

Southwestern Pennsylvania Commission



Full Commission Meeting

June 24, 2024

4 p.m.



Opening Agenda Items

Welcome/Introductions and Call to Order

- Quorum
 - Conflict of Interest
- Declarations on Action Items

Action on Minutes from April 22,
2024 Meeting

Public Comment



**Report on the Draft 2025-2028 Transportation Improvement Program (TIP),
Environmental Justice Benefits and Burdens Assessment of the Draft 2025-
2028 TIP, Air Quality Conformity Determination for the Draft 2025-2028 TIP**

Dom D'Andrea, Director of Transportation Planning

Agenda Item: 4



2025-2028

TRANSPORTATION IMPROVEMENT PROGRAM





2025-2028 TIP Schedule

Fall 2023 (through end of last year)

- TIP Workgroup meetings (20) and project selection for Draft 2025-2028 TIP-**Completed**
- TA, CMAQ, and CRP Projects selected via competitive application processes-**Completed**
- First round of 11 PPP/Public Meetings for feedback-**Completed**

Winter 2023/2024

- Pre-Draft TIP completed/forwarded to PennDOT Central Office for review-**Completed**

Spring 2024

- PennDOT review-**Completed**
- AQ Conformity & EJ Analysis; document preparations-**Completed**
- Smart Transportation Program solicitation/selection – **Completed**
- TTC and TOC endorsement of Draft TIP- **Completed**
- 30 Day Public Comment Period-including 11 public meetings (May 8-June 7) and Comment/Response documentation –**Completed**
- TIP Adoption at June Commission meeting-**WE ARE HERE**





Current TIP Basics

- Fiscal Years 2023-2026
- Currently in year 2 (FFY 2024)
- Includes both a Transit TIP and a Highway/Bridge TIP
- Modified monthly at the Transit operators Committee (Transit TIP) and at the Transportation Technical Committee (Highway Bridge TIP)

	2023	2024	2025	2026	2027	2028
Current TIP	Green	Green	Green	Green	White	White
Draft TIP	White	White	Blue	Blue	Blue	Blue



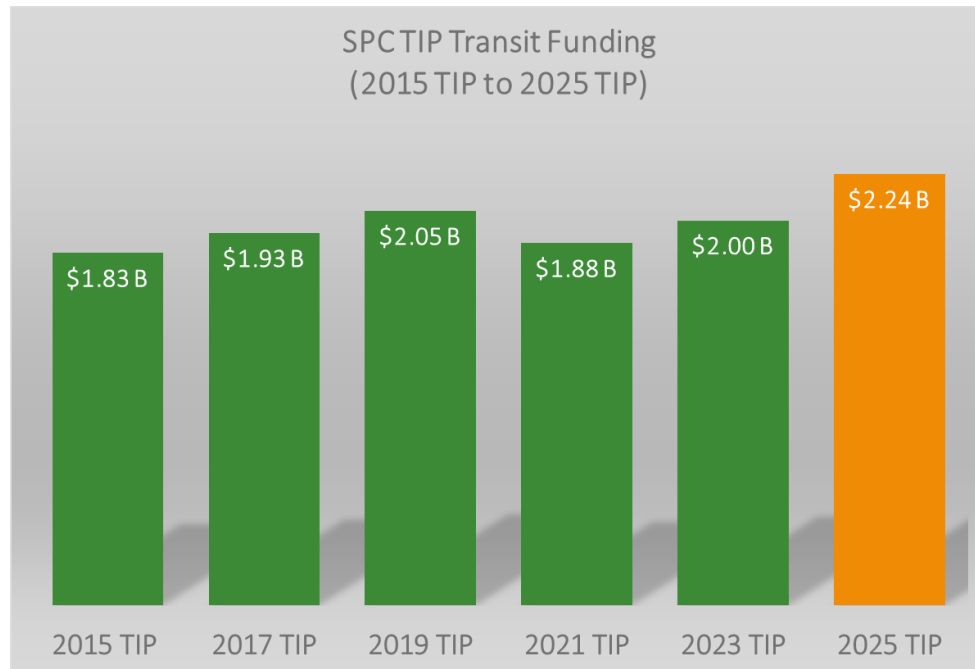
CONSISTENT INVESTMENT THEMES





Transit Base Funds, SPC Region

- The transit TIP is up approximately 12% and each transit agency has had an increase in operating funds.
- State operating support for Shared Ride service is projected to be flat, despite rapidly rising costs to provide the service.

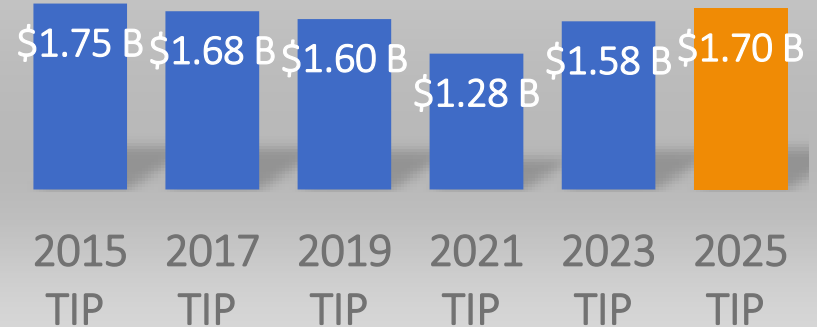




TIP H/B Base Fund Trends, SPC Region

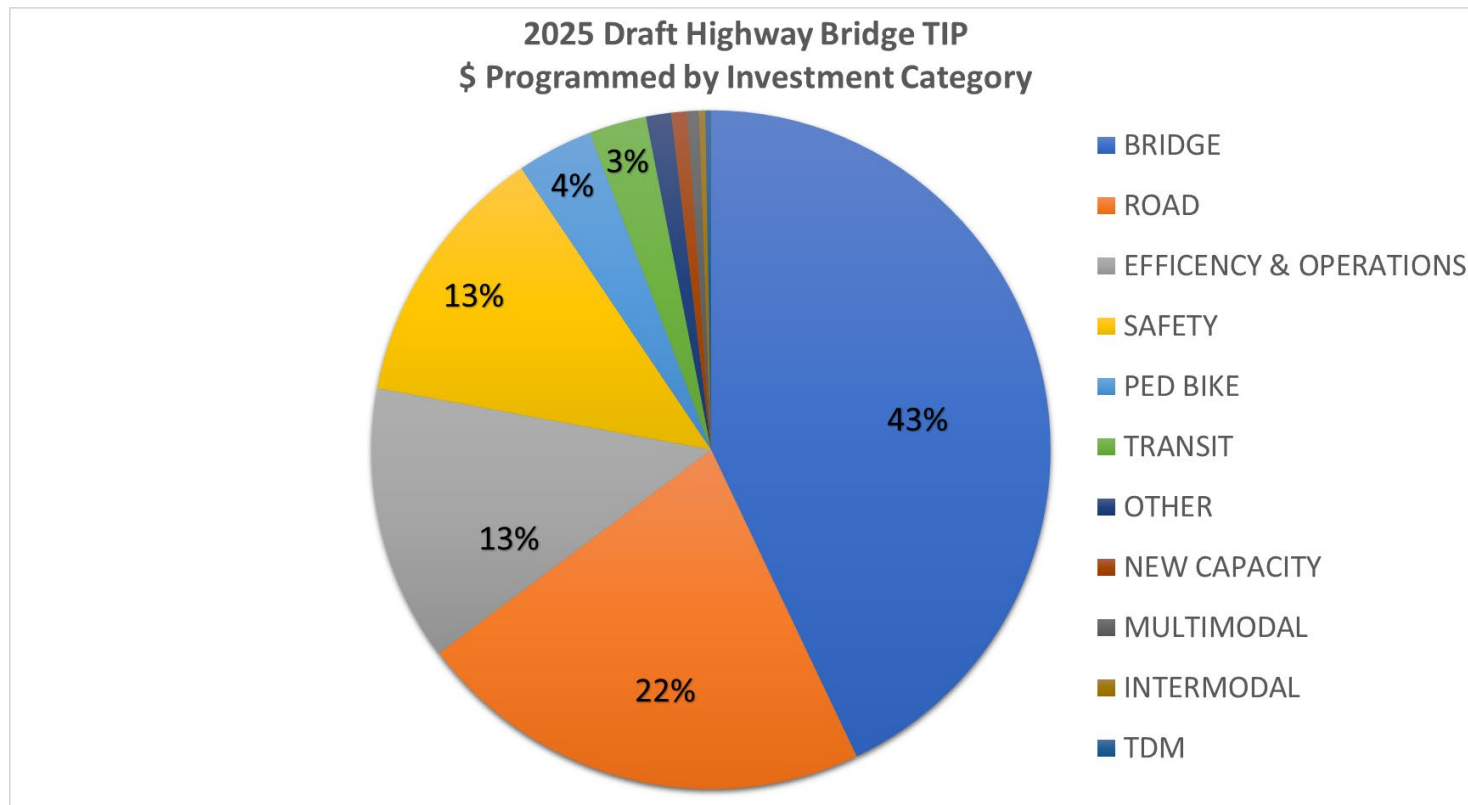
- “Base” funding to SPC’s highway program increased 7.7% over the last TIP (\$1.58B to \$1.7B).
- While NHPP funding fell, state funds increased, and CRP is now included.
- Figures include federal formula and state highway capital program funding for construction projects available to SPC.

TIP “Base” SPC Highway and Bridge Funding (2015 TIP to 2025 TIP)





2025 Draft Highway Bridge TIP Investments





2025 Draft Highway Bridge TIP Investments

- The Draft H/B TIP invests over \$860 million in the region's Bridge infrastructure on over 280 bridges (140 poor bridges).
 - Over \$342 million on the non-interstate NHS.
 - 14% reduction in poor bridges in the region
- The Draft H/B TIP invests over \$437 million in the region's Roadway infrastructure (54 projects).
- The Draft H/B TIP invests over \$253 million in safety projects in the region (51 projects).
- The Draft H/B TIP includes investing over \$848 million in infrastructure improvements on current Transit Routes.
- The Draft H/B TIP includes over \$688 million investment in the region's Freight Network
- The Draft H/B TIP includes \$72.4 million invested in bicycle and pedestrian improvement projects.





2025 Draft Transit Investments

- The Draft TIP invests over \$2.2 billion in the region's Transit infrastructure and operations.
- The region will invest a little over \$300 million for new clean diesel and alternative fueled small transit vehicles and buses over the period of the FY2025 TIP
- PRT will invest about \$150 million in upgrades to the busway and rail line bridges, tunnels, tracks and rights-of-way over the period of the TIP.
- The region will invest over \$30 million in upgrades to and construction of maintenance and administrative facilities over the next four fiscal years
- PRT will invest about \$67 million in new light rail vehicle over the next four years





Highway/Bridge TIP Highlights:

\$437 Million Investment in Roadways

- Campbell's Run Road, ALCO
- Smithfield Street Reconstruction, City of Pgh
- US 422 County Line East PM, ARCO
- SR 18 Big Beaver Blvd Roadway Preservation, BECO
- SR 228 (Three Degree Road), BUCO
- SR 1020 Gallatin Avenue Betterment, FACO
- PA 18/PA 21 Safety Improvements, GRCO
- US 422: Armstrong County Line to Indiana Bypass, INCO
- Perry Hwy. Roadway Preservation, LACO
- US 22 Concrete Repair, WACO
- US 30 Western Corridor Improvements, WECO

\$72.4 Million Investment in Ped/Bike

- Allegheny River Green Blvd, ALCO
- Pittsburgh Bike Share, City of Pgh
- Brownsville Road Safety Impr., City of Pgh
- Butler Freeport Community Trail, BUCO
- Sheepskin Trail, FACO
- Union Twp. Sidewalk Project, LACO
- National Pike Shared Use Trail Tunnel, WACO





Highway/Bridge TIP Highlights:

\$860 Million Investment in Bridges

- West End Bridge, ALCO
- Tarentum Bridge, ALCO
- Swinburne Bridge, City of Pgh.
- 1/112th Infantry Bridge/Ramp Rehab., ARCO
- Frankfort Road Bridge, BECO
- Karns Crossing Bridge, BUCO
- Layton Bridge, FACO
- PA 218 over Smith Creek, GRCO
- US 119 over Two Lick Creek, INCO
- East Washington Street Bridge, LACO
- Donora-Monessen Bridge, WACO
- West Newton Bridge, WECO

\$245 Million Investment in Operations & Safety

- SR 28 Wrong-Way Detection System, ALCO
- Frankstown Ave. Signal Improvements, City of Pgh
- US 422 Margaret Road realignment, ARCO
- SR 18/SR51 Monaca Gateway, BECO
- Jefferson/Cunningham Signal Impr., BUCO.
- McClure/Kingview Road Interchange, FACO
- SR 2003 Sugar Run Rd. Intersection, GRCO
- Olson Road RR Crossing, INCO
- US 19 Adaptive Signals, WACO
- Donohoe Rd/George's Station Rd., WECO





Transit TIP Highlights

\$2.2 billion Transit Investment

- **Pittsburgh Regional Transit**-Purchase 60+ clean diesel and alt. fuels buses; purchase of 81 LRVs, Fixed guideway improvements
- **Town and Country Transit**-Replace 7 small transit buses
- **Beaver County Transit**-Facility Renovations at Expressway Transit Center
- **Butler Transit**-Purchase 3 CNG low-floor buses
- **Fayette County Coordinated Transportation**-Purchase 6 CNG fixed-route buses and 13 vans
- **Greene County Human Services Transport.** Construction of Administrative Offices
- **Indiana County Transportation Authority**-Replace 4 CNG buses for fixed route service
- **New Castle Area Transportation Authority**-Replace 10 CNG Buses for fixed route service
- **Washington County (Freedom)Transit**-Maintenance Facility Construction
- **Mid Mon Valley Transit Authority**- replace up to 8 CNG buses
- **Westmoreland County Transit Authority**-replace up to 6 fixed route buses and up to 35 shared ride vehicles





Interstate Program \$631M Investment



**\$391 Million
Investment**



**\$111 Million
Investment**



**\$129 Million
Investment**

Report on the 30 Day Public Comment Period/Public Meetings about the Draft 2025-2028 Transportation Improvement Program (TIP)

Ronda Craig, Public Involvement Coordinator

Agenda Item: 5





2025-2028 Previous Public Engagement

- SPC committees, social media, emails, and public participation panels
- State transportation commission 12-year plan (900+ comments)
- Input from 2023 TIP meetings and the 2023 LRTP formal comment period.
- 11 meetings held in the fall of 2023 to provide a work-in-progress view of TIP
- Comments received through other planning initiatives (corridor studies, road safety audits, etc.)





Schedule

Public Meetings Across the Region

- Indiana County, May 8
- Beaver County, May 9
- City of Pittsburgh, May 10
- Westmoreland County, May 13
- Armstrong County, May 14
- Allegheny County, May 16
- Fayette County, May 21
- Washington County, May 22
- Greene County, May 29
- Butler County, June 3
- Lawrence County, June 4





TIP Public Comment Period

- The Draft TIP and supporting documents were available on the SPC Website for public review from May 8, 2024 through June 7, 2024.
- Public Involvement activities
 - Public Comment Period ended on June 7th.
 - 11 public meetings were held within the comment period
 - 54 comments were received.
- Meetings were recorded and made available on the SPC website.
- SPC staff coordinated with PennDOT, City, County, and transit agency staff to craft a response to all 54 comments.
- Transportation Technical Committee (TTC) and Transit Operators Committee (TOC) have both recommended adoption of the draft TIP by the Commission.



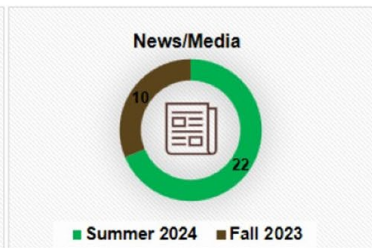
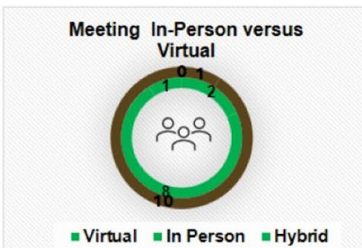
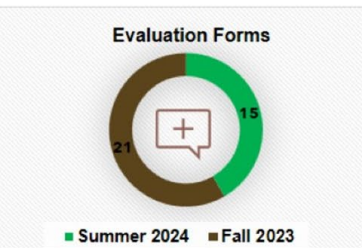
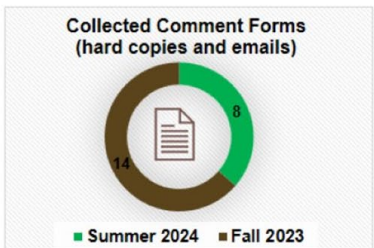
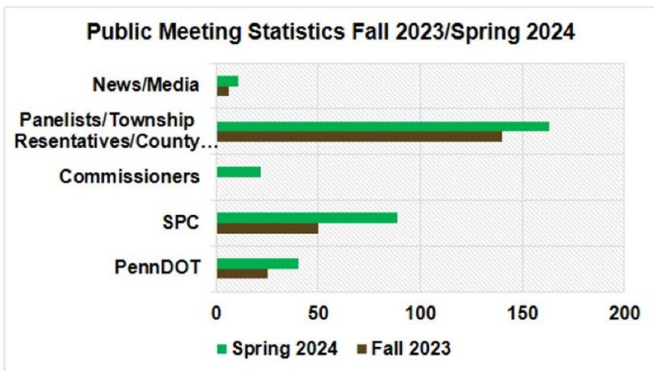
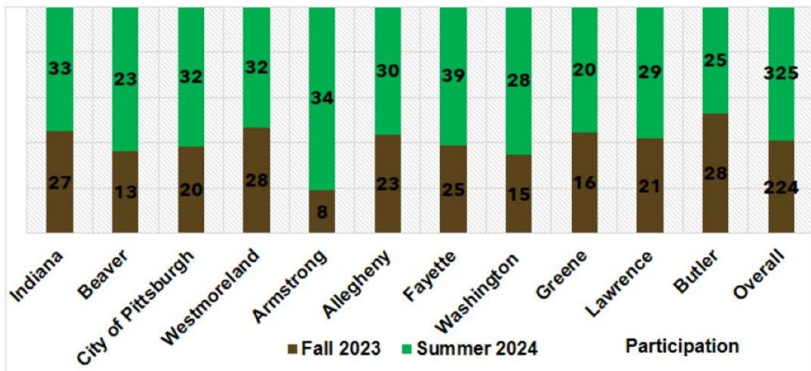
Public Comments

- SPC received 54 comments during the 2025-2028 TIP update.
- 15 public comments on safety.
- 13 public comments on active transportation.
- 6 public comments on transit.
- 6 public comments on roadway conditions
- 3 public comments on Amtrak and Passenger Rail.
- 3 public comments on bridge condition
- 3 comments pertained to efficiency and operations
- 2 general comments
- 1 new capacity comment
- 1 livability comment
- 1 comment on Environmental Justice and Justice 40



TIP Public Meeting Statistics

Public Meeting Statistics Fall 2023/Spring 2024





Media Impact by the Numbers

Earned Media

- Total Number of Clips: 14
- Total Audience: 313,232
- PR Value: \$6,493

Social Media

- Total # of posts across all platforms: 86
- Total # of likes: 259
- Total # of shares: 60
- Total # of comments: 4
- Engagement rate over the 30-day public comment period across all platforms: 10.54%

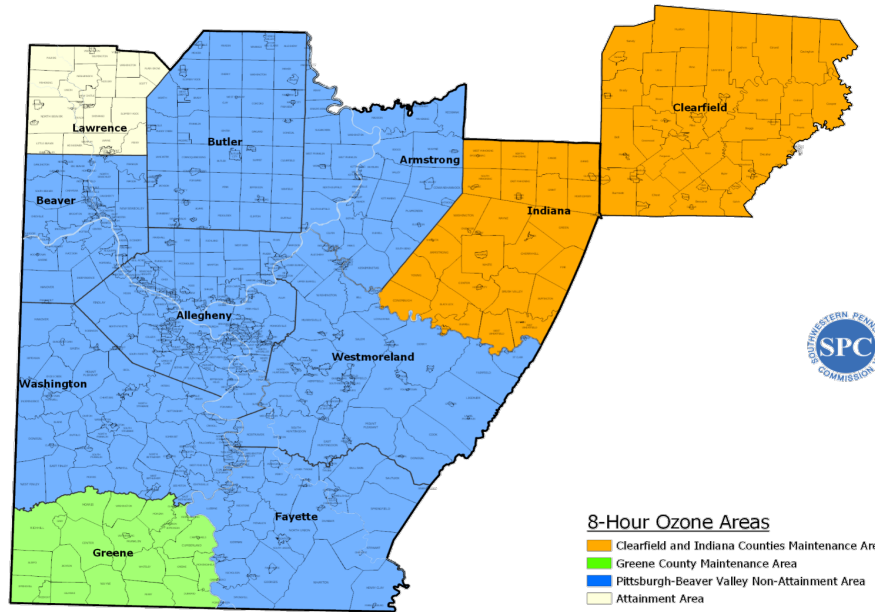
Report on the Air Quality Conformity Determination for the Draft 2025-2028 Transportation Improvement Program

Dom D'Andrea, Director of Transportation

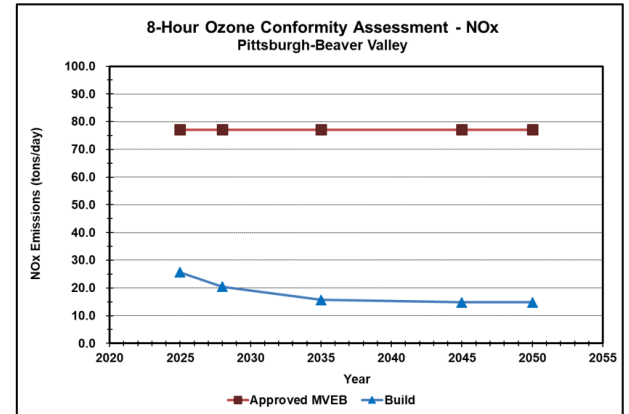
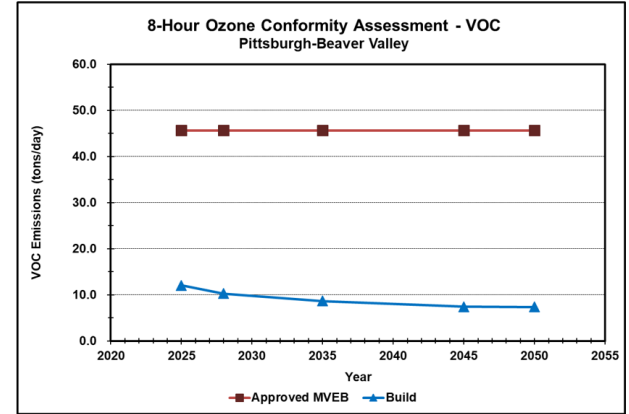
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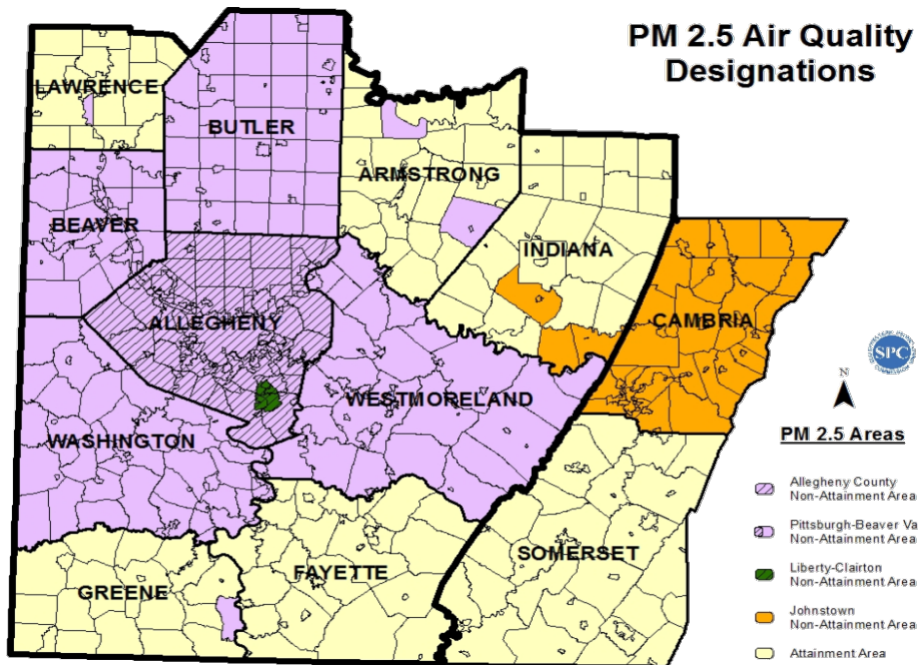
Air Quality Conformity



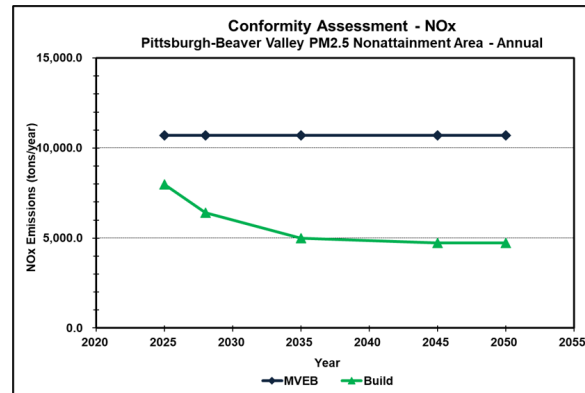
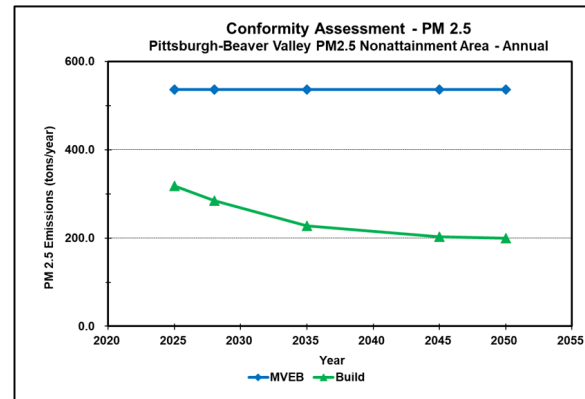
Source:
US Environmental Protection Agency



Air Quality Conformity

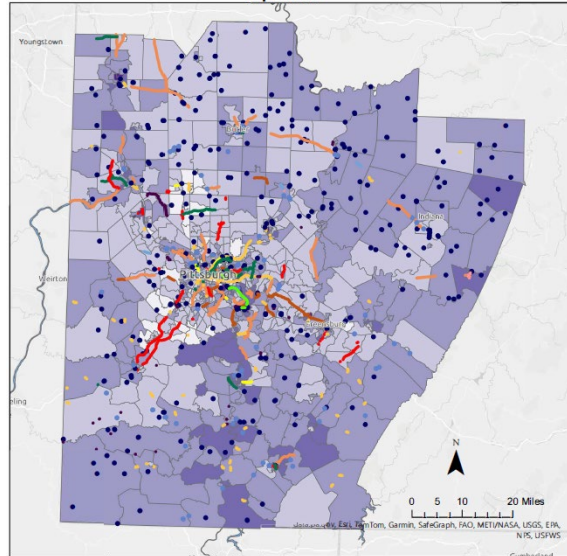


Source: U.S. Environmental Protection Agency



Environmental Justice

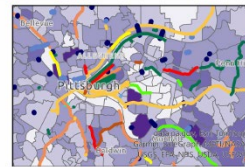
Figure 7.1: Mappable TIP Projects with Low-Income Population



Low Income Population

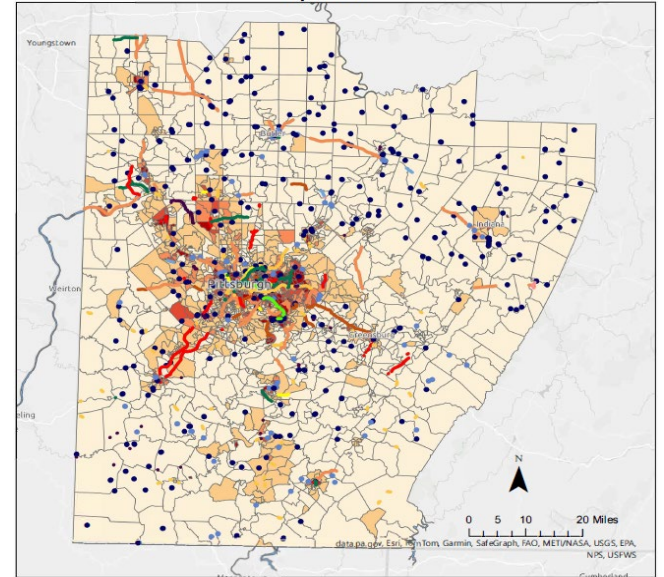
The percentage of households below the poverty level in each census block group, with a regional average of 11.57%

- ≤5.8 Investment
- ≤11.6 Bridge Preservation
- ≤17.4 Bridge Rehabilitation
- ≤23.2 Bridge Renewal
- ≤100 Efficiency / Operations
- New Capacity
- Inactive
- Roadway Preservation
- Roadway Reconstruction
- Safety
- Sidewalk Connection
- Study
- Transit
- Travel Demand Management



Source: 2020 Census Data by Census Block Group

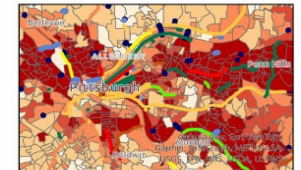
Figure 7.2: Mappable TIP Projects with Minority Population



Minority Population

The percentage of people who identify as a minority in each census block group, with a regional average of 15.05%

- ≤15.05 Investment
- ≤25 Bridge Rehabilitation
- ≤40 Bridge Renewal
- ≤100 Efficiency / Operations
- New Capacity
- Inactive
- Roadway Preservation
- Roadway Reconstruction
- Safety
- Sidewalk Connection
- Study
- Transit
- Travel Demand Management



Source: 2020 Census Data by Census Block Group

Action on Resolution 5-24 to Adopt the Air Quality Conformity Determination for the Draft 2025-2028 Transportation Improvement Program

Dom D'Andrea, Director of Transportation

Agenda Item: 7



SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 5-24

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to make a finding of conformity that the region's fiscally constrained 2025-2028 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area (TMA) and the 2050 Transportation Plan (a component of *SmartMoves for a Changing Region*) are consistent with the requirements of the federal Clean Air Act.

WHEREAS, the federal Clean Air Act authorizes the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS), to define the boundaries of areas not in attainment of the Standards, and to establish criteria and procedures for attaining and maintaining the Standards; and

WHEREAS, the EPA requires conformity assessments for three nonattainment and maintenance areas in the SPC planning region for the 8-Hour Ozone NAAQS; these include the Pittsburgh-Beaver Valley nonattainment area (comprised of the seven counties: Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, and Westmoreland); the Greene County maintenance area (comprised of Greene County in its entirety); and the Clearfield-Indiana maintenance area (comprised of Clearfield County, which is outside of SPC's planning area, and Indiana County which is within SPC's planning area); and

WHEREAS, the EPA requires conformity assessments for four nonattainment areas in the SPC planning region for the PM 2.5 NAAQS; these include the Liberty-Clairton nonattainment area (comprised of five municipalities within Allegheny County); the Pittsburgh-Beaver Valley nonattainment area (comprised of Beaver, Butler, Washington, and Westmoreland counties in their entirety and portions of Allegheny, Armstrong, Greene, and Lawrence counties); the Allegheny County nonattainment area (comprised of Allegheny County in its entirety); and the Johnstown nonattainment area (comprised of portions of Indiana County within SPC's planning area, and all of Cambria County which is in the planning area of the Johnstown MPO); and

WHEREAS, the EPA requires a conformity assessment for the Liberty-Clairton area as a maintenance area in the SPC planning region for the PM 10 NAAQS consisting of five municipalities within Allegheny County; and

WHEREAS, the EPA, in the Transportation Conformity Rule (40 CFR Part 93), provides criteria and procedures to be followed by Metropolitan Planning Organizations (MPOs) in making conformity determinations regarding transportation plans, programs, and projects within designated nonattainment and maintenance areas; and

WHEREAS, the Transportation Conformity Rule and Sections 174, 176(c), and 176(d) of the federal Clean Air Act (Sections 7504, 7506(c), and 7506(d) of Title 42 USC) require that the MPO not approve any plan, program, or project which does not conform with the Act; and

WHEREAS, the Southwestern Pennsylvania Commission (SPC), as the MPO for the Pittsburgh Transportation Management Area, is responsible under Section 134 of Title 23 USC and Section 5303 of Title 49 USC for carrying out a continuing, cooperative, and comprehensive transportation planning process; Section 174 of the federal Clean Air Act designates this same organization as responsible for the transportation-related air quality planning within designated nonattainment and maintenance areas to achieve and maintain NAAQS; and

WHEREAS, SPC staff has conducted a qualitative and quantitative analysis for the designated PM 2.5, PM 10, and 8-Hour Ozone nonattainment and maintenance areas within the SPC region in accordance with the applicable criteria and procedures of the federal Clean Air Act and the Transportation Conformity Rule, and has demonstrated conformity of the 2025-2028 TIP and the 2050 Transportation Plan to the Clean Air Act; and

WHEREAS, the results of the conformity analysis were widely available for public review and comment consistent with SPC's established public review procedures from May 8, 2024 through June 7, 2024 including eleven public meetings; responses to all public comments have been compiled and made available to Commission members for review.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission finds that the region's fiscally constrained 2025-2028 TIP and the 2050 Transportation Plan conform to the federal Clean Air Act by supporting its intention of achieving and maintaining the NAAQS;

BE IT FURTHER RESOLVED that the region's 2025-2028 TIP and the 2050 Transportation Plan are consistent with the federal Clean Air Act and Transportation Conformity Rule; no goals, directives, recommendations, or projects in the region's Long Range Plan or TIP contradict in a negative manner any specific requirements or commitments of the applicable State Implementation Plan (SIP);

RESOLVED FURTHER that assessment of the designated PM 2.5, PM 10, and 8-Hour Ozone nonattainment and maintenance areas within the SPC region demonstrates that the transportation plans, programs, and projects for those areas conform to the provisions of the federal Clean Air Act and the applicable criteria and procedures of the Transportation Conformity Rule.

I, Betsy McClure, 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 24th day of June 2024, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer

Secretary-Treasurer

Action on Resolution 6-24 to Certify the Transportation Planning Process

Dom D'Andrea, Director of Transportation

Agenda Item: 8



RESOLUTION NO. 6-24

RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP) and *SmartMoves* for a *Changing Region*.

WHEREAS, 23 CFR Part 450.336 specifies that, concurrent with submittal of the proposed TIP to the FHWA and the FTA as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements;

WHEREAS, Section 134 of Title 23 USC, Section 5303-5304 of Title 49 USC, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP) and establish policies and procedures for MPOs to conduct the metropolitan planning process;

WHEREAS, the Transportation Improvement Program (TIP) continues to be financially constrained as required by 23 CFR Part 450.326 and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circular 7008.1A;

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas;

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; The Older Americans Act, as amended (42 USC 8101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the American Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities have been met.

WHEREAS, the requirements of Section 11101 of Infrastructure Investment and Jobs Act (IIJA-Public Law 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met;

WHEREAS, the provisions of 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts have been addressed;

WHEREAS, the provision of 49 CFR part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

WHEREAS, SPC's established process for public involvement in the metropolitan transportation planning process was followed during TIP development. A review of public involvement in the regional transportation planning process and the resultant Transportation Improvement Program demonstrated that the benefits of the regional transportation planning process accrue to both Environmental Justice (EJ) and Non-EJ communities. Low-income and minority populations are not disproportionately impacted

and are beneficiaries of the metropolitan transportation planning process in Southwestern Pennsylvania;

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission, the Metropolitan Planning Organization (MPO) for the Pittsburgh Transportation Management Area (TMA) certifies that its metropolitan transportation planning process is being carried out in accordance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's transportation plans and programs, including the FFY 2025-2028 Transportation Improvement Program (TIP).

I, Betsy McClure, 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 24th day of June 2024, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

Secretary-Treasurer

Action on Resolution 7-24 to Adopt 2025-2028 Transportation Improvement Program

Dom D'Andrea, Director of Transportation

Agenda Item: 9



SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 7-24

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to adopt the FFY 2025-2028 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area and to authorize the submission of the TIP and its companion documents to the appropriate authorities and agencies, and to approve an update to ~~SmartMoves~~ for a *Changing Region* to reflect the updated revenues, project costs and schedules identified in SPC's FFY 2025-2028 TIP.

WHEREAS, Section 134 of Title 23 U.S.C., Part 450 of Title 23 CFR and 49 U.S.C. 5303-5304 requires that Metropolitan Planning Organizations (MPOs) conduct a comprehensive transportation planning process and develop and maintain a Long Range Plan and a Transportation Improvement Program;

WHEREAS, federal law requires that regional transportation plans and programs be developed by MPOs and approved by the Governor of the state and to be reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA);

WHEREAS, federal law requires the state to develop statewide transportation plans and programming subject to review by the Secretary of the United States Department of Transportation (U.S. DOT);

WHEREAS, SPC's established process for public involvement in the planning process was followed during TIP development. A review of public involvement in the regional transportation planning process and the resultant Transportation Improvement Program demonstrated that the benefits of the regional transportation planning process accrue to both Environmental Justice (EJ) and Non-EJ communities. Low-income and minority populations are not disproportionately impacted and are beneficiaries of the transportation planning process in Southwestern Pennsylvania;

WHEREAS, in accordance with the requirements of the Clean Air Act (as amended) and the Transportation Conformity Rule, qualitative and quantitative analysis of the FFY 2025-2028 TIP and ~~SmartMoves~~ for a *Changing Region* update has demonstrated that they conform to the provisions of the Clean Air Act and the applicable criteria and procedures of the Transportation Conformity Rule, with the resultant conformity finding approved by Commission Resolution 5-24;

WHEREAS, updated ~~SmartMoves~~ for a *Changing Region* project tables identify changes in revenues, costs and schedules for projects identified in ~~SmartMoves~~ as a result of the TIP Update;

WHEREAS, SPC's Transit Operators and Transportation Technical Committees recommended Commission approval of the 2025-2028 TIP and companion documents at its June 12th and June 13th respective meetings.

NOW, THEREFORE, BE IT RESOLVED that the FFY 2025-2028 TIP meets all applicable federal requirements and the Southwestern Pennsylvania Commission approves and adopts the 2025-2028 Transportation Improvement Program (TIP) for the Pittsburgh Management Area;

BE IT FURTHER RESOLVED that the FFY 2025-2028 TIP and companion documents are approved for submission to the appropriate authorities and agencies: 1) to the Secretary of the Pennsylvania Department of Transportation (PennDOT) for approval by the Governor, 2) to PennDOT for inclusion in the state transportation plan and program, with referral to US DOT, and 3) to FTA and FHWA for review; and

RESOLVED FURTHER that the Southwestern Pennsylvania Commission approves the amendment to ~~SmartMoves~~ for a *Changing Region*.

I, Betsy McClure, 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 24th day of June 2024, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

Secretary-Treasurer

Economic & Workforce Development Update

Jenn Lasser, Director of Economic & Workforce
Development

Agenda Item: 10



Build Back Better Update



Individual Grants Under BBB

62.7M Regional Grant awarded by EDA in Sept 2022

1. SME Robotics Adoption (Catalyst Connection)
2. Robotics Manufacturing Hub (ARM)
3. Expanded Pathways to New Economy Careers (SPC)
4. Applied Robotics Startup Factory (Innovation Works)
5. Expanded Pathways to Entrepreneurship (Innovate PGH)

Regional Job Creation, Training, Equity, Entrepreneurship, Business Support,
Cluster Growth all significant areas of focus.

Expanded Pathways to New Economy Careers

GOALS & OBJECTIVES

- Expand training & placement opportunities
 - Certificate, Apprenticeships, Advanced Degrees
- Build a vibrant & robust robotics ecosystem
 - Conduct outreach, build partnerships – goal of rooted businesses
- Clear pathways and wrap-around services for students & workers
 - Understand and remove barriers to employment
- Be responsive to needs of regional businesses
 - Establish training needs and talent strategies and deliver.
- Establish Regional Training Hubs
 - Serve business & workers – Train & Retain!

Project 3 – SPC Metrics & Performance

- 7,300+ attend robotics events
- 1,600+ students started robotics & tech based training
- 30+ started work based training
- 10+ coal impacted started training
- 50+ enrolled into pre-apprenticeship
- Supportive services provided (gas cards etc.)
- Mitigation teams formed (removing barriers to employment)
- Data tracking – rural, urban, demographic and equity
- Marketing Campaign Being Created with Allegheny Conference
- Still lots of work to accomplish over remaining grant

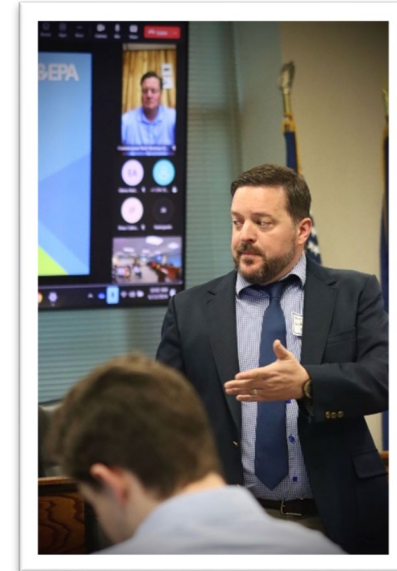
IWG Rapid Response Team County Meetings



IWG County Meetings

- Interagency on Working Group on Coal Communities The Biden Administration established the Interagency Working Group (IWG) on Coal and Power Plant Communities and Economic Revitalization to facilitate economic revitalization in coal, oil and gas, and power plant communities and to support workers.
- First activities in SWPA August 2023 – met with 5 counties
- October 20th 2023 – Westmoreland County Community College Event
- March 2024 – Requested meetings with Armstrong, Beaver, Fayette, Greene, Indiana and Washington
- April – May – June – Planning
- June 2024 – In-Person Meetings held June 11, 12th and 13th
- June 2024 – Virtual Armstrong 24th, Beaver 25th, and Greene 26th

Fayette, Indiana and Washington



Next steps: Fall 2024 regional convening – more information to come.

PA SITES – Regional Preparedness



“Community Chronicles”

Rich Fitzgerald, Executive Director

Agenda Item: 11



Harrisburg Trip

- In May, County Commissioners and SPC staff traveled to Harrisburg to highlight regional priorities for lawmakers and key state government stakeholders such as broadband, site development, permitting reform, transportation & infrastructure, and more.
- We met with lawmakers one-on-one, held a productive breakfast meeting with the SWPA delegation, DCED, the Broadband Authority, PUC, and connected with members of the House Transportation Committee.



Harrisburg Trip

- Lt. Governor Austin Davis
- Sen. Joe Pittman
- Sen. Marty Flynn
- Sen. Langerholc
- Sen. Kim Ward
- Sen. Pat Stefano
- Rep. Oberlander
- Sen. Bartolotta
- Rep. Rob Matzie
- Steve DeFrank, Chair, PA Public Utility Commission
- Brandon Carson, Executive Director, Pennsylvania Broadband Development Authority
- Michael Hanna Jr., Executive Deputy Secretary, PA Department of Community and Economic Development
- Attended the Allegheny Conference/PGH Chamber and the Philly Chamber's joint reception



Harrisburg Trip

- Met Sen. Wayne Langerholc, who chairs the Senate Transportation Committee. During our time with Sen. Langerholc, we thanked him for his continued support of SWPA and highlighted key transportation initiatives we are focused on.
- In addition to scheduled one-on-one meetings, we also had impromptu meetings with several government officials (like PennDOT Secretary Mike Carroll and Deputy Secretary for Multimodal Transportation Meredith Biggica).



Harrisburg Trip

- The following day, our organization hosted a breakfast meeting with the delegation that represents our 10 county region. Attendees included:
 - Lt. Gov. Austin Davis
 - Sen. Wayne Fontana
 - Sen. Devlin Robinson
 - Sen. Pat Stefano
 - Rep. Valerie Gaydos
 - Rep. Nick Pisciotto
 - Rep. Eric Nelson
 - Rep. George Dunbar
 - Rep. Arvind Venkat
 - Rep. Donna Oberlander
 - Rep. Charity Grimm Krupa
 - Rep. Jim Marshall
 - Rep. Bud Cook
 - Rep. Jim Struzzi
 - Rep. Jill Cooper
 - Rep. Stephenie Scialabba
 - Rep. Jessica Benham



TIP Meetings in the 10 Counties & the City of PGH

- As part of the region's Transportation Improvement Program (TIP) that our organization manages, we held meetings in each of the ten counties and the City of Pittsburgh.
- Public meetings were well attended by members of the public, County Commissioners/City Officials, partners, and SPC staff.
- We received numerous comments over the course of the 30-day public comment period. Feedback was gathered to further improve future meetings.



Interagency Working Group on Coal & Power Plant Communities

- Our team supported IWG 'Rapid Response Team' meetings in Fayette, Indiana, and Washington Counties. The purpose of these meetings was to gather feedback from key stakeholders on economic revitalization in communities impacted by the energy transition.
- Federal officials were there (EPA, DOE, HUD, DOI, etc.)
- Resources to connect communities with technical support, grant funding, and tax credits were shared.
- There are upcoming virtual meetings in Armstrong, Beaver, and Greene Counties.



Celebration of the Mon Wharf Connector

- Led by DCNR, this project upgrades the link between Point State Park to the Monongahela Wharf and Smithfield Street Switchback, ultimately reaching the Great Allegheny Passageway.
- Enhances trail safety by widening the existing trail and improving the trail surface, grade, lighting, and line of sight.
- The Great Allegheny Passageway generates \$120m annually and one-third of that supports small businesses, bolstering local economies along the trail.



ARDC Grant in Armstrong County

- Armstrong County received \$5,000 from the Allegheny River Development Corporation (ARDC) for the maintenance of locks and dams in the county.
- ARDC currently funds all operations at Locks 6, 7, 8, & 9 and partially funds locks 4 and 5.
- Lock and Dam 5, 6, 7, 8, and 9 are all located in Armstrong County.

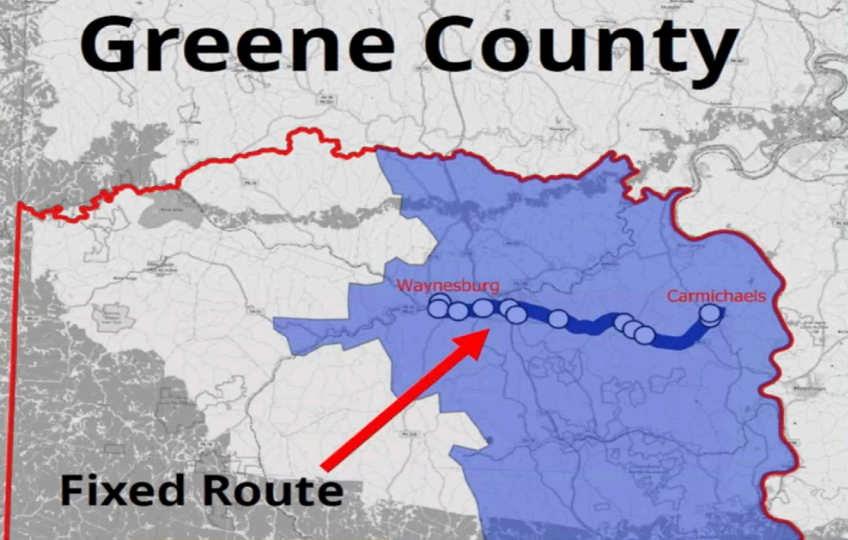


RAMP Pilot Program in Greene County

- The Rural County Mobility Platform (RAMP) is a pilot program designed to improve transportation services in rural Greene Co. launched on May 1.
- RAMP is designed to fill in the gaps that exist with the current service. The goal of the program is to improve the quality of life for residents by providing increased access to transportation services.
- Funded by the U.S. Department of Energy.
- RAMP offers free transportation services to help residents access essential services over a four-month period that began on May 1.



Greene County



High Point Pro Motocross National in Greene County

- 54th annual Pro Motocross Championship.
- Took place at the High Point Raceway in Mount Morris, Greene County.
- Thousands of attendees from across the country.
- Showcased the beauty and hospitality of our region.
- Thrilling showcase of top-tier motocross talent, right here in Southwestern Pennsylvania.



Action on Resolution 8-24 to Adopt a Meeting Schedule for FY 24-25

Rich Fitzgerald, Executive Director

Agenda Item: 12



SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 8-24

A RESOLUTION to adopt a Meeting Schedule for 2024-2025.

WHEREAS, the Pennsylvania Sunshine Law Title 65 requires that a Schedule of all Commission and Executive Committee Meetings for the fiscal year be adopted.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission adopts the attached Meeting Schedule.

Southwestern Pennsylvania Commission Meetings

2024	2025
August 26	February 24
October 28	April 28
December 16	June 23

I, Betsy McClure, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION that the foregoing Resolution was adopted, in accordance with the By-Laws, of said Commission at a Meeting duly called and held on the 24th day of June 2024, a quorum being present; and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF we hereto subscribe our names as Secretary-Treasurer.

Secretary-Treasurer, Commission

Next Meeting: August 26, 2024

Agenda Item: 13



Adjourn

Agenda Item: 14

