

**Southwestern Pennsylvania Commission
 Combined Transit Operators Committee (TOC) and Transportation Technical Committee (TTC)
 Meeting Minutes via Webex
 July 14, 2022, 10:00 a.m.
 Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Joe West, Beaver County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Jeremy L. Kelly, Greene County Planning and Community Development
- Austin McDaniel, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Jeff Skalican, City of Pittsburgh
- ❖ Lynn Manion, Airport Corridor Transportation Association
- ❖ Mary Jo Morandini, Beaver County Transit Authority
- ❖ John Paul, Butler Transit Authority
- ❖ David Wohlwill, Pittsburgh Regional Transit
- ❖ Anthony Hickton, CommuteInfo
- ❖ Sheila Gombita, Freedom Transit/Washington County
- ❖ Alan Blahovec, Westmoreland County Transit Authority
- Jennifer Crobak, FHWA
- Ronique Bishop, FHWA
- Steven Shanley, Allegheny County Department of Public Works
- Brendan Coticchia, City of Pittsburgh
- Kim Lucas, City of Pittsburgh, Department of Mobility and Infrastructure
- Kyle Lamb, Greene County Planning and Community Development
- Seth Davis, Pittsburgh Regional Transit
- Ashley Cooper, Westmoreland County Transit Authority
- Tiffany Chaffee, Town and Country Transit
- Mavis Rainey, Oakland Transportation Management Association
- Sam Plocinski, PennDOT Bureau of Public Transportation
- Justin Ruggles, PennDOT
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Matthew Kelley, CDR Maguire
- Darryl Phillips, HDR
- Nugent Laing, HDR
- Lynda Conway, Delta Development
- David White, Pittsburgh Bikeshare
- Cody Slater, Alliance for Nonprofit Resources

Attendees Cont'd:

Andy Waple, SPC Deputy Executive Director, Programs
 Domenic D'Andrea, SPC Transportation Director
 Chuck Imbrogno, SPC Staff
 Tom Klevan, SPC Staff
 Ryan Gordon, SPC Staff
 Josh Spano, SPC Staff
 Dan Alwine, SPC Staff
 Dan Bernazzoli, SPC Staff
 Ronda Craig, SPC Staff
 Leann Chaney, SPC Staff
 Erica Eagan, SPC Staff
 Lillian Gabreski, SPC Staff
 Caleb Knudsen, SPC Staff
 Greg Shermeto, SPC Staff
 Dave Totten, SPC Staff
 Sara Walfoort, SPC Staff
 John Weber, SPC Staff

- Indicates TTC voting member
- ❖ Indicates TOC voting member

1. **Call to Order**

Domenic D'Andrea called the meeting to order at 10:00 a.m. with a roll call for the TTC members. Dave Totten then made a roll call for the TOC members.

2. **Public Comment**

There was no public comment.

3. **Action on June 8th TOC Meeting Minutes**

A motion was made by Mary Jo Morandini to approve the minutes of the June 8th TOC meeting, and was seconded by John Paul. The motion was approved unanimously.

4. **Action on June 16th TTC Meeting Minutes**

A motion was made by Arthur Cappella to approve the minutes of the June 16th TTC meeting, and was seconded by Jeremy Kelly. The motion was approved unanimously.

5. **FHWA/PennDOT Central Office, Program Center Report from Ronnique Bishop, FHWA**

Ronique Bishop gave an update on the Bipartisan Infrastructure Law (BIL), mentioning that there is a new website for the bills information, called [the Navigator](#), which will be both a guide for useful information regarding the BIL, as well as a place for stakeholders and communities to be able to apply for grants, identify existing resources, and answer any additional questions. Ronnique then mentioned the Reconnecting Communities pilot discretionary grant program, which has an application deadline of October 13th. She mentioned that later today there would be a webinar to go over some of the details of the program, and the webinar will be available for viewing on the FHWA website afterwards. Ronnique also discussed an upcoming FHWA virtual peer exchange, related to bridge and project bundling, which is scheduled for July 19th at 2pm, and will also be recorded for later distribution. Ronnique also welcomed back Jen Crobak, who returned this week as the FHWA representative for SPC, and passed it over to her. Jen mentioned that there

are a number of new discretionary NOFO that are currently active due to BIL, and to please take a look and review these, and if there is anything she can do to assist SPC board or staff, to let her know.

David Wohlwill made a note of the bridge investment program, stating that transit-only bridges are not eligible. However, transit usage of a bridge is one of the evaluation criteria. Accordingly, the region's transit operators may want to discuss this with potential applicants to the program. Tom Klevan went over the previous peer exchange program, which was held last Monday and Tuesday, which went over equitable shared mobility. Tom mentioned that this was excellent, and he was very appreciative of SPC's opportunity to be apart of the peer exchange. Tom said he would encourage TOC and TTC members to keep an eye on the FHWA website in order to find a recording of that exchange and watch it. Domenic D'Andrea then discussed the Green-Light Go program, which just announced the awards of over \$38 million in funding to 70 municipalities across Pennsylvania. 4 counties in the SPC region, Allegheny, Butler, Washington, and Westmoreland Counties, had municipalities that were awarded funding. Domenic mentioned a link to the winning municipalities was in the agenda for any additional information.

6. **Action on Modifications to the 2021-2024 TIP**

A. PennDOT District 10-0

Harold Swan went over the five administrative action for PennDOT District 10-0. The first administrative action was for the relocation and expansion of the existing park-and-ride facility at the intersection of PA 356 (South Pike Road) and SR 2017 (Silverville Road) in Buffalo Township, Butler County. The district requests to defer construction from FFYs 2022 and 2023 to FFYs 2025, 2026, and 2027 to align with the PA 356 Corridor Improvements project, and also requests to increase right-of-way and add \$227,875 (80% Federal and 20% State) in FFY 2022 due to a parcel with unforeseen industrial/commercial development potential resulting in higher than expected damages. The source for funding will come from the SPC CMAQ Line Item and the SPC District 10 Highway/Bridge Line Item. The second administrative action was for a safety improvement project which includes signal upgrades and other miscellaneous construction along PA 356/68 from Campus Lane to Moraine Pointe Plaza in Butler Township, Butler County. The district requests to increase construction and add \$88,006 (100% Federal utilizing toll credits) in FFY 2022 to cover a low bid cost increase, with the source coming from the SPC CMAQ Line Item. The third administrative action as for a safety improvement project which includes signal replacement, installation of turn lanes, and corridor improvements to enhance safety and reduce congestion along PA 68 from Township Road #425 (Stevenson Road) to SR 3007 (Meridian Road/Benbrook Road) in Connoquenessing and Butler Townships, Butler County. The district requests to advance a portion of construction funds from FFYs 2026 and 2027 to FFYs 2022 and 2023 to compress cash flow. The sources will be the PA 8 Main Street Signal Improvement project and the SPC CMAQ Line Item.

The fourth administrative action was for the widening of the PA 286 (Oakland Avenue) corridor from two to four through lanes, the addition of five-foot bike lanes and five-foot sidewalks in both the northbound and southbound directions from the US 422 Interchange to Rustic Lodge Road, and improvements (which will include traffic signal upgrades, additional turning lanes, ADA curb ramps, and crosswalks at traffic signals) to eight intersections along PA 286 in White Township, Indiana County. The district requests to increase construction and add \$4,300,000 (100% Federal utilizing toll credits) in FFYs 2022 and 2023 as a programmatic adjustment to address an advance construct funding shortfall. The sources will come from Ekastown West 3R project, the Freedom Road Turnpike Bridge project, the PA 56 Apollo Group Bridges

project, and the SPC District 10 Highway/Bridge Line Item. The fifth administrative action, for informational purposes, was for an intersection improvement project which includes realignment and reconstruction of a portion of US 422 near the intersection of SR 2005 (Margaret Road/Cherry Run Road), construction of a new two-span continuous steel multi-girder bridge to carry US 422 over SR 2005, and a new precast concrete box culvert for an unnamed tributary to Cherry Run in Plumcreek Township, Armstrong County. The requests to increase construction and add \$10,278,483 (Federal and State) for incorporated utility work and inspection and unit costs, with the sources coming from the Highway Reserve Line Item and the STP Reserve Line Item.

Joel MacKay made a motion to approve the administrative action from PennDOT District 10-0, which was seconded by John Paul. The motion was approved unanimously.

B. PennDOT District 11-0

John Quatman went over the nine administrative actions for PennDOT District 11-0. The first administrative action was for a safety improvement project which includes geotechnical reviews in Allegheny, Beaver and Lawrence Counties. The district requests the increase of the planning and engineering phase by \$300k to cover general geotechnical work, with the source of funding coming from the Betterment Reserve line item. The second administrative action was for a bridge preservation project, located on SR 1005 (Highland Park) in Sharpsburg Borough, Allegheny County. The district requests to increase the planning and engineering phase by \$470k for work added to the project, with the source of funding coming from the construction line of Eighth Ave over Homestead Run 837-A46 project. The third administrative action, for informational purposes only, was for milling, resurfacing, shoulder repair, base repair, drainage, guide rail, and pavement marking, located from SR 588 from SR 51 to Eleventh Ave and SR 4025 from SR 51 to SR 588 in Chippewa and White Townships in Beaver County. The district requests the addition of appropriation 409 funds (\$298,281) to TIP to show project as fully funded as requested by Central Office. The fourth administrative action was for a mill/resurface, bridge preservation, minor widening for lane reconfiguration, ITS upgrade, green storm water feature, guiderail and signing, located on SR 28 from Delafield Ave northbound ramps to Harmar Township line in O'Hara Township, Aspinwall and Fox Chapel Borough and City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$1.479M (NHPP) in FFY 2022 for additional work needed to complete the project, with the source of funding coming from the planning and engineering phases of Tarentum Bridge over NS RR and I-376 above 2nd Ave Wall Replacement projects.

The fifth and sixth administrative actions were for a bridge restoration project, located on the bridge carrying 6th Street over the Allegheny River and 10th Street bypass. The bridge intersects with Fort Duquesne Boulevard, in the City of Pittsburgh, Allegheny County. The district first requests to advance funding for CON by \$4.36M (NHPP/STP/STU) to FFY 2022 for AC Conversion, with the source of funding coming from Kenmawr Ave Ramp, Penn Ave Reconstruction, SPC Traffic Signal, and SPC Smart Tr. Initiative projects and numerous deobligations. Secondly, the district requests to remove funding for CON by \$4.36M (NHPP) in 2023, with the funds being placed in the Allegheny County Bridge line item in FFY 2023. The seventh, eighth, and ninth administrative actions were all for a bridge reservation project, located on several ramps on PA 885 & SR 8004 over I-376 in the City of Pittsburgh, Allegheny County. The district is requesting to advance construction funds (\$750k/NHPP) to FFY 2022 to cover AC Conversion, as well as increase CON by \$250k/NHPP in FFY 2022 for asphalt/diesel adjustments. The source of funding will place the \$750k back into the Betterment Reserve line item, while taking \$1 million from the District 11 IJJA line item.

Ann Ogoreuc made a motion to approve the amendment and administrative actions from PennDOT District 11-0, which was seconded by Jeff Skalican. The motion was approved unanimously.

C. PennDOT District 12-0

Angela Saunders went over the three amendments and five administrative actions for PennDOT District 12-0. The first amendment was for preservation activities on local structures throughout the district at various locations districtwide. The district requests to add the planning and engineering phase to the FFY 2021 TIP in FFY 2022, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The second amendment was for intersection improvements to PA 136 (Main Street) and SR 1055 (Brownlee Road) intersection, located in Nottingham and Somerset Townships, Washington County. The district requests to add the planning and engineering phase to the FFY 2021 TIP in FFY 2022, with the source of funding coming from the SPC Safety Line Item (MPMS# 76430). The third amendment was for intersection improvements to US 40 (National Pike) and SR 3005 (Liberty Road) intersection, located in Donegal Township, Washington County. The district requests to add the planning and engineering phase to the FFY 2021 TIP in FFY 2022, with the source of funding coming from the SPC Safety Line Item (MPMS# 76430).

The first administrative action was for a replacement of the structure carrying SR 1027 (Richey Road) over Branch of Irish Run, located in Bullskin Township, Fayette County. The district requests to add the utilities, right-of-way, and construction phases to the FFY 2021 TIP in FFY 2022, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for corridor improvements on PA 981 from intersection with PA 819 to village of Norvelt, located in Mount Pleasant Borough, Westmoreland County. The district requests to adjust the cash flow of the construction phase on the FFY 2021 TIP by advancing FFY 2024 funds into FFY 2022, with the source of funding coming from the D12 Highway/Bridge Line Item (MPMS# 76508) and will also be drawn from the SPC Smart Tr. Initiative regional line item (MPMS# 94698). The third administrative action was for safety improvements to the western section of the US 30 Corridor Safety Improvement Study Area from the intersection of US 30/PA 48 to Malts Lane, located in North Huntingdon Township, Westmoreland County, and North Versailles Township, Allegheny County. The district requests to make a technical correction to remove CMAQ funding from the final design phase and add this funding to the planning and engineering phase of MPMS# 117945.

The fourth administrative action was for the local replacement of the structure carrying Valley View Road over Chartiers Creek, located in Cecil Township, Washington County. The district requests to remove STP funds from the construction phase in FFY 2022, replace those with federal BRIP funds and increase the overall BRIP total for the construction phase in 2022. The removed STP funds will be returned to the District 12 Hwy/Bridge Line Item (MPMS# 76508), and BRIP funds will be transferred from CON phase of MPMS# 74342 (PA 711 Crawford Avenue Bridge) in FFY 2022 to cover the BRIP increase. The fifth administrative action was for the local replacement of the structure carrying West Wheeling Street over Catfish Creek, located in the City of Washington, Washington County. The district requests to increase the construction phase on the FFY 2021 TIP in FFY 2022, with the source of funding coming from the construction phase of MPMS# 74342 (PA 711 Crawford Avenue Bridge).

Art Cappella made a motion to approve the administrative actions from PennDOT District 12-0, which was seconded by Jeremy Kelly. The motion was approved unanimously.

7. **Pittsburgh Regional Transit – New Branding**

David Wohlwill gave a presentation on the new branding of the Port Authority of Allegheny County, now known as Pittsburgh Regional Transit (PRT). On June 9th, the rebrand changed the name of the transit operator, reflecting a more modern transit agency that aims to improve and simplify public transportation in the region. As quoted from PRT CEO Katharine Kelleman, “Our new name acknowledges that we’re not just part of the community; the community is a part of us. Our goal moving forward is to be a reflection of our incredible, vibrant community.” The rebranding will consist of new signage at all PRT bus stops (approximately 7,000), creating a uniform color scheme on all buses (which will be phase in over a 3-4 year timeframe), and taking a more regional look at PRT operations, with opportunities for better connection and more efficient service throughout the region. David Wohlwill showed some new graphics, which will be used on the side of busses, in printed material, and on the new PRT website. Domenic D’Andrea asked a question on whether there would be any discussion on branding bus stations with any naming rights. David Wohlwill replied that there have been some previous discussions on selling naming rights for transit stations, mentioning an example would be something like the Southeast Pennsylvania Transportation Authority (SEPTA) selling naming rights to Jefferson Station, with Jefferson being a major medical provider in Philadelphia. As far as PRT branding, looking for opportunities and branding sponsors is in discussions, but no concrete timetable on anything upcoming.

8. **Discretionary Grants Update**

Dan Alwine gave an overview of discretionary grants that are upcoming and under consideration for applications from SPC and other regional partners. The first grant application he mentioned was the IS DOT Multimodal Project Discretionary Grant Program, which has a joint application with Pittsburgh Regional Transit and PennDOT District 11-0 for the Eastern Pittsburgh Multimodal Corridor Project, a \$128 million request for integrated corridor improvements along MLK Jr. East Busway and Parkway East. Dan mentioned that yesterday there was a meeting held with Senator Casey about the project, and there was some good feedback that came out of the meeting. There will be some advocacy from the elected officials on the project, which will hopefully be able to push it over any hurdles that may arise. Dan next mentioned the USDOT Safe Streets and Roads for All discretionary grant program, which funds regional initiatives that prevent roadway deaths and serious injuries. As mentioned during the last TTC meeting, because SPC has a current safety action plan, we are eligible for implementation grants, which can award anywhere from \$5 million to \$50 million dollars for a project. From July to the September 15th deadline for applications, SPC will be internally developing an approach for this grant opportunity, soliciting projects and planning proposals tied to regional action plan strategies.

Lillian Gabreski gave an overview of this development, which will start with looking through projects that have demonstrated a documented safety need, as well as projects that can meet the matching requirements of 20% non-federal funds. The draft 2023 TIP projects, which can go out for construction within the next 5 years, or projects seeking design and planning funds, are the ones that are highest priority for this opportunity. Currently Dan and Lillie are looking through the safety action plan and the draft tip to highlight projects which have these prerequisites, as well as enough state funding to work with the match. Lillie mentioned that there will be a call for projects, however please keep in mind these criteria when submitting projects for the grant. Josh Spano mentioned some more technical details of the project, highlighting that these projects have to demonstrate a reduction in fatalities and injuries on the roadways, as well as showing equity, a climate change aspect, and project readiness. Josh also mentioned projects from the highway safety network screening list, which is a top 20 location list given from Central Office on areas highlighting safety concerns. There are also discussions of projects on the main street program, which

improves safety across all modes of transportation in an area, as well as some local main streets which could improve safety and incorporate economic development in some communities, while improving pedestrian and transit safety in a first and last mile area.

Dan Alwine went over some other grants which are under consideration, beginning with the USDOT Bridge Investment Program, which is intended to reduce the number of nations bridges in poor condition or at risk of falling into poor condition within the next three years. PennDOT will be putting in a request for what is considered a large bridge project, which is a project that is over \$100 million. SPC is looking to not compete with that project, so it is trying to group together a few locally owned bridges into a grant for an application for under \$100 million, which is a separate pool of funding. These are due in early September, so it gives SPC some time to come up with a benefit cost analysis and find more information about the program. Next, Dan discussed the National Telecommunications and Information Administration Middle Mile Broadband Infrastructure Grant, which is a discretionary grant to expand and extend infrastructure to unserved and underserved areas to promote broadband resiliency. These are awarding between \$5 million and \$100 million on projects, with \$980 million available nationwide, and applications are due at the end of September. Andy Waple discussed these grants, mentioning that this grant opportunity is only a one-time deal, and it is expected to be extremely competitive. There is a 30% match required, and in order to be more competitive, SPC is looking for a 50% match on whatever project is chosen. The approach for this project is still ongoing, with broadband planning and assisting through Michael Baker, using their fiber locator technology to best identify areas that are currently underserved by fiber in the region. Once the analyzation of the region is complete, SPC will be looking at areas which would serve the most people, as well as EJ/Title 6 populations, community anchor institutions, such as schools, libraries, and community centers, and businesses and households that could be potentially served with greater broadband access. For matching funds, Andy is looking at working with fiber owners and ISP's in the region to come up with a match for the project. All this is still in the preliminary stages, and SPC and Michael Baker will be reaching out to commissioners to discuss locations soon.

The next grant Dan Alwine spoke on was the USDOT Strengthening Mobility and Revolutionizing Transportation grant, which is being called the SMART grant program. The City of Pittsburgh was named a finalist for this SMART grant back in 2015, which is looking for projects which demonstrate coordinated automaton, connected vehicles, intelligent, sensor-based infrastructure, systems integration, commerce delivery and logistics, leveraging use of innovative technology, smart grids, and smart technology traffic signals. The grant is expected to have \$500 million available over the next five years, and the NOFO is to be released in the 3rd quarter of 2022. Dan Alwine next spoke about the USDOT Reconnecting Communities Pilot Program, which was discussed earlier but will provide \$1 billion to reconnect communities that were previously cut off from economic opportunities by transportation infrastructure. These have two types of grants; planning grants worth up to \$2 million and capital construction grants which range from \$5 million to \$100 million, and the program application are due by October 23rd. Dan lastly spoke on some US Department of Energy grants, including the Regional Clean Hydrogen Hubs, which plan to award funds for 6-10 hub projects in different regions across the US, with a NOFO released in early fall 2022, as well as the carbon capture demonstration projects and pilots/four direct air capture hubs, with estimated applications opening 4th quarter 2022.

David Wohlwill asked a question on the language of the safe streets for all grant, mentioning that the owners of the streets that envision improvements would also have to be involved in the applications, and whether there are partnerships in mind for projects in mind. Dan responded that there are still determinations to be made on where the project will be, however work has been completed by looking

through the areas with safety issues and there was a large amount of public engagement and involvement from the TIP process. If there are any municipal owned roadways that are chosen for the project, SPC would reach out to discuss with them, as well as any supplemental planning that is involved with that as well. Dave Wohlwill also asked if there were any projects being considered for the reconnecting communities' program or the bridge investment program. Angela Saunders made a comment that there are things in mind for both programs in District 12-0, but nothing concrete as to what's going into either project yet. Domenic D'Andrea mentioned that PennDOT Central Office seems to be pulling together a large bridge project to submit for the bridge program, which will include a number of State-owned bridges in the region. There is also a small local bridge application as well for the region. Angela Saunders mentioned a larger focus on local owned bridges from the PennDOT departments as a part of their new business plan, and even though PennDOT Central Office will be submitting for State owned bridges, they are also quite focused on improving local bridges as well.

Dave Totten mentioned two grant opportunities with transit specific portions, starting with the thriving communities grant, which is a planning program grant to help smaller communities who do not have the capacity to work on large planning applications. The second grant is the areas of persistent poverty planning grant, which PRT received a grant last round for. Dave mentioned there are a number of census tracts under our region who would be eligible for this grant, and there should be a NOFO soon on the next round for these grants. Dave Wohlwill mentioned that both programs are being looked at by PRT and they are closely monitoring when the NOFO's come out, so that they may submit applications.

9. **Long Range Plan Update Schedule**

Domenic D'Andrea went over the approach and schedule for the next Long-Range Plan (LRP) update. The update is due to be adopted in June of 2023, and it will be a refresh of the current plan, as the last LRP update was quite extensive. This LRP update will be to review, update, and confirm existing goals, strategies, and policies to account for changes and progress made over the last four years, as well to update financial projections and project lists. SPC will be helped by the regional policy advisory committee, the regional planning directors, and the executive committee and commission to update these policies. The timeline looks to review and update goals, policies, and strategies, and begin project planning in Summer 2022. Public engagement will begin in the Fall, with a finalization of goals, strategies, and project lists in the Winter. Air quality conformity and environmental justice review will take place during Spring of 2023, with a final 30-day public comment period taking place as well. The 2023 LRP will be adopted during the June TTC meeting of 2023. Ryan Gordon made a note that he will be setting up work groups in the next month, and will be back by next TTC with a schedule for these work groups.

10. **Human Services/Public Transit Coordinated Plan Update**

Tom Klevan went over the Human Services/Public Transit Coordinated Plan Update, who mentioned that this is a companion piece to the long-range plan, and will be updated on the same timeframe. Most of the transit operators were heavily involved with the last update, and a large amount of work was put into the previous plan. Most of the work for this plan will just be updating goals and objectives, as well as a new list and description of potential upcoming projects. Tom mentioned that there is a real need to focus on these types of transportation services and the delivery of these services, as well as the capital funding and operating funding for the delivery of these services. He mentioned that at the last TOC meeting it was reinforced that the situation of the delivery of human services and the shared ride program across Pennsylvania to protected communities has been poor across the State. He reiterated that it is very important at the county level to support the subsidies for these shared ride programs, and mentioned that Sheila Gombita would also be discussing the shared ride program.

Sheila Gombita gave her perspective on the shared ride program, mentioning that the shared ride program is a door-to-door human service transportation program, which is quite expensive to operate. It is a lifeline service for those with no other options of transportation, making it very important to some across the State. Over the last 10 years, the program itself has become unsustainable, and PennDOT has been looking to try and address some of these issues. She mentioned that when the program was established, it was primarily for senior citizens, making it a more sustainable system, but it has changed dramatically over the years, even though the cost structure for such rides has not changed. While funders support and subsidize a large portion of funding, the individuals who use the service also pay for it, and every time costs go up, it limits the ability of people to use the service. Costs have risen to excessively high limits, especially over the past two years due to increases in driver wages, significantly higher insurance costs, and the rising cost of fuel. To address these challenges, Sheila mentioned that they are looking at various technology services, including scheduling software, to try and help service providers. She mentioned that with the exception of Philadelphia and Allegheny Counties, all shared drive providers are using this service. Recently they have started a statewide web-based application called Find My Ride, which will try to get the word out on these services and increase accessibility to those services. Shared ride programs will also be beginning same day service, which historically shared ride programs have been advanced reservation, so this will add another addition of accessibility.

Tom Klevan circled back to the actual plan, mentioning that the regional planning document is relied upon to guide or influence Commonwealth and Federal investment on these types of projects, and so the focus of projects and how we can fund them is of high priority for the update. Tom mentioned that other pilots that are being worked on across Pennsylvania will begin pilots here as well. He stated that with this particular plan it will be important to utilize the planning document to go after funding that has not traditionally been available or widely invested in the region. Tom circled back to the plan made three years ago, saying that it did a very good job of capturing what was going on in the region at the time and how to make things better in the future, and hopefully this update will look on how to better attract investment to fund some projects to help the providers and their services better.

11. **Other Business/Status Reports**

There was no other business or status reports to update.

12. **Adjourn**

A motion to adjourn was made by Mary Jo Morandini and seconded by Joe West. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:35 AM.