, Daniel Vogler, Dwan Walker and Yarone Zober.

Others: Andy Batson, Michael Baker Corp., Bob Kerlik, Tribune Review; Ann Ogoreuc, Allegheny County Department of Economic Development; and Jon Smith, Allegheny County Transit Council.

Staff: Jim Hassinger, Belachew Ayele, Kristin Baum, Kirk Brethauer, Chuck DiPietro, Linda Duffy, Chuck Imbrogno, Tom Klevan, Vince Massaro, Shannon O'Connell, Kathy Stefani, Kay Tomko, David Totten, Lew Villotti, and Sara Walfoort.

1. Action on Minutes of the September 23rd Meeting

A motion was made to approve the minutes of the September 23, 2013 meeting of the Southwestern Pennsylvania Commission by Commissioner Morris which was seconded by Commissioner Amadio. The affirmative vote to approve the minutes was unanimous.

2. Public Comment - None

3. Staff Profile – Belachew Ayele

Background:

- **B.Sc. (in Geology)**
Addis Ababa University, Ethiopia

- **Post Graduate Diploma**
Remote Sensing, GIS and Environmental Information Systems University of Applied Sciences, Berlin, Germany
- **Master in International Development**
Development Planning and Environmental Sustainability, University of Pittsburgh

Previous Experience

- **Mapping Authority, Addis Ababa, Ethiopia Remote Sensing and GIS Data Analyst**
 - Land Use/Land Cover Analysis and Mapping
 - Natural Resources Study and Analysis
 - Environmental Impacts Assessment
 - Early Warning and Crop Assessment
 - Taught Remote Sensing and GIS application for various professionals
- **University of Pittsburgh Graduate Student Researcher**
 - University Center for Social and Urban Research (UCSUR)
 - PNCIS (Pittsburgh Neighborhood & Community Information System)

Role at SPC

- **Joined SPC June, 2008**
- **Data Analysis**
 - Employment Forecasts
 - Travel Surveys
 - Goods Movement
 - Travel Volume Trends
- **Travel Demand Modeling**
 - Model Support
 - TIP Development
 - Long Range Planning
- **Responding to Other Planning Partners Requests**

As an example of the type of work Mr. Ayele performs, he presented maps of Employment Location/Analysis – in relation to IKEA with a 1.5 mile buffer area, Freight Analysis – freight assignment of citrus fruits to region, and Demographic Analysis – housing value and educational attainment in Washington County.

4. Financial Report – Vince Massaro

Mr. Massaro reported on the financials for the Corporation and Commission for the period July 1, 2013 to September 30, 2013. Total project related revenues to date are \$6,470,807 compared to the annual budget of \$16,047,560 or 40.32% of the budget recognized to date. On the carry-over project related revenues, actual and encumbered to date are \$44,740 compared to the annual budget of \$44,740, or 100% of the budget recognized to date. Total project revenues actual and encumbered to date are \$6,515,547 compared to the annual budget of \$16,092,300 of 40.49% of the budget recognized to date. On the expenditure side, total project related expenditures actual and encumbered to date are \$6,515,547 compared to the annual budget of \$16,092,300 or 40.49%. There are no total carry-over project related expenditures for this period.

Mr. Massaro informed the Commission that the Audit Committee's will meet in November to review the draft Audit Report. Presentation of the Audit Report to SPC will be at the December meeting.

5. Update on SB 700 Southwest Transit Regionalization and Privatization Study by PennDOT's Local and Area Transportation Department – Andy Batson, Michael Baker Corp.

Mr. Batson reported that in July 2013 Governor Corbett signed into law SB700 which both reorganizes the Port Authority Board of Directors and required PennDOT's Bureau of Public Transportation to conduct a study and produce a report on regionalization of the Southwestern Pennsylvania transit systems and on the privatization of Port Authority's transit services. The regionalization study will include the twelve transit agencies that operate in southwest Pennsylvania. The financial analysis will assess possible overhead savings, possible organization structure, and also identify key challenges of regionalization and privatization. A service analysis is not included as part of the study.

Handouts:

- Senate Bill 700
- Consultant Scope of Services
- Request for Data and Documents

Project Scope

- Task 1: Data Gathering and Current Environment Review
- Task 2: Southwest Regionalization and Port Authority of Allegheny County (PAAC) Privatization Analyses
- Task 3: Final Report

Project Approach

- High-level analysis
- Compare current revenues and costs to projected revenues and costs
- PAAC Privatization scenarios: with and without regionalization
- Parallel regionalization and privatization analyses
- Excludes service and fare analyses

- **Project Scope: Task 1: Data Gathering and Current Environment Review**
 - Data Requests
 - Current Environment
 - Governance
 - Service Profiles
 - Organization Structure
 - Operating Environment
 - Operating and Financial Performance
 - Federal, State and Local Funding

- **Project Scope: Task 2: Regionalization and Privatization Analyses**
 - Regionalization
 - Governance and local funding
 - Administrative, management and overhead functions

- Management/admin organization chart
- Financial impact
- PAAC Privatization
- Benefits and challenges
- Other U.S. transit privatization efforts
- Financial impact

• **Project Scope: Task 3: Final Report**

Project Calendar

Task 1 Completion	Mid-November 2013
Task 2 Completion	Late January 2014
Task 3 Completion	Late March 2014
Report Submission to Governor & Legislature	April 18, 2014

Mr. Levine asked what is SPC’s involvement and is the privatization with or without a regional look. Mr. Batson replied that SPC’s role is not an official one as they are only looking at Port Authority. And he mentioned that they have looked at other national models of privatization such as New Orleans.

6. Report from PennDOT on Current Status of Transportation Funding in Harrisburg - Jim Ritzman

Jim Ritzman, PennDOT Deputy Secretary for Planning, provided via phone, status reports on the following transportation items:

Mr. Ritzman began with an update on the first statewide webcast public meeting for the Twelve Year Transportation Program hosted by the State Transportation Commission and presented by Barry Schoch, the Chairman of STC and also the Secretary of PennDOT. He explained that the upcoming Twelve Year Program Update is a transportation program development process for the years 2015-2026. It is a menu of transportation projects planned for development. It is updated every two years.

Mr. Ritzman then provided information on the transportation funding issue referring to an article provided by Governor Corbett which was posted on the *Pittsburgh Post Gazette’s* website www.post-gazette.com dated October 23, 2013 titled “Don’t delay transit vote – Funding package timeline extended into November”.

Mr. Ritzman next explained the Transportation Performance Management Process. It involves six steps: 1) National Goals; 2) Measures; 3) Targets; 4) Plans; 5) Reports; and 6) Accountability and Transparency. He noted that the Moving Ahead for Progress in the 21st Century Act (MAP-21) creates a performance-based and multimodal program to strengthen the U.S. transportation system. By focusing on national goals, increasing accountability, and improving transparency, these changes will improve decision-making through better informed planning and programming. The U.S. Department of Transportation (USDOT) is implementing the new MAP-21 performance requirements through nine rulemakings released in several phases.

Mr. Ritzman further explained that the Moving Ahead for Progress in the 21st Century Act (MAP-21) provides for nine interrelated rules along with their anticipated coordinated performance measure effective dates. Details of Mr. Ritzman's power point presentation follow.

Planning – Comment Period – 4th Quarter 2013 thru 1st Quarter 2014 / Anticipated Effective Date – 4th Quarter 2014

1. Metropolitan and Statewide Rule
 - Establish a performance-based planning process at metropolitan and state level.
 - Define coordination in the selection of targets, linking planning and programming to performance targets.

Highway Safety – Comment Period – 4th Quarter 2013 thru 1st Quarter 2014 / Anticipated Effective Date – 3rd Quarter 2014 to 1st Quarter 2015

2. Safety Performance Measure Rule
 - Propose and define fatalities and serious injuries measures, along with target establishment, progress assessment and reporting requirements.
 - Discuss the implementation of MAP-21 performance requirements.
3. Highway Safety Improvement Program (HSIP) Rule
 - Integration of performance measures, targets, and reporting requirements into the HSIP.
 - Strategic Highway Safety Plan updates.
4. Highway Safety Program Grants Rule (Interim Final Rule issued by NHTSA in January 2013)
 - State target establishment and reporting requirements.
 - Highway safety plan content, reporting requirements, and approval.

Highway Conditions – Comment Period – 4th Quarter 2013 thru 2nd Quarter 2014 / Anticipated Effective Date – 4th Quarter 2014 to 1st Quarter 2015

5. Pavement and Bridge Performance Measure Rule
 - Propose and define pavement and bridge condition measures, along with minimum condition standards target establishment, progress assessment and reporting requirements.
6. Asset Management Plan Rule
 - Contents and development process for asset management plan.
 - Minimum standards for pavement and bridge management systems.

Congestive/System Performance – Comment Period – 1st Quarter 2014 thru 2nd Quarter 2014 / Anticipated Effective Date – 1st Quarter 2015

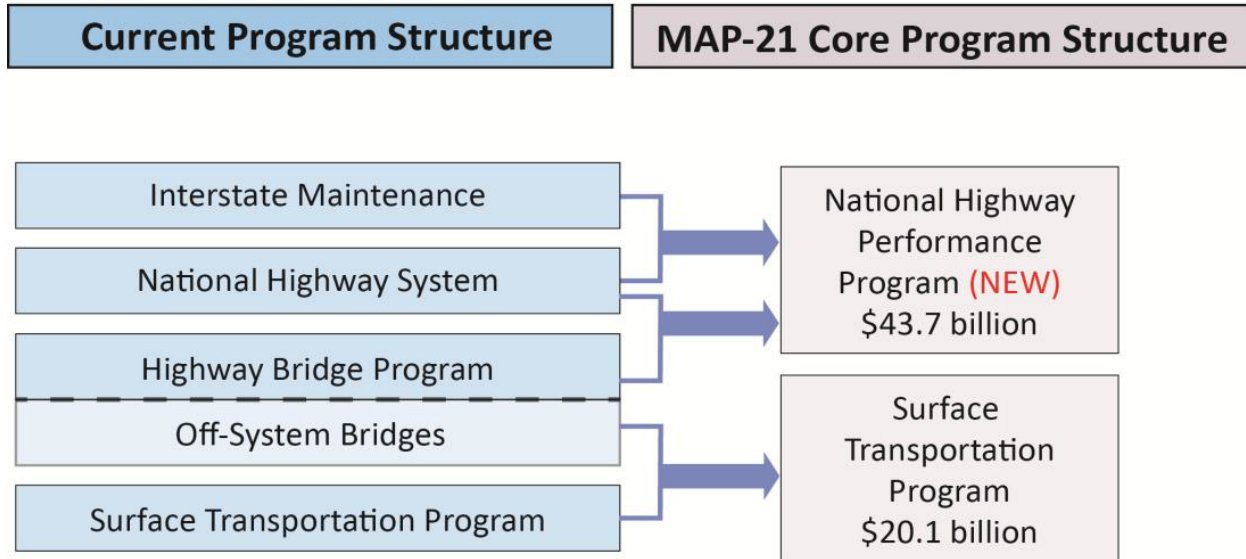
7. System Performance Measure Rule
 - Define performance of the interstate system, non-interstate national highway system, and freight movement on the interstate system.
 - Finalize interpretation of scope of CMAQ performance requirements, including congestion and on-road mobile source emissions.
 - Summarize MAP-21 highway performance measure rules

Transit Performance – Comment Period – 1st Quarter 2014 / Anticipated Effective Date – 1st Quarter 2015

8. Transit State of Good Repair Rule

- Define state of good repair and establish measures.
 - Transit asset management plan content, target establishment and reporting requirements.
9. Transit Safety Plan Rule
- Define transit safety standards.
 - Transit safety plan content and reporting requirements.

Mr. Ritzman said that as of now anticipated effective dates for safety is January 6th, Asset Management and Planning in February, Pavement/Bridge performance in March.



Mr. Ritzman described the National Performance Measure Areas:

- Serious injuries per VMT
- Fatalities per VMT
- Number of serious injuries
- Number of fatalities
- Bridge Condition on the NHS
- Pavement Condition of the Interstate System
- Pavement Condition of the NHS
- Traffic Congestion
- System Reliability of the Interstate
- System Reliability of the NHS
- Freight Movement of the NHS
- On-Road Mobile Source Emissions

7. 2015-2018 TIP Status Report – Chuck DiPietro

Mr. DiPietro directed the Commission members to the one-page summary titled *Commissioners 2015 TIP Update Briefing* – October 28, 2013 in the meeting agenda packet. He then highlighted the following major and severe challenges that the collapsing of federal funding categories under MAP21 presents to our region, beginning with the 2015-2018 TIP Update currently underway.

MAP-21 Game Changer /Funding Challenge

- ▶ 70% of TIP Highway/Bridge funding will now be focused on 15% of the network
- ▶ No Specific Bridge Funding Program – all bridge projects must now compete for funds with any/all candidate roadway improvements on the federal-aid system they are part of.

MAP-21 Networks Comparison

<u>Regional Network (NHPP)</u>		<u>Support Network (STP)</u>	
Funds	70%	Funds	30%
Miles	15%	Miles	85%
Usage (VMT)	55%	Usage (VMT)	45%

What Can We Expect on Regional Network (NHPP)

Well-maintained conditions on the core network

- MAP-21 Performance Measures – PennDOT must hit
- Investment Decisions may predominately be PennDOT Central Office call with SPC consultation
(Note: subsequent Financial Guidance issued allocates 80% of NHPP funds to individual MPOs/RPOs.)

What Can We Expect on Support Network (STP)

- ▶ Degraded roadway & bridge conditions
- ▶ Reduced maintenance standards
- ▶ Expanded Postings/Weight Limits

What Can We Expect on Support Network (STP)

- ▶ New TIP Yrs. 1 & 2 - “Hold Harmless” Our First Priority
 - Deliver Current TIP years 3 & 4 Commitments – But will be extreme challenge for our TIP Update Work Groups
- ▶ New TIP Yrs. 3 & 4 – STP Targets
 - Extreme challenge to deliver just key Commitments in Current TIP – let alone consider advancement of any new candidates

Given substantial cuts in region’s STP funding on our support network, the Transportation Technical Committee has begun discussions of local project delivery issues and challenges.

Local Projects Challenge

October 18 TTC Meeting

- ▶ Local Project Delivery
- ▶ Local Bridge Non-TIP Funding
- ▶ Removal of Non-Essential Bridges – per PennDOT Highway Design Manual, “MPOs should work with PennDOT Districts and local municipalities to develop a list of state and local bridges that are operationally redundant. These bridges will be prioritized and systematically added to TIP for removal. The MPOs will be the lead for such studies of state and local bridges.
- ▶ Analysis of Locally Owned Federal-Aid Roads
- ▶ How to Advance Effective Local Input to Active PennDOT Projects
- ▶ How respond to MAP-21 Challenge with no Federal help to address?

2015 TIP Update Work Groups

- ▶ Recent Activities
- ▶ At this Time in the Process
 - SPC Planning Directors Forum being Scheduled: focus MAP-21 Challenge
- ▶ Upcoming Milestones & Schedule

8. Other Business/Announcements – Jim Hassinger

Next Meeting Date – December 16, 2013

9. Adjourn

There being no further business to come before the Commission, the meeting adjourned at 5:37 p.m.

Respectfully Submitted

Charles Anderson
Secretary-Treasurer