



FOR IMMEDIATE RELEASE
March 6, 2024

Media Inquiries: Caitlin O'Connor
Cell: 412-719-5366
coconnor@spcregion.org

Bike Share Pittsburgh, Inc. Awarded \$2.1M in Funding to Support Mobility Expansion

Pittsburgh, PA—The [Southwestern Pennsylvania Commission \(SPC\)](#) is awarding [Bike Share Pittsburgh \(dba POGOH\)](#) \$2,160,000 in grant funding to support bikeshare station expansions, ebikes, and charging stations. POGOH applied for grant funding under its Mobility Justice in Micromobility initiative. POGOH is a 501c3 non-profit organization located in the Strip District and it operates Pittsburgh's bikeshare system.

"Our mission has always been to provide Pittsburgh with a sustainable, equitable, and affordable mobility service for both residents and visitors," said David White, Executive Director of Bike Share Pittsburgh. "Over the years, Pittsburgh has been completely transformed by introducing new people to biking as a mobility option, and by the robust support received from the private and public sectors. This grant will enable us to expand our reach within the city by expanding POGOH's availability in new areas, and we are thankful to SPC for its continued support. We couldn't do this work without them."

SPC recently completed the selection process for its discretionary competitive grant program which selects certain projects in the region to receive federal funding. The organization has a selection committee that reviews grant applications submitted from counties and municipalities within its coverage area. The grant applications are then competitively reviewed and scored to ensure that these projects adhere to federal standards.

As the region's Metropolitan Planning Organization (MPO), Local Development District (LDD), and Economic Development District (EDD), SPC receives an allotment of federal funding from the U.S. Department of Transportation that it can award to entities that have improvement projects which qualify under three areas: Congestion Mitigation Air Quality program (CMAQ), Carbon Reduction program (CRP), and the Transportation Alternatives Set Aside (TASA) program.

The CMAQ and CRP programs accept applications from counties and municipalities that have projects which will help to improve air quality and reduce traffic congestion. Eligible initiatives under these two programs can include pedestrian and bicycle facility projects, transit improvement programs, electric vehicles and charging stations, congestion reduction and traffic flow improvements, and diesel engine retrofitting/replacements. The TASA program accepts applications from counties and municipalities for projects that support transportation alternatives, including pedestrian and bicycle facilities, improving access to public transportation, enhanced mobility, recreational trails, safe routes to schools, and environmental mitigation.

"Bike Share Pittsburgh has demonstrated that bikesharing can be a reliable, accessible, and convenient transportation option for many," said Rich Fitzgerald, Executive Director of the Southwestern Pennsylvania Commission. "The organization is committed to increasing accessibility and connectivity for City residents and visitors, and we're proud to support their efforts."

Initiatives like Bike Share Pittsburgh's Mobility Expansion Project reflect the vision of SPC's Long Range Transportation Plan which strives to ensure that the region is connected and has multimodal mobility for all. It also aligns with SPC's [Transportation Demand Management \(TDM\) Strategic Action Plan](#). TDM focuses on the decisions that people and businesses make every day about travel, and involves providing travelers with information, options, and incentives that expand travel choices.

###

About Southwestern Pennsylvania Commission:

The [Southwestern Pennsylvania Commission \(SPC\)](#) is the federally designated metropolitan planning organization (MPO), local development district (LDD), and economic development district (EDD) serving 10 counties. The organization's coverage area includes Allegheny including the City of Pittsburgh, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland counties. It is responsible for planning and prioritizing the use of state and federal transportation funding and establishing economic and workforce development priorities for the region.