

CONNECT Transportation Resolutions

CONNECT First Congress, 2009:

Submitted by the planning subcommittee on policy: These resolutions formally recognize the importance of public transit to the status of the region's urban core. All were drafted in light of the following facts:

- 1) *CONNECT's 36 communities represent a commanding majority of ridership for the Port Authority of Allegheny County. The Port Authority estimates that 74 percent of its directional service miles are within these communities and 86 percent of all customer boardings take place within that boundary. The Port Authority is the sole provider of public mass transit for those communities, providing transportation via bus, light rail, incline and ACCESS paratransit.*
- 2) *CONNECT represents nearly three-quarters of the transit-dependent population of Allegheny County, according to 2000 Census data. While CONNECT has 58 percent of the county's total households, it includes 73 percent of the households without a car. Of the urban core, 14.6 percent of workers commute via public transit, compared to 10.5 percent of all county residents. 50 percent of those who work in Downtown Pittsburgh commute via public transit. This represents a greater percentage than most urban areas.*

09-09 The 36 communities represented by CONNECT embrace public transit as a means to maximize economic development and quality of life in the urban core. Therefore, **CONNECT hereby commits to a broad policy of using transit as a tool to achieve those ends.**

09-10 In their municipal comprehensive plans, CONNECT member communities should consider economic development and quality of life initiatives around the important issue of public transit. To enhance continuity within CONNECT and to maximize the ability of CONNECT communities to capture state and federal funding, **member communities' plans should be consistent with the relevant transit elements of Allegheny County's comprehensive plan.**

09-11 Given the public good to the region that is served by a comprehensive public transit system, it is essential that adequate public funding be made available to the Port Authority of Allegheny County. To that end, **public transit should command a high priority in regional plans for the allocation of state and federal transportation dollars.**

09-12 CONNECT will serve as a conduit for communication between its 36 member communities and the Port Authority of Allegheny County. To that end, **CONNECT will establish a technical committee on current transit issues that will consult with the Port Authority periodically on issues of importance to member municipalities.**

09-13 The composition of the Port Authority of Allegheny County's board of directors should reflect the degree to which the Authority serves urban core communities. Additionally, **the composition of the board should be demographically representative of the communities it serves.** CONNECT municipalities host an estimated 86

percent of PAT ridership. The board should include members from urban core communities to achieve at least a comparable geographic representation.

09-14 CONNECT commits to maintaining active engagement in policy-level transit planning as it occurs in Allegheny County. To that end, **CONNECT will initiate conversation with business leaders, economic development organizations and grassroots community groups to identify and develop “next generation” transit plans for the urban core.** Likewise, **CONNECT requests that the Port Authority of Allegheny County engage the congress in the early stages of discussions about possible system-wide changes to service delivery.**

CONNECT Second Congress, 2010:

10- 11 Whereas the Southwestern Pennsylvania Commission (SPC) Development Plan is based on investing in brownfields and the transit corridors that cover those areas; and whereas sustainable communities require coordination of transit corridors; and whereas transit corridors span a number of municipalities; and whereas transit corridors need to be developed comprehensively by all municipalities in the corridor; and whereas a number of multi-municipal efforts are currently being undertaken including, but not limited to Routes 51, 60, 376, 380, 65, 19, 79, 8, 50, 121, 88, 400, 885, 837. **Therefore be it resolved that CONNECT:**

- Encourages its members to participate fully in all appropriate corridor planning efforts;
- Encourages municipal and county governments not in CONNECT but part of the transportation corridor to join CONNECT members in corridor planning;
- Calls on the SPC, the state of Pennsylvania and other appropriate funders to place a high priority on funding transit corridor planning efforts within CONNECT municipalities.

10- 12 Whereas CONNECT represents 86% of all Port Authority Transit (PAT) system usage, 74% of PAT route miles, and nearly three quarters of the county's transit dependent population; and whereas 40-50% of employees in downtown Pittsburgh, the most significant employment and economic force in CONNECT, use transit as their primary mode of getting to work; and whereas the vitality of our communities' economies, infrastructure and quality of life depends on reliable public transit to move citizens in convenient, affordable and efficient ways; and whereas the loss of potential revenues through the tolling of I-80 compounds the annual structural deficit facing the Port Authority; and whereas closing the annual deficit of the Port Authority without new revenues is likely to result in severe service cutbacks that will be detrimental to our residents and employers; and whereas the Port Authority has achieved \$50 million in savings over the past two years through internal reform actions; and whereas no other community in Pennsylvania has been as negatively impacted by transit funding as Allegheny County under Act 44. **Therefore be it resolved that the 36 municipalities of CONNECT call upon the state legislature to provide a long-term plan for sufficient funding to ensure that public transit remains a viable public service to our citizens and a critical component of our area's transportation infrastructure.**

CONNECT Third Congress, 2011

11-17 Whereas CONNECT represents nearly 90% of all Port Authority Transit (PAT) system usage, more than 75% of PAT route miles, and an estimated three quarters of the county's transit dependent population; and whereas an estimated 40-50% of employees in downtown Pittsburgh, the most significant employment and economic force in CONNECT, use transit as their primary mode of getting to work; and whereas the vitality of our communities' economies, infrastructure and quality of life depends on reliable public transit to move citizens in convenient, affordable and efficient ways; and whereas PAT transit cuts implemented March 27, 2011 represent a discouraging trend in Port Authority's provision of services to CONNECT communities; and whereas current state funding formulas are written such that Port Authority's responsible budgetary decisions results in further losses of state funding. **Therefore be it resolved that the 36 municipalities of CONNECT call upon the governor and state legislature to address the statewide transportation funding crisis and equalize the state funding formulas such that the Port Authority is not penalized for efficient and prudent fiscal actions.**

11-18 Whereas Transit Oriented Development (TOD) projects increase transit ridership and reduce automobile congestion, providing value for both the public and private sectors; and whereas CONNECT communities view TOD as an optimal way to address residential and business redevelopment by capitalizing on an existing local asset; and whereas a need exists to link CONNECT communities and developers who are mutually interested in pursuing TOD projects; and whereas some CONNECT communities have already successfully planned, financed and completed TOD projects in their municipalities. **Therefore be it resolved that CONNECT commits to working multi-municipally and with strategic partners to develop the following initiatives:**

- TOD funding education program which will provide CONNECT communities a starting point for TOD funding; and
- A community-developer networking initiative to facilitate matching TOD demand with private developer supply; and
- A program to solicit funding support at the state level.

11-19 Whereas the CONNECT municipalities have valuable transportation assets that are intrinsic to our economic vitality; and whereas aging transportation infrastructure and growing transportation needs require new investment in roadways; and whereas the ideal of smart transportation requires that transportation planning be integrated with financial, community, land use, and environmental needs; and whereas new resources have been created, such as the Pennsylvania Community Transportation Initiative (PCTI), which provide funding to transportation redevelopment projects embodying the principles of smart transportation; and whereas these new resources still address only a small fraction of the smart transportation funding need. **Therefore be it resolved that CONNECT will:**

- Create a mechanism wherein information about smart transportation funding programs will be shared among the CONNECT communities;
- Work with CONNECT communities and PennDOT to develop projects in CONNECT that can take advantage of smart transportation funds;
- Call upon PennDOT to increase funding awards for municipal transportation redevelopment projects which incorporate the principles of smart transportation; and

- Work with the Southwestern Pennsylvania Commission (SPC) and local organizations to design or discover new resources to support projects which incorporate the principles of smart transportation in CONNECT communities.

CONNECT Fourth Congress, 2012:

12-12 Call upon leaders at the Port Authority, Allegheny County and the Commonwealth of Pennsylvania to identify and enact a long-term sustainable public transportation funding solution to keep our region thriving.

CONNECT Fifth Congress, 2013:

13-10 Encourages its members to develop and redevelop its corridors in ways that utilize mode share to ensure the safety of all users, as appropriate; CONNECT seeks new, creative funding opportunities for low-investment, high-return mode share and transit access projects that maximize public health, economic development and safety for our communities.

13-11 Calls upon state legislators and the governor to ensure that the liquid fuels allocations, at minimum, remain at current levels and any increases to liquid fuels funding apply a formula that accounts for measures of traffic volume, not just population and road mileage; Connect calls upon state legislators and the governor to ensure a statewide funding solution for all forms of transportation that provides adequate funding and local authority in the use of that funding to ensure a comprehensive network that allows the safe, efficient movement of people and goods throughout our state.

13-12 Shall complete a comprehensive report for submission to the County Executive on the specific public transportation needs of the urban core.

CONNECT Sixth Congress, 2015:

15-9 Will implement the findings and recommendations of the Public Transportation Needs Report.

15-10 Will work with member municipalities, research national best practices, and consult local experts to create a repository of model parking ordinances that will address a range of common parking issues in the urban core.

15-11 Shall engage numerous partners to develop a comprehensive report on the ground transportation needs of Allegheny County's urban core.

15-12 Shall work with its municipalities and complete streets advocates and experts such as Bike Pittsburgh, Pittsburgh Community Reinvestment Group (PCRG), Allegheny County and Southwestern Pennsylvania Commission (SPC) to create model complete streets ordinances; shall work with said partners to educate municipal leaders and staff on the economic and community benefits of complete streets policies and shall advocate for the adoption of complete streets ordinances in CONNECT member municipalities.

CONNECT Seventh Congress, 2016:

16-05 Endorses the TOD Guidelines put forth by the Port Authority of Allegheny County; will work with the Port Authority when appropriate to implement the standards outlined in the TOD Guidelines, and support TOD that fosters economic development efforts within CONNECT municipalities and meets PAAC's TOD goals which include but are not limited to: an increase in transit ridership; optimization of the value of assets and the generation of long-term investment revenue; improved quality of life around PAAC stations; the creation and promotion of equitable mixed-income and mixed-use communities around transit; and ensuring that existing plans are respected and stakeholders are engaged.

CONNECT Eighth Congress, 2017:

17-06 THEREFORE BE IT RESOLVED that CONNECT commits to furthering development around transit in member municipalities by working collaboratively with the Port Authority, and other appropriate stakeholders, to identify funding sources that will allow municipalities to increase their capacity to address this opportunity and prioritize and implement this type of development.