

# 2024-2025

## UNIFIED PLANNING WORK PROGRAM FOR SOUTHWESTERN PENNSYLVANIA

November 2023



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# Unified Planning Work Program

Fiscal Year 2024-2025

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अनुरोध गरेमा बिना शुल्क SPC ले अनुवादन र दोभाषे सेवा उपलब्ध गराउँछ।  
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ඉල්ලීම මත මෙම ලේඛනය විකල්ප ආකෘතිවලින් ලබාගත හැකිය.  
SPC විසින් කිසිදු ගාස්තුවක් අය කිරීමකින් තොරව භාෂා පරිවර්තන හා භාෂණ පරිවර්තන සේවාවන් සපයනු ඇත.  
කැමැත්තකර වැඩි දුර විස්තර සඳහා (412) 391-5590 ඔස්සේ SPC අමතන්න.

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# **SECTION I**

## **SPC PLANNING OVERVIEW**

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### **INTRODUCTION TO SPC**

Southwestern Pennsylvania is a ten-county region comprised of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland Counties and the City of Pittsburgh.

The region is physically and economically diverse, with urban, suburban and rural development patterns supporting an economic base ranging from world class, high-tech medical and biomedical research facilities to robotics and automation to mineral extraction and agriculture.

Effective planning for a region of this size and diversity requires the cooperation and coordination of many planning partners working together toward a regional vision. SPC serves as the forum for regional planning efforts in the areas of transportation and economic development, working closely with the public, local municipal officials, county planning and development offices, ten transit operators, three Transportation Management Associations (TMAs), the Pennsylvania Department of Transportation (PennDOT), and dozens of other entities on the identification and implementation of a regional vision.

As the Metropolitan Planning Organization (MPO) for the region, SPC is required by federal law to develop and regularly update several transportation planning and programming documents, including a Long Range Plan (LRP), which establishes the long term vision, goals and strategies for the region; the Transportation Improvement Program (TIP), which details the highest transportation project and program priorities of the region over a four-year period; and the Unified Planning Work Program (UPWP), which identifies the regional transportation planning activities to be conducted within each state fiscal year.

SPC uses a continuing, cooperative and comprehensive planning process to fulfill its transportation planning role for the region. Local transportation service providers, transit agencies, airport authorities, maritime operators, rail-freight operators, pedestrian and bicycle advocates, port operators, municipal officials, the business community, and the public are all partners in the development and implementation of the regional transportation plan. In addition, PennDOT, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are important partners in the design, funding and implementation of the TIP for the region.

Recognizing that the transportation system not only provides for the mobility of people and goods, but also affects patterns of growth and economic activity through accessibility to land, the SPC transportation planning process works to identify strategies that advance the long term transportation, community development and economic goals of the region. The integration of transportation and economic development planning requires cooperation with local municipalities, member counties, and other MPOs and planning entities in adjoining regions.

SPC is uniquely positioned to advance this coordinated, comprehensive regional vision. In addition to being the MPO for the region, SPC is also designated by the Economic Development Administration (EDA) of the U.S. Department of Commerce as the Economic Development District (EDD) for the ten-county region. As the EDD, SPC develops a regional Comprehensive Economic Development Strategy (CEDS) for Southwestern Pennsylvania, assists in implementation strategies, and provides technical assistance to local governments in their economic development activities and programs.

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The counties of Southwestern Pennsylvania are also within the region served by the Appalachian Regional Commission (ARC), a federal-state partnership designed to address the unique economic development and infrastructure development needs of the 200,000 square-mile Appalachian Region. To meet these goals, ARC helps to fund projects such as education and workforce training programs, highway construction, water and sewer system construction, small business start-ups and expansions, and development of healthcare resources. To strengthen local participation and ensure that funds are allocated in accordance with local needs and are used effectively and efficiently, ARC relies on a network of multi-county planning and development organizations, or Local Development Districts (LDDs). SPC is the designated LDD for Southwestern Pennsylvania.

SPC's multiple federal designations (as MPO, EDD and LDD for the region) represent an unparalleled opportunity to create a comprehensive program linking transportation, community development and economic vitality initiatives for Southwestern Pennsylvania.

This comprehensive program is reflected in *SmartMoves for a Changing Region*, which ties the regional economic development strategy of the CEDS to the regional long range plan through strategies, actions and projects that focus on the region taking advantage of our considerable existing assets and developing, supporting, and implementing projects and programs that advance our progress. It means investing in regionally-connected, seamless transit and new transit investments in key corridors and networks. It means developing modern support infrastructure that prepares the region not only for current technological advances, but also for the new technology being advanced in this region.

The plan is about creating and connecting people to opportunity. The opportunity can be physical tangible connections like improved regional transit or enhanced broadband connectivity. The opportunity can create connections to training for the jobs of the future that afford the region's workforce family-sustaining job opportunities in new and emerging industries. The opportunity is about the region connecting with opportunities to invest in and take stewardship of our older communities, as well as investing in strategies that protect our environment and address climate change and resiliency.

Where *SmartMoves* sets the Vision for the region, the UPWP, the TIP, and the CEDS are the mechanisms through which the Commission develops short range programs to implement this Vision.

This document, the 2024-2025 Unified Planning Work Program (UPWP), identifies transportation planning activities to be conducted within the 2024-2025 fiscal year (July 1, 2024 through June 30, 2025) and establishes the priorities of the SPC transportation planning program for this same fiscal year.

As the region's comprehensive transportation planning program, the UPWP provides a central source of information about all major transportation planning priorities so that decision-makers can base their public investment decisions on the most complete information affecting growth and development within the Southwestern Pennsylvania region.

The 2024-2025 UPWP identifies the individual programs and initiatives to be undertaken within nine broad program areas: Transportation Program Development; Regional Transit Planning; Transportation Demand Management; Regional Freight Planning; Transportation Operations & Safety; Safe & Accessible

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Transportation; Data Systems & Modeling; Strategic Initiatives-Environment; and, Outreach & Coordination.

### **TRANSPORTATION PLANNING PROGRAM OVERVIEW**

The UPWP planning activities cover a full range of transportation modes and planning functions. Many of these planning efforts rely on the availability of reliable, accurate and current data, including traffic forecasts and public transit ridership, roadway condition evaluations, congestion assessments and air quality conformity assessments. As such, the acquisition and maintenance of data is a vital element of the SPC work program, and supports many of the projects identified in this one-year UPWP.

In addition to the federally-required plans and programs (the LRP and TIP) and their companion Air Quality Conformity findings and Environmental Justice analyses, the range of continuing UPWP activities includes active transportation planning, freight planning, transit planning, monitoring and tracking federal performance metrics, regional operations and safety planning, operation of a ridesharing program, planning for Intelligent Transportation Systems (ITS), broadband connectivity planning, public outreach and engagement, and other planning activities. SPC also partners with PennDOT in conducting PennDOT Connects local government outreach and training, collecting traffic and roadway information, participating in PennDOT planning studies, and providing other technical assistance to both PennDOT and local government partners as needed.

The 2024-2025 UPWP document is divided into three sections. This introductory section provides a general description of the UPWP and the regional transportation planning process. Section II, Job Descriptions for Planning Projects, identifies the objectives, activities and products for each planning project. Section III, UPWP Funding Summaries, presents summaries of the sources that provide funding for the planning program as well as the budgets for individual planning projects.

### **SPC TRANSPORTATION PLANNING RESPONSIBILITIES**

SPC has been charged with transportation planning responsibilities for Southwestern Pennsylvania since 1962, when it was created under the Regional Planning Law of May 29, 1956, P.L. 1845, as amended, and Section 3 of the Intergovernmental Cooperation Act, Number 180, July 12, 1972. In 1999, the Southwestern Pennsylvania Regional Planning Commission was renamed the Southwestern Pennsylvania Commission, or SPC.

SPC's role in transportation planning as the Metropolitan Planning Organization (MPO) for Southwestern Pennsylvania was strengthened in 1991 with the passage of landmark transportation legislation, called ISTEA, which reinforced the regional LRP, TIP and UPWP as the planning foundations upon which federal transportation funding decisions were to be made. Subsequent transportation reauthorization legislation, TEA-21 (1998) and SAFETEA-LU (2005), and MAP-21 (2012) reaffirmed the key decision-making role of the MPO. Additional responsibilities are directed by the Federal Clean Air Act, which requires SPC to demonstrate that the emissions resulting from its transportation plans and programs will not exceed certain minimum standards.

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In 2015, Congress enacted the Fixing America's Surface Transportation (FAST) legislation. The FAST Act expands upon the eight planning factors from MAP-21, adding two additional factors that must be considered in the metropolitan planning program.

In 2021, Congress enacted the Bipartisan Infrastructure Law (BIL). The BIL included support for State/MPO travel demand data and modeling. It also included the requirement that each MPO use  $\geq 2.5\%$  of funds apportioned for Metropolitan Planning (PL) on one or more activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

### **PLANNING EMPHASIS AREAS**

The ten federal planning factors that must be considered in the metropolitan planning process are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

In developing the 2024-2025 UPWP, SPC has identified projects and strategies that address these federal emphasis areas.

### **STATEWIDE PLANNING INITIATIVES**

The Commonwealth of Pennsylvania also provides annual guidance for a number of primary planning activities and special initiatives that SPC incorporates into the UPWP. For Fiscal Year 2024-2025, these priority areas include: (1) Plans and Programs; (2) Supporting Planning/Programming Activities; (3) Project Delivery; (4) Land Use/Transportation Linkages/Economic Development/Modernization; (5) Highway Performance Monitoring and Traffic Data Collection; (6) Public Involvement and Outreach; (7) Local Technical Assistance Program (LTAP); and, (8) Program Administration.

These priority areas are included in the planning activities within the appropriate functional area of SPC. In some cases, such as performance-based planning and programming, the tasks are disbursed through



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several functional areas. The planning priority areas being addressed are noted at the beginning of each functional area section.

### REGIONAL PRIORITIES IN TRANSPORTATION PLANNING

In fulfilling its commitment to meet the federal and state transportation planning mandates, SPC works with its members and partners to advance the Vision, Goals and Strategies of *SmartMoves for a Changing Region* and the strategies of the regional Comprehensive Economic Development Strategy into a single, multi-year work program that ties local transportation plans to other related plans and policies for the benefit of the region (See Exhibit 1). *SmartMoves* sets the overall context for all of SPC's planning efforts over the next year.

During this UPWP, as depicted in the Planning Milestones Table below (Table 1), SPC will continue to maintain and implement the regional Long Range Plan (LRP), begin the Transportation Improvement Program (TIP), and continue implementation of the regional Freight Plan. SPC will also participate in Federal Certification and FTA Triennial Reviews, which will call upon the expertise of each of SPC's Functional Areas. SPC's work program will also focus on advancing initiatives tied to the Strategies identified in *SmartMoves*, including:

- Regional collaboration and education of local governments in best practices for integrating transportation, environmental and land use planning.
- Employ holistic planning for mobility and accessibility when developing and prioritizing projects. Make transportation improvements fit community context and enhance local quality of life and encourage strong, enforceable, complete streets policies.
- Adapting planning and programming to help address the impacts of extreme weather through resiliency and sustainability and greenhouse gas emission deceleration strategies.
- Improve infrastructure efficiency through technology implementation in project development, design, construction, operation and maintenance.
- Utilize the PennDOT Connects process to ensure holistic planning and context-based street design for each project so that community needs are discussed before projects are programmed on the TIP.
- Reinvestment in our older communities through various projects, programs and educational initiatives.
- Better coordination and collaboration among public and private transportation providers in order to provide more equitable transportation services in the region.
- Work with partners to incorporate new technologies into the transportation network. This may include the continued research and development of smart traffic signals, broadband connectivity, data collection for operations and maintenance, and improvements to transit through accessibility and efficiency.
- Provide high speed internet connectivity and availability everywhere through public policies, funding or incentives. Use existing transportation corridors to facilitate delivery of broadband throughout the region.

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SPC continues to focus on project delivery tracking efforts to ensure the region's scarce funding resources are maximized. SPC will continue to proactively engage local project sponsors to ensure their projects are being advanced in a timely manner. Benefits to enhanced project tracking include improved ability to monitor project programming and delivery; the ability to more quickly identify project delays; and, enhanced information for local decision-makers and the general public. The project selection process continues to be refined and enhanced to reflect current policies and priorities.

Federal requirements in performance-based planning and programming (PBPP) and transportation performance management (TPM) will continue to be a priority during this work program period. During the previous UPWP, SPC worked collaboratively with its planning partners to establish performance baselines, update planning agreements and adopt performance targets, as well as implement an interactive TPM web portal to track progress and inform the public. Work during this program will continue to focus on updating targets as necessary, enhancing reporting mechanisms to inform partners and the public of the progress being made toward the targets, as well as ensuring the programming of projects works to achieve the region and Commonwealth's adopted performance targets.

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**Table 1: Planning Milestones**

Southwestern Pennsylvania Commission Transportation Planning Milestone Table			
Planning Activity	Current	Next	
	Adoption/ Completion	Required Adoption	Target
<b>Long Range Plan</b>	<b>Jun-23</b>	<b>Jun-27</b>	<b>Jun-27</b>
Air Quality Conformity	Jun-23	Jun-27	Jun-27
EJ Benefits and Burdens Analysis	Jun-23	Jun-27	Jun-27
<b>Transportation Improvement Program</b>	<b>Jun-22</b>	<b>Jun-24</b>	<b>Jun-24</b>
Air Quality Conformity	Jun-22	Jun-24	Jun-24
EJ Benefits and Burdens Analysis	Jun-22	Jun-24	Jun-24
<b>Annual List of Federal Obligations</b>	<b>Dec-22</b>	<b>Dec-23</b>	<b>Dec-23</b>
<b>Transportation Performance Management Reporting</b>			
PM1 - Safety (annual)	Dec-22		Feb-24
PM2 - Asset Condition (biennial)	Oct-22		Oct-24
PM3 - System Performance & CMAQ (biennial)	Oct-22		Oct-24
<b>Public Participation Plan</b>	<b>Apr-21</b>		<b>Apr-25</b>
<b>Title VI Plan</b>	<b>Jun-18</b>		<b>Apr-24</b>
<b>Limited English Proficiency Plan</b>	<b>Jun-18</b>		<b>Apr-24</b>
<b>Coordinated Transportation Plan (CTP)</b>	<b>Sep-19</b>		<b>Jun-24</b>
<b>Regional Operations Plan</b>	<b>Apr-23</b>		<b>Apr-27</b>
<b>Congestion Management Process</b>	<b>Ongoing</b>		<b>Ongoing</b>
<b>Regional Safety Action Plan</b>	<b>Jul-20</b>		<b>Jul-25</b>
<b>Regional ITS Architecture</b>	<b>Ongoing</b>		<b>Ongoing</b>
<b>Active Transportation Plan</b>	<b>Apr-19</b>		<b>Dec-24</b>
<b>Regional Travel Demand Management Strategic Plan</b>	<b>Dec-23</b>		<b>Dec-27</b>
<b>Regional Freight Plan</b>	<b>Jan-17</b>		<b>Jun-26</b>
<b>Federal Certification Review (FHWA, FTA &amp; EPA)</b>	<b>Jun-21</b>		<b>Jun-25</b>
<b>FTA Triennial Review</b>	<b>Jun-22</b>		<b>Jun-25</b>
<b>Functional Class./NHS Rev. (within changed Urban Boundary)</b>	<b>Jun-19</b>		<b>Jun-25</b>

Exhibit 1: The Regional Vision, Goals and Strategies



**Vision:**

A world-class, safe, well maintained and connected multimodal transportation system that provides mobility for all, empowers resilient and sustainable communities, and supports a globally competitive economy.

**Connected Mobility**

A world-class, safe and well maintained, integrated transportation system that provides multimodal mobility for all.

**Mobility for All – Equity Keeps Us Whole**

- Integrate multiple forms of public/private transportation to equitably provide increased mobility for all users including those in diverse, underserved rural areas, and disadvantaged populations.
- Ensure all projects consider transportation access, multi-modal options, affordability, noise, vibration, air pollution, and impacts to area housing availability, affordability, and services.

**High Tech Mobility – Connected Systems & Autonomous Vehicles**

- Modernize Supporting Infrastructure: Evolve and deploy infrastructure that facilitates safe and efficient use of Connected Infrastructure as well as Connected and Autonomous Vehicles.
- Minimize negative impacts associated with Connected and Autonomous Vehicles on safety, public sector revenue, congestion, the environment and local quality of life.

**Funding and Financing – Sustainable Funding**

- Fund transportation infrastructure through private sector partnerships, user fees, value capture, and other appropriate mechanisms; broaden revenue tools available to local governments to fund infrastructure projects.
- Create solutions for increasing infrastructure revenue increases, including processes for regular increases, (i.e. not a “one and done” endeavor); generate a broader understanding of, support for, and revenue for public infrastructure, building up from regional benefits and needs.
- Continue to implement *SmartMoves Connections – A Regional Vision for Public Transit* by focusing on enhancing and expanding transit connections, programs and facilities that equitably benefit users while minimizing negative environmental impacts; identify and utilize dedicated and discretionary funding to enable seamless linkages and cooperation across the region.

**Prioritize and Streamline – Faster Project Development & Delivery**

- Employ holistic planning for mobility and accessibility when developing and prioritizing projects. Make transportation improvements that enhance local quality of life and strengthen community context.
- Streamline federal, state and local project development and delivery across all project phases.



## **Sustainable and Resilient Communities**

The revitalization of our communities makes us a magnet for new investment. Intensive investments in sustainable solutions will attract businesses, residents and investment to newer and older communities alike by providing more connectivity, walkable neighborhoods and green infrastructure.

### **Resilient Communities – Elevate Community**

- Promote institutional investment in established communities, adaptive reuse instead of demolition, and that affordable housing is created and retained using national best practices for land use, vacant properties, and environmental strategies.
- Educate and engage municipalities on land use best practices, sustainable community development, transportation planning, and on existing mechanisms to leverage private sector development.
- Promote strategic infrastructure investment in communities that reduces risks, including chronic stresses and potential acute shocks from flooding and landslides, extreme weather, economic downturn and infrastructure failure.
- Embrace existing and emerging infrastructure innovations and technologies including planning, design, materials and construction processes that support an adaptable and resilient built environment.

### **Tackle Climate Change, Air & Water – The Earth Sustains Us**

- Invest in strategies that decelerate, adapt to, and are resilient against the impacts of climate change. This includes investment in disaster preparedness, response, and recovery, as well as, raising awareness about and combating climate change, its impacts, and regional strategies.
- Conserve the region’s natural resources and key tracts of land that enhance environmental quality, natural land connectivity, habitat corridors, agricultural land preservation, and recreational opportunities for residents and tourists, as well as reclaim and remediate environmentally sensitive lands.
- Promote and support sustainable regional water resource management and planning for water systems including stormwater, flooding, water quantity, water quality, and infrastructure systems.
- Support and encourage low carbon transportation projects or programs that will also contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).

## **Globally Competitive Economy**

Strategic infrastructure investments and workforce training will assist the region be recognized as a global leader.

### **Grow, Train and Retrain – Workforce for Change**

- Grow job candidate market by promoting the benefits of recruitment, retention and immigration of skilled labor, and workforce reintegration of individuals with barriers to work.
- Train and/or retrain employees and new post-secondary graduates for regional jobs, including training on emerging technology opportunities, such as additive manufacturing and artificial intelligence.
- Prioritize soft skills in training curriculums and provide flexible and easy to use funding for an “on the job training” approaches geared to emerging and new technologies.

### **Prioritize, Improve, and Support – Infrastructure Supports Us**

- Prioritize infrastructure projects by considering their full regional economic, environmental and community benefits, emphasizing projects that are consistent with national and regional community, economic and environmental priorities and needs.
- Improve infrastructure efficiency via processes and technology implementation through the full project development process including the design, construction, operations and maintenance phases.

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- Support regional workforce growth and focus to attract and leverage regional investment for diverse, inclusive, and sustainable growth.
- Support and incentivize new and emerging industries and clean energy hub development such as those associated with Carbon Capture Utilization and Sequestration (CCUS) and Hydrogen.
- Grow and expand our economy and strong manufacturing and industrial base by supporting decarbonization initiatives, solutions, and workforce needs.

### **Partner and Deploy – Technology Advances Us**

- Identify, track, develop and deploy new technology advancements across the region through the use of public private partnerships; opportunities include mobility, communications, sustainable development and infrastructure resiliency.
- Continue to implement the Connectivity Roadmap by developing, supporting, and deploying high speed connectivity programs and projects to affordably, equitably, and systematically address the unserved and underserved areas of our region.

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### **SPC COMPOSITION**

SPC membership consists of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland Counties and the City of Pittsburgh. The ten member counties and the City of Pittsburgh each appoint five voting members to the Commission. In addition to the local government members, four state agencies, Pittsburgh Regional Transit, and a representative from the SPC Transit Operators Committee (TOC) are voting members of the Commission. Five other federal government agency representatives are active, non-voting participants.

The SPC Commissioners are responsible for the adoption of the three federally mandated transportation planning documents: the region's Long Range Plan (LRP), the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP).

To stay abreast of issues in the more than 7,100 square-mile region, SPC engages several key committees and forums, as well as an active public engagement program.

### **SPC COMMITTEES & FORUMS**

**EXECUTIVE COMMITTEE** - The committee has a representative from each member jurisdiction, and is chaired by the SPC Chairman. There are three at-large representatives from the Commission membership, and a representative from each of the following state offices: Pennsylvania Department of Transportation, the office of the Governor, and the Department of Community and Economic Development.

**REGIONAL POLICY ADVISORY COMMITTEE** – The Regional Policy Advisory Committee has an advisory role to the Commission, and is charged with making recommendations on policy issues and projects as requested by the Executive Committee. Membership mirrors the voting membership of the Commission, as appointed by the members, including other participants as requested by the Executive Committee to discuss special topics.

**TRANSPORTATION TECHNICAL COMMITTEE (TTC)** - The TTC deals exclusively with technical issues relating to transportation, and makes recommendations to SPC on a range of matters including the Transportation Improvement Program (TIP); transportation-related air quality plans; and, transportation issues. The TTC meets each month in advance of Commission meetings, and, as needed, creates sub-committees tasked with specific assignments. The TTC includes the planning directors of the ten SPC member counties and the City of Pittsburgh, and representatives of PennDOT Central Office, Pennsylvania DEP, and Pittsburgh Regional Transit. Non-voting members of the Committee include PennDOT District Offices, FHWA, FTA, EPA, TMAs, and the Allegheny County Bureau of Air Pollution Control.

**TRANSIT OPERATORS COMMITTEE (TOC)** - The TOC develops transit components and performance measures for the region's Long Range Plan (LRP); develops and maintains the transit component of the Transportation Improvement Program (TIP); tracks the use of funds programmed on the TIP; and, addresses other common transit issues of regional interest. The TOC meets as needed. The TOC is chaired by a member of the Commission as elected by the TOC. The members include designated Transportation Management Associations (TMAs) and all recipients of federal and state transit assistance in the region.

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Current members are Pittsburgh Regional Transit, Beaver County Transit Authority, Westmoreland County Transit Authority, Mid Mon Valley Transit Authority, Freedom Transit, Fayette Area Coordinated Transportation, Greene County Human Services, Indiana County Transit Authority, Butler City-Township Joint Municipal Transit Authority, Town & Country Transit Authority, SPC's CommuteInfo Program, New Castle Area Transit Authority, Oakland Transportation Management Association, Airport Corridor Transportation Management Association, and the Pittsburgh Downtown Partnership.

**ACTIVE TRANSPORTATION FORUM** - This advisory group meets on topics related to active transportation needs and issues in the region. The group facilitates SPC's efforts to maintain intermodal accessibility throughout the region by providing localized information on pedestrian and bicycle needs and accommodations within the regional transportation system.

**TRANSPORTATION OPERATIONS & SAFETY FORUM** – SPC provides a central forum to coordinate transportation operations and safety planning in the region, including planning for Intelligent Transportation Systems (ITS) and efforts to reduce transportation-related deaths Toward Zero. The availability of a broad regional Transportation Operations & Safety Forum has helped to integrate these topics; improve communication between regional stakeholder groups in different specialty areas; and reinforce SPC's role as the regional champion for transportation operations and ITS.

**TRAFFIC INCIDENT MANAGEMENT (TIM) LEADERSHIP COUNCIL** – To help regional organizations enhance the delivery of services and products for the purpose of improving responder safety, clearing incidents from the roadway as quickly and safely as possible, and improving the availability and reliability of interoperable incident communications, SPC facilitates a dialogue between leadership and practitioners including crash and homicide investigators, emergency medical services, fire and rescue, hazardous material handlers, law enforcement, media, medical examiners, road maintenance, service patrols, towing and recovery, traffic management centers, transportation, utilities, and others.

**FREIGHT FORUM** – The SPC Freight Forum provides a venue for air cargo, railroad, trucking and waterway freight service companies to discuss issues that impact the movement and handling of goods within the region. SPC staff uses information obtained at these meetings to better integrate freight and goods movement into regional transportation plans and programs, including the Transportation Improvement Program (TIP), Long Range Plan (LRP), Congestion Management Process (CMP), Congestion Mitigation and Air Quality (CMAQ) Program, and other regional initiatives.

The members' planning and development directors, other advisory groups, and ad hoc committees are established to guide special initiatives or planning studies as needed.

### **UPWP DEVELOPMENT PROCESS**

SPC's 2024-2025 UPWP builds upon the region's Long Range Plan – SmartMoves for a Changing Region. SmartMoves, which was updated in 2023, contains 27 Strategies and associated action items intended on advancing the Regional Vision and Goals of the plan. This framework provides the overall guidance for tasks to be completed over the next year by SPC and its planning partners.



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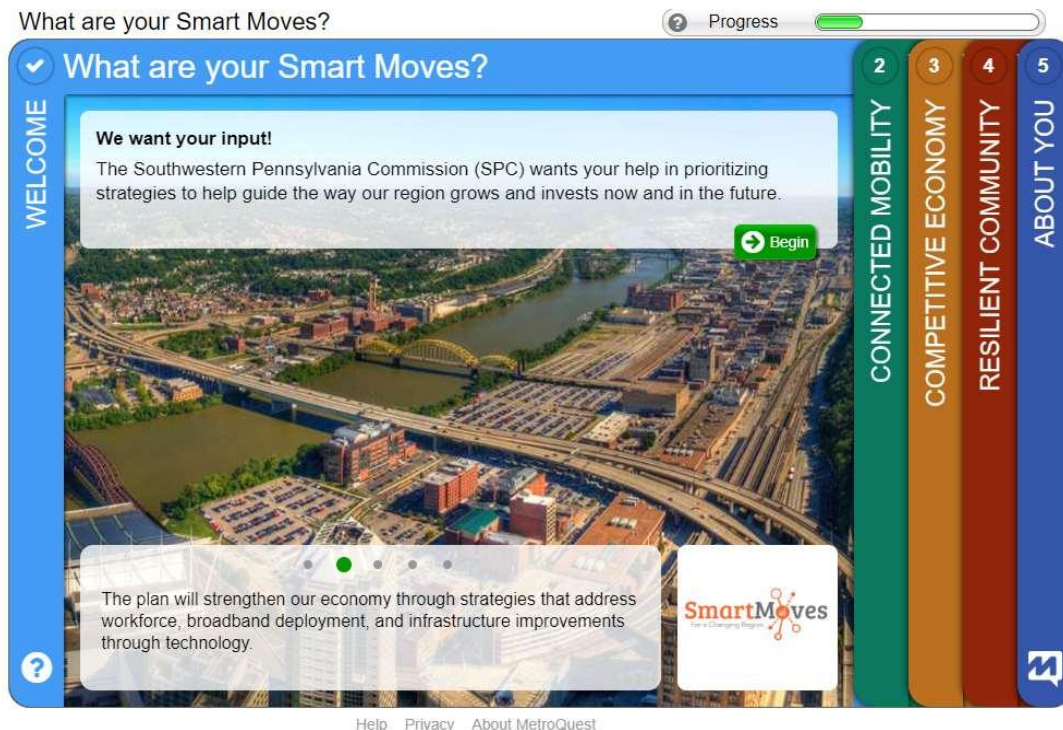
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SmartMoves employed a broad and robust public engagement campaign to help set the direction of the plan, the region, and activities to be undertaken by SPC and its planning partners across the region.

The campaign resulted in over 22,000 points of engagement from the public, the business community and partners. This engagement was instrumental in developing the plan and subsequently the tasks described in this Unified Planning Work Program (UPWP) that will ultimately work to advance and implement SmartMoves.

An integral part of this public and stakeholder engagement was a MetroQuest survey that was conducted to gauge the public's priority in addressing the plan's Strategies (Exhibit 2). This survey was used as one point of input to inform the tasks included in this UPWP.

### Exhibit 2: *SmartMoves* MetroQuest Survey



Considering input from *SmartMoves* as well as input and feedback from planning partners and SPC Leadership, SPC staff has developed a robust work program for the next year that addresses our state and federal requirements while also integrating and advancing local priorities.

It should be noted, as depicted in Table 1, that *SmartMoves* was updated and adopted in 2023. SPC's functional areas and tasks in this UPWP seek to facilitate implementation of this Long Range Plan.

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Table 2 depicts the collaborative process used to develop the UPWP that advances the regional transportation planning and programming processes for the 10-county Southwestern Pennsylvania region.

**Table 2: UPWP Development Schedule**

<b>2024-2025 UPWP Development Schedule</b>	
October 11	PennDOT guidance received October 10 <sup>th</sup> . Memo to project managers requesting UPWP design input: identify PennDOT and SPC guidance, resource materials, and design schedule. Assign job write-ups for ongoing projects.
Oct. 11 – Oct. 25	Project Manager strategy / direction setting sessions  Coordinate input from SPC committees and external sources as appropriate
October-November	<ul style="list-style-type: none"><li>• October TTC – Requested initial input from partners</li><li>• October – Meeting with Pittsburgh Regional Transit</li><li>• November TTC – Present draft UPWP to solicit feedback</li><li>• November – Meetings with District Planners</li><li>• November- SPC Executive Committee - Present draft UPWP to solicit feedback</li></ul>
By October 25	Project managers submit draft job descriptions and budgets for ongoing projects for the one year program.  Begin Executive Director review of the completed preliminary report before PennDOT/FHWA/FTA submission.
By November 3	Submit the preliminary 2024-2025 UPWP to PennDOT Central Office for review.
By November 13	Submit the preliminary 2024-2025 UPWP to FHWA and FTA in accordance with the PennDOT Guidance.
End of November	FHWA/FTA will respond with written comments by the end of November, expecting that their comments will be integrated into the planning partner UPWP before MPO/RPO Board approval.  Identify Candidates for Supplemental Funding. Assign to project managers for further development.

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### **2024-2025 UPWP Development Schedule**

End of November	Memo to project managers from the Transportation Director, requesting updates to UPWP project budgets for the current 2023-2024 fiscal year (anticipated).
	Review 2023-2024 project budgets and revise as necessary.
End of November	Submit Revised Budget Worksheets for current 2023-2024 UPWP projects. Commission brief on Draft 2024-2025 UPWP
End of November	New candidate projects, job descriptions and budgets are due as assigned. Project managers may submit revised project budgets (changes from the October submission) for ongoing projects.
By December 4	UPWP narrative updated to respond to FHWA/FTA comments. Budget tables fiscally balanced to available revenues, responding to project manager budget revisions
	Submit Final Draft UPWP for review by Executive Director, including a fiscally-balanced draft budget table.
December 11	Request Commission approval of Draft UPWP for submission to funding agencies (PennDOT, FHWA, and FTA).

### **UPWP ADMINISTRATION**

UPWP design and administration requires a high degree of federal, state and local intergovernmental cooperation. SPC and its members identify regional needs and implement the planning activities. The SPC UPWP identifies these activities for review and approval by the funding agencies.

The federal government, through the USDOT, provides regulatory guidance and approximately 80% of the UPWP funds. State and local governments provide the remaining funds as a required local match of the federal funds. PennDOT, SPC member governments, and Pittsburgh Regional Transit provide the majority of the remaining local matching funds. In-kind and private foundation contributions provide match where possible.

## **SECTION II**

# **JOB DESCRIPTIONS FOR PLANNING PROJECTS**

# **TRANSPORTATION PROGRAM DEVELOPMENT**

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### **TRANSPORTATION PROGRAM DEVELOPMENT – OVERVIEW**

The Program Development Group of SPC's Transportation Department focuses on the processes that shape and implement the region's Long Range Plan (LRP), as well as the development and maintenance of the region's Transportation Improvement Program (TIP).

The Long Range Plan (LRP) is a performance-based, over 25 year transportation and development plan that sets the policy and investment foundation for all of SPC's initiatives. The plan is required to be updated every four years, in air quality nonattainment and maintenance areas, in order to confirm the transportation plan's validity and consistency with current and forecasted transportation land use conditions and trends.

The Transportation Improvement Program (TIP) is a short-range program, listing highest priority surface transportation projects and programs that will be undertaken over the next four years in the 10-county SPC region. The TIP is developed by a continuing, comprehensive and cooperative transportation programming process that involves various planning partners, local project sponsors, stakeholders, and the public, and is the main implementation vehicle to advance the Vision, Goals and Strategies found in the LRP. In addition to the LRP implementation efforts undertaken by the Program Development Group, initiatives undertaken under Regional Transit Planning, Transportation Demand Management, Regional Freight Planning, Operations & Safety, Safe & Accessible Transportation, Data Systems & Modeling, Strategic Initiatives-Environment, and Outreach & Coordination, as outlined and described in other sections of the 2024-2025 UPWP, all play vital roles in the advancement of the LRP.

*SmartMoves for a Changing Region's* Goals and Strategies are implemented through SPC's programs such as the Regional Traffic Signal Program, Congestion Mitigation and Air Quality (CMAQ) Program, the Transportation Alternatives Set-Aside (TASA) Program, the Carbon Reduction Program (urban), the Smart Transportation for Livable Communities Program, the CommuteInfo Program, the SPC Water Resource Center, and the Connectivity Resource Center, as well as roadway, bridge, transit and other multimodal investments. Included throughout the plan is the consideration of sustainability and resiliency in the system.

The PennDOT Connects process continues to play an important role in implementing the Vision, Goals and Strategies set forth in the LRP. PennDOT Connects is intended to consider community priorities, as defined by adopted community plans, as well as contextual elements of the project area early in the project development process, before funds are programmed onto the TIP. PennDOT Connects will help to shape future LRP updates by providing a sustained, collaborative effort which will result in better defined local priorities, projects and ultimately better communities.

The Program Development Group develops and provides oversight to a number of planning programs and initiatives, all of which are directly related to the advancement and implementation of the LRP and TIP. These programs and initiatives, their objectives, planning activities, work products, and yearly budgets are further described in detail in this section of the 2024-2025 UPWP.

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### STATEWIDE PLANNING PRIORITY AREAS

The tasks found in this section of the UPWP address the following priority areas:

- **I-Plans and Programs:** Long Range Plan (LRP) and Transportation Improvement Program (TIP) administration and development, Performance-Based Planning and Programming (PBPP), Transportation Performance Management (TPM), asset management conditions and needs, performance measure development, PennDOT Connects, project development, additional funding, MPO website linkages to PennDOT TIP Visualization applications, and Annual Obligation Reports for TIP Highway and Transit Projects.
- **II-Supporting Planning/Programming Activities:** Performance measures and targets, TA Set-Aside program administration, functional classification, technical assistance, process reviews, modernization/technology improvements, asset management activities, and support of PA State Plan for the National Vehicle Infrastructure (NEVI) program.
- **III-Project Delivery:** TIP/LRP fiscal constraint, PennDOT Connects/scoping field views/status meetings, Multimodal Transportation Fund (MTF) project review and application assistance, project cash flow, and innovative finance.
- **IV-Land Use/Transportation Linkages/Economic Development/Modernization:** Freight integration into transportation program development, sustainability and resiliency strategies, via the Carbon Reduction Program, program the Smart Transportation for Livable Communities Program and regional collaboration; training and best practices for local governments, Planning and Environmental Linkage activities, and integrated/strategic corridor planning, resiliency incorporation.
- **VI-Public Involvement and Outreach:** Expand Environmental Justice (EJ) beneficiaries, EJ analysis on LRP and TIP, Title VI review and improvements, expanded MPO use of website for program information, Justice 40 provisions, collaboration with the STC public outreach.

### ROLES

- **Federal Highway Administration (FHWA)/Federal Transit Administration (FTA):** Provide technical assistance as well as general oversight, review and approval of the Metropolitan Planning Process for Southwestern Pennsylvania.
- **SPC:** In the LRP and TIP development processes, the role of SPC is to establish and facilitate a cooperative process for program development; the SPC adopts the documents for the region. Through the regional Transportation Technical Committee (TTC) monthly meetings, administers current TIP modifications. LRP amendments undergo a public review process and the TTC also reviews and recommends amendments to SPC. SPC takes a lead role in implementing the LRP with broad collaboration among the region's planning partners, stakeholders and the public.
- **PennDOT Center for Program Development:** In TIP development, the role of the PennDOT CPDM is to ensure that statewide procedural and fiscal guidance for TIP development is adhered to. PennDOT CPDM makes all Spike/Discretionary decisions and reviews the Draft TIP. PennDOT CPDM develops and updates the Statewide Interstate Maintenance Program. The PennDOT CPDM reviews and transmits the region's LRP to federal partners for review and approval. SPC looks to the CPDM for supplemental funding, project delivery guidance and technical assistance in implementing the region's LRP.



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- **PennDOT Districts:** In TIP and LRP development, the Districts' role is to share information regarding asset conditions, safety conditions, and traffic operations presenting an advanced list of priority needs for the operation, preservation, and reconstruction of the state highway and bridge system within the District. The District Programming Units conduct and present carryover analysis and best fit optimization of new project candidates that have been prequalified for the TIP. Districts take the lead in coordinating and conducting PennDOT Connects activities.
- **Member Planning Departments:** In LRP and TIP development, the county/city planning departments' role is to communicate the priority needs regarding maintenance and upgrade of the transportation network in the county/city, including on state, county and municipal infrastructure assets. Member planning departments are to provide input on changes and status of county/city and municipal comprehensive plans, zoning ordinances, and planned development to determine their effects on early transportation planning decision-making and subsequent TIP programming.

### TRANSPORTATION PROGRAM DEVELOPMENT – RESULTS FROM CURRENT PROGRAM

The current Long Range Plan (LRP), *SmartMoves for a Changing Region*, was adopted on June 26, 2023. The plan, which was developed through a robust public involvement process, developed a series of regional strategies.

*SmartMoves* continues to emphasize investment in the maintenance and preservation of the existing transportation system, a theme that is also the top priority in the current 2023-2026 TIP and the draft 2025-2028 TIP. Other significant investments are made in safety and operations, as well as improvements that foster economic growth, enhance livability, mobility and connectivity in communities throughout the region, and provide residents with sustainable, multimodal transportation choices.

The following is a sample of plan implementation activities that were advanced in the 2022-2024 UPWP:

- The completion of the Long Range Plan (LRP), *SmartMoves for a Changing Region*
- The completion of the LRP included significant public outreach and involvement including 11 public meetings during the 30-day public comment period.
- 12 District Work Group meetings to develop the fiscally constrained LRP project list.
- The use of PAMS and BAMS data to estimate the overall regional asset management needs.
- Continued LRP implementation through use of SPC's committee structure, including the Freight Forum, Active Transportation Forum, Regional Operations & Safety Forum, Transit Operators Committee, and Transportation Technical Committee.
- Continued use, enhancement, and development of Planning and Environmental Linkage tools including presenting the LRP environmental aspects to the State Agency Coordination Meeting in May 2023.
- Used simulation run data provided by PennDOT AM BAMS and PAMS personnel to project the likely AM need costs required to pursue an LLCC strategy over a long-range planning period, and estimating the corresponding "revenue gap" between need costs and projected revenues.

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- Conducted a Benefits and Burdens Analysis on the 2023 LRP in accordance with federal Environmental Justice and Title VI requirements.
- Completed work on the Corridors of Regional Significance reports for SR 28 and US Route 30.
- Completed or assisted the development of several applications for competitive federal grant opportunities.

During fiscal years 2022-2024, SPC maintained the 2023-2026 TIP and also developed the draft 2025-2028 TIP. These documents depict a clear linkage between the investment policies and regional goals set forth in the LRP. For example, the priority of properly maintaining the existing transportation system was maintained as a top priority in the TIP.

In 2018, the target setting process for the federally-mandated transportation performance measures, instituted in MAP-21, has begun to be set in place by state DOTs and MPOs throughout the United States. SPC is closely collaborating with PennDOT and our planning partners to comply with the target setting and performance measure implementation requirements. This effort will continue into the 2024-2025 UPWP and beyond. The practice of performance-based planning and programming will continue to play a vital role in how state and federal transportation funds are allocated in the Commonwealth and in the region.

The following is a sample of the TIP implementation activities that were advanced in the 2022-2024 UPWP to maintain the 2023-2026 TIP and to develop the 2025-2028 TIP:

- Monitored and maintained fiscal constraint for the 2023-2026 TIP, provided review of modification requests, documented amendments and administrative changes to the TIP, and provided materials for regular TOC and TTC meetings. Processed numerous TIP amendments and administrative actions via 24 TTC meetings to maximize efficient use of funds on the current 2023-2026 TIP.
- Participated in multiple PennDOT-led, local and statewide planning efforts, including numerous PennDOT Connects meetings and project scoping field views.
- Coordinated and synthesized early public input for the draft 2023-2026 TIP with the Twelve Year Program (TYP) update conducted by the State Transportation Commission.
- SPC conducted and facilitated 21 Project Development Work Group meetings as part of development of the 2025-2028 TIP, participated in PennDOT Connects processes for candidate projects, developed an interactive mapping program and mapped all TIP candidate projects, and screened and evaluated all new TIP candidate projects against the adopted LRP strategies and federal performance measures.
- Held two rounds of Public Participation Panel (PPP) meetings (22 meetings) to gather input into the TIP development process.
- Completed the solicitation, evaluation and selection of projects for the SPC Congestion Mitigation and Air Quality (CMAQ) Program, the SPC Transportation Alternatives Set-Aside Program (TASA), the Carbon Reduction Program (Urban), and the Smart Transportation for Livable Communities (STLC) Program.

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- Used Decision Lens® in the technical evaluation of projects to assist in the decision-making process for the CMAQ, TASA, CRPU, and STLC Programs.
- Conducted a virtual regional workshop to educate and aid local project sponsors in potential state and federal funding programs open to local sponsors and in delivering federal and state funded transportation improvement projects.
- Conducted two virtual workshops on local bridge management and funding.
- Participated in both the statewide Financial Guidance and General and Procedural Guidance Work Groups.
- Conducted a Benefits and Burdens Analysis on the 2025-2028 TIP in accordance with federal Environmental Justice and Title VI requirements.
- Completed an Air Quality Conformity Analysis of the 2025-2028 TIP as required by USDOT and the US Environmental Protection Agency.
- Completed a 30-day public comment of the 2025-2028 draft TIP and processed all related comments.
- Adopted a fiscally constrained 2025-2028 TIP for the Southwestern Pennsylvania region.

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### LONG RANGE PLAN IMPLEMENTATION

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#### RESPONSIBLE AGENCY:

Southwestern Pennsylvania Commission (SPC)

#### ESTIMATED COST:

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$368,061
Federal Transit Administration	\$219,885
PennDOT	\$59,810
SPC	<u>\$87,176</u>
<b>TOTAL</b>	<b>\$734,932</b>

#### TASK DESCRIPTIONS

*SmartMoves for a Changing Region* contains Goals and Strategies for a wide breadth of community and economic development topics that are interrelated with the transportation system, as it directly supports and enables our communities and our economy to prosper. This plan continues to focus on core transportation investments such as maintaining our current system; optimizing our system through operational improvements; working toward Vision Zero by investing in safety for all system users; and providing equitable mobility options for all users through improvements in public transit and pedestrian and bicycle infrastructure. The plan describes the overall strategic Vision for the region's transportation system and also, as required by federal regulations, the specific projects and investments that can be advanced with revenues that are reasonably expected to be available during the life of the plan.

*SmartMoves* also established a performance-based foundation for regional transportation investment decisions consistent with current federal guidance. The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) introduced requirements for performance-based planning and integrated performance management into many federal-aid transportation programs. Under MAP-21, states and regions were required to establish measurable performance targets in support of national goals for Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reducing Delays in Project Delivery. These requirements continued with the FAST Act and the BIL/IIJ Act. Moving forward, the continued implementation of these policy requirements is expected to serve and remain as an important and perennial objective for all future LRP updates at SPC.

National performance measures associated with these federal goals were developed via a multi-year intergovernmental process. As federal performance measures became effective, states and MPOs defined and adopted performance targets for each performance category (Safety, Asset Management and System Performance). Progress on achieving these targets is now reported every two years (biennially) by the states (annually for safety). MPOs are reporting on the performance measures, the targets and progress toward target achievement every four years in each LRP update.

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The Program Development Group, along with the Safety & Operations Group and the Data Systems & Modeling Group, will all continue to play important roles in the performance-based planning and programming (PBPP) process for SPC and the region at-large.

The implementation of the LRP is a multifaceted endeavor for translating the plan's Goals, Strategies, and Regional Vision into measurable, achievable actions that are implemented through close collaboration and coordination among SPC's federal, state and local planning partners as well as the public.

The next LRP is slated to be adopted in 2027. When needed, amendments and updates to *SmartMoves* will be considered and updated as necessary between regular plan update cycles.

### 1. Long Range Plan

**Objective:** SPC will begin to conceptualize the region's next LRP, which is slated for adoption in June 2027. This plan will build on the strong foundation for performance-based planning and programming and broad regional collaboration that was developed by *SmartMoves*. The objectives noted above will be pursued throughout the 2024-2025 UPWP. Plan implementation efforts will continue to advance the development of planning tools, data systems, and analytical and public processes that focus on transportation system performance, accessibility and mobility, equity, broadband connectivity, economic growth, community investment, and sustainability for Southwestern Pennsylvania.

#### Planning Activities:

- **Policy and Strategy Analysis** – SPC will utilize its regional Policy Advisory Committee to review the current Vision, Goals and Strategies and recommend additions and/or revisions as necessary.
- **Outreach and Engagement** – SPC will utilize a multifaceted outreach and engagement approach that generates interest, informs, and educates stakeholders and the public using a mix of traditional and modern communication tools that reach diverse audiences and help the public understand and connect with the elements of the LRP. This includes taking advantage of engagement opportunities at existing public events across diverse geographies and demographic groups and providing greater issue and topic education throughout the planning process.
- **Performance Measurement, Target Setting and Reporting** – The LRP will build on the foundation of performance-based planning and programming established in *SmartMoves* and will focus on continuing the implementation of PM1, PM2, PM3, and transit federal performance metrics. During the UPWP performance period, SPC will receive and analyze TPM metrics on performance, present and discuss results with its planning partners and the public, and guide discussions towards eventual adoption of any new targets.
- **Investment Analysis and Financial Strategies** - A primary goal for the *SmartMoves* Investment Plan – matching available transportation revenues to transportation system needs – continues to be met in the near-term in the fiscally constrained project list. Moving forward, new funding streams such as CRP and PROTECT will be incorporated into long range financial

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plans. SPC will continue to work towards ensuring that the LRP project list reflects an investment mix that is carefully balanced; and that reasonably supports performance targets across the complete range of plan investment categories. Transportation system needs in the region continue to be significant; for example, the latest update of *SmartMoves* found that projected revenues for the highway program would cover only 49% of projected (2023-2050) need costs for bridges, and only 23% of pavement need costs.

Through strategies identified in *SmartMoves*, and work undertaken during this UPWP, staff will continue to research and explore best practices that examine sustainable funding strategies - including an assessment of transportation needs, ongoing performance results, and a financial planning framework that provides a multifaceted and increasingly detailed view of the overall needs of the transportation system.

### **Work Products:**

- Maintenance of a federally-compliant Long Range Plan for the Southwestern Pennsylvania region (ongoing).

## **2. Transportation Performance Management**

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national (and regional) goals. As a response to federal and state guidance and requirements for performance-based planning systems, with the help of PennDOT and its planning partners, SPC continues to develop, implement, and monitor a multi-dimensional performance information system to inform the regional transportation planning process. This process will be used to better identify and address critical needs in the system and recommend the most appropriate investments to maximize our federal, state and local transportation funds. Primary tasks include the ongoing evaluation of transportation system needs; implementation of a regional asset management process (NHS, federal aid, other state networks); and collaboration with PennDOT on federal performance management requirements (PM1, PM2, PM3 and transit). The following sections identify the planning activities associated with these primary tasks. Additional support activities are included under other UPWP projects – egional Transit Planning, Transportation Demand Management, Regional Freight Planning, Transportation Operations & Safety, and Data Systems & Modeling. Identified planning tasks and activities will in many cases build upon practices already in place that were used during the development of *SmartMoves*.

### **2A. Transportation System Needs Assessment**

While SPC is accountable for goals associated with a range of important transportation system needs (ex: safety, transportation system performance, transit), one of its most challenging goals is keeping its roads and bridges on the federal aid and state-owned highway networks in a state of good repair through effective asset management, given limited resources.

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Key state strategies for pursuing this goal are for PennDOT and its MPOs/RPOs/planning partners to make substantial investments in asset management according to Lowest Life Cycle Cost, and to shift AM investments from a “fix-it-first” strategy to a stronger emphasis on asset preservation. Key tools for helping MPOs/RPOs achieve outcome this include financial planning and the use of PennDOT’s new BAMS and PAMS systems to project the type, timing, and cost of interventions necessary to maintain bridges and pavement at LLCC, or as close to this goal as possible, given budget and performance constraints.

The ultimate goal of the PennDOT asset management approach is to achieve LLCC through strategic investments in asset management. Over time, planning and programming will be evolving to better align with asset management system proposed investments.

**Objective:** During the 2024-2025 period, SPC will continue to advance a technically driven planning and analysis process to evaluate the transportation system needs in the SPC region. This process will build on the needs identified and documented in the 2023 LRP. Within asset management, the continued planning and analysis will incorporate elements of PennDOT LLCC approach. Following PennDOT’s lead on LLCC and the evolving use of BAMS/PAMS, SPC staff will continue engaging its planning partners to manage the continuing transition to LLCC based programming in future programs.

### **Planning Activities:**

- SPC will continue to engage with PennDOT personnel, and participate in events and available training concerning the use of BAMS/PAMS to pursue LLCC in asset management. The purpose of this engagement will be for SPC to come to a better understanding of where PennDOT wants to go next with MPOs and the use of BAMS/PAMS.
- SPC will produce an Interim System Needs report using the latest BAMS/PAMS data and 2027 STIP/TIP financial guidance to, at minimum, describe the state of the system and layout recommended LLCC AM investments for the region in more detail than provided previously. Additional report content will depend on what SPC learns from its engagement with PennDOT and other stakeholders. Results will be shared with the Commission, planning partners, and the public.
- SPC will continue to engage with Central Office asset management staff and District staff to better understand the state of AM practice, and in particular how these stakeholders are using BAMS/PAMS and how SPC can best add value in this area for its partners. The engagement will include discussions to gauge preferences for the specific role(s) SPC and stakeholders should play in helping the region move toward LLCC, and to negotiate and clarify those roles.
- Work with PennDOT and SPC planning partners to update the Functional Classification system as needed , when necessary due to a new roadway being constructed or when a major development alters regional traffic patterns, or on roadway segments where the census urban designation has changed (2020 census).

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### **Work Products:**

- An Interim System Needs Report using and analyzing BAMS/PAMS data (June 2025).
- Briefing materials for the Commission, planning partners and the public (as needed).
- Update the Functional Classification system, as needed , or for roadways in areas where the urban area designation changed between the 2010 and 2020 Census (as needed).

### **2B. Federal Performance Management**

**Objective:** MAP-21 and the FAST Act introduced federal performance requirements and established Transportation Performance Management (TPM) rules for both highway programs and public transportation. These rules and requirements continue under IIJA. The TPM process uses system data to support investment and policy decisions to meet national transportation performance goals. A more complete description of SPC's performance-based planning (PBPP) framework is provided in the SPC 2023-2026 TIP (Appendix 3) and the latest update of the *SmartMoves* LRP (Appendix 2). PennDOT, SPC, regional transit agencies, and other planning partners work together in implementing mutually-determined performance targets in each performance areas (PM1, PM2, PM3 and Transit, as identified below). The PBPP process requires the following steps for each area of performance: data collection and analysis, coordinated Target Setting, and reporting on progress. Adopted targets must be consistent with other federal, state and regional planning efforts. For the performance period covered by this UPWP SPC will complete all PBPP process steps for the PM2 performance area.

### **Planning Activities:**

#### **General**

- Develop applicable SPC System Performance Report documenting regional transportation system performance in accordance with federal performance measure requirements. Performance reports are included in the appendix of the SPC adopted SmartMoves in June 2023; its next LRP is scheduled for July 2027 (beyond this UPWP period). Performance reports are also included in the 2023-2026 TIP document appendix. The 2025-2028 TIP is scheduled for adoption in June 2024. The 2027-2030 TIP is scheduled for adoption in June, 2026 (beyond this UPWP period). Continue to monitor:

#### **PM1 (Highway Safety Performance Measures)**

- Ensure adequate SPC representation on the PennDOT Safety Planning Work Group, Planning Partners meetings and conference calls to provide input into PM1 target setting.
- Review statewide and planning region safety data provided by PennDOT and review their performance findings; determine whether to adopt state targets or use SPC-developed regional targets.
- Provide assistance to PennDOT and respond as appropriate to re-assess and modify safety improvement strategies and revenue/investment strategies if an FHWA determination of significant progress is not established during their review of PA safety performance targets.



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### **PM2 (Pavement/Bridge Performance Measures)**

- Receive and review Asset Management Scorecard Reports from PennDOT for the 2023 AM performance year in August of 2024. Based on the reports, SPC will enter data on PM2 performance metrics and targets along with other asset management data into a common database, review the data for anomalies, and use Excel and Tableau to analyze the data in order to understand changes in actual and forecasted performance, as well as state recommended targets. SPC will produce slides with charts and narratives on PM2 results and targets to share with planning partners (ex: PennDOT Districts). SPC's TPM webpage will also be updated accordingly. SPC will also monitor for and review any subsequent changes to 2023 PM2 performance data, or forecasts/targets that occur during the 2024-2025 performance period.
- Review the PennDOT PM-2 Mid Performance Period Progress Report, which will come out on October 1, 2024.
- Review the 2022 update of PennDOT's Transportation Asset Management Plan (TAMP) and ensure SPC's AM planning activities are consistent with the plan, and are coordinated as appropriate with PennDOT District Planners.
- Continue coordination with PennDOT BAMS and PAMS personnel to request updated simulation run data on regional pavement and bridge asset management needs (under LLCC) for the upcoming 2027-2030 TIP period for eventual analysis (ex: comparison to programmed projects).
- Participate in PennDOT's AM Work Group activities, planning partner meetings and conference calls to provide input as appropriate into PM2 target setting.

### **PM3 (Transportation System Performance Measures)**

- Coordinate with PennDOT to review and track the PM3 measures. The end of the first 4-year performance period (2018-2021) and start of the next period (2022-2025) occurred in September 2022. States and MPOs are permitted to adjust their 4-year targets at the midterm of each 4-year performance period. The 2023 mid-performance period report is due by October 1, 2024. It will track progress through 2023 toward the 2025 PM3 targets. The 2025 targets may be adjusted at that time. The 4-year performance report for the 2022-2025 period will be due to FHWA by October 1, 2026. Also, at that time, new benchmarks and targets will be set for the next 4-year performance period (2026-2029).
- Work with PennDOT and the Statewide Planning Partners as needed to coordinate any updates to the process for estimating and reporting the performance measures.
- SPC will also track the annual PHED, Non-SOV travel, and CMAQ emissions reduction measures and revisit the region's established targets every two years, as required by the federal TPM regulations.
- Evaluate and explore accuracy and utilization of alternate data sources for the Non-SOV Travel measure.

### **Transit Performance Measures**

- Monitor and share public transportation performance management information (baseline conditions, targets, progress) within SPC's broader role of tracking performance of the region's overall transportation system. Pittsburgh Regional Transit shared TPM information is generated

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through internal Pittsburgh Regional Transit management systems. Fifteen small Tier II agencies shared TPM information is provided through small public transportation agency participation in the PennDOT-managed TAM Group Plan and PennDOT's Bureau of Public Transportation (BPT) Capital Planning Tool (CPT).

### **Work Products:**

- SPC System Performance Report data will be monitored, including required PM1, PM2, PM3 and Transit measures, and updated as necessary (Spring 2025).
- SPC's website performance measure dashboard will be maintained and updated where necessary (Spring 2025).
- As necessary, adopt PM1, PM2, and PM3 performance targets developed through cooperative processes with identified statewide planning partners/agencies (first quarter of 2025 and as needed).
- Briefing materials for the Commission, planning partners and the public (as needed).

### **3. LRP Investment Plan**

The LRP Investment Plan is supported by two multifaceted processes - a financial planning process and a program development process. The financial planning framework includes multiple steps: identify available revenues, compare revenues with total needs, identify an approach to balance resource allocation, and identify investment ranges for 14 investment categories to help inform initial project selection. *SmartMoves* (Appendix IV) includes a description of the program development process and a fiscally constrained project list as developed by SPC Work Group meetings at each PennDOT District. The financial planning and program development processes are integrated through the District Work Groups, where prioritization decisions sometimes lead to project-based adjustments that affect the proposed investment balance across categories. With a solid demonstration that the entire transportation funding gap cannot be addressed through existing means, the planning processes identified in section one (TPM) and this Investment Plan section are integral to development and support for a Commission theme to become more proactive on revenue.

The Investment Plan for SPC's *SmartMoves* LRP was updated in September of 2023. The next LRP is scheduled to be adopted in June of 2027, well beyond the 2024-2025 UPWP performance period. On the financial planning side, for the 2024-2025 performance period, SPC anticipates that direct work on the Investment Plan will be limited to participation in the state's Financial Guidance Working Group and a review and analysis of 2027 STIP/TIP Financial Guidance, which is due to come out near the end of the period, and ongoing development of SPC's financial planning model.

#### **3A. LRP Financial Planning Framework**

**Objective:** As noted earlier the primary emphasis of the financial planning framework within this section of the LRP Investment Plan includes multiple steps supporting the development of the fiscally constrained LRP project list: identify available revenues, compare revenues with total

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needs, identify an approach to balance resource allocation, and identify optimal investment ranges for 14 investment categories to guide initial project selection.

### **Planning Activities:**

- Identify Available Revenues for the TIP, LRP Stage 2 and LRP Stage 3 periods based on 2027 TIP/STIP Financial Guidance. Update revenue estimates as appropriate. Identify and monitor potential risks to these revenue sources.
- Further develop (and document) the processes and tools for assigning revenues to investment categories. For example, modifying SPC's financial planning model to reconcile SPC's method of splitting federal funding streams by district with PennDOT's approach, and creating an option to allocate bridge and pavement investment across preservation vs. reconstruction/rehabilitation/replacement treatments according to PAMS/BAMS data for long range planning purposes.
- Update Investment Gap Tables periodically as ongoing PennDOT-SPC collaboration on asset management (AM) costs improves SPC AM needs estimates.
- Develop communications materials to share appropriate information with the Commission, planning partners, and the public as part of a public awareness priority.
- Review Major Project Financial Plans as requested.

### **Work Products:**

- Updated Investment Gap tables for region, each PennDOT District, periodic update, based on anticipated improvements to needs estimates. (ongoing, as needed)
- Draft Investment Plan Summary. (as needed, next update scheduled for mid-2024)
- Draft of updated LRP project list. (as needed, next update scheduled for mid-2024)
- Updated financial planning model. (June, 2025)
- Review of Major Project Financial Plans, as requested. (as needed)
- Briefing materials for the Commission, planning partners and the public. (as needed)

## **3B. Long Range Plan Project Lists**

### **Objective:**

Planning support for the LRP Investment Plan during the 2024-2025 planning period focuses on maintaining the LRP project lists in the current LRP. Project list maintenance can be impacted by changes in funding revenues and any changes in revenues would then be reflected in a future TIP development process that also requires an amended LRP Investment Plan to maintain SPC LRP consistency with the 2025 TIP financial guidance.

### **Planning Activities:**

- Maintain the fiscally constrained project lists.
- Determine if adjustments in the 2023 LRP project list and line item amounts are necessary to maintain fiscal constraint as updated financial guidance is incorporated.

### **Work Products:**

- Updated fiscally constrained LRP project list (as needed).

#### **4. Infrastructure Resiliency**

**Objective:** Consistent with resiliency related strategies detailed in *SmartMoves for a Changing Region*, improve the resiliency and reliability of the region's transportation infrastructure with respect to vulnerabilities posed by extreme weather-related events that are projected to show long term increases in magnitude and frequency. Planning activities in this area will focus on adopting or developing tools, strategies and processes that can assess the vulnerabilities and impacts associated with extreme weather events on the transportation system and integrate those tools/strategies into the transportation planning process. In the SPC region, the extreme weather vulnerabilities concerned are predominately those associated with increased frequency and magnitude of precipitation events and their resulting impacts.

##### **Planning Activities:**

- Actively participate in the next phase of PennDOT's extreme weather resilience efforts including consultation and coordination with members of the PennDOT Central Office extreme weather resilience initiative, focusing on assisting in the implementation of the planning related recommendations of the study.
  - Continue use of tools developed by PennDOT that identify historic vulnerabilities and integrate their use in the SPC transportation planning process for the LRP and TIP - PennDOT Road Closure Reporting System (RCRS), PennDOT One-Map, PennShare layers, SPC layers, etc.
  - Assist, where requested, in the development of planning tools that evaluate the historic vulnerability of existing infrastructure using the RCRS data and other sources.
  - Investigate methods to integrate resiliency considerations into asset management. Encourage the use/adaptation of these methods for asset management within the SPC PennDOT Districts and work to extend methods to local asset management in the region.
- Coordinate with PennDOT District staff to identify the methodologies and process for identifying candidate projects for upcoming 2027 TIP regional PROTECT Funds.
- Continue to track federal and state agency, as well as local, climate change scenario projections and disseminate the information to planning partners in the region.
- Assist activities through SPC's Water Resource Center in addressing localized stormwater management activities and best practices by providing municipal training and technical assistance through the LTAP Program.
- Continue to identify, monitor, and document the TIP costs associated with extreme weather-related events (flooding and slides).
- Support resiliency planning in the SPC region including involvement in county hazard mitigation plans and county comprehensive plans.
- Continue to examine and implement methods to adapt planning and programming to help address the impacts of extreme weather through resiliency and sustainability.
- Continue to research resiliency planning activities and vulnerability assessment methodologies as well as adaptation and mitigation approaches pertaining to impacts on the transportation system by flooding, landslides, and mine subsidence.

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- Note: at the time of writing SPC has applied to the Federal PROTECT discretionary grant program for funding to develop a Resiliency Improvement Plan for the SPC region.

### **Work Products:**

- Update mapping that depicts areas and the major transportation infrastructure in the region that have historically been most vulnerable to extreme weather (flooding and landslides) (ongoing).
- Candidate lists of potential PROTECT Projects, as part of 2027 TIP update (Summer 2025).
- Resiliency and vulnerability mapping for inclusion in the LRP environmental linkage content and LRP story maps (ongoing).
- Data/statistics conveying the impact and cost of extreme weather on the SPC TIP (ongoing).
- Summarizing the potential impact of highly susceptible landslide areas on the transportation network and transportation assets in the SPC region (ongoing).
- Methods to incorporate resiliency concepts into asset management and pre-TIP planning, including consideration of local assets (ongoing).
- Communication materials summarizing and sharing current climate assessments, adaptation strategies, stormwater management approaches, landslide susceptibility, impact on the SPC TIP, and vulnerability assessment methods (as needed).

## **5. Planning and Environmental Linkage**

**Objective:** Develop processes and tools that can be applied to programs and projects in order to develop transportation infrastructure in a way that maintains and enhances the cultural and ecological value of the region. Patterned after federal Planning and Environmental Linkage (PEL) initiatives, these efforts will be consistent with an ecological approach to transportation infrastructure development. These efforts will be focused both at system level regional planning, such as the development of the Regional Ecosystem Framework (REF), and at the project level, SPC's environmental modeling tool. Encouraging the adoption of a regional approach to mitigation planning is an emerging goal of this project. It is the intent of the project to maintain and develop tools that can be used by SPC and also by its partners to plan mitigation for transportation projects/programs in a more efficient and beneficial way.

### **Planning Activities:**

- Participate in the identification of opportunities to improve, maintain, and restore the function of natural environmental systems in the region in conjunction with planned transportation projects.
- Conduct PEL/LPN corridor or subarea studies in conjunction with other SPC planning studies.
- Update environmental layers and utilize updated environmental layers to produce updated version of the Regional Ecological Framework (REF).
- Apply the REF mapping to other planning processes such as county comprehensive plan updates or corridor project planning.

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- Update environmental layers and utilize the environmental layers to update SPC environmental modeling tool.
- Utilize the recently updated Regional Natural Heritage Inventory (NHI) data. This dataset is a key component of the REF model and individual project screenings.
- Continue to participate as a member of the Statewide Transportation Innovation Council (Environmental Technical Advisory Group).
- Explore development of a Regional Programmatic Mitigation Approaches.
- Monitor emerging mitigation efforts at resource agencies such as between PHMC and PennDOT Cultural Resources advanced mitigation. Assess possible applicability in the SPC region.

### **Work Products:**

- Updated Regional Ecosystem Framework GIS model (Summer 2025).
- Updated SPC Environmental Modeling Tool (ongoing).
- Mitigation planning tools (ongoing).
- PEL content for applicable corridors or subarea studies (as needed).
- Briefing materials for the Commission, planning partners and the public (as needed).

## **6. Transportation Planning Guidance and Assistance**

**Objective:** As the demand to maintain transportation infrastructure at a sufficient level increases, the need for local entities to identify, plan, and prioritize transportation projects is crucial in their ability to maintain and update their local transportation network as well as increase livability, accessibility, and mobility in their communities. Local entities may lack the capacity and resources to conduct planning activities, which can hinder their ability to develop the necessary transportation projects in their respective locality. Local entities' access to transportation resources and data is vital in their abilities in developing competitive TIP and LRP projects. SPC can provide the expertise and support to local entities to assist in data availability, mobility planning and development, and other necessary tasks to enhance local entities transportation plans and projects. Planning activities in this area will focus on providing guidance and support to local entities, to enhance local entities' ability to develop a well maintained, integrated transportation system and create vibrant accessible communities.

### **Planning Activities:**

- Provide guidance and support to SPC member counties and their municipalities in preparing transportation elements of their comprehensive plans and other local planning efforts, on an as-needed basis.
- Provide support for Westmoreland County planning district mobility plans as identified in *Reimagining Our Westmoreland* on an as-needed basis.
- Develop a county-wide planning toolkit to assist member counties' understanding transportation needs and to develop transportation projects.
- Provide GIS and other data software applications to publish maps and data for inclusion in local entities transportation plans, as requested.

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- Connect member entities with information and analysis of local transportation network conditions, to assist local entities with the opportunity to enhance and develop competitive transportation projects.

### **Work Products:**

- Local government planning toolkit for a SPC county (Spring 2025).
- Assist member counties with development of mobility plans including Westmoreland County's planning district mobility studies as part of the implementation of their comprehensive plan, *Reimagining Our Westmoreland* (as needed).
- Provide planning resources and activities to SPC member entities on an as-needed/requested basis (as needed).
- Briefing materials for the Commission, planning partners and the public (as needed).

## **7. Corridors of Regional Significance (CORS) Master Planning Program**

**Objective:** The Corridors of Regional Significance (CORS) Master Planning Framework outlines a consistent, scalable approach and relevant data and mapping resources for Corridors of Regional Significance. The goal of the CORS Master Planning Framework is to better inform transportation planning and coordination among agencies and municipalities, which will lead into the programming of funding and the project development process. The CORS Master Planning Framework will identify considerations that should be considered when planning for new projects within the corridors.

Historically, improvements made to these corridors are aimed at solving specific issues at specific locations such as safety or operational deficiencies, reoccurring congestion or capital maintenance asset management needs. In order for the region to maximize the use of these facilities and to strengthen communities and the economy, they must be examined holistically, rather than location by location. *SmartMoves for a Changing Region* sets the Regional Vision, Goals and Strategies for this type of holistic corridor planning.

Corridors of Regional Significance typically traverse multiple place types, ranging from sparsely populated rural areas, to small towns and suburbs, to the densely populated urban areas. Each zone is accompanied by its own unique context as well as its own mobility, connectivity and accessibility needs. The corridors should employ context-based street design and the multimodal movement of people and goods, critical to the economic vitality and quality of life in Southwestern Pennsylvania.

Working with a broad range partners and stakeholders, the CORS Master Planning Framework includes the following activities.

### **Activities:**

- Perform assessments in identified corridors over a multi-year period that examine demographic and economic trends; environmental justice; land use context; transportation systems; freight network and activity; corridor travel patterns; active transportation; future projects; environmental features; regional, county, and local plans and user perspectives; asset conditions; transit; congestion and reliability; and, safety.

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- Develop CORS Master Planning Framework for multimodal goals and investment in each corridor to guide and inform future LRP and TIP programming decisions.

### **Work Products:**

- Completion of one Corridors of Regional Significance master planning report (June 2025).
- Identify next significant corridor for assessment and conduct preparation work (June 2025).



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### TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT AND MANAGEMENT

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#### RESPONSIBLE AGENCY:

Southwestern Pennsylvania Commission (SPC)

#### ESTIMATED COST:

FUNDING SOURCE	<u>2024-2025</u>
Federal Highway Administration	\$531,606
PennDOT	\$46,515
SPC	<u>\$86,386</u>
<b>TOTAL</b>	<b>\$664,507</b>

#### TASK DESCRIPTIONS

The planning, development, documentation, administration, and technical assistance associated with the region's TIP is a substantial portion of the responsibilities contained within the Program Development Group. The following section describes the activities that will be undertaken by SPC, in collaboration with its partners, to develop and maintain a federally-compliant and dynamic TIP for the region.

#### 1. Pre-TIP Planning

##### Objectives:

Develop tools, incorporate new processes, and foster coordination/collaboration efforts that will assist SPC, PennDOT and the region's transit providers in considering network/project needs, various planning level studies, project screening information, and other project proposal information early in transportation planning (pre-TIP) within the SPC region.

This project will incorporate elements of federal initiatives such as Every Day Counts and Performance-Based Planning and Programming (PBPP), state initiatives, such as lowest lifecycle cost (LLC) asset management systems and PennDOT Connects into the current TIP administration and future TIP updates. These tools, processes, and coordination will provide project needs and fiscal constraint information as input to pre-TIP planning and programming decisions, leading into the subsequent, post-TIP, transportation project development process. Work products will inform decision-making, which, when informed by pre-TIP planning products and systematic planning processes, will add more value to transportation programs and can ultimately lead to more livable, accessible and sustainable communities.

##### Planning Activities:

TIP Development Work Groups – These Work Groups typically consist of District, SPC, county and city planning departments, transit operators, and Transportation Management Association representatives. The Work Groups meet periodically to review the status of candidate projects and

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generate consensus on advancing/deferring/dismissing project proposals at various decision points in the pre-TIP planning and TIP development process.

- Maintain three TIP Development Work Groups as a key collaboration element in pre-TIP planning and performance-based planning and programming.
- Provide staff support, administrative and technical assistance, planning process facilitation, organizational support, and decision support information to each TIP Development Work Group.
- Establish agendas for ongoing Work Group meetings including candidate status management, asset management monitoring/reporting, public comment assessment, and PennDOT connects process support.
- Prepare to use Work Groups as a key collaboration element of the Pre-TIP planning process for the 2027-2030 TIP development.
- Continue maintenance and enhancement of the data and analytical systems used for pre-TIP planning.
- Continue development of an enhanced Off-System Bridge (BOF) program to analyze and prioritize BOF eligible projects. Coordinate with District Bridge Unit to discuss program details and deliverables. Utilize a BOF Work Group to review and recommend BOF eligible bridges, where applicable.
- Continue to adapt the TIP development process for increased focus on performance-based planning and programming including integration of PennDOT BAMS and PAMS systems as a component of asset management and candidate project prioritization.
- Review the updated PA Twelve Year Program [2025-2036], August 2024 AM performance reports, BAMS/PAMS simulation run data together with 2027 STIP/TIP Financial Guidance to determine impacts and constraints on the region's federally required AM performance targets and TIP development priorities.

Other TIP Development Activities – These include statewide work group participation, PennDOT Connects activities, and performance measure analysis/coordination. Working in conjunction, these activities improve the TIP development process, project selection, and increase program predictability and efficiency.

- Participate in statewide TIP Financial Guidance Work Group, the statewide TIP General and Procedural Guidance Work Group, and STIP MOU developments as appropriate.
- Conduct early pre-TIP public involvement activities including assisting and participating in the 2027 STIP State Transportation Commission public involvement activities.
- PennDOT Connects Activities – Support PennDOT Districts' Connects initiative and participate in screening form review and Connects meetings. Attend PennDOT Connects meetings with local municipalities on TIP candidates, as warranted, and as new projects are added to the 2025 TIP.
- Conduct detailed environmental scoping on selected 2025 TIP projects.
- Participate in relevant trainings and webinars, hosting/attending where applicable.
- Continued maintenance and upgrade of the data systems used for pre-TIP planning and performance-based programming.

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- Work with PennDOT to integrate other performance measure data and expand scorecard tools to evaluate the optimal investment levels with respect to performance measures/targets and apply them to the TIP update.
- Ensure the TIP update process develops in accordance with federal transportation performance measures and derives input from the LRP investment plan.
- Provide education, support, and technical assistance to the TIP Development Work Groups in the area of performance measures and their influence on the TIP development process.

### **Work Products:**

- TIP Development Work Groups – maintain work groups and collaborate on early planning for the 2027 update (ongoing).
- Survey and after-action report on the 2025 TIP update (Summer 2024).
- Environmental scoping reports on selected 2025 TIP projects (Summer 2024).
- Procedural framework materials for the 2027 TIP update, including development timeline, work flowchart, and meeting outlines (Spring 2025).
- Continuation of support of the PennDOT Connects initiative and process within the SPC region and associated form processing and meeting participation (ongoing).
- Improved communication and input at municipal and county level on TIP projects via PennDOT Connects activities (ongoing).
- Improved planning tools and communication networks (with PennDOT Districts and resource agencies) in order to conduct planning and environmental linkage activities (ongoing).
- Improved data systems for conducting pre-TIP planning activities including performance measure data (ongoing).
- Briefing materials for the Commission, planning partners and the public (ongoing).

## **2. Current TIP Administration**

**Objectives:** Delivering projects through the TIP is a primary mechanism for advancing the Regional Vision, Goals and Strategies of *SmartMoves for a Changing Region*. Maintenance of the TIP is also necessary, as modifications to the TIP occur on a month-to-month basis as a part of the SPC Transportation Technical Committee (TTC) meetings. The following planning activities are designed to continue the maintenance, documentation, and delivery of the 2023-2026 TIP and the 2025-2028 TIP.

### **Planning Activities:**

- Provide staff and logistical support to SPC's Transportation Technical Committee (TTC) in the maintenance and administration of the TIP.
- Ensure the current TIP maintains consistency with and works to advance the LRP.
- Work jointly with PennDOT and regional planning partners to modify the TIP as required.
- Monitor the status of the TIP surface transportation program during the fiscal year and share appropriate program information with TIP stakeholders.
- Recommend TIP amendments based on coordination with project sponsors to ensure SPC's limited federal and state funding is used to its greatest potential.

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- Provide technical assistance to current and potential project sponsors in accordance with federal, state and regional planning and programming requirements and to ensure technical consistency and completeness of project information.
- Maintain and further develop a data management system that enhances SPC data processing and analysis capabilities.
- Maintain and enhance the TIP webpage within SPC's website, as well as the current TIP GIS webmap on the SPC GIS website.
- Publish annual listings of projects for which federal funds have been obligated in the preceding year.
- Assist in conducting public outreach and participate in Public Participation Panels (PPPs) and other public meetings.

### **Work Products:**

- 2023 – 2026 TIP and 2025-2028 TIP
  - TTC meeting materials (anticipate 12 meetings) and other reports/technical documentation (monthly).
  - Monthly documentation and processing of amendments and administrative changes to the TIP, as well as submission of online eSTIPS to the FHWA (monthly).
  - Monthly updating of current TIP webmap and breakdown of investment categories (monthly).
  - Fiscal year end Federal Obligations Report (December 2024).
- Briefing materials for the Commission, planning partners and the public (as needed).

### **3. SPC Competitive Programs Administration**

**Objectives:** The Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives Set-Aside (TA Set-Aside), Carbon Reduction and Smart Transportation for Livable Communities (STLC) programs are important mechanisms for improving the mobility and accessibility of the regional transportation system and enhancing the livability and sustainability of our communities. The programs and projects selected for funding from these programs help advance the Regional Vision, Goals and Strategies of the LRP and are important in achieving progress on regional performance measures.

### **Planning Activities:**

- Administer the SPC Competitive Programs (CMAQ, TA Set-Aside, Carbon Reduction, and Smart Transportation for Livable Communities) including: coordination with planning partners and project sponsors, meeting materials and agendas, program schedules, policy/program guidance documents, candidate project applications, project evaluation and selection facilitation, and project monitoring.
- Update, expand, and document technical project evaluation procedures and methodologies for use in prioritizing multimodal projects in the LRP and the TIP, focusing on incorporating performance measures into the evaluation methodology.

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- Continue to use Decision Lens® software to aid in the decision-making process.
- Continue to actively coordinate with project sponsors to ensure timely delivery of projects and execute any necessary programming adjustments on the current TIP.
- Approximately Quarterly Program Management meetings with PennDOT Central Office Program Center, PennDOT District Planning and Programming Managers to discuss project statuses and discuss upcoming program management and TIP modifications.
- Review and refine, as necessary, the program policies, procedures, and structure for each funding program in anticipation of the 2027-2030 TIP development cycle.
- Document case-study examples of the project delivery process for the SPC Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives Set-Aside (TA Set-Aside), Carbon Reduction Program Urban (CRPU) and Smart Transportation for Livable Communities (STLC) programs to demonstrate successful application of funds, especially by highlighting project best practices. Develop public facing materials to exhibit ways funding can be utilized for prospective applicants.
- Continue to include federally designated Justice 40 areas in the candidate project evaluation criteria for the SPC competitive programs.

### **Work Products:**

- Summary and administrative reports for SPC competitive programs (CMAQ, TASA, CRPU and STLC) to document processes undertaken, projects selected, funds allocated, how each of the programs advance the LRP, and further implement sustainability, resiliency, Justice 40 consideration, and performance-based planning and programming. (second Quarter 2025)
- Quarterly Program Management Meetings in collaboration with PennDOT District Planning and Programming Units and the Central Office Program Center. Meetings will focus on the SPC Competitive programs of CMAQ/CRPU/TASA/STLC. (ongoing)
- Host an informational webinar/workshop for prospective applicants to the SPC competitive programs. Webinar is held early in the application period to provide information about the programs, application process, and project delivery considerations. (June 2025)
- TIP modifications and amendments, as necessary, to ensure projects are funded in the correct year according to current schedules and budgets. (Monthly)
- Case studies detailing delivered projects with SPC-directed funding to be published on website for review by prospective applicants. (as needed)
- Presentations, upon request, to municipal governments seeking input on developing projects that will be eligible for state and/or federal funding. (as requested)
- Briefing materials for the Commission, planning partners and the public. (as needed)

#### **4. Local Project Delivery Assistance**

**Objectives:** A more effective and efficient use of public investment supports long term sustainability of the regional transportation system. To maximize projects delivered on time and within budget, SPC

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assists local project sponsors in the planning, programming and delivery of state and federally funded projects on the region's TIP.

SPC will continue to engage and coordinate with local project sponsors and, on an as needed basis, serve as adjunct project managers to ensure that funds awarded through SPC's competitive funding programs are being used in a timely manner. This assistance will generally involve facilitation and coordination among project sponsors, local governments, PennDOT Districts, PennDOT Central Office, and the FHWA in order to develop a project to the point of construction. Through proactive delivery assistance, projects can move more efficiently and create capacity for new candidates to be programmed, thus maximizing regional benefit.

### **Planning Activities:**

- Actively participate in PennDOT Connects meetings that occur in the region between PennDOT Districts, local and county governments, and other stakeholders to ensure connections are made among stakeholders while projects are in the planning and design phases.
- Assist in completing PennDOT Connects documentation for CMAQ, TA Set-Aside, CRPU, and STLC funded projects.
- Contract and oversee project management consultant support for local projects funded by SPC discretionary programs.
  - Coordination with project sponsors to provide guidance in administering state and federal aid projects in order to:
    - Identify appropriate funding mechanisms and their programmatic requirements.
    - Assist, if requested, in developing viable, deliverable project scopes, schedules and budgets.
  - Assist project sponsors in identifying and mitigating potential hurdles that may arise during the project development process.
  - Assist in completing reimbursement agreements and other required administrative actions between local project sponsors and PennDOT, where applicable.
- Maintain and track the status of all CMAQ, HSIP, TA Set-Aside and SMART funded projects and make recommendations on needed funding changes as necessary, (see SPC Competitive Programs Administration).

### **Work Products:**

- Conduct transportation planning and project delivery workshops throughout the region, giving increased attention and outreach to the various government associations and organizations that promote local government programs, services, and training sessions (as needed).
- Meetings with potential project sponsors, as needed, to assist them in applying for SPC Competitive Programs or other related state programs. Individual project kick-off meetings

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with project sponsors who are awarded funding to ensure they are aware of their roles and responsibilities in implementing local projects (Summer/Fall 2024 and as needed).

- Individual project status meetings with project sponsors during the project development process in order to overcome impediments to project delivery (as needed).
- Project agreements and other administrative documentation required in order to advance transportation infrastructure projects and programs (as needed).
- Briefing materials for the Commission, planning partners and the public (as needed).

### **TRANSPORTATION PROGRAM DEVELOPMENT – MULTI-YEAR IMPLICATIONS**

*SmartMoves for a Changing Region* continues advancement of the consensus Vision for our region and the strategic investment direction for realizing that Vision. It continues to build on the broad consensus through the *SmartMoves* Strategies. The region's long term investment strategy continues SPC's priority on the preservation and operation of the existing roadway, bridge, and transit infrastructure.

The next LRP for Southwestern Pennsylvania is scheduled for adoption in June 2027. Specific activities to be completed in the 2024-2025 Work Program and beyond include:

- Plan Maintenance, Monitoring and Implementation – Maintain, monitor and implement the current plan through SPC standing and special committees, member planning and development staff, SPC's Public Participation Panels, regional stakeholders, PennDOT's Multimodal Project Management Systems, and other appropriate mechanisms.
- Development of the 2027 long range planning process and development of the 2027 LRP, as well as the statewide transportation planning and programming process that PennDOT and its MPO/RPO partners continue to improve through joint implementation of the statewide PennDOT Connects initiative by all planning partners.
- Continue to monitor and adjust, as necessary, the fiscal constraint of the LRP in accordance with revenue projections associated with all future federal and state transportation funding legislation.
- Continue to use the TIP as the main implementation vehicle to advance the Goals, Strategies and Regional Vision of the LRP and to track the performance of the LRP through TIP project evaluation and selection.
- Continue to seek additional, traditional and non-traditional, discretionary funding to assist in delivering high priority projects in the region.

The 2025-2026 TIP goes into effect on October 1, 2024. The 2027-2030 TIP and 2029-2032 TIP will be the next program updates, with SPC adoption scheduled for June 2026 and June 2028 respectively. As the mechanism for implementing the LRP, there is an ever-increasing emphasis on measuring TIP impact and performance on various transportation planning and programming areas and the Goals and Strategies set forth in the LRP. Several needs related to TIP management will take multiple years to accomplish and will require planning work across several UPWP periods:

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- Continue to evolve the TIP Work Group process to build and integrate planning capacity in order to increase value in TIP development and other areas of transportation planning.
- Capitalize on available technology in TIP development through the use of GIS, visualization, social media, multimedia and other techniques.
- Fully integrate performance-based planning and programming requirements into the TIP development and maintenance processes.
- Continue to track progress of the LRP performance-based planning and programming targets through the TIP.
- Continue PennDOT Connects initiatives with the TIP development process.
- As SPC adds asset management and TIP program management tools, extend this planning capability to the member counties and City of Pittsburgh to assist them in the management of local government programs.
- Continue to advance emerging emphasis areas such as transportation resiliency and greenhouse gas monitoring and reduction in the planning process.
- Continue to integrate new IIJA formula funding programs, such as CRP and PROTECT into the TIP development process.
- Continue to monitor and adjust, as necessary, the fiscal constraint of the TIP in accordance with revenue projections from the IIJA and all future federal and state transportation funding legislation.



# **REGIONAL TRANSIT PLANNING**

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### REGIONAL TRANSIT PLANNING – OVERVIEW

The Regional Transit Planning Group of SPC's Transportation Department works to advance the Regional Vision of the Long Range Plan *SmartMoves for a Changing Region* by focusing on planning projects and products that serve to help sustain a world-class, safe and well maintained, integrated regional transit system that promotes mobility for all, enables resilient communities and supports a globally competitive economy. By fostering the robust planning necessary to deliver safe, secure and integrated regional transit networks that enhance access and mobility and increase economic opportunity for people throughout the region, SPC transit planning staff works with our regional transit planning partners to develop integrated multimodal solutions that account for the needs of all transportation system users.

### STATEWIDE PLANNING PRIORITY AREAS

The tasks in this section of the UPWP address the following priority areas:

- **I-Plans and Programs:** Long Range Plan (LRP) and Transportation Improvement Program (TIP) administration and development (Title III), PennDOT Connects, and Performance-Based Planning and Programming.
- **II-Supporting Planning/Programming Activities:** Technical assistance and process review, support for Federal Certification Review process, assist PennDOT with Asset Management activities, administration of Federally-approved Planning Agreements with transit operators and FTA Triennial Review Support.
- **III-Project Delivery:** Transit TIP/LRP fiscal constraint, PennDOT Connects/scoping field views, and PennDOT Multimodal Fund project review and application assistance.
- **IV-Land Use/Transportation Linkages/Economic Development/Modernization:** Identifying livability and sustainability strategies via transit, equity and mobility planning for transportation disadvantaged populations, integrated/strategic corridor planning, PennDOT Connects participation, training and support.

### ROLES

- **Federal Highway Administration (FHWA)/Federal Transit Administration (FTA):** Provide technical assistance as well as general oversight, review and approval of the Metropolitan Planning Process for Southwestern Pennsylvania
- **SPC:** For program and planning product development, SPC staff will establish and facilitate cooperative processes with federal oversight agencies, the Pennsylvania Department of Transportation (PennDOT) and local planning partners. SPC adopts the regional Long Range Plan (LRP), the Transportation Improvement Program (TIP), the Public Transit-Human Service Coordinated Transportation Plan (CTP) and other planning products required by federal planning law. These programs and products are monitored and administered through the standing Transportation Technical Committee (TTC) and Transit Operators Committee (TOC).
- **Pennsylvania Department of Transportation (PennDOT):** For LRP and TIP development, the PennDOT Center for Planning and Program Development along with the PennDOT Multimodal

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Deputate ensure that statewide procedural and fiscal guidance for program development is adhered to and provides technical assistance for the preparation of locally initiated and federally required planning products.

- **PennDOT Districts:** In LRP and TIP development, the Districts' role is to share information regarding asset conditions, safety conditions, and traffic operations presenting an advanced list of priority needs for the operation, preservation, and reconstruction of the state highway and bridge system within the District. The District Programming Units conduct and present carryover analysis and best fit optimization of new highway and bridge project candidates that have been prequalified for the TIP. Districts take the lead in coordinating and conducting PennDOT Connects activities.
- **Member Planning Departments:** In the program and project development processes, the county/city planning departments' role is to communicate the priority needs regarding maintenance and upgrade of the transportation networks in the county/city, including state, county, and municipal infrastructure assets. Member planning departments are to provide input on changes and status of county/city and municipal comprehensive plans, zoning ordinances, and planned development to determine their effects on early transportation planning decision-making and subsequent programming.
- **Transit Agencies:** Staff works closely with the region's transit operators, providing technical assistance, data, maps, and other analysis as needed. Transit service, operations, and management information is available from the transit operators. SPC staff and transit operators coordinate TIP and LRP Amendments, as well as overall short and long-range planning for public transit in the SPC region.

### REGIONAL TRANSIT PLANNING – RESULTS FROM CURRENT PROGRAM

The Regional Transit Planning staff of SPC's Transportation Department focus on planning processes and products designed to facilitate implementation of the region's Long Range Plan, *SmartMoves for a Changing Region* as well as the LRP implementation product: *SmartMoves Connections: A Regional Vision for Public Transit*. *SmartMoves* continues to place an emphasis on investing in multimodal projects to foster economic growth, enhance livability and connectivity in communities throughout the region, and provide residents with sustainable and resilient transportation choices.

The following is a sample of transit planning activities that were advanced in the 2022-2024 UPWP:

- Implemented *SmartMoves Connections: A Regional Vision for Public Transit*
  - Completed the Cranberry Springs Multimodal Transit Hub Feasibility & Planning Study
  - Completed the Butler Micro-transit Concept of Operations Study
- Provided technical assistance to the City of Pittsburgh, Allegheny County and Pittsburgh Regional Transit for the planning of the Downtown-Oakland-East End Bus Rapid Transit project
- Provided additional technical assistance to Pittsburgh Regional Transit for planning projects, including:
  - NexTransit – Long Range Plan
  - DTRIP – Downtown Rerouting Plan
  - Building on the East Busway

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- Pittsburgh Airport Transit Feasibility and Options Study
  - Bus Line Redesign Study
- Provided technical assistance to the region’s operators of public transit for the following planning activities:
  - New Castle Area Transit Authority – Transit Development Plan
  - Mid-Mon Valley Transit Authority – Strategic Business Plan
  - Implementation of the federally-required process for Transit Asset Management Performance Targets.
  - Implementation of federally-required planning process for System Safety Plans and Programs
  - Heritage Community Transportation – Strategic Plan
- Assisted in the obligation of funding for transit projects, including (select listing):
  - Beaver County Transit Authority: Facility renovations, including engineering, design & construction of bus stops and transit center improvements—\$860,000
  - Butler Transit Authority: Construction of multimodal center, including passenger waiting rooms, 100-space park-and-ride, and bike racks—\$1,356,176
  - Pittsburgh Regional Transit: Preventive maintenance on bus and rail—\$20,090,700
  - Freedom Transit (Washington County): Replacement of four fixed-route buses—\$2,250,000
  - Westmoreland County Transit Authority: Construction of a bus storage facility—\$7,250,000

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### REGIONAL TRANSIT PLANNING

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#### RESPONSIBLE AGENCY:

Southwestern Pennsylvania Commission (SPC)

#### ESTIMATED COST:

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$113,555
Federal Transit Administration	\$402,604
PennDOT	\$11,355
SPC	<u>\$117,684</u>
<b>TOTAL</b>	<b>\$645,198</b>

#### TASK DESCRIPTION

Implementation of the region's Long Range Plan and vision is a multifaceted endeavor for translating the Regional Vision, Goals and Strategies into measurable, achievable actions that are implemented through close collaboration and coordination with SPC's federal, state and local planning partners. Integrating the needs of the region's users of the various forms of public transportation as well as the operations of the region's providers of [public transportation services is the focus of SPC's Regional Transit Planning efforts.

The following activities will be undertaken by SPC staff, in collaboration with its partners, to advance transit planning in the region.

#### Regional Transit Planning

Staff contributes to planning efforts that maintain and enhance a safe, efficient and sustainable system of public transportation that connects people with jobs and the essential resources they need to access by advancing programs and projects providing public transportation options, regional transit coordination, alternatives to fixed route transit service, and economic opportunities linked to land use and transit-oriented development. Over the 2024-2025 UPWP, SPC staff will focus on implementing *SmartMoves Connections: A Regional Vision for Public Transit* by analyzing the tremendous amount of data generated to prioritize the next phase of regional investments in transit connections.

#### Activities:

- Provide technical assistance to public transportation providers, PennDOT, FTA and other stakeholders as they develop the regional transit programs of projects in adherence to federal and state regulations and guidance relating to the region's LRP, TIP, and UPWP.
- In collaboration with FTA, PennDOT and regional transit providers, monitor and evaluate the LRP, TIP and UPWP for compliance with federal and state laws and regulations and for progress toward the regional goals and policies adopted by SPC. Track the delivery of all federally-funded

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transit projects in the region through the annual list of transit obligations and other reporting opportunities.

- In collaboration with FTA, PennDOT and regional transit providers, establish and monitor performance targets for the transit operators in the SPC region.
- Coordinate the annual sub-allocation process for distribution of FTA Federal Urbanized Area Formula Program (Section 5307) funds to eligible sponsors of urban transit projects. Coordinate the effective use of federal funding to reach the region's goals and policies as adopted by SPC in the LRP.
- Provide technical assistance to SPC's members and the region's transit providers, as requested and as provided for in the TIP update procedures and other documents, through forums such as the Transit Operators Committee (TOC) and the Transportation Technical Committee (TTC).
- Assist with continuing efforts to integrate the Title I (highway) and Title III (transit) TIP management databases and to operationalize use of the PennDOT Bureau of Public Transportation Capital Planning Tool.
- Collaborate with transit providers, PennDOT, FTA, municipalities, community-based organizations and other stakeholders to plan and implement transit-oriented development (TOD), Transit Revitalization Investment Districts (TRID) and other strategies to revitalize, redevelop and create transit-supportive communities.
- Coordinate with the region's transit providers, PennDOT, FTA and municipalities to identify potential corridors for future regional transit expansion, through Transit Signal Priority, Bus Rapid Transit and other innovative approaches.
- Assist municipalities in planning for enhancements to first and last mile connections to public transit facilities.
- Collaborate regionally on the location of park-n-ride facilities across all counties to support their varying needs and provide bus access in areas with a greater need but less demand.
- Work toward greater efficiency in public transit systems through regional cooperation while also ensuring equitable public transit access.
- Provide technical assistance to public transportation providers, the PennDOT Multimodal Deputate, FTA and other stakeholders to ensure that intercity passenger rail and bus services are considered in the transportation planning process at both the state and local levels and to improve and promote interconnectivity between public transit services, intercity passenger rail, and intercity bus services.
- Conduct additional studies, research and planning as requested by transit providers, SPC members, municipalities, PennDOT and other stakeholders that advance the goals of the region's LRP.

### **Work Products:**

- Documentation of planning tasks undertaken by the region's transit providers including the Pittsburgh Regional Transit in accordance with adopted cooperative Metropolitan Planning Agreements. (ongoing)

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- Documentation to PennDOT, the Federal Transit Administration and regional stakeholders of the Annual List of Obligations of federal transit funding. (as required)
- Documentation to PennDOT, the Federal Transit Administration and regional stakeholders for the annual sub-allocation process for the region's federal Urbanized Area Formula Program funds. (as needed)
- Technical assistance and documentation for the region's public transit project sponsors in the creation of Transit Development Plans. (ongoing)
- Technical support for and required documentation of any and all studies, reports and other planning documents resulting from requests for technical assistance from regional transit agencies. (ongoing)
- Documentation to PennDOT, the Federal Transit Administration and regional stakeholders of federally-required transit asset maintenance and safety-related performance measures and tracking systems. (as required)
- Preparation of briefing materials for the Commission, planning partners and the public as required. (as needed)
- Facilitate monthly meetings of the SPC Transit Operators Committee. (monthly)
- Maintenance of the TOC website. (ongoing)
- Facilitation of the regional process for implementation of the update of the Southwestern Pennsylvania Public Transit–Human Services Coordinated Transportation Plan. (completed by summer, 2024 with consultant assistance).



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### PITTSBURGH REGIONAL TRANSIT PLANNING PROGRAM

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#### RESPONSIBLE AGENCY:

Pittsburgh Regional Transit (PRT)

#### ESTIMATED COST:

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Transit Administration	\$184,000
PRT	<u>\$46,000</u>
<b>TOTAL</b>	<b>\$230,000</b>

#### TASK DESCRIPTIONS

Pittsburgh Regional Transit (PRT) provides public transportation throughout Pittsburgh and Allegheny County. PRT's 2,600 employees operate, maintain and support bus, light rail, incline, and paratransit services for approximately 216,000 daily riders. PRT owns and maintains an extensive network of transit properties and facilities including 3 busways, 51 park and ride lots and garages, a 26.2-mile light rail system, an HOV Tunnel, and an incline. PRT is currently focused on planning and implementing a number of improvements to make service more efficient and easier to use, including implementation of mobile payment and real-time screens, real-time vehicle tracking and on-street bus rapid transit.

#### 1. Pittsburgh Regional Transit Service, System Planning and Planning for Persons with higher mobility needs

**Objectives:** Monitor system performance and evaluate performance of routes and make adjustments to ensure productivity and effective services. Respond, when possible, to customer requests for service changes. Perform transportation system planning to develop park-and-ride facilities and transit centers. Coordinate transit service and operations with business and joint development initiatives, transportation related air quality planning, congestion management, and smart growth activities at the municipal, county and regional levels. Coordinate with the region's three Transportation Management Associations (TMAs), Allegheny County Transit Council (ACTC) and the Committee for Accessible Transportation (CAT). Advance NEXTransit Plan service improvement recommendations. Conduct other planning activities which seek to improve transit operations and facilitate integration within the overall transportation system. Conduct planning specifically focused on groups with higher and more acute transportation needs, including, but not limited to: Persons with disabilities, low-income persons, persons of a minority race or ethnicity, persons who do not or cannot drive, persons under age 18 or over age 65, persons with limited English proficiency and/or single mothers.

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### **Planning Activities:**

- Conduct transit service planning including, but not limited to:
  - Adjusting bus route alignments and garage assignments.
  - Revising bus and rail schedules, hours of service, vehicle blocks and operator runs.
  - Adjusting Downtown bus route patterns.
  - Per the service standards guidance, reviewing stop locations for each bus route and recommend and implement stop balancing.
  - Per the service standards guidelines, monitoring performances of existing transit services and evaluating proposals for new service utilizing productivity and other measures.
  - Monitoring performance of changed services and making adjustments where needed.
  - Revising the National Transit Database sampling plan.
  - Producing service memos.
  - Developing and implementing the quarterly system picks.
  - Developing new public information materials including schedules and maps and updating PRT's website schedule information to reflect service changes and provide other information to increase public awareness of new travel opportunities.
  - Engaging in joint planning activities with the staffs from the other transit providers as well as Southwestern Pennsylvania Commission (SPC) staff to identify efficient service configurations designed to provide riders with improved connections between services in order to enhance regional transit travel.
  - Conduct the Bus Network Redesign study as recommended in NEXTransit
- Refine and maintain the system-related database as input to planning services.
- Perform additional short-range route planning and evaluation in response to customer, business or other stakeholder requests for changes.
- Continue service planning activities for new developments in PRT's service area.
- Develop service plan as necessary to reflect updated funding scenarios and other agencies' key initiatives.
- Work with ACCESS, the coordinated, shared-ride paratransit service, which has been providing door-to-door, advanced reservation transportation in Allegheny County since 1979, and other agencies on options to reduce service gaps resulting from service reductions and/or changes.
- Pursue short-range operational improvements to facilitate future implementation of Bus Rapid Transit and refine long-term operating plan.
- Examine the public information network and implement improvements, including Geographic Information Systems (GIS) and providing support for electronic media.
- Continue Implementation of upgrades such as the Automated Fare Collection system (including Smart Card) and Automated Travel Information System.
- Develop Affordable Fares Policy as recommended in NEXTransit
- Provide data for continuous updates to PRT's Real-Time Information.
- Coordinate service, fare systems and customer information with Southwestern Pennsylvania's other transit providers.
- Manage PRT's existing network of park-and-ride facilities and pursue continued expansion of PRT's park-and-ride network.

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- Participate in SPC's transportation related air quality planning including the Congestion Mitigation & Air Quality (CMAQ) program.
- Participate in SPC's Congestion Management Process (CMP), Coordinated Transportation Plan, and Regional Operations Plan (ROP).
- Continue to encourage a multi-faceted approach to provision of transportation services involving the private sector as appropriate, including development of community circulator plans as recommended in NEXTransit and involvement in TMAs.
- Increase opportunities for business and joint development initiatives in conjunction with PRT transit operations, facilities, and park-and-ride program.
- Provide staff support to Allegheny County Transit Council.
- Coordinate with the CAT and ACCESS and provide PRT support for other initiatives facilitating access for persons with disabilities and senior citizens, including development of an ADA Access Program as recommended in NEXTransit.
- Develop service plans responding to continued evolution of COVID-19 and its variants and associated restrictions and changes in travel plans.

### **Work Products (all ongoing activities unless otherwise noted):**

- Continued review of bus and rail transit services and adjustments to improve productivity as warranted per the service guidelines.
- Transit service plans responding to COVID-19 and variants.
- Quarterly service revision summaries.
- Bus stop balancing.
- A regional transit database.
- An improved public information network, including easier access to schedules and information.
- Revised, easier to read, and informative system map, timetables, and other public information.
- Managing the existing park-and-ride program and expanding the network of park-and-ride facilities.
- Coordination with the three TMAs.
- Community circulator plans in five areas of Allegheny County.
- Efforts to ensure consideration of transit by municipalities and private developers in future development projects.
- Improved transit services coordinated with other municipal, Allegheny County, PennDOT Connects and other PennDOT plans and projects.
- Provide input into local roadway construction and other development projects.
- Records meetings with external advisory committees.
- Provide informational materials in formats usable by persons with disabilities.
- Plan for service increases/reductions as warranted within available financial resources.
- Bus Network Redesign (June, 2025)
- Affordable Fares Policy (commenced during planning period)
- ADA Access Program

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### **2. Pittsburgh Regional Transit TIP, State Twelve Year Program, County Capital Program and UPWP Administration and Operating, Strategic and Financial Planning**

**Objectives:** Develop a program of transit projects for inclusion in the region's Transportation Improvement Program (TIP), State Twelve-Year Program and Allegheny County's Capital Program. To administer 2024 - 2025 UPWP and the administration of the 2025 - 2028 TIP, and initiate planning for the 2027 - 2030 TIP. Monitor potential new transportation funding initiatives proposed by the PA legislature. Develop modeling based upon any new federal funding reauthorization bill that is presented to congress for ratification. Monitor and update PRT's strategic operating plans and capital needs assessment to reflect funding associated with Pennsylvania's next transportation funding measure as proposed by the legislature and approved by the governor, and to assess other important federal, state and local programs and policies pertaining to PRT financial and business planning.

**Planning Activities: (all ongoing activities unless otherwise noted):**

- Develop transit projects for inclusion in the region's TIP, the State Twelve-Year Program, and the County Capital Program.
- Administer PRT's portion of the UPWP.
- Continue development of PRT's portion of the 2025-2028 TIP.
- Ongoing quarterly capital budget progress meetings with PRT staff.
- Implement and monitor the progress of the strategic operating plan.
- Refine and maintain key performance indicators as a system evaluation tool and record.
- Monitor and update capital project status reports on a quarterly basis.
- Update 20-year capital and operating projections as necessary.
- Update fare modeling projections used in the preparation of PRT's operating and capital budgets.
- Examine operating and capital impacts of FY 2023 and FY 2024 budgets.
- Assess other important issues which pertain to PRT's financial and business planning.
- Coordinate with the PennDOT Connects Program to support TIP projects' multimodal consideration.

**Work Products: (all ongoing activities unless otherwise noted):**

- Programming of transit projects for the Capital Improvement Program.
- Administer the transit component of the FY 2025-2028 TIP.
- Updated long-range operating and capital plans.
- Regular reports on capital performance.
- Regular reports on operating performance.
- Updated capital needs assessment.
- Updated long-term financial projections based upon new state and federal transportation funding legislation enacted in 2021. (IIJA/BIL).
- Annual operating and capital budget based on planning forecasts.
- Financial indicators and operating statistics.
- Assessment of other important issues pertaining to financial and business plans.
- Continued refinement of process to monitor the capital improvement program.

### **3. Pittsburgh Regional Transit Long-Range Planning**

**Objectives:** To advance corridor and area-wide mid-range and long-term planning for small- and large-scale transit improvements as recommended in the NEXTransit plan. Participate in long-range transit corridor and community planning studies being led by the City of Pittsburgh, Allegheny County, SPC and other entities. Advance PRT's Corridor, Station Improvement, Transit-Oriented Development, and Public Art programs. Conduct preliminary planning for extensions in fixed-guideway corridors. Advance PRT's equity strategy.

**Planning Activities:**

- Advance PRT's Corridor Planning program focused on top priority transit corridors as identified by NEXTransit. Conduct feasibility studies, alternatives analyses, and National Environmental Policy Act (NEPA) reviews for corridors. Develop flexible implementation strategies to innovatively fund and realize projects.
- Advance the NEXTransit Plan recommendations to conduct the Best Use Studies for the Library and Allentown/Downtown LRT lines.
- Provide planning, engagement, and environmental support to engineering staff for projects in design and construction.
- Conduct the Station Improvement and Transit-Oriented Development (TOD) programs by leading planning, design and development activities that support station access and design as well as joint development on PRT property. Coordinate with municipal, community, and other stakeholders to ensure feasibility and support. Coordinate with the Federal Transit Administration, Pennsylvania Department of Transportation, SPC and Allegheny County as necessary. Opportunities to develop affordable housing will be incorporated into the TOD program.
- Continue the Station Improvement Program to modernize existing busway and light rail stations to better meet current rider needs, bring stations into ADA compliance, and enhance transit operations. This will implement components of the ADA System Access Program recommended in NEXTransit.
- Work with municipalities and private developers to ensure there are provisions for transit in new construction and development projects in order to support TOD initiatives proposed in local, county and regional plans.
- Implement PRT's Transit Access Improvement Program (TAIP) which encompasses elements of the First and Last Mile Program Plan and NEXTransit Sidewalk Quality and Access Program. Use existing and seek additional funding to implement the program. Conduct outreach to advance partnerships necessary for project development and implementation, and share the plan and methodology, and generate broad interest in improving access to transit.
- Develop a Systemwide Signage and Wayfinding as recommended in NEXTransit.
- Identify opportunities for business and joint development on PRT's facilities, including park and ride lots as recommended in NEXTransit.
- Represent PRT on community and area-wide planning studies to ensure that on-street and fixed-guideway transit is considered in future development proposals to optimize ridership and maintain or enhance service effectiveness and efficiency.

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- Provide planning and environmental review support for near-term transit projects such as the new transit centers and park and ride facilities. Advance the Downtown Transit Center recommended in NEXTransit into planning and begin planning for other transit centers as proposed in NEXTransit.
- As needed, provide information to SPC information to be incorporated into the next regional long-range plan.
- Conduct Facilities Master Plan (Project Zero) as recommended in NEXTransit. In addition to accommodating expansion of the bus fleet, the garage would be designed to accommodate alternative fueled vehicles and support systems such as electric buses and chargers. This effort will also evaluate maintenance and storage needs of the rail vehicle fleet and of the non-revenue vehicle fleet.
- Identify locations for planning bypass lanes around bottlenecks per a NEXTransit recommendation.
- Provide planning support, including resolution of any community or stakeholder issues and development of grant applications to advance the Downtown – Uptown – Oakland – East End Bus Rapid Transit project through implementation.
- Develop grant applications for planning studies, to implement programs and policies and to advance capital projects into construction.
- Provide planning support for further expansion of PRT’s fleet of electric buses and supporting infrastructure such as chargers and garage modifications. This task could also consideration other alternative fuels. Funding opportunities to expand electric/other fuel buses would be pursued.
- Coordinate agency-wide sustainability efforts and collect them into the Sustainability Plan and the Climate Action Plan consistent with transit agency best practices, FTA guidelines, and local/regional/state/federal strategies. Support the growth of staffing at PRT to implement the plan.
- Coordinate agency-wide equity efforts and collect them into the Equity Plan consistent with best practices. Support the growth of staffing to implement the plan. Update and continue to utilize the Equity Index of Mobility Need.

### **Work Products: (all ongoing activities unless otherwise noted):**

- Alternatives Analyses and NEPA reviews in the priority corridors identified in NEXTransit
- Planning study for new Downtown Transit Center. (commencing during planning period)
- Bus Use Study for the Library and Allentown/Downtown LRT lines. (commencing during planning period)
- Documentation of efforts conducted to advance projects and strategies included in the adopted regional long-range plan.
- Representation of PRT in planning efforts undertaken by other organizations.
- Per PRT’s guidelines, further advancement of the TOC program at busway and light rail transit stations.
- Per PRT’s guidelines, advancement of a Transit Access Improvement Program and First and Last Mile Program Plan to enhance access to busway and light rail transit stations. (as needed)
- Continuation of the Station Improvement Program implementation.

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- Completion of a Sustainability Plan and Climate Action Plan.
- Advance PRT's Equity Plan.
- Bus Location and Capacity Study. (commenced during planning period)
- Grant applications for planning studies, implementation of programs and policies and to advance capital projects into construction. (as needed)
- Support for expanded electric bus/alternative fuel bus fleet and supporting infrastructure.
- Gather data, maintain an online platform, and develop processes which will allow for sharing of knowledge, coordination of projects, and efficient use of resources between various jurisdictions. Maintain a GIS publicly-accessible database of partner agency projects, and plans including methods for partner agencies to submit plans and projects for mapping and inclusion. Map non-digitized project and plan proposals in GIS as needed.

### **REGIONAL TRANSIT PLANNING – MULTI-YEAR IMPLICATIONS**

SPC staff will continue to lead regional efforts to improve access, mobility and equity for the elderly, disabled and other traditionally underserved populations through its update and implementation of the *Southwestern Pennsylvania Public Transit-Human Services Coordinated Transportation Plan*.

SPC staff will continue to provide technical assistance to regional transit providers for enhanced service coordination through implementation and project development activities associated with *SmartMoves Connections: A Regional Vision for Public Transit* as well as the development of strategic planning documents for rural and small urban providers. Over the 2024-2025 work program, SPC staff will focus on continuing to implement *SmartMoves Connections* by analyzing the data generated to prioritize the next phase of regional investments in transit connections.

# **TRANSPORTATION DEMAND MANAGEMENT**



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## **TRANSPORTATION DEMAND MANAGEMENT – OVERVIEW**

The Transportation Demand Management Group of SPC's Transportation Department works to advance the Regional Vision of the Long Range Plan (LRP) *SmartMoves for a Changing Region* by focusing on the CommuteInfo Vanpool/Carpool program and advancement of the TDM Action Plan. Transportation Demand Management is defined as a set of strategies aimed at maximizing traveler choices and promoting and providing alternatives to single occupant vehicle travel. These are projects and products that serve to help sustain a world-class, safe and well maintained, integrated regional transportation system that promotes mobility for all, enables resilient communities and supports a globally competitive economy. By fostering the robust planning necessary to deliver safe, secure and integrated transportation demand management that enhance access and mobility and increase economic opportunity for people throughout the region, SPC planning staff works with our regional planning partners to develop integrated multimodal solutions that account for the needs of all transportation system users.

Active transportation has emerged as a high priority area at the national, state, regional and local levels. SPC will continue to work with regional partners to implement strategies from the *Regional Active Transportation Plan for Southwestern Pennsylvania* and *SmartMoves for a Changing Region* to guide future program and project development activities that support planning, developing and operating equitable streets and networks that prioritize safety, comfort and connectivity for all road users.

## **STATEWIDE PLANNING PRIORITY AREAS**

The tasks in this section of the UPWP address the following priority areas:

- **I-Plans and Programs:** Long Range Plan (LRP) and Transportation Improvement Program (TIP) administration and development (Title III), PennDOT Connects, Regional Active Transportation Plan, and Performance-Based Planning and Programming.
- **II-Supporting Planning/Programming Activities:** Technical assistance and process review, support for Federal Certification Review process, assist PennDOT with Asset Management activities, administration of Federally-approved Planning Agreements with transit operators and transportation management associations, and FTA Triennial Review Support.
- **III-Project Delivery:** Transit TIP/LRP fiscal constraint, PennDOT Connects/scoping field views, and PennDOT Multimodal Fund project review and application assistance.
- **IV-Land Use/Transportation Linkages/Economic Development/Modernization:** Identifying livability and sustainability strategies via TDM and transit, active transportation, support for Pedestrian/Bicycle safety audits, equity and mobility planning for transportation disadvantaged populations, integrated/strategic corridor planning, PennDOT Connects participation, training and support.

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### ROLES

- **Federal Highway Administration (FHWA)/Federal Transit Administration (FTA):** Provide technical assistance as well as general oversight, review and approval of the Metropolitan Planning Process for Southwestern Pennsylvania.
- **SPC:** For program and planning product development, SPC staff will establish and facilitate cooperative processes with federal oversight agencies, the Pennsylvania Department of Transportation (PennDOT) and local planning partners. The Southwestern Pennsylvania Commission adopts the regional Long Range Plan (LRP), the Transportation Improvement Program (TIP), the Public Transit-Human Service Coordinated Transportation Plan (CTP) and other planning products required by federal planning law. These programs and products are monitored and administered through the standing Transportation Technical Committee (TTC) and Transit Operators Committee (TOC).
- **Pennsylvania Department of Transportation (PennDOT):** For LRP and TIP development, the PennDOT Center for Planning and Program Development along with the PennDOT Multimodal Deputate ensure that statewide procedural and fiscal guidance for program development is adhered to and provides technical assistance for the preparation of locally initiated and federally required planning products.
- **PennDOT Districts:** In LRP and TIP development, the Districts' role is to share information regarding asset conditions, safety conditions, and traffic operations presenting an advanced list of priority needs for the operation, preservation, and reconstruction of the state highway and bridge system within the District. The District Programming Units conduct and present carryover analysis and best fit optimization of new highway and bridge project candidates that have been prequalified for the TIP. Districts take the lead in coordinating and conducting PennDOT Connects activities.
- **Member Planning Departments:** In the program and project development processes, the county/city planning departments' role is to communicate the priority needs regarding maintenance and upgrade of the transportation networks in the county/city, including state, county, and municipal infrastructure assets. Member planning departments are to provide input on changes and status of county/city and municipal comprehensive plans, zoning ordinances, and planned development to determine their effects on early transportation planning decision-making and subsequent programming.
- **Transit Agencies:** Staff works closely with the region's transit operators, providing technical assistance, data, maps, and other analysis as needed. Transit service, operations, and management information is available from the transit operators. SPC staff and transit operators coordinate TIP and LRP Amendments, as well as overall short and long-range planning for public transit in the SPC region.

### TRANSPORTATION DEMAND MANAGEMENT – RESULTS FROM CURRENT PROGRAM

The Transportation Demand Management staff of SPC's Transportation department focuses on promoting the maximization of the existing transportation network utilizing planning, programming, and strategies to minimize the use of single-occupancy vehicles (SOV's) among residents and visitors to the region. These activities are expected to assist in the implementation of the region's Long Range Plan, *SmartMoves for a*

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*Changing Region* as well as the LRP implementation product: *SmartMoves Connections: A Regional Vision for Public Transit*. *SmartMoves* continues to place an emphasis on investing in multimodal projects to foster economic growth, enhance livability and connectivity in communities throughout the region, and provide residents with sustainable and resilient transportation choices.

The following is a sample of TDM activities that were advanced in the 2022-2024 UPWP:

- Implemented a new software package to provide dynamic ride matching capabilities within the region to attract users, and enhance the user experience
- Provided technical assistance to the City of Pittsburgh for the acquisition of a new TDM Coordinator
- Provided additional technical assistance to a variety of employers and job-search agencies regarding the availability and programming requirements of the CommuteInfo vanpool program
- Entered into contract agreement with a marketing services firm to develop and implement a new marketing campaign to elevate the TDM platform, both within and outside the region
- Assisted SVRTA, a transit provider outside of our region that provides service into the region with marketing services and technical assistance
- Facilitated quarterly TDM Forums to bring together Planners, Policy-makers, Employers, and a variety of Community members to hear about existing TDM activities and projects and offer their feedback and ideas
- Completed the CommuteInfo Commuter Challenge. This is a week-long event that encourages commuters to try, then document, transportation activities that are in line with the overall TDM philosophy. This also promotes the CommuteInfo program, and highlights and rewards transportation commuting activities that involve all modes other than single-occupancy vehicle travel
- Facilitated quarterly meetings of the Regional Active Transportation Forum bringing together trail, pedestrian, and bicycle stakeholders throughout the region to coordinate and collaborate on activities and projects.
- Investigated existing Complete Streets policies and best practices in the U.S., with a focus on policies adopted by regional MPOs of a similar size.
- Development of a draft Regional Complete Streets Policy and Complete Streets Policy Checklist.
- Advanced development of the regional non-motorized data collection program by expanding the program to include pedestrian counts.
- Established over 40 count sites along trails, bike lanes and/or in mixed traffic settings throughout the region.
- Investigated procurement of video count technology for non-motorized data collection.
- Attended Pedacycle and Pedestrian Advisory Committee (PPAC) meetings.
- Attended meetings held by local bike-ped and/or trail organizations and provided technical assistance and/or connections to technical assistance to assist with implementation of local projects and initiatives.

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- Served on project steering committees for the following communities that developed active transportation plans and/or CS policies. Activities included providing input and guidance, collecting bike-ped counts for plan data, providing connections to other SPC technical assistance, and participating in community walking tours, walk audits, and/or other public participation events.
  - Verona -ATP; adopted in September 2022
  - Forest Hills -CS Policy; adopted in June 2022
  - Indiana Borough -ATP; adopted in September 2022
  - Indiana County -ATP; planning commission approved plan, February 2023
  - Delmont Borough -ATP; adopted in September 2023
  - City of Monongahela -ATP; adopted in October 2023
- Developed and presented Bicycle Friendly Driver training, based on the League of American Bicyclists curriculum, for Indiana County, Indiana Borough and White Township's Bike Month event.

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### **TRANSPORTATION DEMAND MANAGEMENT**

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#### **RESPONSIBLE AGENCY:**

Southwestern Pennsylvania Commission (SPC)

#### **ESTIMATED COST:**

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$38,525
Federal Transit Administration	\$81,866
PennDOT	\$6,742
SPC	<u>\$23,356</u>
<b>TOTAL</b>	<b>\$150,489</b>

### **TRANSPORTATION DEMAND MANAGEMENT-TASK DESCRIPTION**

Implementation of the region's long-range plan and vision is a multifaceted endeavor for translating the Regional Vision, Goals and Strategies into measurable, achievable actions that are implemented through close collaboration and coordination with SPC's federal, state and local planning partners. Integrating the needs of the region's users of the various forms of transportation within and outside of the region is the focus of SPC's transportation demand management efforts.

The following activities will be undertaken by SPC staff, in collaboration with its partners, to advance TDM planning in the region.

#### **Regional TDM Promotion, planning, and assistance**

Staff contributes to planning efforts that maintain and enhance a safe, efficient and sustainable system of transportation that connects people with jobs and the essential resources they need to access by advancing programs and projects providing transportation options, including regional public transit coordination, alternatives to fixed route transit service, and economic opportunities. Over the 2024-2025 work program, SPC staff will focus on implementing the TDM Action Plan.

#### **Activities:**

- Provide technical assistance to public transportation providers, PennDOT, FTA and other stakeholders as they develop the regional transit programs of projects in adherence to federal and state regulations and guidance relating to the region's LRP, TIP, and UPWP.
- In collaboration with FTA, PennDOT and regional transit providers, monitor and evaluate the LRP, TIP and UPWP for compliance with federal and state laws and regulations and for progress toward the regional goals and policies adopted by SPC. Track the delivery of

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all federally-funded TDM projects in the region through the annual list of transit obligations and other reporting opportunities.

- In collaboration with FTA, PennDOT and regional transit providers, establish and monitor performance targets for TDM activities in the SPC region.
- Provide technical assistance to SPC's members and the region's Employers and residents/visitors, as requested for the development of TDM programs and activities through forums such as the TDM Partners Forum
- Collaborate with transit providers, PennDOT, FTA, municipalities, community-based organizations and other stakeholders to plan and implement non-SOV mobility strategies for transit oriented development (TOD), Transit Revitalization Investment Districts (TRID) and other strategies to revitalize, redevelop and create transit-supportive communities.
- Coordinate with the region's transit providers, PennDOT, FTA and municipalities to identify potential corridors for TDM projects and activities, as well as other innovative approaches.
- Assist municipalities in planning for enhancements to first and last mile connections to public transit facilities.
- Collaborate regionally on the location of park-n-ride facilities across all counties to support their varying needs and provide bus access in areas with a greater need but less demand.
- Work toward greater efficiency in public transit systems through regional cooperation while also ensuring equitable public transit access.
- Provide technical assistance to public transportation providers, the PennDOT Multimodal Deputate, FTA and other stakeholders to ensure that intercity passenger rail and bus services are considered in the transportation planning process at both the state and local levels and to improve and promote interconnectivity between public transit services, intercity passenger rail, and intercity bus services.
- Conduct additional studies, research and planning as requested by transit providers, SPC members, municipalities, PennDOT and other stakeholders that advance the goals of the region's LRP.

### **Work Products:**

- Documentation to PennDOT, the Federal Transit Administration and regional stakeholders of the Annual List of Obligations of federal transportation funding. (as required)
- Technical assistance and documentation for the region's employers and partners regarding TDM efforts and assistance. (ongoing)
- Technical support for and required documentation of any and all studies, reports and other planning documents resulting from requests for technical assistance from the region's employers and partners (ongoing)
- Documentation to PennDOT, the Federal Transit Administration and regional stakeholders of federally-required transit asset maintenance and safety-related performance measures and tracking systems for our CommuteInfo program (as required)
- Preparation of briefing materials for the Commission, planning partners and the public as required.(as needed)

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- Facilitate quarterly meetings of the SPC TDM Partners Forum (quarterly)
- Maintenance of the CommuteInfo website. (ongoing)



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### ACTIVE TRANSPORTATION PROGRAM

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#### RESPONSIBLE AGENCY:

Southwestern Pennsylvania Commission (SPC)

#### ESTIMATED COST:

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$40,175
Federal Transit Administration	\$85,372
PennDOT	\$7,031
SPC	<u>\$24,356</u>
<b>TOTAL</b>	<b>\$156,934</b>

#### ACTIVE TRANSPORTATION PROGRAM-TASK DESCRIPTION

Staff contributes to planning products designed to support a regional active transportation network that places an emphasis on improving safety for all road users, providing non-motorized transportation options that improve access and mobility, and helping to reduce single-occupancy vehicle trips and corresponding emissions and fuel consumption associated with motorized vehicle travel.

#### Planning Activities

##### 1. Regional Complete Streets Policy

**Objective:** Complete Streets is an approach to planning, designing, building and operating streets in an equitable and context-sensitive manner to prioritize safety, comfort, and connectivity to destinations for everyone who uses the street network. SPC's Long Range Plan (LRP), *SmartMoves for a Changing Region*, puts forth the regional vision of a world-class, safe, well maintained and connected multimodal transportation system that provides mobility for all, empowers resilient and sustainable communities, and supports a globally competitive economy. In order to advance this vision, *SmartMoves* outlines strategies such as:

- Working toward Vision Zero by investing in safety for all system users, including Vulnerable Road Users.
- Providing equitable mobility options for all users through improvements to public transit, pedestrian, and bicycle infrastructure to the greatest extent possible and practicable while integrating other needs as well such as those associated with existing and newer freight uses.

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- Regional collaboration to implement Complete Streets policies in communities across the region. This includes education and promotion of best practices and the benefits of complete streets.

SPC shall integrate a Complete Streets approach into transportation planning, practices, policies and decision-making processes to prioritize safety, comfort, and connectivity to destinations for everyone who uses the street network. SPC recognizes the local jurisdictions that have completed Complete Streets policies and encourages those investigating the process to create and implement policies to prioritize the safety of all users in transportation network planning, design, construction, and operations, including small towns and rural areas.

### **Planning Activities:**

- Review new pedestrian and bicycle design guidelines about to be incorporated into PennDOT's Design Manual; Review street design policies and guidelines from Manual of Uniform Traffic Control Devices (MUTCD), American Society of Street and Highway Transportation Officials (AASHTO), National Association of City Transportation Officials (NACTO), and [FHWA's new bicycle/pedestrian guidance document](#).
- Develop performance measures associated with implementation of policy.
- Work with SPC's Policy Committee to complete a final draft Complete Streets policy. Distribute draft to SPC planning partners for review and feedback. Finalize Complete Streets Policy for Commission adoption.
- Implement complete streets policy into planning processes, establish baseline with regard to performance measures in order to enable performance tracking in the future.
- Provide local governments with additional technical support and guidance focused on developing Complete Streets policies and prioritizing safety for all users.
- Coordinate efforts and activities with PennDOT statewide Pedestrian and Bicycle Coordinator and FHWA resources.

### **Work Products:**

- Implementation of an adopted regional Complete Streets Policy (commence June 2024)
- Sponsor Complete Streets webinars and/or other activities to provide additional education on this approach. Encourage adoption and implementation of additional local Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction, and operations, including small towns and rural areas (completed July, 2025)
- Update SPC's Active Transportation Resource Center to feature SPC's Complete Streets Policy and highlight key resources for local governments to transform roadways to provide safe, connected access for all users (completed July, 2025)

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- Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility and/or accessibility of a street. (July 2025)
- Develop an up-to-date trail connectivity prioritization plan that identifies a specific list of off- and/or on-street trail projects to advance the vision of connecting regional trails to each other and into communities. (July, 2025)

### **2. Updated regional Active Transportation Plan and corresponding Active Transportation Profiles for each county and the City of PGH.**

**Objective:** This plan will focus on providing guidance and technical resources that municipalities, Counties and other stakeholders can use in planning for safe, equitable and connected multimodal networks and on identifying existing and potential projects to make roads safer for all users. It will be centered on the *Safe System Approach* and tie together local planning efforts, identify opportunities for capacity building, and recommend strategies to establish an interconnected regional pedestrian and bicycle network.

#### **Planning Activities**

- **Public Engagement**

The plan will be developed with regular and meaningful consultation between SPC, PennDOT, the Counties and the regional Active Transportation Forum. Public participation outreach will engage municipalities and traditionally underserved communities throughout the planning process, with an emphasis on engaging J40 neighborhoods.

- **County-by-County Analysis**

*Plans, Programs and Policies Inventory*

This task will include an inventory of County and local plans, programs and policies to identify and summarize strengths and weaknesses when it comes to planning for VRUs. Examples could include but are not limited to County Greenway Plans, municipal Complete Streets policies, Subdivision and Land Development Ordinances (SALDO), County Comprehensive Plan and Safe Routes to School programs. The inventory will identify existing pedestrian and bicycle committees, trail councils and other special interest groups with an active transportation focus.

*Infrastructure Inventory*

This task will include a County-by-County assessment of data related to existing and planned pedestrian, bicycle and transit infrastructure and planned Complete Streets projects. It will compile available data and mapping of these assets and will identify where data and mapping are not available.

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### *Activity/Use Trends*

Also included will be a County-by-County assessment of data related to active transportation activity/usage and trends. Existing sources of pedestrian and bicycle count data will be identified, as well as sources for existing safety data. Sample infographics will be created to illustrate the types of data available from these sources and findings will be presented as Active Transportation Profile reports for each county and the City of Pittsburgh.

- **Regional Pedestrian and Bicycle Network**

Through this task, which will involve relying on our regional active transportation network map, SPC will identify regional hubs where dense trail and/or biking and walking networks exist or are planned, and will identify opportunities to pursue Complete Streets projects to help integrate these communities into a safe, connected multimodal network.

- Provide technical assistance to county and local governments and community stakeholders interested in developing active transportation plans, projects and programs, including active transportation plans, Complete Streets policies, Safe Routes to School programs, healthy community programs, bicycle education programs and obtaining bicycle and walk-friendly community designations.
- Continue to maintain and update the region's Active Transportation Resource Center to provide planning resources and design guidance to advance Complete Streets and help local governments build safe and equitable streets and connected multimodal networks.
- Continue to sponsor the regional Active Transportation Forum on a quarterly basis to provide a venue for local governments and community stakeholders to identify local and regional bicycle and pedestrian issues and share information.
- Provide support for PennDOT's continuing multimodal initiatives including advancing PennDOT Connect initiatives. Coordinate efforts and activities with PennDOT statewide Pedestrian and Bicycle Coordinator and FHWA resources.

### **ACTIVE TRANSPORTATION PROGRAM - WORK PRODUCTS**

- Updated *Regional Active Transportation Plan for Southwestern Pennsylvania* and corresponding *Active Transportation Profiles* for each county and the City of Pittsburgh. (completed by December, 2024 with consultant assistance)
- Adoption of a regional SPC Complete Streets Policy. (ongoing, to be completed by June, 2025).
- Technical assistance to help plan for and advance development of Complete Streets and safe, connected multimodal networks at the local level. (ongoing)
- Facilitate quarterly meetings of the SPC Active Transportation Forum. (ongoing)
- Maintenance of the Active Transportation Resource Center website. (ongoing)

## **TRANSPORTATION DEMAND MANAGEMENT-MULTI-YEAR IMPLICATIONS**

Active transportation has emerged as a high priority area at the national, state, regional and local levels. SPC will continue to work with regional partners to implement strategies from the *Regional Active Transportation Plan* as well as the *SmartMoves for a Changing Region* to guide future program and project development activities in this area.

SPC looks to expand the reach of its CommuteInfo vanpool and carpool program in order to increase its impact. Staff will be identifying ways to better integrate the CommuteInfo program with transportation demand management (TDM) planning and strategy development as part of the Congestion Management Process (CMP) and the Regional Operations Plan (ROP) – using the CMP as a tool to target TDM outreach in areas and corridors with identified congestion problems. SPC will also be looking at ways to increase collaboration between the PennDOT Program Center, the three Transportation Management Associations (TMAs) in the region and a broad range of stakeholders in order to implement the *Regional TDM Action Plan*.

## **REGIONAL FREIGHT PLANNING**

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### REGIONAL FREIGHT PLANNING – OVERVIEW

The economic vitality of Southwestern Pennsylvania relies on the ability to move goods and materials safely, reliably and efficiently into, through and out of the region. The comprehensive, multimodal freight network that serves the region was identified in the Regional Freight Plan for Southwestern Pennsylvania completed under previous Work Programs. The goal for activities conducted under the 2024-2025 UPWP is to ensure that the regional freight planning processes and outputs are responsive to the many changes in economic activity that occur at the local, regional or national level, and to encourage regional participation in the many funding opportunities currently available at the state, region and national levels. Such activities are consistent with the Regional Vision established in *SmartMoves for a Changing Region*, the region's Long Range Plan, the *Regional Freight Plan for Southwestern Pennsylvania*; the *Pennsylvania Comprehensive Goods Movement Plan*, and the *National Highway Freight Program as Revised by the Bipartisan Infrastructure Law of 2022*.

The regional Freight Planning Program seeks to maintain in a state of good repair and safe operating condition the multimodal transportation network on which this region relies. Such efforts include the need to address the needs of existing freight users using a variety of transportation modes, anticipating new and expanding freight needs, and new identifying constraints in freight movement. New trends in energy production and use may play an important new role in freight planning, as the region works to preserve commercial navigation capabilities on the Allegheny River, and explores alternate fuels and the fueling infrastructure needs of heavy vehicles, tugs, locomotives, and construction equipment. The funding of a Hydrogen Hub in a region that includes southwestern Pennsylvania will likely have manufacturing supply and transportation impacts on the multimodal freight network. As new programs and funding opportunities are developed under the Bipartisan Infrastructure Law, they shall be monitored and responded to as appropriate and feasible.

### STATEWIDE PLANNING PRIORITY AREAS

The tasks found in this section of the UPWP address the following priority areas:

- **I-Plans and Programs:** The Regional Freight Plan for Southwestern Pennsylvania is an implementation element of the Long-Range Plan
- **II-Supporting Planning/Programming Activities:** SPC's Regional Planning program provides input into a variety of statewide freight efforts, including the Comprehensive Goods Movement Plan, the Freight Planning Guidebook, and truck parking assessment. Statewide performance measures and targets for Truck Travel Time Reliability are adopted at the regional level. The program also makes recommendations at the regional level for truck related highway designations (federal) such as the Intermodal Connector, Critical Urban and Critical Rural Freight Corridors, in accordance with the National Highway Freight Program as revised by the Bipartisan Infrastructure Law.
- **III-Project Delivery:** Freight projects are largely funded through state and federal discretionary



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funding programs, or state funding allocations. The Regional Freight Planning program provides freight stakeholders, regional planning partners and others general information and guidance on funding programs available from FRA (CRISI), DOE (DERA), and MARAD (PIDP), as well as Statewide discretionary programs such as PennDOT MTF, RFAP and more. Review of Multimodal Transportation Fund (MTF) and Rail Freight Assistance Program (RFAP) applications is also conducted, as appropriate.

- **IV-Land Use/Transportation Linkages/Economic Development/Modernization:** Key elements of the regional Freight Planning Program include freight integration into the TIP and Long-Range Plan, freight considerations in operations and safety assessments, and collaboration with regional development interests to advance the funding and provision of truck parking using public-private and public-public funding strategies, as well as to develop model ordinances to address community based “NIMBY” restrictions to freight development and freight-related infrastructure.
- **V-Public Involvement and Outreach:** The Freight Forum is the key avenue of input for Planning Partners, modal operators, industrial development interests and other freight stakeholders. Collaboration efforts extend well beyond the ten-county region, and often include other MPOs and State DOT representatives from the Tri-State region and beyond. SPC is an active participant in collaborative freight planning exercises with PennDOT, the Port of Pittsburgh Commission, Appalachia Regional Commission and others.

The comprehensive transportation and development vision for the region is reflected in *Smart Moves for a Changing Region*, which includes the following freight-centric planning emphasis areas:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the accessibility and mobility options available to people and or freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and
- Emphasize the preservation of the existing transportation system.

## ROLES

- **Federal Highway Administration (FHWA)/Federal Transit Administration (FTA):** Provide technical assistance as well as general oversight, review and approval of the Metropolitan Planning Process for Southwestern Pennsylvania. Provide guidance on programs and funding. Participate in meetings of the Freight Forum.
- **SPC:** SPC takes a lead role in the design and development of the Regional Freight Plan, and implements the regional freight planning program in a manner consistent with the guidelines and practices of the FHWA and Pennsylvania Department of Transportation.
- **PennDOT Center for Program Development and Management (CPDM):** SPC supports the CPDM in their statewide freight planning efforts, and looks to the CPDM for supplemental funding, project delivery guidance and technical assistance in implementing the region’s regional Freight Planning Program.
- **Member Planning Departments:** The county/city planning departments’ role is to communicate the priority needs regarding maintenance and upgrade of the transportation network in the

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county/city, including on state, county and municipal infrastructure assets. Member planning departments also provide input on freight deficiencies and/or development needs relative to non-highway transportation needs.

### **REGIONAL FREIGHT PLANNING – RESULTS FROM CURRENT PROGRAM**

The following is a sample of plan implementation activities that were advanced in the 2022-2024 Work Program:

- Provided technical support to regional planning partners in areas of freight considerations in Comprehensive Plans, zoning for freight related- activities, and freight accessibility needs
- Provided technical support to our Commissioners in preparation for the PA Legislative Hearing on the Importance of Waterways to Energy and Economic Development; developed Hydrogen 101 document to prepare SPC staff and Commission members to understand the implications of Hydrogen Hub development in the region; provided summaries of the MORPC-led Midwest Connect passenger rail proposal that would bring new passenger rail connections to Pittsburgh, Columbus, OIH and Chicago, IL as well as numerous small communities in Ohio and northern Indiana to the SPC Regional Policy Board and SPC Commissioners; and prepared summary documentation of the importance of the three rivers to the regional economic, and the threats posed by the potential further restriction of commercial navigation services at locks on the Allegheny River.
- Supported successful regional efforts to secure US Maritime Administration (MARAD) Marine Route designation for the Allegheny and Monongahela Rivers, thereby opening up new federal funding opportunities for these waterways.
- Actively participated in the PennDOT Freight Work Group and other statewide freight planning initiatives and hosted quarterly meetings of the SPC Freight Forum.
- Promoted utilization of grant funding among local freight partners, resulting in multiple funding awards from the PennDOT Rail Freight Assistance Program(s), a PennDOT Multimodal Fund grant; a federal Port Infrastructure Development Program award; and an FRA CRISI program rail safety award.
- Identified and utilized new freight data sources (Freight Analysis Framework/FAF 5, FAF5 Disaggregated data and INRIX Trip Path O/D) in support of efforts to identify the regional and national significance of commercial operations on our rivers through the identification of trading partnerships and commodity flow information. This information was used in the preparation of a White Paper for SPC Commissioners, as well as in support of the (successful) application for federal Marine Route designation on the Allegheny and Monongahela Rivers. SPC's use of the FAF5 Disaggregated data for regional commodity flow identification was highlighted as an innovative practice by both The Eastern Transportation Corridor and the Federal Highway Administration and USDOT. A presentation on the use of this data was made to the TRB Innovations in Freight Data Workshop in Washington, D.C. This data set was made available for SPC use by PennDOT

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### **REGIONAL FREIGHT PLANNING**

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#### **RESPONSIBLE AGENCY:**

Southwestern Pennsylvania Commission (SPC)

#### **ESTIMATED COST:**

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$204,131
PennDOT	\$25,516
SPC	<u>\$25,516</u>
<b>TOTAL</b>	<b>\$255,163</b>

#### **REGIONAL FREIGHT PLANNING PROGRAM – TASK DESCRIPTIONS**

The Freight Planning Program is multi-dimensional and works in parallel with many other programs outlined in this 2024-2025 Work Program. The Regional Freight Plan for Southwestern Pennsylvania represents the keystone of the Regional Freight Planning Program. This document created an inventory of freight assets in the region, identified goods movement patterns and commodity flow into, out of and within the region, and identified freight needs and opportunities on the regional rail, water and highway networks. Adopted in 2017, this Regional Freight Plan continues to serve as an implementation element of the regional Long Range Plan (LRP).

The recommendations of the Regional Freight Plan for Southwestern Pennsylvania are advanced under a second task, that of Regional Freight Planning. A primary goal of this task is to maintain in a state of good repair and safe operating condition the multimodal transportation network on which this region relies. As such, project activities in the Long-Range Planning and TIP development processes have a bearing on freight movement capabilities in the region, as do elements of the Transportation Operations and Safety program. However, Regional Freight Planning interests also extend to the safety, maintenance and expansion of freight movement capabilities along more than 200 miles of commercial navigable waterways and a network of almost 2000 miles of active rail line served by more than a dozen rail operators. Air cargo, and the surface transportation system that serves the airport are also established freight program elements.

Growing concerns for decarbonization and regional environmental enhancements could require future consideration of freight movement in regional air and water quality assessments, as well as site reuse suitability assessments for large industrial facilities.

Other emerging regional priorities include the need to address expanding freight needs, such as those presented by heavy Electric Vehicles and/or a new Hydrogen Hub; as well as new constraints in freight

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movement, such as those presented by the decline in coal movement on the Allegheny River.

New relationships with industrial development professionals have permitted a deeper understanding of the needs of freight centers while still in the site development and planning stages.

### **REGIONAL FREIGHT PLANNING PROGRAM – TASK DESCRIPTIONS**

The comprehensive vision for the region is reflected in *Smart Moves for a Changing Region*, which establishes the following freight-centric planning emphasis areas:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the accessibility and mobility options available to people and or freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and
- Emphasize the preservation of the existing transportation system.

The Regional Freight Planning Program supports these planning emphasis areas through two primary tasks: the production and update of the Regional Freight Plan (document) and the Regional Freight Planning Program, which reflects the routine tasks of supporting our multimodal freight network and freight economy.

#### **1. Regional Freight Plan**

The Regional Freight Plan for Southwestern Pennsylvania was adopted in 2017. It continues to provide a succinct inventory of the region’s transportation assets, but global changes that affect the region now require a re-examination of that inventory and development of a more contextual plan for the movement of freight. An update of the Regional Freight Plan would typically be initiated within five years of plan adoption, but the supply chain disruptions of the Covid pandemic years have disrupted normal patterns of freight movement and consumer behavior. A Regional Freight Plan update completed in a subsequent UPWP will likely capture a more normalized freight picture of the region.

In the past, the identification of a tiered “regional freight network” was the norm for a regional freight plan, but in the post COVID world, freight movement has become more nuanced to the economic forces that drive it. The program directives and funding of the Bipartisan Infrastructure Bill reinforce this new understanding that goods movement occurs in virtually every corner of our communities, and that the identification of specific “freight corridors” may be prescriptive. Rather, regional freight needs are a component of every element of the regional multimodal transportation network.

To that end, it is proposed that the baseline freight infrastructure and commodity flow information presented in the 2017 Regional Freight Plan for Southwestern Pennsylvania continue to be used to support regional plans to preserve and protect transportation assets currently available, as well the

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multimodal connections needed to ensure long term intra- and inter-region connectivity for people, goods and materials. Information on commodity flow will be updated using newly available data analysis tools including federal FAF disaggregated data; StreetLight and INRIX TripPath O/D which provide more detailed images of how and where freight moves.

Expanding beyond the physical transportation network, SPC will establish a communications protocol to identify emerging freight transportation needs, focusing on freight suitability, sustainability and safety. Data on regional freight operations levels, needs and opportunities will be integrated into state and federal funding requests in support of regional safety and economic vitality.

Emerging freight activities and information on the economic forces behind them (such as identification of a regional hydrogen hub that encompasses the SPC region) will be monitored through existing and anticipated new collaboration efforts. A program to coordinate more closely with economic development and land use planning activities (as related to major new development) in key local municipalities in the region is currently under development.

Likewise, the potential for new technology to advise the freight planning process and/or goods movement practices will be explored for regional application, including EV/CAV applications and innovative local delivery techniques.

### **Work Products: (all ongoing activities unless otherwise noted):**

- Implementation activities associated with the Regional Freight Plan.
- Regional freight data/analysis tools
- Regional River Freight Opportunities Assessment.
- Southwestern Pennsylvania Freight Transportation Database.
- Freight supporting transportation project identification.
- Briefing materials for the Commission, planning partners, freight stakeholders and the public (as needed).

## **2. Regional Freight Planning**

The regional freight planning program responds to federal and state freight planning priorities, and provides opportunities for regional freight interests to have input into the transportation planning process.

### **Activities:**

- Use the regional Freight Forum and other outreach efforts to facilitate the exchange of information among various freight mode stakeholders; provide avenues of input from the regional freight community on transportation planning issues; and, provide for the consideration and enhancement of inter-regional freight movement.
- Continue to develop innovative new data sources in support of regional freight analyses, including the identification of truck movement patterns through StreetLight, INRIX TripPath

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O/D and FAF5. The use of Lock Performance Management System (LPMS) data from the US Army Corps of Engineers to identify barge movements on the inland rivers is no longer adequate to the task, and supplemental sources such as AIS data for “near real-time” river movements are being explored. HPMS class count data is currently being used to identify the type and function of trucks using key roadways in the region, but more accurate data made available by NPMRDS, INRIX, StreetLight and other data service providers may provide a more accurate representation of truck movement, congestion and parking needs.

- Provide technical assistance to the PennDOT Multimodal Deputate, including participation in the Pennsylvania Freight Working Group (State Freight Advisory Committee), Pennsylvania Freight Summit, Rail Freight Assistance Program application review, *Statewide Comprehensive Goods Movement Study*, Pennsylvania Rail Plan and various other state studies and initiatives. Coordinate the region’s response to continuing and emerging federal and state freight initiatives.
- Provide technical assistance to PennDOT District partners on freight planning and programming initiatives through the PennDOT Connects initiative, as well as through updates to Transportation Technical Committee members.
- Participate in multi-state planning efforts through participation in regional freight events such as the West Virginia Planning Conference and the Ohio Conference on Freight. Continue to collaborate with multi-jurisdictional partners, including adjoining MPOs in Pennsylvania, West Virginia, Ohio and Maryland, and the Departments of Transportation in those four states to cooperatively identify and address freight transportation issues and opportunities in inter- regional and multi-jurisdictional freight movement.
- Support intermodal initiatives of the US Maritime Administration, Appalachian Regional Commission, The Eastern Transportation Coalition, the I-81 Corridor Coalition and other similar programs.
- Advance priority freight initiatives identified by SPC members, partners and the regional Freight Forum, as appropriate.
- Collaborate with partners in adjoining states, PennDOT, Pennsylvania Turnpike Commission, local planning partners and other stakeholders in the exploration of the feasibility and benefits of hydrogen energy.
- Work with representatives of Pittsburgh International Airport and other airports in the region in the identification and assessment of air cargo opportunities.
- Continue to monitor freight utilization of the inland river system through established relationships with the Port of Pittsburgh Commission and the US Army Corps of Engineers (USACE).

Begin activities associated with an assessment of the comprehensive benefits of the region’s rivers to better demonstrate the importance of the three rivers to the regional and national economy. This will be completed by SPC with consultant assistance. This is a potential future supplemental funding request that will be reviewed and considered for PL eligibility once submitted to PennDOT and FHWA. The region desires to complete this study to better equip regional, state and national decision-makers to make sound decisions on the future of a multi-disciplinary and multimodal community asset, our rivers. Two metrics identified in the previous studies make reference to the value of the rivers to

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regional freight operators: the cost benefits of the river mode of transportation; and the impact of river movement on roadway congestion and safety. A third metric, the environmental benefit of moving cargo by barge, was also assessed, but not assigned a monetary benefit. In this collaborative effort, SPC would take the lead in this “transportation benefit” assessment. SPC would also work closely with the Port of Pittsburgh Commission, local river operators and regional economic development interests to identify new users of the river system, including firms in the manufacturing and emerging energy fields. Friends of the Riverfront and the SPC Water Resources department would oversee the identification and assessment of the environmental and recreational benefits of the river.

- Assess the potential surface transportation impacts of scheduled lock closures on the Ohio River system, as well as episodic unscheduled lock closures and potential long term reductions in service at individual locations to determine probable impacts on the local surface transportation network. Identify opportunities to address vulnerability concerns and resiliency needs of the regional Inland Navigation System.
- Develop technical reports identifying safety issues associated with at-grade railroad crossings, GPS truck routing, commercial vehicle safety and specific locations as required.
- Collaboration with SPC’s Transportation Operations and Safety Group as well as PennDOT, counties, and other partners on integration of freight considerations into the regional Congestion Management Process, *Regional Operations Plan*, *Regional Transportation Safety Action Plan*, PennDOT Connects initiatives and other planning efforts.
- Identification and advancement of transportation investments that enhance the economic competitiveness of a location or community in a corridor-based modal integration strategy or in direct support of efforts to enhance air, rail or water access.

### **Work Products:**

- Regular meetings of the regional Freight Forum and associated meeting materials.
- Begin activities associated with Economic Assessment of the Full Benefits of the River System in Southwestern PA. (anticipated completion Second Quarter 2025).
- Identification and implementation of mode specific responses to demonstrated freight movement needs. (ongoing)
- Intermodal Management System and NHS Intermodal Connector mapping. (ongoing)
- Freight-related education and communications materials, other technical reports and special studies. (ongoing)
- Briefing materials for the Commission, planning partners and the public. (ongoing)

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### **REGIONAL FREIGHT PLANNING – MULTI-YEAR IMPLICATIONS**

In recent years, there has been a growing awareness at the federal level that there are national interests in addressing bottlenecks in the national freight network and in enhancing the intermodal movements of goods. This is evidenced in the FAST Act through the creation of a new National Highway Freight Program (NHFP) and a new discretionary Nationally Significant Freight and Highway Projects program. These emphasis areas are continued in the Bipartisan Infrastructure Law. SPC has maintained a long-standing dialogue with members of the freight community to identify freight needs and to incorporate freight concerns into the transportation planning process.



# **TRANSPORTATION OPERATIONS & SAFETY**

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### **TRANSPORTATION OPERATIONS & SAFETY – OVERVIEW**

The Long Range Plan, [\*SmartMoves for a Changing Region\*](#), was developed with the following regional vision: A world-class, safe and well maintained, integrated transportation system that provides connected mobility for all, enables resilient communities, and supports a globally competitive economy. To achieve the vision, the following investments, that are relative to Transportation Operations and Safety, were identified:

- Investment for Maintaining Infrastructure Condition
- Investment for System Safety, Efficiency and Reliability
- Multimodal Investment for Community and Economic Development

The SmartMoves vision includes well maintained roadways and bridges that are safe for all users. *SmartMoves* makes significant investments in improving mobility conditions, safety, and operations. The use of new and emerging technologies in operations, design, construction methodologies, and materials will be critical moving into the future, allowing us to maximize use of our limited state and federal funds.

Transportation Operations & Safety programs directly address the Regional Vision.

Transportation safety can be heavily influenced by recurring operational conditions such as traffic congestion, weather, work zones, traffic signal timings, and other factors. Conversely, crashes and other random incidents can have a large impact on operations and congestion. For this reason, transportation operations and safety planning are often done in tandem to ensure a coordinated approach.

Transportation systems management and operations (TSM&O) programs attempt to optimize the performance of the existing infrastructure through implementation of multimodal, cross-jurisdictional systems, services, and projects. These systems, services, and projects are designed to preserve capacity and improve the security, safety, and reliability of transportation systems.

Planning for operations involves developing objectives to direct the consideration of operational performance during the planning process, and incorporating operations solutions into investment decisions that support those objectives. This approach helps to ensure that operations needs are addressed in regional planning and investment decisions. By linking planning and operations, planners have a greater understanding of the role of operations projects and programs in the context of meeting regional goals and objectives, and a greater understanding of how they can help advance these activities. This linkage also allows operators to have a greater understanding of how the long range planning process can support management and operations activities, and how their activities fit into the context of regional goals.

### **STATEWIDE PLANNING PRIORITY AREAS**

The tasks in this section of the UPWP address the following priority areas:

- **I-Plans and Programs:** Long Range Plan (LRP) and Transportation Improvement Program (TIP) development support; and Performance-Based Planning and Programming.

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- **II-Supporting Planning/Programming Activities:** Maintain and update the region's Congestion Management Process (CMP); technical assistance to planning partners; ITS and TSMO strategy and project development; implementation of the Regional Operations Plan (ROP); ITS Architecture maintenance and update; and conduct Road Safety Audits (RSA) and Corridor Operations Planning Studies (COPS).
- **III-Project Delivery:** Participate in PennDOT Connects and design/scoping field views; development and implementation of the Regional Traffic Signal Program.
- **IV-Land Use/Transportation Linkages/Economic Development/Modernization:** Identifying multimodal livability and sustainability strategies via integrated/strategic corridor planning; PennDOT Connects participation; training and support.

### **ROLES**

- **Federal Highway Administration (FHWA)/Federal Transit Administration (FTA):** Provide technical assistance as well as general oversight, review and approval of the metropolitan planning process for Southwestern Pennsylvania.
- **SPC:** In Transportation Operations and Safety, the role of SPC is to establish and facilitate a cooperative process for operations and safety planning. SPC staff leads the planning process and implementation strategies for the Regional Operations Plan (ROP), the Regional Safety Action Plan (SAP), the Regional ITS Architecture and Plan, the Congestion Management Process, and the Regional Traffic Signal Program. SPC staff also provides technical assistance to all regional stakeholders and leads special studies with consensus from or at the request of regional planning partners. SPC staff also leads the Regional Operations and Safety Forum, which meets quarterly to discuss the above plans as well as upcoming operations and safety projects, studies, and initiatives. The Forum includes staff from FHWA, PennDOT Central Office (BOMO), PennDOT Districts, county planners, the City of Pittsburgh, Transportation Management Associations, other municipalities, bicycle and pedestrian advocates, and consultants.
- **PennDOT Central Office (BOMO):** In Transportation Operations and Safety, the role of the PennDOT Bureau of Maintenance and Operations (BOMO), Highway Safety and Traffic Operations Division is to participate and engage in the development of SPC's ROP and SAP and ensure that statewide guidance is being adhered to. BOMO staff and SPC staff also cooperate and coordinate on the exchange of operations and safety data. PennDOT Central Office legal staff is also involved in the review and approval of the reimbursement agreements for the Regional Traffic Signal Program.
- **PennDOT Districts:** In Transportation Operations and Safety, the Districts' role is to participate and engage in the development of all aspects of SPC's Operations and Safety program. The Districts participate on Steering Committees and consultant selection advisory committees for plan development and special studies. In the development of the ROP and SAP, the Districts' role is to communicate the priority needs regarding operations and safety of the state-owned transportation network. SPC staff and District staff also regularly cooperate and coordinate on the

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exchange of operations and safety data. The Districts, as roadway owners, are engaged in our Road Safety Audit program and are also involved in the review and approval of activities associated with the Regional Traffic Signal Program.

- **Member Planning Departments:** In Transportation Operations and Safety, the county/city planning departments' role is to participate and engage in the development of all aspects of SPC's Operations and Safety program. The planning departments participate on Steering Committees and consultant selection advisory committees for plan development and special studies. In the development of the ROP and SAP, the county/city planning departments' role is to communicate the priority needs regarding operations and safety of the transportation network in the county/city. SPC staff and planning departments' staff also cooperate and coordinate regularly on the exchange of operations and safety data. The counties and city, as roadway owners, are also engaged in our Road Safety Audit program.

### TRANSPORTATION OPERATIONS & SAFETY – RESULTS FROM CURRENT PROGRAM

*SmartMoves for a Changing Region* continued to place an emphasis on investing in the maintenance and preservation of the existing transportation system; a theme that is also the top priority in the 2023-2026 TIP. This will undoubtedly continue with the 2025-2028 TIP currently under development. SPC's operations and safety programs address goals such as ensuring that we include major projects that maintain our existing system while also enhancing safety, accessibility, mobility, and connectivity across the region.

The following is a sample of transportation operations and safety planning activities that were advanced in the 2022-2024 Work Program:

- Held regular meetings of the regional Transportation Operations & Safety Forum. These meetings are held quarterly with Operations and Safety stakeholders and partners to discuss current statewide, regional, and local planning and implementation activities and resources.
- Utilized the Regional Integrated Transportation Information System (RITIS) platform suite of tools from the University of Maryland Center for Advanced Transportation Technology (CATT) laboratory to establish and confirm federal performance targets for system performance (PM3). Since 2018, SPC Operations and Safety staff have confirmed and adopted the statewide targets for metrics such as
  - Percent of Person-miles Traveled on the Interstate System that are Reliable
  - Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
  - Interstate System Truck Travel Time Reliability Index
  - Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Continued to participate in statewide and national discussions concerning advancements in Intelligent Transportation Systems (ITS), including a statewide connected and autonomous vehicle work group (led by PennDOT) on planning and policy related to these emerging technologies. Also participated in the past four State of Pennsylvania's annual Connected/Autonomous Vehicle summit.

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- Participated in stakeholder workshops to develop the concept of operations for the [Pennsylvania Safety Transportation and Research Track \(PennSTART\)](#)
- Completed the development of the [2023 Regional Operations Plan Interim Update \(ROP\)](#) and advanced the implementation by successfully coordinating and submitting applications for statewide Transportation Systems Management and Operations (TSMO) funding on behalf of PennDOT Districts. These applications were awarded funding for implementation of additional CCTVs, dynamic message signs, and other ITS related infrastructure on the region's interstates and state routes. These awards also included one for a transit related park and ride availability system.
- Commenced the next phase of development for the [Regional Traffic Signal Program](#) including preliminary engineering and final design, of the fourth cycle of projects and initial stages of the 5<sup>th</sup> cycle. With the completion of the three cycles of this program, over \$12 million has been invested to improve 577 signalized intersections across 70 municipalities in our region since 2008. The results of the first three cycles of this program include **\$51 of public benefit for every \$1 spent** in terms of reduced travel delay, reduced vehicular stops, reduced fuel consumption and emissions, and improved safety.
- Completed a comprehensive review of the Congestion Management Process corridors to determine any necessary modifications. SPC engaged with staff from each county, the City of Pittsburgh, the Transportation Operations and Safety forum and other regional stakeholders to gather feedback on CMP modifications. The corridor set has been updated. Staff has also completed updating corridor strategy prioritization by distributing surveys that ask key stakeholders about strategies to mitigate congestion on CMP corridors in their county. SPC will utilize the results of these surveys as well as the available congestion data to update the prioritization of congestion mitigation strategies. Completed the 2022 data metrics and performance measures for CMP corridors.
- Analyzed historical crash data in order to facilitate establishment of the federally mandated, regional safety performance targets for the first four reporting periods. The latest regional safety targets were adopted by SPC in January, 2023. These metrics include:
  - Number of fatalities
  - Rate of fatalities (per 100M Vehicle miles traveled)
  - Number of serious injuries
  - Rate of serious injuries (per 100M vehicle miles traveled)
  - Number of non-motorized fatalities and serious injuries
- Conducted six additional Road Safety Audits. By end of FY 2024, SPC will have completed 51 Road Safety Audits since 2009. Many of the suggestions made in these audits have been incorporated by safety projects.
- Completed a fifth Corridor Operations Planning Study along State Route 18 in Beaver Falls, Koppel, and Big Beaver Boroughs, Beaver County. This was completed at the request of the PennDOT District 11-0 and Koppel Borough.
- Completed an update to the Southwestern PA Regional ITS Architecture which is currently maintained by SPC. The architecture is up to date as of June 2023.
- Completed a before and after study of the Diverging Diamond Interchange/Intersection (DDI) at Washington Road (SR 19) and I-70/79 interchange at the request of PennDOT D12.

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- Continued to lead [Traffic Incident Management \(TIM\) initiatives](#) within and outside of the region. Staff continues to coordinate local TIM teams, training sessions, webinars, and after action reviews. Staff continues to lead and report on FHWA TIM self-assessments and provide a quarterly TIM Program newsletter. The newsletter identifies funding opportunities for first responders. Outside the region, SPC continues to make staff available to explain to other MPOs how a TIM team and program can be initiated and sustained. Staff continues to take a leadership role in PennTIME.
- Completed and continue to develop a set of [Road Safety Public Service Announcements](#) to better educate the public on a wide variety of transportation safety topics.
- Completed a Regional Roundabout Screening Study that was a comprehensive look at potential roundabout locations at intersections that are underperforming safety-wise. Based on this study, several locations have sought funding.

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### TRANSPORTATION OPERATIONS & SAFETY

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#### RESPONSIBLE AGENCY:

Southwestern Pennsylvania Commission (SPC)

#### ESTIMATED COST:

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$526,381
PennDOT	\$65,798
SPC	<u>\$65,798</u>
<b>TOTAL</b>	<b>\$657,977</b>

#### TASK DESCRIPTIONS

Monitoring and evaluating transportation system performance in order to identify sources and causes of recurring and non-recurring congestion is critical for developing and implementing strategies that enhance the mobility of people and goods in Southwestern Pennsylvania. Given that transportation system users typically don't recognize jurisdictional boundaries as they travel, and desire a seamless trip between origin and destination, it is essential to do this work in a collaborative environment with a wide variety of stakeholders.

Similarly, seamless technology and transportation are both about connecting people with the resources they need to live their lives, as well as connecting people in cities, towns and regions around the world. Technology in transportation has evolved but has changed rapidly in recent years. Activities in ITS planning are designed to maximize the power of technology to improve safety, mobility, and accessibility for transportation system users.

Lastly, having a safe and secure transportation network is important to transportation operations, public health, the regional economy, and overall quality of life in the region. Transportation safety planning activities undertaken by SPC strive to reduce the number and rate of crashes, fatalities, and injuries on the region's transportation network. These efforts "Toward Zero Deaths" focus on the "4 E's" of safety: Education, Engineering, Enforcement and Emergency Response. The safety planning process will also engage planning partners on FHWA safety performance metrics and target setting.

The following activities will be undertaken by SPC to facilitate the regional collaboration and cooperation that is needed to achieve a safe, efficient, and connected operating transportation system.

#### 1. Regional Transportation Systems Management & Operations Program

**Objective:** Transportation Systems Management and Operations (TSM&O) is a set of strategies to anticipate and manage traffic congestion, and minimize causes of service disruption, delay and crashes. TSM&O is an integrated program to optimize the performance of the existing



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infrastructure through implementation of multimodal, cross-jurisdictional systems, services and projects. These elements are designed to preserve capacity and improve the security, safety and reliability of transportation systems. SPC encourages and participates in the incorporation of TSM&O within the ongoing cooperative regional planning and programming process and helps to identify regional and statewide process changes needed to incorporate TSM&O.

### **Planning Activities:**

- Provide leadership and administrative support to the regional Transportation Operations and Safety Forum as it assists us with the development of regional programs such as the ROP, CMP, ITS, and safety planning.
- Participate in PennDOT and local transportation operations planning activities including identification and prioritization of operations projects and transportation management plans to mitigate work zone impacts.
- Coordinate TSMO funding applications with partners.
- Review and provide feedback, as requested, on development access plans and traffic impact studies.
- Coordinate and conduct workshops and studies on congestion reduction strategies.
- Participate in integrated corridor and planning studies associated with implementation of the LRP.
- Support PennDOT and other planning partners in efforts to research and implement innovative solutions such as roundabouts and diverging diamond interchanges to address locations with congestion and safety problems.
- Work with other SPC departments, as well as planning partner agencies, to implement policies, strategies and technologies to reduce energy and fossil fuel consumption.
- Continue outreach materials to disseminate information about regional congestion management and transportation operations initiatives.
- Develop and maintain collaboration tools such as SPC's website, social media outlets and SharePoint site in order to share operations planning and programming information.
- Conduct outreach activities including surveys, educational materials, training and other initiatives designed to increase the awareness of transportation operations and the benefits of traffic signal improvements and other implementation initiatives.
- Continue staff involvement in ITS PA and TSMO Summit planning committees.

### **Work Products:**

- Regular meetings of the Transportation Operations and Safety Forum including meeting materials.
- Technical assistance, workshops and outreach materials.
- Studies and other technical reports.
- Briefing materials for the Commission, planning partners and the public.

## **2. Regional Operations Plan Implementation**

**Objective:** The Long Range Plan (LRP) was developed with the following regional vision: A world-class, safe and well maintained, integrated transportation system that provides mobility for all, enables resilient communities, and supports a globally competitive economy. To achieve the vision, the following investments, that are relative to the Regional Operations Plan (ROP), were identified:

- Investment for Maintaining Infrastructure Condition
- Investment for System Safety, Efficiency and Reliability; and
- Multimodal Investment for Community and Economic Development

SPC's Regional Operations Plan (ROP) has established operations objectives to mitigate recurring congestion, maintain mobility during planned events, minimize the impact of unplanned events, and provide an efficient multimodal transportation system. These objectives have been developed in collaboration with a broad range of regional partners and require continuing collaboration and cooperation among these partners to undertake implementation activities to achieve them.

### **Planning Activities:**

- Continue to identify regional focus areas for transportation operations to prepare for the next Regional Operations Plan Update. The recently completed 2023 Regional Operations Plan identified over 50 new proposed projects, studies, and initiatives. Many of these proposed projects include intelligent systems to advance connected mobility. Continue to encourage the incorporation of ROP projects in the TIP workgroup discussions. Continue to coordinate with planning partners on acquiring any available discretionary funding for ROP projects when it becomes available.
- Conduct multimodal and other Corridor Planning Studies in corridors and regional subareas identified in the ROP in order to target congestion reduction strategies and implementation initiatives.
- Provide technical assistance for transportation operations project implementation.
- Monitor the effectiveness of transportation operations projects and strategies by conducting before and after analyses.

### **Work Products:**

- Preparation for next Regional Operations Plan update. (ongoing)
- Corridor Operations Planning Studies.(on going, typically one per fiscal year with consultant support).
- Before and after operations studies. (ongoing)
- Briefing materials for the Commission, planning partners and the public.(ongoing)

### **3. Congestion Management Process (CMP)**

**Objective:** The CMP is a regional planning tool designed to help manage congestion by identifying congested corridors and recommending multimodal strategies for congestion mitigation. The CMP provides information that helps transportation planners, operations professionals and others to understand the causes and sources of congestion in individual corridors and the region. Data on these congestion elements helps SPC, in partnership with other agencies, to formulate congestion management strategies. Data and information from the CMP facilitate the transportation planning process by helping the region focus limited federal transportation dollars where they can have the greatest impact. The CMP process will also engage planning partners on FHWA operations performance metrics and target setting. As required, regional operations performance targets will be established within 180 days of established statewide operations targets.

#### **Planning Activities:**

- Collect, compile and analyze traffic data as part of the CMP in order to identify sources and causes of congestion.
- Review and report on the state of recurring and non-recurring congestion in the region via tracking of various performance measures. Address federal performance metric requirements by collecting and analyzing data that will allow target setting and performance measure tracking of the following:
  - Percent of person-miles traveled on the Interstate system that are reliable
  - Percent of person-miles traveled on the non-Interstate national highway system that are reliable
  - Truck travel time reliability
- Complete a comprehensive review of the current CMP corridors to determine necessary modifications and gaps in data. In the previous work program, staff engaged with regional stakeholders and planning partners and obtained the necessary feedback to update the CMP corridor set. In this work program, staff will complete the update of strategy prioritization by analyzing available data and re-engage stakeholders to obtain feedback on congestion mitigation strategies for each corridor.
- Identify multimodal metrics to be incorporated into the CMP corridors.
- Use the CMP process to determine the positive travel time and reliability impacts that newly completed projects have made on Tier 1 (freeway) corridors.
- Continue to incorporate new sources of data (such as private-source probe data) and new analysis platforms such as StreetLight and RITIS in order to enhance the amount and quality of traffic data available for transportation planning purposes.
- Address certification review comments by continuing to enhance multimodal data integration into the CMP including transit ridership data, park-n-ride data, and freight data.

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- Provide information and analyses required to incorporate traffic operations data into the technical project evaluation processes for the TIP and LRP, and to assess project selection criteria for other funding programs.

### **Work Products:**

- Comprehensive CMP website updates. Special studies and data sets. (as needed)
- Data and analyses for incorporation into project selection and project development activities for the TIP and LRP. (ongoing)
- Briefing materials for the Commission, planning partners and the public (as needed)

## **4. Regional ITS Program, Regional ITS Architecture, and Connected Mobility**

**Objective:** ITS projects funded by USDOT must conform to a Regional ITS Architecture (Federal Regulation 23 CFR 940.11). SPC maintains this Architecture and updates it as needed in order to keep up with planned and potential future capabilities and needs throughout the region. SPC collaborates with agencies and stakeholders throughout the region to accomplish this.

The information contained in the Regional ITS Architecture and the relationships established to build and maintain the architecture are important elements for engaging stakeholders in planning for the future of ITS in the region. SPC will continue to use these tools to establish a strategic regional vision for ITS and to assist in the implementation of ITS projects.

### **Planning Activities:**

- Maintain the Regional ITS Architecture.
  - Staff will continue to obtain some web training on the new software's and in this work program, staff will incorporate this latest software update into our ITS Architecture.
  - Add current ITS services within the region through coordination with and outreach to current architecture stakeholders. Use USDOT's Regional Architecture Guidance as appropriate.
  - Extend the current architecture to additional agencies and service areas through stakeholder education, outreach and technical assistance. Priority service areas include information services, transit management, incident management, emergency management, traffic control, freight, and research.
  - Customize architecture flows and identify standards as appropriate to facilitate the interchange of ITS information between agencies.
  - Work with funders and project sponsors to ensure that they incorporate and enforce a system engineering analysis as a defined process for their ITS projects and as required by PennDOT.
  - Identify project architectures as appropriate within the Regional Architecture.
  - Maintain a user-friendly Regional ITS Architecture webpage so planning partners and stakeholders have access to the information within the architecture. Create links

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between this website and PennDOT's Operations webpages and pages hosted by other planning partners and stakeholders.

- Provide leadership and administrative support to the ITS stakeholder group as it guides and implements the region's ITS planning program. Per the updated ROP, update the ITS device inventory and begin to develop a Regional ITS Strategic Plan.
  - Foster discussion on a regional vision for ITS including the potential for agencies to collaborate on projects and funding. Discussion would also include how the region can be positioned to prepare for more connected vehicle deployment.
  - Support subcommittees as needed to advance priority initiatives of the region's ITS community.
  - Sponsor special meetings and special events as appropriate.
  - Per the ROP, conduct outreach and encourage implementation of Transit Signal Priority, which is to date, an underutilized tool in the SPC region.
- Provide technical assistance as requested for project implementation.
  - Assist planning partners with project planning activities and identification of funding strategies as appropriate.
  - Assist planning partners with competitive ITS/Connected Mobility grant applications as needed
  - Track the status of ITS projects in the region and facilitate the exchange of project information. Encourage before/after evaluation of those projects and contribution of the results to the USDOT's Research and Innovative Technology Administration (RITA) databases. SPC staff continues to be involved in the implementation of the City of Pittsburgh Smart Spines project. Staff will continue to track the status of this ATCMTD funded project and provide technical assistance as requested.
  - Conduct ITS-related feasibility studies that assess the feasibility and cost effectiveness of an ITS deployment strategy at specific locations (for example, the Regional Cashless Tolling Study was completed as part a prior program).
- Identify educational, training, and professional capacity building opportunities and facilitate access as appropriate.
- Disseminate ITS-related information to regional ITS stakeholders, decision-makers and the general public.
  - Determine effective uses for SPC's webpage for ITS communications.
  - Publish ITS articles or project features in newsletters, via social media or other communications methods as appropriate.
  - Support ITS presentations as needed at professional associations and special events.
  - Sponsor ITS workshops as appropriate.

### **Work Products: (all ongoing activities unless otherwise noted):**

- Updated and accessible Regional ITS Architecture.
- Regular meetings with regional ITS stakeholders.
- Commence activities associated with Regional ITS Strategic Plan.
- Study documents that assess the feasibility and cost effectiveness of ITS deployment strategies at specific locations.

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- Educational materials, newsletters, training courses, seminars and/or conferences as needed.
- Presentation teams and promotional/support materials for conducting public outreach as needed.
- Briefing materials for the Commission, planning partners and the public.

### **5. Regional Transportation Safety Action Plan Implementation**

**Objective:** State DOTs and MPOs are responsible for establishing targets and achieving significant reductions in each of the five Federal safety performance measures:

- Number of fatalities (all public roads)
- Rate of fatalities (all public roads-per 100M vehicle miles traveled)
- Number of serious injuries (all public roads)
- Rate of Serious Injuries (all public roads-per 100M vehicle miles traveled)
- Number of non-motorized fatalities and non-motorized serious injuries (all public roads)
- SPC's 2015 Regional Transportation Safety Action Plan was the first step in establishing safety targets and tracking safety performance for the SPC region. This plan was updated in 2020. Thirteen regional safety focus areas were identified based on a review of regional crash data and feedback from SPC safety stakeholders. The updated plan is data driven and also contains 157 identified potential safety project locations.
- In the previous program, as required by FHWA, SPC adopted regional safety performance targets for the first four reporting periods.

#### **Planning Activities:**

- Continue to compile and analyze traffic crash data on a regular basis in order to monitor trends and identify problem locations and priority issues.
- Begin to compile data for a 2024/2025 update of the Regional Transportation Safety Action Plan, which is integrated into the LRP, in order to identify regional focus areas for safety.
- Conduct an in-depth analysis or study of 1-2 safety focus areas per year in order to develop detailed action plans and implementation strategies for the region.
- Continue to provide information and analyses required to incorporate safety data into the technical project evaluation processes for the TIP, LRP, and other funding programs such as CMAQ and TA Set-Aside.
- Continue to coordinate with and encourage PennDOT Central Office and the Districts on an MPO-led process for distribution of the regional Highway Safety Improvement Program (HSIP) funding allocation. This proposed process would place a significant emphasis on a systemic safety approach that is data driven, but flexible. FHWA's Systematic Safety Project Evaluation Tool, as well as the focus areas identified in the

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Regional Transportation Safety Action Plan, would be used as guidance within this process. Utilize the previously completed Regional Roundabout Screening Study and work with partners to fund high potential roundabout locations that have higher safety benefits.

- Participate in PennDOT, transit agency and local safety planning activities including identification and prioritization of HSIP projects.
- Monitor and report the regional safety performance measures as federally required.
- Monitor the effectiveness of safety projects and strategies by conducting before and after analyses.
- Provide technical assistance for safety project implementation.
- Create outreach materials to disseminate information about regional safety initiatives.
- Develop and maintain collaboration tools such as SPC's website, social media outlets and SharePoint site in order to share safety planning and programming information.

### **Work Products: (all ongoing activities unless otherwise noted):**

- Begin assembling data for an update of the Regional Transportation Safety Action Plan.
- Transportation Safety Focus Area studies.
- Before and After Studies.
- Project evaluation processes that integrate safety factors.
- Outreach materials and newsletters.
- Briefing materials for the Commission, planning partners and the public. (as needed)

## **6. Road Safety Audits**

**Objective:** A Road Safety Audit (RSA) is a formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. This program assists planning partners with integrating RSAs into the project development process, identifying potential road safety issues, and establishing programming mechanisms to fund the suggested improvements.

### **Planning Activities:**

- Provide technical assistance to planning partners interested in conducting Road Safety Audits (RSA).
- Conduct before and after studies of previously completed RSAs in order to gauge effectiveness and to identify suggestions that have not yet been implemented. These findings could then be used to help develop additional candidate projects for funding consideration.
- Provide technical assistance for cost estimating and project funding applications to address safety issues.

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- Share RSA Summary Reports and RSA procedures with other MPOs and RPOs.

### **Work Products:**

- Road Safety Audit reports with suggested safety improvements. Typically, two to three RSAs are completed per fiscal year with consultant support. (June, 2025)
- Cost estimates and project funding proposals. (June, 2025)
- Before and After studies that document actual benefit-cost of safety improvements. (June, 2025)

## **7. Corridor Operations Planning Studies**

**Objective:** In order to improve mobility, accessibility, and safety in a comprehensive manner, SPC has developed a corridor study approach, which focuses on operations and safety collectively. Corridor Operations Planning Studies are a hybrid between traditional studies and the charrette-style RSA process and take a more holistic look at both operations and safety together and how they impact one another along a corridor. SPC has completed at least one of these studies per fiscal year for the last few years, as requested.

### **Planning Activities:**

- Provide technical assistance to partners interested in conducting Corridor Planning Studies.
- Provide technical assistance for cost estimating and project funding applications to address operations and safety issues.

### **Work Products:**

- Corridor Planning Study reports with suggested operations and safety improvements. Typically, one Corridor Operation Planning Study is completed per fiscal year with consultant support. (June, 2025)
- Cost estimates and project funding proposals. (June, 2025)

## **8. Traffic Incident Management (TIM) Program**

**Objective:** TIM programs address the National Unified Goal for Traffic Incident Management (NUG) by enhancing the delivery of incident management services and products through increased cooperation and collaboration. By bringing first responders together on a regular basis, improvements in interagency traffic incident management will help to ensure the safety of first responders and reduce incident clearance time on the regional transportation network.

### **Planning Activities:**

- Maintain the regional TIM program including leadership and administrative support for the Regional TIM teams and steering committee.
- Provide support and training for the region's Local TIM Teams.



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- Work with partners to encourage formation of additional TIM teams as needed.
- Provide leadership and support for the statewide TIM program (PENNTIME).
- Establish and maintain TIM guidelines that can be adopted as standard practice by regional agencies.

### **Work Products: (all ongoing activities unless otherwise noted):**

- TIM educational materials and Road Safety Public Service Announcements.
- TIM funding newsletter and outreach materials.
- Leadership of the PENNTIME TIM Task Force Development Committee and support PENNTIME meetings and initiatives.
- Support and host Regional TIM Steering Committee meetings.
- First responder SHRP II TIM training sessions, specialized trainings, workshops, and local TIM team meetings.
- FHWA TIM Self-Assessment (annual).
- Briefing materials for the Commission, planning partners and the public. (as needed)
- TIM Performance Measures tool (Incident Clearance Time and Secondary Crashes).

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### REGIONAL TRAFFIC SIGNAL PROGRAM

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#### RESPONSIBLE AGENCY:

Southwestern Pennsylvania Commission (SPC)

#### ESTIMATED COST:

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$108,000
PennDOT	\$13,500
SPC	<u>\$13,500</u>
<b>TOTAL</b>	<b>\$135,000</b>

#### TASK DESCRIPTIONS

Maintenance and operation of traffic signals is a key component of an efficient regional transportation system. In southwestern Pennsylvania there are currently over 2,800 traffic signals that are owned, operated and maintained by approximately 255 municipalities. Many of the municipalities do not have the resources, staff, or technical expertise to be able to ensure that these signals are operating as efficiently as possible and in coordination with signals in surrounding communities. SPC's innovative work in this area assists municipal governments and PennDOT in the delivery of traffic signal improvements to existing signal infrastructure in order to increase operational efficiency, reduce congestion, and improve safety and air quality along the region's arterial roadway network. This mature program's successful track record has led to increased statewide funding and implementation of traffic signal improvements and has been modeled as a national best practice.

#### 1. Regional Signal Program

**Objective:** SPC has identified traffic signal management and infrastructure as a major need in the region. SPC has developed and established a regional traffic signal program that includes asset management, technical and project assistance to municipalities, as well as potential funding to assist in upgrading signal systems in the region. This effort is a high priority project type in both *SmartMoves for a Changing Region* (our most recent Long Range Plan) and in the Regional Operations Plan (ROP). The planning and implementation activities that are part of this program are undertaken to increase the operational efficiency and safety of signalized corridors and to highlight the benefits of doing so.

#### Planning Activities:

- Manage efforts to update and maintain the current GIS-based regional traffic signal asset management database that can be used to assess and prioritize traffic signal needs. This information was previously provided to PennDOT Central Office to facilitate establishment of their TSAMS database.

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- Work with our planning partners to establish criteria for prioritizing local and regional signal needs.
- Continue coordination efforts with PennDOT Central Office on their funding programs and initiatives with regard to traffic signals and arterial corridors (e.g., Green Light Go and ARLE programs).
- Support a traffic signal technical committee to advance priority initiatives and support special events as requested.
- The following 4<sup>th</sup> cycle work commenced in the previous program and will be completed in within this work program. Manage the project selection, reimbursement agreements, preliminary engineering, final design, and construction phases for the 4<sup>th</sup> cycle of the Regional Traffic Signal Program, including:
  - Perform traffic engineering analyses and review analyses conducted by outside engineering consultants. Produce a preliminary engineering technical report with recommendations that are finalized by SPC, PennDOT, and municipalities.
  - Manage and review final design of the approved recommendations. Coordinate final design and final bid packaging with involved municipalities and PennDOT Districts.
  - Coordinate and manage construction/field implementation of technical recommendations, including any updated timings and coordination plans, equipment upgrades, signal decommissioning, etc., with PennDOT and the involved municipalities.
- Manage before and after studies to document the benefits of traffic signal investments, including operational improvements, estimated fuel savings, reduced emissions and financial savings. Include an analysis of accident records to document safety impacts of these investments.
- Research emerging technologies with regard to signal timing and coordination, including adaptive traffic signals and connected and autonomous vehicle technologies.
- Identify opportunities for Integrated Corridor Management pilot projects that would include controlling traffic signals in key corridors from the Regional Traffic Management Center (RTMC) during incidents and other necessary times. Assist local municipalities and others with identifying possible opportunities for other Smart Transportation projects along arterial corridors, such as adaptive traffic signals, access management, modern roundabouts, and traffic calming and multimodal accommodations.
- Encourage and provide technical assistance and available funding to municipalities interested in converting to LED traffic signals.
- The following 5<sup>th</sup> cycle work commenced in the previous program and will continue within this work program. Commence solicitation activities for the 5<sup>th</sup> cycle of the Regional Traffic Signal Program including Call for Projects, application reviews, project selection process and consultant selection process.

**Work Products: (all ongoing activities unless otherwise noted, all activities include consultant support):**

- Traffic signal asset management database.

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- Technical reports with analyses and recommendations for signal improvements.
- Final design and bid packaging of traffic signal improvement/retiming projects. (Commence in Spring 2025)
- Before and after studies.
- Meetings with traffic signal stakeholders including meeting materials.
- Outreach and education materials.
- Briefing materials for the Commission, planning partners and the public. (as needed)

### **TRANSPORTATION OPERATIONS & SAFETY – MULTI-YEAR IMPLICATIONS**

The region's operations and safety planning programs will continue to advance SPC's priorities on the maintenance and operation of the existing system, coordinated investment at the corridor level, and provision of safe and secure multimodal and intermodal options for moving both people and goods. Within the operations and safety program, measurable performance targets have been established in support of national performance measures for safety, congestion reduction, and system reliability. Future performance measurement reporting will be integral to this program and will enable, encourage, and highlight the continued need for operations and safety planning and programming.

Congestion reduction and system reliability were two of seven national goals that have continued focus in the federal FAST Act legislation. Establishment of performance standards and an outcome-based program is continued with the provisions of this latest authorization bill. This likely will continue with the next authorization bill. In working toward the federal goals "to achieve a significant reduction in congestion on the National Highway System" and "to improve the efficiency of the surface transportation system", SPC will continue to be a leader in planning for operations and on mainstreaming transportation operations into the planning process. SPC staff members have been recognized as statewide leaders in Planning for Operations initiatives and could be called upon to assist in expanding operations programs to other parts of the Commonwealth, particularly to rural areas where RPO planning staffs may not be able to support such activities.

Safety was another of the seven national goals that were reiterated in the FAST ACT. In working toward the federal goal "to achieve a significant reduction in traffic fatalities and serious injuries on public roads", SPC will continue, through its transportation safety planning initiatives, to focus on increasing its role in transportation safety planning and on continuing to integrate safety into the overall transportation planning process. SPC staff members are being recognized as statewide leaders in Traffic Incident Management initiatives and have been called upon to assist in expanding TIM programs to other parts of the Commonwealth. A systematic regional HSIP funded program will ensure that effective improvement projects are provided on state, county, and local roadways.

The continued updating of the regional ITS Architecture to meet the latest standards enables SPC and its planning partners to fully use resources and emerging technologies that are available at the national level. Development of an ITS Strategic Planning document and future updates will result in the development of regional strategies and priority setting. It will also assist in preparing the region and its stakeholders for new technologies and systems, such as connected and autonomous vehicles, as they are developed,

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tested, and deployed. These on-going activities within SPC's ITS planning and implementation initiatives promote collaborative and effective ITS planning.

SPC's Regional Traffic Signal Program will continue to focus on efforts to address the traffic signal priority areas defined in the Southwestern Pennsylvania Regional Operations Plan. These ongoing efforts include providing technical, project management, and funding assistance to municipalities in order to implement signal improvement projects; gathering updated information on regional traffic signal needs; and, conducting before and after studies to determine and promote the measures of effectiveness related to the program. SPC's first three cycles of the program involved work on 577 traffic signals. The 4th cycle of the program is projected to affect 98 traffic signals.

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## **SAFE & ACCESSIBLE TRANSPORTATION**

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### **SAFE & ACCESSIBLE TRANSPORTATION – OVERVIEW**

The Long Range Plan (LRP), [\*SmartMoves for a Changing Region\*](#), was developed with the following regional vision: A world-class, safe and well maintained, integrated transportation system that provides connected mobility for all, enables resilient communities, and supports a globally competitive economy. To achieve the vision, the following investments, that are relative to the Transportation Operations and Safety, were identified:

- Investment for Maintaining Infrastructure Condition
- Investment for System Safety, Efficiency and Reliability
- Multimodal Investment for Community and Economic Development

The SmartMoves vision includes well maintained roadways and bridges that are safe for all users. *SmartMoves* makes significant investments in improving mobility conditions, safety, and operations. The use of new and emerging technologies in operations, design, construction methodologies, and materials will be critical moving into the future, allowing us to maximize use of our limited state and federal funds.

Transportation Operations & Safety programs directly address the Regional Vision.

Safe and Accessible transportation programs aim to encourage and promote the safe and efficient management, operation, and development of the region's transportation system that will serve the mobility needs of people, especially Vulnerable Road Users (VRUs).

### **SAFE & ACCESSIBLE TRANSPORTATION – RESULTS FROM CURRENT PROGRAM**

*SmartMoves for a Changing Region* continued to place an emphasis on investing in the maintenance and preservation of the existing transportation system; a theme that is also the top priority in the 2023-2026 TIP. This will undoubtedly continue with the 2025-2028 TIP currently under development. SPC's safe and accessible transportation programs address goals such as ensuring that we include major projects that maintain our existing system while also enhancing safety, accessibility, mobility, and connectivity across the region.

The following is a sample of safe and accessible transportation planning activities that were advanced in the second year of the 2022-2024 Work Program (first year of Safe and Accessible funding):

- Investigated existing Complete Streets policies and best practices that are in effect in the U.S.; Reviewed new pedestrian and bicycle design guidelines about to be incorporated into PennDOT's Design Manual; Review street design policies and guidelines from Manual of Uniform Traffic Control Devices (MUTCD), American Society of Street and Highway Transportation Officials (AASHTO), National Association of City Transportation Officials (NACTO), and FHWA's new bicycle/pedestrian guidance document. Develop performance measures associated with implementation of policy.

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- Worked with SPC's Policy Committee to complete a draft Complete Streets policy. Distributed draft to SPC planning partners for review and feedback. Finalize Complete Streets Policy for Commission adoption.
- Updated SPC's Active Transportation Resource Center to feature SPC's Complete Streets Policy and highlight key resources for local governments to transform roadways to provide safe, connected access for all users.
- Hosted and coordinated the PennDOT Central Office VRU Safety Assessment meeting.
- Commenced working with planning partners to determine how to implement complete streets policy into planning processes and how to establish baseline with regard to performance measures in order to enable performance tracking in the future.
- Provided local governments with additional technical support and guidance focused on developing Complete Streets policies and prioritizing safety for all users.
- Engaged with FHWA and their available information and training for staff on Pedestrian and Bicycle Road Safety Audits procedures and guidelines
- Initiated staff training on the Pedestrian and Bicycle Road Safety Audit guidelines.
- Provided technical assistance to planning partners interested in conducting a PBRSA.
- Completed one Pedestrian and Bicycle Road Safety Audit (PBRSA) report with suggested safety improvements by the end of the current UPWP.
- Shared PBRSA Summary Report and procedures with other MPOs and RPOs.

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### **INCREASING SAFE & ACCESSIBLE TRANSPORTATION OPTIONS**

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#### **RESPONSIBLE AGENCY:**

Southwestern Pennsylvania Commission (SPC)

#### **ESTIMATED COST:**

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	<u>\$117,000</u>
<b>TOTAL</b>	<b>\$117,000</b>

#### **TASK DESCRIPTIONS**

The Southwestern Pennsylvania Commission (SPC) is already currently utilizing at least 2.5% of its planning funds on specified planning activities that increase safe and accessible options for multiple travel modes for people of all ages and abilities. SPC's previous and current planning programs outline these activities. In addition to the current safety related tasks outlined in SPC's 2024-2025 Unified Planning Work Program (UPWP) within other functional areas, SPC proposes to utilize the available additional Safe and Accessible Transportation Options funding through the Infrastructure Investment and Jobs Act (IIJA) for these additional planning activities and work products.

##### **1. Road Diets**

###### **Planning Activities:**

- Work with Active Transportation staff to continue to develop performance measures associated with implementation of Complete Streets policy.
- Begin gathering data to identify potential candidate arterials for road diet studies. Road diets tend to decrease vehicular speeds and pedestrian/bicycle crossing lengths. Road diets provide opportunities to implement more complete streets and increase safety to vulnerable road users. FHWA and PennDOT guidance for road diets will be utilized.
- Coordinate data gathering with PennDOT and County Planning Partners and engage discussion of potential arterials for road dieting.
- Continue to coordinate with PennDOT Central Office on planning and implementation of safety for vulnerable road users (VRUs)

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### **Work Products:**

- Technical memorandum that provides data, road diet criteria, and candidate arterials for future study. Review available data to develop a list of potential road diet corridor segments for further study. (completed June, 2025)

### **2. Developing and implementing Pedestrian/Bicycle Road Safety Audit**

**Objective:** SPC has already completed over 51 Road Safety Audits (RSAs) since 2009. Many of these RSAs have resulted in safety suggestions that have been implemented by state, county, and municipal roadway owners. These audits have been completed in accordance with Federal Highway (FHWA) guidelines and are comprehensive with regard to safety for all users of the roadway.

In 2020, FHWA introduced [new Pedestrian and Bicycle Road Safety Audit \(PBRSA\) guidelines](#). The PBRSA Guidelines and Prompt Lists developed for the Federal Highway Administration provides transportation agencies and teams conducting an RSA with a better understanding of the needs of pedestrians of all abilities. SPC will continue to develop and implement PBRSA by a) making any available training to staff that would conduct PBRSA; b) Initiating outreach to planning partners for PBRSA candidates; and c) Conducting PBRSA utilizing the training received and in accordance with the new Federal guidelines.

This continued PBRSA initiative will also allow for further collaboration on pedestrian and bicycle safety issues with pedestrian and bicycle advocacy groups as well as state, county, transit, and municipal planning partners.

### **Planning Activities:**

- Continued engagement and coordination with FHWA and PennDOT on their available information and training for staff on Pedestrian and Bicycle Road Safety Audits procedures and guidelines.
- Provide technical assistance to planning partners interested in conducting a PBRSA. Conduct Pedestrian/Bicycle Safety Audits.
- Share PBRSA Summary Reports and PBRSA procedures with other MPOs and RPOs.

### **Work Products:**

- Pedestrian and Bicycle Road Safety Audit report with suggested safety improvements. Typically, one PBRSA is anticipated to be completed each fiscal year with consultant support. (June, 2025)
- Briefing materials for the Commission, planning partners and the public.

## **DATA SYSTEMS & MODELING**

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### **DATA SYSTEMS & MODELING – OVERVIEW**

SPC compiles and maintains large amounts of data, mapping and other information for use and reference by staff on a daily basis and to support both in-house plans and programs and for outside planning activities.

Key data items are available for download from SPC's website through SPC's Regional Data Center and SPC's Geographic Information System (GIS) Open Data Hub Site. SPC also functions as a Pennsylvania State Data Center (PaSDC) Regional Affiliate and Census processing center and repository. This data underpins all support of the planning activities at SPC.

These data resources act as primary inputs to SPC's regional models including the REMI (Regional Economic Models, Inc.) forecasting model, Mature Economic Region Land Use Allocation Model (MERLAM), the regional travel demand model, and SPC's air quality models. These models are essential to providing planning support to PennDOT, SPC's members, and other regional partners, as well as for developing the LRP and TIP and in processing air quality conformity determinations.

The coordination with federal, state and local agencies on the collection, management and application of these data resources is required to maintain the regional data systems and models. The software and hardware used for SPC's data management and dissemination is maintained, updated, and enhanced periodically in order to keep up with technological advancements and opportunities. Staff training is also provided regularly.

### **STATEWIDE PLANNING PRIORITY AREAS**

The tasks in this section of the UPWP address the following priority areas:

- **II-Supporting Planning/Programming Activities:** update and maintain the regional forecasting models, regional travel demand and air quality models, assist in implementing the state Climate Change Action Plan through air quality conformity analysis, Urbanized Area boundary updates, Functional Classification Designations, collection of pedestrian and bicycle data in support of Complete Streets initiatives, collect and maintain and inventory of transportation data to assist asset management programs, for FTA Triennial Review Support, and participation in Federal MPO Planning Process Certification Reviews.
- **IV-Land Use/Transportation Linkages/Economic Development/Modernization:** support development of an update to the regional freight plan, provide data collection and management in support of livability, sustainability, and resiliency planning efforts, maintain a diverse collection of geospatial data representing the region's natural and built environment, incorporate data from county and local plans for an accurate representation of land use in the region.
- **V-Highway Performance Monitoring System and Traffic Data Collection:** Verify and update roadway inventory and performance measures on Highway Performance Monitoring System (HPMS) sample sections including any additional segments that may be required based upon revised urban boundary revisions in accordance with HPMS manual specifications. Collect a variety of assigned traffic counts in support of HPMS following specifications provided, within the dates prescribed, and with all data

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submitted by the first Friday in December of each year. Staff attend PennDOT traffic workshops and participate in any Traffic Counting Safety Assistance Program (TCSAP) reviews.

### **ROLES**

**Federal Highway Administration (FHWA)/Federal Transit Administration (FTA):** Provide technical assistance as well as general oversight, review and approval of the Metropolitan Planning Process for Southwestern Pennsylvania.

**SPC:** In Data Systems and Modeling, SPC's role is to acquire and compile, maintain, summarize, and disseminate data and associated analysis in support of SPC's mission, implementation of *SmartMoves for a Changing Region*, and to support the development of the next LRP update. This includes coordination with a number of organizations and agencies (DEP, PaSDC, Census Bureau, SPC members, the region's transit operators, local universities, etc.). In coordination with the PennDOT Program Center and FHWA, staff manages and tracks progress toward the local Transportation Performance Management targets. SPC staff manages the HPMS data collection activity in the region and performs traffic data collection for PennDOT. Staff routinely updates and maintains the regional population, household, and employment forecasting models and the regional travel demand model. As needed, staff will work with other partners (PennDOT, DEP, EPA, etc.) to monitor and evaluate greenhouse gas emissions and assist in implementing Pennsylvania's Climate Action Plan.

**PennDOT Central Office:** Provide resources, and oversight to HPMS Inventory and traffic data collection efforts.

**PennDOT Center for Program Development:** The Program Center convenes and chairs the statewide Air Quality Transportation Conformity Work Group, and serves as liaison to FHWA, EPA, and PaDEP for review and approval of air quality conformity assessments. The Program Center has a lead role in coordinating with SPC and other planning partners on managing the Transportation Performance Management process, and as needed, in monitoring and evaluating greenhouse gas emissions and implementation of the state's Climate Action Plan.

**PennDOT Districts:** The Districts are both a source of data for SPC's Data Systems and Modeling function, but also a customer for SPC's data and modeling services. Custom datasets, analysis, modeling, and other technical assistance are routinely provided for the Districts on request. Advise SPC on locations to collect traffic data.

**Member Planning Departments:** SPC's members are also both a source of data as well as a customer for SPC's data services. Staff works closely with the members, their planning staff and their local municipalities on development and sharing of data and GIS resources. Data is shared for and from county and municipal plans among the members. Staff assists with the development of municipal plans with data and GIS resources, and data analysis on request. Members also submit local traffic data collection needs.

**Transit Agencies:** Staff works closely with the region's transit operators, providing technical assistance, data, maps, and other analysis on a regular basis. SPC staff collects and shares information on the region's



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park-n-ride facilities. Transit service, operations, and management information is available from the transit operators.

### **DATA SYSTEMS & MODELING - RESULTS FROM CURRENT PROGRAM**

*SmartMoves for a Changing Region* was updated and adopted in June 2023 as the regional long-range transportation and development plan. This plan represents significant progress in implementing performance-based planning and programming. SPC's data systems and modeling programs provide data and analysis that support planning activities throughout the Work Program to advance the Regional Vision, Goals and Strategies of *SmartMoves*.

SPC's GIS-based information helps make the region's transportation system—including roadways, railways, bridges, transit facilities, waterways, airports, etc.—more efficient and effective by analyzing multiple scenarios in the planning process. Private and public economic development groups used GIS to aid site selection activities for key projects within counties and along key investment corridors. SPC's forecasting and travel models provide data and analysis to help the region prepare effective transportation plans, manage congestion, and meet air quality standards. SPC routinely provides technical assistance to its members and partner agencies to develop traffic forecasts for key transportation improvements throughout the region. These activities help to advance the Regional Vision, Goals and Strategies of *SmartMoves*. The following is a sample of data systems and modeling activities that were advanced in the 2022-2024 Work Program:

- Maintain data sharing agreements with Carnegie Mellon University and the University of Pittsburgh
- Obtained, processed and disseminated 2020 Census data as it was released.
- Utilized CUBE Access to measure accessibility in the SPC region.
- Enhanced GIS data for the 10-county region representing new and updated multimodal transportation, land use, land cover, environmental, social and demographic features.
- Refined metadata, attribute descriptions, spatial data dictionaries and additional documentation of the regional GIS for use in-house and for outside data recipients.
- Revised data representing the region's demographics at all geographic levels for historic and current counts, estimates, and projections. Incorporated data from the US Census Bureau at all levels of geography. Additional enhancements were made using data from the American Community Survey and recent Census estimates.
- Updated land use data and statistics regionwide from detailed aerial imagery, by municipality and traffic analysis zone for the region's demographic forecast and regional travel demand model.
- Updated, edited and rectified GIS data representing infrastructure, land use/land cover, topography, hydrology, environmental features, and trip generators to correct ground locations through use of recent aerial imagery and field data collection to aid transportation and economic development projects and plans.
- Updated data representing landslides and flooding to aid in determining possible negative impacts, and to improve the resiliency and reliability of the region's transportation systems.
- Expanded regional GIS applications and tools with data representing environmental features, demographics, and traffic patterns and conditions to assist the evaluation of projects for the TIP, the LRP, and Congestion Mitigation and Air Quality (CMAQ) projects.

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- Updated GIS databases and mapping for all of SPC's Congestion Management Process travel corridors, park-n-ride facilities, LRP projects, and TIP projects for use by staff, publication and for posting on the SPC website.
- Enhanced a Traffic Signal Asset Management System database and online map application representing over 3,400 traffic signal, beacon and flasher locations across the 10-county region.
- Maintained the inventory of locally-owned bridges across the region and a geospatial database of locations, with attributes and photographs to support PennDOT's Local Transportation Asset Management strategy.
- Developed GIS data and products to assist compliance with Environmental Justice mandates, for Title VI activities at partner agencies, and the Americans with Disabilities Act.
- Hosted meetings on geospatial data and standards between member governments and planning partners to initiate practices to aid the exchange of GIS products and data. Represented MPO GIS interests for Keystone GIS, formerly the PA Mapping and Geographic Information Consortium.
- Produced geospatial data, databases, maps, and graphics to assist planning partners, associated agencies and local governments.
- Upgraded GIS software and hardware to improve data processing capabilities and improve the use of GIS data, applications and subsequent products.
- Provided technical support and detailed traffic forecasts to individual consultant teams that were under contract to PennDOT or member agencies, in preparation of needs analysis reports and traffic studies for multiple sites across the region.
- Maintain an online Regional Data Center on the SPC website where numerous data summaries are available to the public. Several "Spotlight" projects have been developed to showcase available data. SPC continues using Tableau software to develop interactive dashboards that enhance the display of data on SPC's Regional Data Center.
- Maintain an inventory of the region's park-n-ride facilities that contains detailed information for each facility located in the SPC region.
- Conducted conformity assessments for regionally significant TIP and LRP amendments.
- Maintain an up-to-date, calibrated version of the REMI TranSight model which integrates the output from SPC's regional travel demand model into the broader economic model to better evaluate the total economic effects of changes to the transportation network. The REMI TranSight model assists with assessing the performance of the region's LRP.
- Completed SPC's Cycle 12 long range forecast of population, employment and households, which was adopted with the update of SmartMoves for a Changing Region in June 2023.
- Continue to develop and maintain metrics, targets, and tracking process for ongoing monitoring and reporting of progress on transportation performance measures to address US DOT's Transportation Performance Management planning process. Continue to maintain a Transportation Performance Management ArcGIS Hub on SPC's website.
- Secured consultant assistance to develop updated components of the travel model including trip generation, distribution, and network coding processes.
- Maintained an annual subscription to StreetLight data that provides access to an analytics platform to evaluate transportation projects and development of data for the model update process and to satisfy external requests from members and planning partners.
- Enhanced GIS data for the 10-county region representing new and updated transportation, transit, land use / land cover, environmental, social and demographic features. Refined metadata, attribute

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descriptions, spatial data dictionaries and additional documentation of the regional GIS for use in-house and for outside data recipients.

- Verified and updated roadway inventory and performance measures on over 500 sample sections throughout the region, in accordance with the HPMS Field Manual specifications. Inventory work included the measurement and classification of shoulders, lanes, and medians as well as noting the number of traffic signals, stop signs, and potential widening obstacles within each sample section.
- Continued to maintain an in-house database of all HPMS Inventory sample sections and coordinated with PennDOT the delivery of sample sections to be inventoried and any potential conflicts.
- Oversaw the HPMS Inventory effort in Lawrence County and integrated the County acquired data into the SPC database.
- Participated in HPMS Inventory workshops and conferences sponsored by PennDOT and participated in PennDOT's data collection quality review process.
- Collected and submitted to PennDOT over 450 total traffic counts throughout the region. Volume and classification counts were collected via machine tube counters or manual counters and in accordance of FHWA and PennDOT defined classifications.
- Maintained an in-house database of HPMS traffic count sites and traffic count data to support other SPC programs and for member governments. Expanded an ArcGIS Online mapping interface of all collected traffic counts.
- Completed all possible traffic counts by the week before Thanksgiving and submitted the data to PennDOT by the first week of December each year.
- Attended and participated in HPMS Traffic Counting workshops and PennDOT's annual traffic counter personnel safety review process.

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### REGIONAL GIS & DATA/GRAPHICS CLEARINGHOUSE

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#### RESPONSIBLE AGENCY:

Southwestern Pennsylvania Commission (SPC)

#### ESTIMATED COST:

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$467,172
Federal Transit Administration	\$240,655
PennDOT	\$58,397
SPC	<u>\$118,563</u>
<b>TOTAL</b>	<b>\$884,797</b>

#### TASK DESCRIPTIONS

The collection, analysis, and dissemination of a wide range of data supports SPC's transportation and economic development planning programs. The maintenance and application of data resources such as the regional park-n-ride inventory, freight flows, traffic volume trends, and datasets like NPMRDS, INRIX, and StreetLight are vital across all of SPC's planning functions. Key program elements include the processing and dissemination of Census and other data releases and developing and maintaining a current catalog of SPC data products available to staff, member agencies, transit operators, planning partners, and others. SPC functions as a Regional Affiliate of the Pennsylvania State Data Center (PaSDC). In this role, SPC operates as an extension of the PaSDC by responding directly to the information needs of requestors in the SPC region. Data analysis, technical assistance, and consultation services are also provided.

The primary tasks within GIS Operations is to provide accurate geospatial data representing land use, transportation infrastructure, environmental conditions, demographics, housing and employment categories that enhance existing GIS tools; introduce additional applications; and, provide support to SPC departments, member governments, associated agencies, and planning partners, resulting in improved quality and quantity of projects and plans at SPC.

#### 1. Data and Graphics Maintenance & Analysis

**Objective:** SPC serves as a regional resource for data to support planning by SPC's internal departments, member governments, associated agencies, transit operators and planning partners. SPC continuously enhances this data and looks for new ways to analyze and apply data visualization techniques to produce clear, concise information for planning activities.

#### Planning Activities:

- Maintain SPC's data files to reflect changes that occur over time.

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- Research, develop and/or acquire new data resources, as needed.
- Coordinate with the data collection, data management and data dissemination efforts undertaken by SPC departments.
- Provide data and analysis as needed to support implementation of *SmartMoves for a Changing Region*.
- Increase awareness among in-house staff, outside agencies and other stakeholders regarding data resources available through SPC.
- Continue to expand and enhance the presentation of data resources on SPC's online Regional Data Center housed on the SPC website. Continue to implement, refine, and expand tools to allow interactive choice by users for selecting the type and geography of tables/graphs/maps to display during their website visit.
- Respond to data requests from in-house staff, outside agencies and local governments.
- Continue to function as a PaSDC Regional Affiliate agency and Census processing center and repository.
- Work with the US Census Bureau to acquire, process and disseminate the various Census products as they are released, including additional 2020 Census data releases, annual American Community Survey (ACS) data, annual Census population estimates, and several other Census data files. Census website shows several 2020 Census Data files for release in 2024.
- Continue to acquire, process and disseminate, as appropriate, other publicly available datasets to support plans and programs in the Region.
- Continue to obtain data resources through agreements with other entities (e.g. Strava Metro data).
- Review hardware and software needs for SPC's data maintenance and dissemination activities. Obtain, install and operationalize needed equipment. Provide for staff training, as needed.
- Maintain existing hardware and software such as Adobe Creative Cloud Suite, Tableau Desktop, CUBE Access, ArcGIS, etc.
- Continue to work with partners to obtain demographic and origin-destination data for users of regional park-n-ride facilities and report on findings.
- Continue research and testing of options for enhancing park-n-ride facility utilization statistics via alternative data collection methods. Select and deploy new methodologies for obtaining baseline utilization statistics for regional park-n-ride facilities.
- Provide analysis of regional freight flow/goods movement data to support activities of SPC's Freight Forum and to update the Regional Freight Plan.
- Continue to acquire, review, and expand capacity for analysis of "big data" for travel monitoring such as NPMRDS, INRIX, StreetLight, etc.
- Provide demographic analysis for SPC's Linking Planning and NEPA and PennDOT Connects activities, as needed. Identify specific data needs to advance regional livability, sustainability, and resiliency planning efforts.

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- Assist with data collection, data management and data analysis tasks required for SPC's asset management activities, as needed.

### **Work Products: (all ongoing activities unless otherwise noted):**

- Updated data files and related documentation from the US Census Bureau and other Federal data sources as data is released. New data files and related documentation as developed in-house.
- Standard and custom data products for use by SPC staff, member governments and planning partners.
- Enhanced SPC online Regional Data Center and updated catalog of data resources.
- Interactive dashboards, infographics and online applications that highlight SPC's data resources.
- Documentation of data collection, management and dissemination activities and procedures to aid future projects and for replication by planning partners.
- Updated documentation recording the receipt and fulfillment of outside data requests.
- Operational software and hardware for data collection, management and dissemination, and a staff trained in its use.
- Documentation of data and analysis to support implementation of *SmartMoves for a Changing Region*.
- Current data on characteristics and use of the region's park-n-ride facilities.
- Documentation of the analysis of regional freight flow/goods movement to/from the SPC region.
- Documentation of the analysis of "big data" for the region, such as NPMRDS, INRIX, and StreetLight data.
- Briefing materials for the Commission, planning partners and the public as needed.

## **2. Transportation Performance Management**

**Objective:** SPC continues to be in close collaboration with PennDOT and other planning partners to implement performance targets and measures related to FHWA and FTA rulemakings intended to use system information to make investment and policy decisions to achieve national performance goals as required by MAP-21, the FAST Act, and the IIJA. Performance measures have been established to assess the following: the condition of pavements and bridges on the National Highway System (NHS); safety in terms of serious injuries and fatalities on public roads; performance of the Interstate and non-Interstate NHS; freight movement on the Interstate system; traffic congestion and on-road mobile source emissions as related to the CMAQ program; NHS asset management; and, transit asset management through state of good repair (SGR) measures. Data will continue to be gathered and shared among planning partners to develop baseline measurements and trends; to establish and update performance targets; and to continue the ongoing assessment of progress toward performance targets. Processes have been developed for publishing standardized reports to disseminate this information to planning partners and the public. These processes continue to be reviewed and updated as

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needed. Continued maintenance and enhancements to SPC's Transportation Performance Management ArcGIS Hub on SPC's website.

### **Planning Activities:**

- Acquire, process, and analyze datasets for monitoring progress toward performance targets, such as the National Bridge Inventory (NBI), the Fatality Analysis Reporting System (FARS), the National Performance Management Research Data Set (NPMRDS), the Highway Performance Monitoring System (HPMS), etc. Develop and document tools to efficiently process and analyze these datasets.
- Continued coordination with planning partners and others for the development and implementation of Memorandums of Understanding (MOUs).
- Continued coordination with PennDOT, FHWA, and FTA on the development and implementation of transportation performance measures.
- Collaborate with PennDOT, SPC members, Public Participation Panels, transit operators, and other planning partners to implement local targets, develop appropriate metrics, and to track progress toward targets.
- Prepare required reports for PennDOT, FHWA, and FTA. Develop regular reports and visualization tools that will communicate progress toward performance targets to SPC members, planning partners, and the public. Continue to maintain and enhance SPC's Transportation Performance Management on SPC's website and the GIS Hub Site. Continue benchmarking efforts for key regional indicators.
- Manage efforts to address federal performance measure requirements and carry out activities under other UPWP tasks to advance and achieve various performance measures.

### **Work Products: (all ongoing activities unless otherwise noted):**

- Final Report – "2022-2025 CMAQ Performance Plan 2023 Mid Performance Period Report". (anticipated October, 2024)
- Ongoing documentation of data collection, analysis, management and dissemination activities and procedures related to the ongoing monitoring of progress toward performance targets.
- Performance monitoring reports and interactive dashboards to be disseminated to interested parties via SPC's website and through other means.
- Ongoing and as needed briefing materials for SPC members, planning partners and public use.

### **Multi-Year Planning Issues:**

- Continuation of a multi-year strategic plan to enhance SPC's land use, economic and travel demand models.

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- Updates and enhancements of the region's park-n-ride lot inventory including current data on utilization and user origin-destination data.
- Continued expansion of SPC's Regional Data Center with new and enhanced content on the SPC website.
- Continue to inventory, catalog, and document SPC's data resources, and analysis tools for use in-house and among planning partners and the general public
- Improved use of data visualization tools and techniques to compile, analyze and present information to the public and to decision-makers, including transportation performance measure tracking.

### **3. GIS Operations**

**Objective:** SPC's 10-county Geographic Information System serves as the regional resource for geospatial data and online map applications that cross county boundaries to support internal plans and programs at SPC and for plans and projects at member governments, associated agencies, and planning partners. SPC continuously updates and enhances geospatial data to provide the most current and accurate depiction of the region for a multitude of planning tasks.

#### **PLANNING ACTIVITIES:**

1. Maintain and enhance a wide collection of GIS data and imagery representing built infrastructure, land cover / land use, topography, hydrology, environmental features, and trip generators to aid in sound and sustainable planning for transportation and economic development projects.
2. Provide GIS data, applications, and products required by the various departments of SPC to assist with UPWP activities, to advance projects and support planning partners.
3. Enhance and maintain multiple levels of geography to accurately depict the demographics of the region in terms of population, households, housing units, and workplace employment for further analysis and for incorporation with SPC's modeling and forecasting programs.
4. Maintain an accurate base map to highlight the relationship of transportation features such as railroad lines and crossings; traffic signals and beacons; active transportation infrastructure, transit routes, stops and facilities; intermodal facilities, and ITS infrastructure to identify and minimize potential conflicts of safety.
5. Develop and maintain accurate databases of environmental features and conditions as required for environmental impact studies for transportation and economic development projects across the region and to aid in linking transportation planning and the National Environmental Policy Act. Maintain accurate data for the region's transportation networks and incorporate HPMS traffic counts and traffic signal data to aid in the analysis of system performance within SPC's Congestion Management Process, the Regional Operations Plan, and the Regional Traffic Signal Program.
6. Maintain data and information related to transit routes, stops, and transit stations for fixed route transit service by all transit providers in the region and provide technical assistance for service planning, transit-oriented development strategies and developing general transit feed specification (GTFS).



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7. Incorporate completed economic development projects and maintain databases of places of employment, zip codes and traffic analysis zones to aid in determining the region's employment for SPC's modeling efforts, and to identify trip generators and attractions that affect traffic patterns.
8. Maintain data and information representing river terminals, trucking, freight facilities, and railroad corridors to support SPC's Freight Forum, keep current SPC's Regional Freight Network, and assist in the development of regional and localized freight plans.
9. Expand existing spatial data for pedestrian and pedestrian / bicycle trails, facilities and infrastructure, sidewalks, stairs and parking facilities to provide analysis in support of SPC's Active Transportation Forum, and intermodal and multimodal opportunities across the region.
10. Aid planning partners and the region's local governments with comprehensive and multi-jurisdictional plans through the use and application of accurate GIS data and imagery. Incorporate land use data from local plans into SPC's GIS to reflect changes across the region.
11. Assist SPC and PennDOT district staff by maintaining databases of functionally classified highways, adjusted urbanized areas, fixed transit routes and stops, traffic signals, and park-n-ride lot locations.
12. Maintain and update demographic data on race, age, income, education, mobility and Limited English Proficiency for benefits and burdens analysis as part of Environmental Justice activities at SPC, and to expand public outreach and public participation with minority and disadvantaged populations.
13. Compile GIS data representing land cover / land use to identify areas that meet criteria for specific development activities at the local and regional level. Carry out revisions to the region's land cover data as recent aerial imagery becomes available to keep data current for project evaluation, transit development plans, modeling and forecasting activities.
14. Incorporate roadway, bridge, multi-modal and crash data from PennDOT in the regional GIS to evaluate current conditions, traffic volumes, and sufficiency and deficiency of the region's highways and bridges to assist the Commission in prioritizing TIP and LRP projects, to assist staff in conducting Road Safety Audits and to support regional Traffic Incident Management.
15. Provide aerial imagery and digital elevation data from recent aerial photography programs to member governments, associated agencies and planning partners.
16. Implement flexible training options related to GIS data and application development to increase the capabilities of staff, expand geospatial tools to support partners, and maximize the use of quality geospatial data in decision making.
17. Apply and adopt spatial and data standards to promote and enhance the sharing of GIS data between SPC's member governments, associated agencies, and planning partners.
18. Create maps, graphics, visualization tools, online map applications and expand SPC's GIS Hub Site to assist SPC departments with public engagement and outreach related to UPWP programs, to satisfy outside requests, and for distribution through the SPC website.
19. Maintain computer hardware and software for GIS and other SPC programs to provide necessary services for member governments, associated agencies, and planning partners.

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### **WORK PRODUCTS: (ALL ARE ONGOING ACTIVITIES UNLESS OTHERWISE NOTED):**

1. A current collection of GIS data for the SPC region depicting transportation, environmental, social, and demographic features added or revised from outside data and high-resolution aerial imagery.
2. Maps, graphics, data, reports, visualization tools and online applications for use by SPC departments, member governments, associated agencies, planning partners and the general public.
3. Improved GIS applications to aid in the evaluation of transportation projects, and to increase the efficiency of SPC transportation plans and programs.
4. Updated metadata and documentation to reflect the addition of new GIS data, enhanced GIS data attributes, new applications, and to improve the transmittal of GIS products.
5. Presentations, seminars and participation at local and state GIS functions.
6. Enhanced GIS content and applications on SPC's GIS Hub Site.
7. Promotional and support materials for SPC's public participation and outreach processes.

### **RESULTS FROM CURRENT WORK PROGRAM:**

1. Enhanced GIS data for the 10-county region representing new and updated transportation, transit, land use / land cover, environmental, social and demographic features.
2. Refined metadata, attribute descriptions, data dictionaries and additional documentation of the regional GIS for use in house and for outside data recipients.
3. Revised data representing the region's demographics at all geographic levels for historic and current counts, estimates, and projections from the 2020 Decennial Census and the American Community Survey for the region.
4. Updated land use data from recent aerial imagery, distilled at the municipal level and by traffic analysis zone for the region's demographic forecast and traffic demand models at SPC. Updated, edited and rectified GIS data representing infrastructure, land use / land cover, topography, hydrology, environmental features, and trip generators to accurate ground locations through use of recent aerial imagery and county provided parcels to aid transportation and economic development projects and plans.
5. Expanded content on SPC's GIS Hub Site, an open GIS Data portal on SPC's website to aid in distributing data to planning partners for use on local plans and projects.
6. Online geospatial mapping applications that provide data on traffic counts and statistics, active transportation infrastructure, connected pedestrian infrastructure and bicycle level of comfort mapping for public and planning partner access.
7. Updated data representing environmental conditions to support screening tools that evaluate transportation projects and aid in determining potential environmental impacts and to improve the resiliency and reliability of the region's transportation systems.
8. A comprehensive and expanded collection of GIS data representing sidewalks, public stairs, trails and pedestrian / bicycle infrastructure to support the regional Active Transportation Plan.
9. Robust regional GIS applications and tools that provide information on environmental features, demographics, and traffic patterns and conditions to assist the evaluation of projects for the TIP, the LRP, Congestion Mitigation and Air Quality projects, the Transportation Alternatives Set-Aside and the Carbon Reduction programs.

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10. An updated and current inventory and online map application of traffic signal, beacon and flasher locations across the 10-county region.
11. An expanded inventory of locally-owned bridges and roads across the region with a geospatial database of locations, to support asset management strategies and as a base map for future candidate projects.
12. Developed GIS data and products to assist compliance with Environmental Justice mandates, for Title VI activities at partner agencies, and for the Americans with Disabilities Act.
13. Hosted online and in-person meetings on geospatial data standards for a variety of geospatial data to bring together member governments and planning partners to foster best practices in developing and using accurate geospatial data. Represented MPO GIS interests for the PA Mapping and Geographic Information Consortium, and regional GIS user groups.
14. Produced various geospatial data layers, aerial mosaics, maps, and graphics to assist planning partners, associated agencies and local governments.
15. Upgraded GIS software and computer hardware to improve data processing capabilities, ensure data quality and accuracy, and improve the use and distribution of GIS data, applications and subsequent products.

### **MULTI-YEAR PLANNING ISSUES:**

- A complete, current and comprehensive collection of GIS data and aerial imagery for the 10-county region that complements geospatial data and programs at state agencies, member governments and planning partners within and adjacent to the SPC region.
- A spatial collection of data showing land cover data change in the region as a revised base map to aid in transportation and economic development planning decisions for both short and long-term plans. Data will be updated from future collections of imagery to show change and to identify development patterns.
- Updated land use statistics and workplace employment data by municipality and traffic analysis zone that are utilized in SPC's modeling and forecasting programs to identify growth or loss in residential and employment sectors over time and for future population and employment forecasts.
- In-depth analysis of the region's demographic data to identify disadvantaged populations and trends relating to transportation and economic development opportunities.
- Historic and current statistics regarding the region's transportation infrastructure to aid in project evaluation and prioritization for state and locally maintained transportation assets.
- As transportation and economic development projects are completed, they are added to the regional GIS and incorporated into the monitoring of the flow of traffic, people, and goods and services.
- Track, inventory, and digitize land use categories from county and municipal comprehensive plans as they are completed. Incorporate results into SPC's modeling and forecasting programs.
- Increasingly accurate GIS data at the regional level through the incorporation of periodic updates to digital parcels, street centerlines, and site addresses provided by local governments.
- Expand existing databases and geospatial layers for traffic counts, traffic signals, and transit facilities to reflect changing conditions and for benchmarking in project evaluation and congestion management programs.

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- Broader representation of environmental features and conditions to assist in linking transportation planning and the National Environmental Policy Act.

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### **MODELING – AIR QUALITY, LAND USE, TRANSPORTATION**

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#### **RESPONSIBLE AGENCY:**

Southwestern Pennsylvania Commission (SPC)

#### **ESTIMATED COST:**

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$519,476
Federal Transit Administration	\$267,608
PennDOT	\$64,934
SPC	<u>\$131,836</u>
<b>TOTAL</b>	<b><u>\$983,854</u></b>

#### **1. Air Quality Modeling**

The Clean Air Act (CAA) requires that transportation planning must be consistent with air quality goals in areas experiencing air quality problems. This is determined through the transportation conformity process. Transportation conformity applies to transportation plans, programs, and projects receiving federal funding or requiring federal approvals in areas that do not meet, or previously have not met, air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas, designated by the federal Environmental Protection Agency (EPA), are known as nonattainment areas or maintenance areas, respectively. There is also a growing interest at the federal, state, and local levels for monitoring and projecting levels of greenhouse gas (principally carbon dioxide - CO<sub>2</sub>) emissions. The region's overall sustainability, livability and resiliency are affected by our ability to forecast air quality. Federal highway funding is available through the Congestion Mitigation and Air Quality (CMAQ) program for eligible transportation projects in nonattainment or maintenance areas that reduce ozone, carbon monoxide, particulate matter, and nitrogen dioxide. Federal highway funding is also available through the Carbon Reduction Program (CRP) for eligible projects in the region that reduce greenhouse gas emissions. SPC conducts a competitive solicitation for candidate CMAQ and CRP projects every two years as part of the TIP update process. SPC is also leading development of a regional Climate Action Plan in coordination with the Federal Environmental Protection Administration, SPC's member jurisdictions, and local stakeholders. Staff is investigating tools for estimating the current and future level of greenhouse gas emission from agricultural, residential, commercial, industrial, transportation, energy, and other sectors.

**Objective:** To conduct the required conformity assessment of the region's LRP and TIP to ensure that they conform to the Clean Air Act. To conduct air quality modeling in support of various other tasks in the UPWP, such as project evaluation for the CMAQ and CRP programs, addressing the federal Transportation Performance Management (TPM) traffic congestion measures related to the CMAQ program, and assisting its members and planning partners in

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developing current estimates and projections of greenhouse gas emissions from multiple economic sectors.

### **Planning Activities:**

- As part of the regional transportation air quality conformity process, review scope and design concepts of projects proposed for inclusion in the TIP and LRP and identify regionally significant, non-exempt, transportation projects.
- Conduct analyses necessary for SPC to make its required finding of conformity for any newly adopted or amended LRP or TIP as needed. Solicit public comment. Prepare appropriate documentation.
- Ensure that SPC satisfies federal requirements for interagency coordination and consultation on transportation air quality conformity assessments and related tasks.
- Continually monitor SPC's emissions modeling process. Upgrade modeling techniques, procedures, and software as needed.
- Monitor state and federal actions that could affect SPC's conformity process. Adjust the process to respond to those actions.
- Monitor state and federal actions on proposed climate change legislation and related regulations and policy directives, greenhouse gas emissions analysis, implementation of Pennsylvania's Climate Action Plan, and other similar initiatives. Integrate into SPC's air quality planning process as appropriate.
- Provide technical support to SPC's members, the region's municipalities, and planning partners on development, maintenance, and enhancement of Climate Action Plans.
- Develop and maintain analysis and modeling processes to estimate current and future level of greenhouse gas emissions from multiple economic sectors in the SPC region. Integrate those new processes into SPC's air quality modeling processes.
- Develop estimates of the potential air quality and congestion impacts of projects proposed for CMAQ and CRP funding in the TIP and LRP.
- Address the federal TPM traffic congestion and air quality measures in coordination with PennDOT and through the interagency process. Set regional targets, calculate metrics, monitor progress, and prepare required reports and documentation.
- Provide support to other UPWP tasks, as needed, and to SPC member agencies and planning partners, by developing emissions estimates and other air quality impacts attributable to programs and/or projects developed by them.
- Continue SPC's participation in the Pennsylvania Transportation Air Quality Work Group. The Work Group meets quarterly to discuss and share information about the air quality conformity process and related topics. It also serves as the statewide forum for interagency consultation on conformity process issues and the Carbon Reduction Program.
- Provide training opportunities for staff in transportation conformity, CMAQ, Greenhouse gas emissions, and other air quality planning and modeling topics.

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### **Work Products:**

- Conformity reports for new and/or amended TIPs and LRPs for the region's air quality nonattainment and maintenance areas for ozone, particulate matter, and carbon monoxide. (2025-2028 TIP – Final Report July 2024. Others as needed when (if) regionally significant TIP/Plan amendments.)
- Documentation of technical procedures, public review, and interagency coordination in the conformity process. (Included in each conformity report)
- Documentation of emissions modeling procedures. (Included in each conformity report)
- Documentation of changes to SPC's Air Quality Planning process to address new federal and state directives from climate change legislation and related regulatory and policy directives. (As needed)
- Documentation of tools and analysis developed or adapted by staff to estimate current and future level of greenhouse gas emissions from multiple economic sectors in the region.
- Documentation of activity and analysis conducted in support of other UPWP tasks, and/or in support of initiatives undertaken by SPC member agencies and planning partners. (As needed)
- CMAQ candidate project air quality and congestion impact analyses.
- Regional targets and metrics addressing the TPM congestion measures, and related process documentation and progress reporting. (Updates due every 2 years – Summer/Fall 2024; Summer/Fall 2026)
- Briefing materials for the Commission, planning partners and the public. (As needed)

## **2. CMAQ Project Before and After Assessments**

**Objective:** With consultant assistance, develop a framework and procedures for conducting before and after studies of completed CMAQ funded projects. Using the framework, conduct a pilot study with a sampling of completed CMAQ funded projects to assess whether expected emissions benefits were realized.

### **Planning Activities:**

- Conduct literature review and interviews with key practitioners to identify current practice for before and after studies. Review process used by SPC to assess before and after performance of completed regional traffic signal corridor projects. Compile national examples of before and after studies and document their data needs, analysis methods, and cost.
- Select a sample of recently completed CMAQ projects in the region to test and assess the before and after analysis methods. Determine which methods are best suited to each eligible CMAQ project type.
- Prepare a toolkit of available analysis methods, and prepare detailed instructions for their use. Prepare templates for data collection. Develop guidance for project sponsors to prepare quality data for use in the before and after studies.

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- Update SPC's CMAQ Program Guidance to integrate recommended before and after study processes into the candidate CMAQ project application package.

### **Work Products:**

- Documentation of literature search and practitioner interviews. (Fall 2024)
- Templates and guidance for collecting quality before and after data for CMAQ funded projects. (First Quarter 2025)
- Toolkits and procedures for conducting before and after studies. (Spring 2025)
- Final study report, documenting the pilot study's methodology, findings, and recommendations. (Spring 2025)
- Draft modifications to SPC's CMAQ Program Guidance and Procedures to integrate the study recommendations into the candidate CMAQ project application package and project evaluation process for use during development of the update to the region's LRP (adoption scheduled for summer 2025). (By start of 2027-2030 TIP's CMAQ Cycle - Summer 2025)
- Briefing materials for the Commission, planning partners and the public. (As needed)

### **3. Economic-Demographic Models & Forecasts**

Understanding population and employment trends and land use patterns is important for understanding current and future demands on the transportation network. It is also important to be able to assess potential changes that could occur as a result of policy changes at the federal, state, regional, and local level. SPC uses an integrated economic-demographic forecasting model known as REMI (Regional Economic Models, Inc.) for this purpose. SPC uses an in-house model known as MERLAM (Mature Economic Region Land Use Allocation Model) to allocate regional forecasts of population, households and employment from REMI to the municipalities and traffic analysis zones in the SPC region.

**Objective:** SPC provides policy-sensitive forecasts of population, employment and households for the ten-county SPC region. To do so, SPC maintains land use modeling procedures and the process for regional allocation of forecasted population, employment and households. These models permit SPC to monitor demographic trends and current and proposed economic development activity in the ten-county SPC region and to build scenarios demonstrating the likely outcomes of major transportation and economic development investments. SPC's population, employment, and household forecasts support the development of the LRP updates.

#### **Planning Activities (all ongoing activities unless otherwise noted)::**

- Acquire, install, review, calibrate and, as appropriate, modify the annually updated version of the REMI model for the ten-county SPC region.
- Maintain REMI population and employment forecasts that serve as the control total for the municipal and traffic zone forecasts and as the baseline for testing policy alternatives.



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- Use the REMI model in conjunction with SPC's regional travel demand model to perform corridor and subarea analyses to better understand the relationship between major regional-scale construction and industry employment trends, to monitor LRP performance, and to demonstrate the likely outcomes of major transportation infrastructure and/or economic development investments in the region.
- Develop a series of standardized REMI products in response to requests from other agencies and partners.
- Maintain, improve upon, and expand SPC's development monitoring and major trip generators databases.
- Maintain, improve upon, and expand SPC's employment databases.
- Acquire, maintain and update the various datasets required for the MERLAM model.
- Update, maintain and support the MERLAM model, including calibration of the MERLAM model for each of SPC's defined eleven REMI regions.
- Use the MERLAM model for analysis of regional and local demographic and economic trends for evaluation and development of plans and programs.
- Use the REMI and MERLAM models for land use planning and analysis, as needed.
- Provide for staff training on the REMI and MERLAM models, as needed.
- Develop and maintain documentation of the REMI and MERLAM models.
- As needed, convene a Forecast Advisory Committee with representation from each of SPC's member governments, economists, major developers and other key stakeholders.
- Annually monitor regional population and employment trends to assess variations from the currently adopted SPC forecast (Cycle 12).

### **Work Products:**

- Current, operational version of the REMI model for the ten-county SPC region and a staff trained in its use. (Ongoing)
- Documentation of scenarios analyzed utilizing the REMI and MERLAM models. (As needed)
- Current, up-to-date development monitoring and major trip generators databases. (Ongoing)
- Current, up-to-date employment databases. (Ongoing)
- Current, operational version of the MERLAM model for the ten-county SPC region and a staff trained in its use. (Ongoing)
- Documentation of land use planning and analysis utilizing the REMI and MERLAM models. (As needed)
- Documentation of the REMI and MERLAM models. (Ongoing)
- Forecast Advisory Committee meeting materials and minutes. (As Needed)
- Briefing materials for the Commission, planning partners and the public. (As needed)

#### **4. Travel Demand Models**

SPC's travel demand models are indispensable in the region's transportation planning and programming processes. Model results are the basis of SPC's transportation air quality conformity assessments and the models are routinely used to develop transit ridership and traffic projections for PennDOT, the Turnpike Commission, transit operators, SPC's members, and others.

SPC continually improves its transportation modeling capabilities. SPC's current transportation models were designed to use the Cube Voyager software package. The modeling process is structured as a standard four-step chain of transportation models including trip generation, trip distribution, modal split, and travel assignment models. Regional forecasts of population and employment developed by SPC with the REMI model are allocated to traffic analysis zones through the SPC-developed MERLAM process. These results are then used as inputs to the trip generation models. Staff also has access to other modeling tools and "big data" resources such as StreetLight Data, INRIX, and Cube Access to supplement and extend the travel modeling capabilities.

**Objective:** To provide estimates of current and future travel demand in the region. To maintain, enhance, and use the tools needed to simulate travel patterns stratified by mode, purpose, and time of day for individual transportation facilities or corridors, as well as regionwide.

**Planning Activities:**

- Maintain and enhance regional travel demand modeling capability.
- Purchase annual subscription to the Cube Voyager, Cube Access, StreetLight Insight data, PTV Vissim/Visum, INRIX Trips data, and others as needed for access to comprehensive, detailed data on trip and traveler characteristics in the region. This will provide current, accurate data for transportation studies, travel model calibration, and transportation operations analysis.
- Maintain regional Economic Impact Assessment modeling tools and ensure their compatibility with the regional travel demand model and demographic forecasting tools.
- Train staff in SPC's established modeling procedures, in the use of SPC modeling software, and in travel demand modeling theory and practice.
- Provide ongoing modeling support to other UPWP tasks, and provide assistance to SPC's members and planning partners.
- Develop extensions and enhancements to current modeling process as required for ongoing modeling workload (travel projections, park-n-ride demand, transit ridership estimates, air quality analysis, etc.).
- Use microsimulation/visualization software (ex. Vissim/Visum, Cube Access) to enhance SPC's travel modeling capabilities.
- Modify and update modeling steps, as needed.
- Upgrade or replace hardware and software, as needed.
- Assess data needs for ongoing maintenance and enhancement of SPC's travel model.

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- Continue to monitor national developments concerning longer-range advances in modeling theory and practices.
- Continue ongoing data collection efforts to support travel demand model validation and calibration efforts.
- Continue using NPMRDS data files and other data resources to compute travel time reliability metrics for SPC's response to the federal Transportation Performance Management process, and for improving model calibration and validation efforts.
- Participate, as needed, in efforts to develop and maintain a Pennsylvania statewide travel demand model. Work to ensure compatibility with regional models.

### **Work Products:**

- Continued, and improved, in-house travel modeling capability and data resources to support other SPC work tasks (Ongoing).
- Documentation of activity to maintain and extend current modeling capability (Ongoing).
- Documentation of efforts to develop a statewide travel demand model. (As needed, in coordination with PennDOT's statewide modeling efforts)
- Documentation of efforts conducted to support assessment of economic impacts of major transportation and development projects (As needed).
- Documentation of travel time reliability metrics and model calibration and validation efforts. (Travel Time Reliability – Included in PM3 Performance Reports. Calibration/validation documentation included in each conformity report).
- Operational hardware and software for travel demand modeling and a staff trained in its use (Ongoing).
- Current, up to date technical documentation of travel demand model (Ongoing).
- Individual reports on data collection efforts/surveys conducted to provide needed data for the model update process (As needed).
- Briefing materials for the Commission, planning partners and the public (As needed).

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### TRAFFIC FORECASTS & NEEDS REPORTS

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#### RESPONSIBLE AGENCY:

Southwestern Pennsylvania Commission (SPC)

#### ESTIMATED COST:

FUNDING SOURCE	<u>2024-2025</u>
PennDOT	<u>\$90,000</u>
<b>TOTAL</b>	<b>\$90,000</b>

#### TASK DESCRIPTIONS

Through the use of its regional travel demand model, regional demographic forecasting tools, and extensive data resources, SPC provides support to PennDOT and other planning partners in the development of traffic forecasts for traffic impact studies, engineering reports, and the design phases of various transportation projects. These forecasts are used to project future year traffic volumes and travel flow patterns for build and no-build conditions in order to identify appropriate mitigation measures and design criteria.

##### 1. Traffic Forecasts

**Objective:** Needs analyses and preliminary design are critical first steps in the development of any transportation project. As needed, SPC will provide accurate travel forecasts essential for developing appropriately scoped projects to improve accessibility, mobility, safety and long-term sustainability and resiliency of the transportation system as well as enhancing the communities where the projects are implemented.

##### Planning Activities:

- Assist in developing detailed travel forecasts for project design.
- Provide technical support on an individual project basis for major investment analyses. SPC support is expected to focus on transportation demand, economic impact assessment, and "build/no build" impact analysis, while responding to federal mandates regarding major investment analysis.
- Prepare/Participate in Project Needs Studies for transportation projects, as identified by PennDOT and SPC.
- Provide information and analysis about projected travel demand and trip characteristics, as requested by PennDOT, consultants, and planning partners.
- Provide traffic growth rates, when requested, for corridors, highway links and municipalities based on current outputs from SPC's regional travel demand model.
- Adjust technical approaches, as appropriate, to ensure integration and consistency with federal planning regulations.

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### **Work Products:**

- Data and analysis provided to PennDOT Districts, SPC members, public transit service providers, other planning partners, and their consultant teams to support preparation of needs reports and design documents. (As requested)
- Detailed project-level travel forecasts. (As requested)
- Briefing materials for the Commission, planning partners and the public. (As needed)

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### HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS)-TRAFFIC COUNT PROGRAM & INVENTORY

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#### RESPONSIBLE AGENCY:

Southwestern Pennsylvania Commission (SPC)

#### ESTIMATED COST:

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$355,839
PennDOT	\$66,721
SPC	<u>\$22,240</u>
<b>TOTAL</b>	<b>\$444,800</b>

#### TASK DESCRIPTION:

The major purpose of the HPMS is to support a data driven process within FHWA, PennDOT, and the Congress. The HPMS data are used extensively in the analysis of highway system condition, performance, and investment needs that make up the biennial Condition and Performance Reports to Congress.

#### 1. HPMS Inventory

**Objective:** To verify and update roadway inventory and performance measures on 548 sample sections throughout the region, in accordance with the HPMS Field Manual specifications. The inventory includes the measurement and/or classification of shoulders, lanes, and medians as well as noting the number of traffic signals, stop signs, and/or potential widening obstacles within each sample section.

#### Planning Activities:

- Maintain an in-house database of all Inventory sample sections to facilitate accountability and work schedule.
- Coordinate with PennDOT central office the delivery of sample sections to be inventoried for the given year.
- Compare new sample locations to in-house database to highlight any issues regarding the data or sample locations, report to PennDOT any conflicts.
- Group and map sample sites in order to efficiently be able to visit all the given locations within the allotted timeframe.
- Oversee HPMS Inventory effort in Lawrence County; integrate their data into SPC database.
- Participate in PennDOT's data collection quality review process.

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- Maintain and replace, when needed, the HPMS data collection vehicle, safety equipment and measuring devices.
- Attend and participate in HPMS Inventory workshops and conferences sponsored by PennDOT.
- Submit sample section updates by first week of December of given year.
- Coordinate with PennDOT districts the verification of submitted data.

### **2. HPMS Traffic Monitoring**

**Objective:** To attempt to collect at least 450 total traffic counts throughout the region. Both volume and classification counts will be collected either via machine tube counters or with a portable camera system. Also, classification counts will be collected via manual field views conducted over the course of 6 total hours starting either from 6am-Noon or Noon-6pm. This data is collected in accordance of FHWA and PennDOT defined classifications.

#### **Planning Activities:**

- Maintain an in-house database of HPMS traffic count sites and traffic count data to facilitate accountability and to provide data to assist other SPC departments.
- Develop and Maintain an ArcGIS Online mapping interface of all collected traffic counts.
- Coordinate with PennDOT central office the delivery of sites to be counted for the given year.
- Review sites to identify any that issues will affect the ability to complete the count safely, accurately, and to PennDOT's specifications. Such issues can include construction, safety of staff, and/or the characteristics of the roadway (parking, medians).
- Review the number of assigned manual counts to be taken to determine the appropriate number of interns to be hired, if needed.
- Submit completed counts by the end of the month in which they were completed.
- Maintain and replace, when needed, the traffic counting vehicle, traffic counters, traffic counting supplies, and safety equipment.
  - SPC has an inventory of 72 counters.
  - Traffic counting supplies includes road tube, tape, nails, etc.
  - Safety equipment such as high visibility clothing, gloves, glasses, hard hats, etc.
- Attend and participate in HPMS Traffic Counting workshops.
- Participate in PennDOT's annual traffic counter personnel safety review process.
- Complete all possible traffic counts by the week before Thanksgiving and have data submitted by the first week of December.

#### **Work Products:**

- Completed roadway inventory and traffic classification counts for PennDOT. (June, 2025)

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### HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS)-INVENTORY- LAWRENCE COUNTY

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#### RESPONSIBLE AGENCY:

Lawrence County

#### ESTIMATED COST:

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$15,000
Lawrence County	<u>\$3,750</u>
<b>TOTAL</b>	<b>\$18,750</b>

#### TASK DESCRIPTION:

The major purpose of the HPMS is to support a data driven process within FHWA, PennDOT, and the Congress. The HPMS data are used extensively in the analysis of highway system condition, performance, and investment needs that make up the biennial Condition and Performance Reports to Congress.

#### 1 Lawrence County HPMS Inventory

**Objective:** To verify and update roadway inventory and performance measures on 33 sample sections throughout Lawrence county, in accordance with the HPMS Field Manual specifications. The inventory includes the measurement and/or classification of shoulders, lanes, and medians as well as noting the number of traffic signals, stop signs, and/or potential widening obstacles within each sample section.

#### Planning Activities:

- Compare new sample locations to past submittals to highlight any issues regarding the data or sample locations, report to SPC any conflicts.
- Group and map sample sites in order to efficiently be able to visit all the given locations within the allotted timeframe.
- Participate in PennDOT's data collection quality review process.
- Maintain and replace, when needed, safety equipment and measuring devices.
- Attend and participate in HPMS Inventory workshops and conferences sponsored by PennDOT.
- Submit sample section updates by first week of December of given year.

#### Work Products:

- Completed roadway inventory for PennDOT. (June, 2025)



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### LOCAL ASSET MANAGEMENT

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#### RESPONSIBLE AGENCY:

Southwestern Pennsylvania Commission (SPC)

#### ESTIMATED COST:

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$36,000
PennDOT	\$4,500
SPC	<u>\$4,500</u>
<b>TOTAL</b>	<b>\$45,000</b>

#### TASK DESCRIPTION:

To enhance and continue to maintain asset management tools, processes, and datasets for use by SPC, PennDOT, counties, municipalities, and planning partners. This will assist with planning and funding decisions on locally-owned roads, bridges, traffic signals, and other transportation assets. These tasks advance several regional priorities reaffirmed in the Long Range Plan (LRP), including:

- Revitalization and redevelopment of the region's existing communities
- Maintenance of the existing transportation system
- Transportation and development choices will reflect a priority on safe and secure multimodal and intermodal networks for both people and goods.
- The region's infrastructure system will be designed to protect and enhance public health and the environment.

#### 1. Regional Traffic Signal Asset Management

**Objective:** To maintain an inventory of all traffic devices in the region including traffic signals, flashing warning devices, school zone flashers, electronic signs, intersection control beacons, rectangular rapid flashers, as well as, ITS Devices.

##### Planning Activities:

- Continue implementation of the regional traffic signal asset management database and associated planning tools.
- Continue to work with PennDOT central office in identifying where traffic devices are and their current status.
- Collect additional traffic signal data to fully populate the established database and GIS layer.
- Maintain an in-house database of collected traffic devices with an online viewer to assist our municipalities and other SPC departments.

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### **2. Local Pedestrian Infrastructure**

**Objective:** To collect data on the regional pedestrian network including sidewalks, trails, public stairs, and bicycle infrastructure to aid active transportation plans and programs in the region.

**Planning Activities:**

- Continue to work with PennDOT and local communities in order to create a pedestrian network including sidewalks and crosswalks. (ongoing)
- Coordinate with SPC's Active Transportation Forum to identify trail improvements and connections. (ongoing)
- Identify methods for the continued development of these datasets and expanding them to other parts of the region. (ongoing)
- Collection of bike racks, trailheads, parking lots, etc. (ongoing)
- Create an ArcGIS Online web viewer of active transportation infrastructure. (ongoing)
- Create an ArcGIS Online web app in order for local communities to update their bicycle/pedestrian infrastructure. (ongoing)

### **3. Alternative Fueling Stations**

**Objective:** To collect data on the regions Alternative Fueling Stations including their locations, type of fueling, number of stations, etc.

**Planning Activities:**

- Continue to monitor nationwide datasets for updates including those from the Department of Energy and PennDOT.
- Visit current locations to ensure data accuracy.
- Create an ArcGIS Online web viewer of Alternative Fueling Stations.

**Work Products:**

- Enhanced and maintained asset management tools. (June, 2025)

## **DATA SYSTEMS & MODELING – MULTI-YEAR IMPLICATIONS**

Accurate and up-to-date data resources and modeling tools underpin all of the planning activities at SPC. Moreover, SPC's members and partner agencies rely on these resources and the technical expertise of SPC's staff for their planning work. SPC's data and modeling programs will continue to support the planning functions of the agency and the activities of its planning partners by maintaining these important data resources and by staying abreast of the latest innovations and techniques in GIS, data collection, and modeling. Examples include:

- A complete, current and comprehensive collection of GIS data and aerial imagery for the 10-county region that complements data and GIS programs at state agencies, member governments and planning partners within and adjacent to the region.
- A spatial collection of data showing land cover data change in the region as a revised base map to aid in transportation and economic development planning decisions for both short and long term plans. Data will be updated from future collections of imagery to show change and identify development patterns.
- Updated land use totals and workplace employment data by municipality and traffic analysis zone that are tracked in SPC's modeling and forecasting programs to identify growth or loss in residential and employment sectors over time.
- In-depth analysis of the region's demographic data to identify the spatial distribution of disadvantaged populations and trends relating to transportation and economic development opportunities.
- Historic and current statistics regarding the region's highway and bridge inventory to aid in project evaluation and prioritization for both state and locally-maintained transportation infrastructure.
- As transportation and economic development projects are completed, add them to SPC's GIS and incorporate into the monitoring of the flow of traffic, people, and goods and services.
- Track, inventory, and digitize land use categories from county and municipal comprehensive plans as they are completed. Incorporate results into modeling and forecasting activities.
- Develop increasingly accurate GIS data at the regional level through the incorporation of periodic updates to digital parcels, street centerlines, and site addresses provided by local governments.
- Expand existing databases and geospatial layers for traffic counts, traffic signals, and transit facilities to reflect changing conditions and for benchmarking in project evaluation programs.
- Broader representation of environmental features and conditions to assist in linking transportation planning and the National Environmental Policy Act.
- Implementation of a multi-year strategic plan to enhance SPC's land use, economic and travel demand models.
- Enhancement of the regional park-n-ride facility inventory including implementation of new techniques for collecting utilization statistics and origin-destination data.
- Continued expansion of SPC's Regional Data Center with enhanced data presentation capabilities on the SPC website.
- Continue to inventory, catalog, and document SPC's data resources, geospatial layers, and analysis tools.

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- Integration of new datasets that have been emerging along with the increase and diffusion of mobile technologies.
- Enhancement of freight data and analysis capabilities.
- Improved use of data visualization tools and techniques to compile, analyze and present information to the public and to decision-makers, including transportation performance measure tracking.
- Ongoing monitoring of transportation performance targets and measures to address USDOT Transportation Performance Management planning process.

## **STRATEGIC INITIATIVES-ENVIRONMENT**

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## **STRATEGIC INITIATIVES-ENVIRONMENT – OVERVIEW**

The Strategic Initiatives Group at SPC works on building the region’s transportation funding capacity through the policy goals of maximizing the effectiveness of existing resources, leveraging other sources of funding, and finding innovative ways to advance the Regional Vision, Goals and Strategies as set forth in the Long Range Plan (LRP), *SmartMoves for a Changing Region*. Given the significant needs associated with the regional transportation system and the demands on the federal and state base TIP funds, it is important to help project sponsors look for additional sources of funding that exist beyond typical TIP funds. SPC works to identify, promote, and utilize funding programs beyond these typical TIP base funds, and to build and enhance relationships with federal, state and local officials as well as other private sector and philanthropic partners.

The Strategic Initiatives Group also focuses on new Federal emphasis areas related to the environment and coordinating with SPC’s Program Development Group to incorporate those areas into the SPC’s planning tasks as well as the region’s Long Range Plan (LRP), and Transportation Improvement Program (TIP). New emphasis areas from the Bipartisan Infrastructure Law include Justice 40 Initiative/Environmental Justice and Climate/Resilience, including National Electric Vehicle Infrastructure (NEVI) program. Another Federal, statewide, and regional emphasis area is broadband connectivity.

Environmental Justice, as defined by the Department of Transportation (DOT), is the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations and policies. For the purpose of this strategy, fair treatment means that no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden of the negative human health and environmental impacts, including social and economic effects, resulting from transportation decisions, programs and policies made, implemented and enforced at the Federal, State, local or tribal level.

The Justice 40 Initiative builds on Environmental Justice principles to ensure that Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. The categories of investment relevant to SPC’s work are: climate change, clean energy and energy efficiency, clean transit, training and workforce development, and the development of critical clean water and wastewater infrastructure. Covered Federal investments include any grant or procurement spending, financing, staffing costs, or direct spending or benefits to individuals for a covered program in a Justice40 category. The DOT recognizes the significant contributions of transportation to greenhouse gas emissions. From the DOT’s website on Climate and Resiliency:

“The transportation sector is the largest domestic contributor to climate change.”

In 2019, transportation accounted for 33% of emissions in the United States – and that statistic doesn’t even account for the full lifecycle of transportation-related emissions, such as the emissions from building our transportation infrastructure. Therefore, the transportation sector must play a big role in tackling climate change. And in the process, we can build a transportation system that is cleaner, more sustainable, and works better for everyone.

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Climate change is already impacting the transportation sector. While we are addressing the greenhouse gas emissions that cause climate change, we must also ensure that transportation infrastructure is resilient to the impacts of climate change that are already here, and worsening.

The rising temperatures, fires, droughts, flooding, and severe weather that are exacerbated by climate change are already putting stress on the nation's transportation infrastructure. These impacts are projected to worsen, with eight of the ten most destructive hurricanes of all time happening in the last ten years. The effects of climate change often have a more detrimental effect on vulnerable populations and can disproportionately impact communities of color and low-income communities. It is crucial that we make our systems more able to withstand the shocks that a changing climate will bring."

To that end, SPC's work on environmental planning seeks to utilize all available measures to decrease the impact of the transportation system on the environment. Furthermore, through collaboration with member planning partners, local governments, and external stakeholders, the SPC will continue to monitor the effects of climate change on our region and respond to and proactively address threats to infrastructure, people, and property. This includes prioritization areas such as a reduction in regional greenhouse gas emissions, building resilient infrastructure, working across SPC departments to ensure all activities are working toward climate justice goals, and assisting local stakeholders with obtaining and using funding opportunities that empower our region to tackle these challenges.

SPC, in collaboration with Allies for Children, Metro21 and Traffic21 at Carnegie Mellon University, and a diverse, regional coalition of stakeholders, recognized the need for a regional Connectivity Roadmap to identify and guide the deployment of high-speed connectivity programs and projects throughout the southwestern Pennsylvania region. Currently, many areas within the region lack adequate high-speed internet access and equipment that are essential for residents to better connect to jobs, education, health care, and to attract new business. Utilizing private philanthropic funds acquired by SPC, the regional Connectivity Roadmap was developed and provides a guide for building a more comprehensive and equitable broadband network that will help all people connect to opportunity. Broadband connectivity is an essential component of planning for, promoting and encouraging transportation demand management (TDM). Broadband connectivity allows people to telecommute, take medical appointments from home and learn from home, thereby reducing congestion and increasing air quality. It also allows for the deployment of new and emerging transportation technologies such as vehicle to infrastructure/infrastructure to vehicle communications, and connected and autonomous vehicles. SPC continues to work with a broad array of public and private partners and stakeholders to implement the Connectivity Roadmap.

### **STATEWIDE PLANNING PRIORITY AREAS**

The tasks found in this section of the UPWP address the following priority areas:

- **I-Plans and Programs:** Long Range Plan (LRP) and Transportation Improvement Program (TIP) administration and development, NEVI, Carbon Reduction Strategies
- **II-Supporting Planning/Programming Activities:** Performance measures and targets (Air Quality, Asset Management)
- **IV-Land Use/Transportation Linkages/Economic Development/Modernization:** sustainability and resiliency strategies, via the SMART program and regional collaboration; training and best



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practices for local governments, Extreme Weather Vulnerability Assessment, and integrated/strategic corridor planning.

- **VI-Public Involvement and Outreach:** Expand Environmental Justice (EJ) beneficiaries, EJ analysis on LRP and TIP, expanded MPO use of website for information on new emphasis areas.

### **ROLES**

- **Federal Highway Administration (FHWA)/Federal Transit Administration (FTA):** Provide technical assistance as well as general oversight, review and approval of the Metropolitan Planning Process for Southwestern Pennsylvania.
- **SPC:** For strategic initiatives, the role of SPC is to establish and facilitate a cooperative process for building the region's transportation funding capacity and finding innovative ways to advance the Regional Vision, Goals and Strategies as set forth in the Long Range Plan (LRP). Our role also focuses on identifying new Federal emphasis areas related to the environment and coordinating with SPC's Program Development Group to incorporate those areas into the SPC's planning tasks as well as the region's Long Range Plan (LRP), and Transportation Improvement Program (TIP).
- **PennDOT Center for Program Development:** Prioritize, coordinate and collaborate discretionary funding activities with MPOs and RPOs. Manage the programming of NEVI formula funds at the statewide level. Provide guidance with regard to Environmental Justice planning activities.
- **PennDOT Districts:** In TIP and LRP development, the Districts' role is to share information regarding asset conditions, safety conditions, and traffic operations presenting an advanced list of priority needs for the operation, preservation, and reconstruction of the state highway and bridge system within the District. The District Programming Units conduct and present carryover analysis and best fit optimization of new project candidates that have been prequalified for the TIP. Unfunded candidate projects are identified and discussed with SPC and other partners as potentials for federal and congressional discretionary funding applications.
- **Member Planning Departments:** In LRP and TIP development, the county/city planning departments' role is to communicate the priority needs regarding maintenance and upgrade of the transportation network in the county/city, including on state, county and municipal infrastructure assets. Unfunded candidate projects are identified and discussed with SPC and other partners as potentials for federal and congressional discretionary funding applications.

### **STRATEGIC INITIATIVES-ENVIRONMENT – RESULTS FROM CURRENT PROGRAM**

Technical Assistance for Funding Applications:

- SPC staff assisted various public and nonprofit entities in conceptualizing projects and funding requests to both the Federal government and the State. SPC staff:
  - Met with numerous public and nonprofit entities and/or their representatives to develop federal funding applications (incl. Safe Streets and Roadways for All, Areas of Persistent Poverty, Multimodal Project Discretionary Grant, Thriving Communities).
  - Provided data to Butler County as part of their successful Federal BUILD application for State Route 228.
  - Provided data and participated in work group that assisted City of Pittsburgh with their successful Federal Reconnecting Communities Planning Grant on Route 65.

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- Provided SPC data on Justice 40 and Environmental Justice populations to assist in funding applications.
- Provided data and technical assistance to and met several times with PennDOT in their pursuit of the Federal PROTECT grant opportunity for the Parkway East.
- Held various meetings with local municipalities, nonprofit groups, and educational institutions to conceptualize funding requests and better understand project needs.
- Provided numerous letters of support to organizations seeking competitive Federal or state funding.
- Coordinated Community Project Funding requests from PennDOT Districts to Congressional offices.

### Working Groups on Equity/Environmental Justice Policies:

- SPC staff participated in statewide working group on Environmental Justice analyses and planning (2021 TIP EJ Evaluation After Action Review (AAR))

### Participation in Climate/Resiliency Planning:

- SPC staff participated in a series of four workshops on developing the Carbon Reduction Plan for the state. Staff also provided comments on the draft Carbon Reduction Plan.
- SPC staff participated in a brainstorming session with Pitt IRISE to identify innovative practices in resiliency in infrastructure and transportation planning.

### Convening Stakeholders for Planning Initiatives

- In February 2022, SPC hosted the Broadband Summit in Cranberry, PA, which brought together panels of experts in the broadband sphere to share regional needs, best practices, and innovative ways to expand broadband in rural areas.
- In August 2023, SPC staff coordinated a PennDOT Project Delivery workshop for Pittsburgh Regional Transit, to better inform future project goals between District staff and PRT.

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### STRATEGIC INITIATIVES-ENVIRONMENT

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#### RESPONSIBLE AGENCY:

Southwestern Pennsylvania Commission (SPC)

#### ESTIMATED COST:

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$456,277
PennDOT	\$69,751
SPC	<u>\$44,318</u>
<b>TOTAL</b>	<b>\$570,346</b>

#### TASK DESCRIPTIONS

Building the region's transportation funding capacity through the policy goals of maximizing the effectiveness of existing resources, leveraging other sources of funding, and finding innovative ways to advance the Regional Vision, Goals and Strategies as set forth in the LRP.

Identifying new Federal emphasis areas and coordinating with SPC's Program Development Group to incorporate those areas into the SPC's planning tasks as well as the region's Long Range Plan (LRP), and Transportation Improvement Program (TIP).

#### Planning Activities:

- Assist member planning partners and PennDOT Districts with the application, project development, and submission process associated with pursuing funding beyond typical TIP base funds.
- Continue to build relationships with the private sector and federal, state and local elected officials as well as philanthropic organizations to foster productive working relationships in order to advance the Regional Vision, Goals and Strategies of SPC's LRP, *SmartMoves for a Changing Region*.
- Continue to produce a legislative priorities booklet that highlights the region's critical transportation needs and priority projects. SPC staff will work closely with PennDOT executive staff and county representatives to update the priorities. This priority list is useful in coordinating efforts direct additional transportation funding to the region such as the earmark requests made in spring 2021 and spring, 2023.
- Provide coordination and technical assistance to member planning partners and PennDOT Districts on annual congressional transportation funding earmarks submittals, when appropriate. Track previous earmark submittals and awards.
- Continue to produce the Community and Transportation Funding Programs Brochure that lists federal, state, local and private non-traditional funding opportunities for use by potential

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project sponsors, planning partners and stakeholders to identify funding for a wide variety of public improvement, infrastructure, and community-based initiatives.

- Research and market innovative financing mechanisms for major capital projects, such as Transportation Districts, the Pennsylvania Infrastructure Bank (PIB) and public private partnerships (P3s).
- Provide coordination and technical assistance to member planning partners and external stakeholders regarding environmental planning and resiliency when appropriate and timely.
- Work with our Data Systems team to develop a centralized Equity Dashboard that would display how Environmental Justice intersects SPC planning areas and performance measures.
- Work with our Data Systems team to build an online map application of the region's alternative fueling stations which include electric, compressed natural gas, liquefied natural gas, liquefied propane, biodiesel and ethanol 85. Obtain locational data with regard to registered electric vehicle owners in order to facilitate development of a regional planning tool.
- Continue to support PennDOT with implementation and information sharing for the Pennsylvania State Plan for the National Electric Vehicle Infrastructure (NEVI) formula program.
- Work with PennDOT and the PA Department of Environmental Protection to coordinate on Statewide and Regional Climate Change Action Planning.
- Continue implementation of the Connectivity Roadmap through coordination with the SPC Transportation and Economic Development Departments as well as public and private partners.

### **Work Products:**

- As requested, technical assistance to planning partners and stakeholders in pursuing and applying for additional funding opportunities beyond typical TIP base funds. (ongoing)
- A legislative priorities booklet identifying projects most in need of additional funding. (ongoing)
- A guidance brochure, updated 3-4 times a year, on available community and transportation funding programs. (ongoing)
- Briefing materials for the Commission, planning partners and the public. **(ongoing)**
- Development of a Centralized Equity Dashboard (completed by June, 2025)
- Development of an alternative fueling regional planning tool. (completed by June, 2025)

### **STRATEGIC INITIATIVES-ENVIRONMENT – MULTI-YEAR IMPLICATIONS**

- Being successful at building the region's transportation funding capacity through the policy goals of maximizing the effectiveness of existing resources, leveraging other sources of funding, and finding innovative ways to advance the Regional Vision, Goals and Strategies as set forth in the LRP will have lasting impacts to our region and its Transportation Improvement Program.
- Identifying new Federal environmental emphasis areas and incorporating those areas into the SPC's planning and implementation tasks will have lasting impacts to the communities within our region.

## **PUBLIC OUTREACH & COORDINATION**

***Unified Planning Work Program***

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## **PUBLIC OUTREACH & COORDINATION – OVERVIEW**

As the designated MPO for a 7,100+ mi<sup>2</sup> ten-county area, SPC is responsible for regional transportation planning activities that necessitate outreach to and coordination with a wide range of stakeholders. SPC works with its member governments, policy makers, planning partners, stakeholders, the public, and interested parties to ensure effective and innovative transportation planning that is representative of and responsive to the needs of a diverse region.

Public involvement in the transportation decision-making process is a core principle for agencies, organizations, partners, and individuals that work on USDOT funded projects to evaluate, plan, prioritize, design, construct, and maintain transportation improvements and investments. Achieving meaningful public involvement requires creative approaches that reach a region's residents. Additionally, implementing equitable programs using a diverse and inclusive range of educational, communication outlets, public outreach tools, and executing participation events is critically important to fostering relationships with the public and stakeholders.

Public engagement, communications and outreach throughout the transportation planning process provides important opportunities for the public, planning partners and interested parties to share information, ideas, needs and priorities as we work together to build a connected region by fostering regional growth through collaboration and engagement. Effective planning for a region of this size and diversity requires the cooperation and coordination of many planning partners working together to advance *SmartMoves for a Changing Region's* Regional Vision, Goals and Strategies. SPC serves as the forum for regional planning efforts in the areas of transportation and economic development, working closely with the public, local municipal officials, policy makers, legislators, regional county commissioners, county planning and development offices, ten transit operators, three Transportation Management Agencies (TMAs), three PennDOT Districts, non-profits, businesses, and a variety of other entities.

SPC supports a regional planning process that is coordinated, comprehensive and continuing. Achieving meaningful public involvement requires the creation and implementation of programs and plans using a diverse and inclusive range of communications and outreach tools and methods throughout the project or programs lifecycle. SPC's planning process requires substantial outreach and coordination with our regional planning partners and region's elected officials. Through the projects included in the Coordination, Public Engagement, and Outreach program, SPC solicits the participation and involvement of the regional planning partners in technical committees, project level studies, innovative engagement activities and public/panelist meetings and other transportation planning initiatives.

Public outreach and involvement are conducted through the Public Participation Program and Communications, which also includes SPC's website maintenance. The Local Technical Assistance Program (LTAP) permits SPC to serve as a regional point of contact and facilitator for technology transfer.

Program Administration activities support the design, management, and evaluation of the Work Program, provide secretarial support for the planning and technical staff, and ensure robust and proactive public involvement in the transportation planning process. Program administration functions include activities that benefit all jobs in the Work Program.

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SPC's Public Participation Program offers a variety of opportunities for people to participate in the regional transportation planning process. SPC's goal is to cultivate significant and on-going two-way communication between staff and the members of SPC's communities, members of local and regional government, stakeholders, planning partners, the public and interested parties.

SPC provides resources and support in coordinating the planning process through a variety of strategies, techniques, and engagement activities/meetings. A main strategy is that SPC is the convener of Public Participation Panel (PPP) meetings for each of SPC's member counties including the City of Pittsburgh. Each PPP includes input from 25-40 panelists (up to 300 + regional individuals) which are comprised of members of the public, planning partners, stakeholders, county elected officials, businesses that reflect the demographics diversity, needs, concerns of the community throughout our 10-county region, considering the unique perspectives about transportation and mobility in their local communities. SPC makes immense effort to meet people where they are. The panelists volunteer their time to participate in their county's PPP meetings and provide input into SPC's Long Range Plan (LRP) and Transportation Improvement Program (TIP), cultivating regional collaboration and public awareness through their involvement. The panelists embody the diverse population of SPC's region and include representatives from a variety of interest groups including human service agencies, transportation providers, healthcare facilities, governmental agencies, private/volunteer organizations. These PPP members support and conduct outreach, identifying needs, serve as a resource, suggest alternative ideas, and act as ambassadors, helping to "get the word out" about the regional planning process.

SPC continually strives to increase the quantity and quality of public participation in the development of its plans and programs. This includes efforts to maximize the effectiveness of the region's Public Participation Panels. In close coordination with SPC's transportation staff members, the Public Involvement program implements strategies to better recruit and engage panelists to help with the development of the 2025-2028 TIP update slated for adoption in June 2024 and for the continued implementation of the current 2023-2026 TIP. Public Participation meetings throughout the region for the TIP update will take place from Oct 26 – Dec 8, 2023. There will be 10 in-person meetings and one virtual public meeting being held across the region. On Oct. 26, the first in-person PPP meeting was held in Indiana County. At this meeting, a presentation was delivered to the panelists to inspire this group of volunteers to fully engage in providing key public input and comment for the TIP update.

In the late spring/early summer of 2023, we held seven in-person and four virtual LRP Public meetings from May 11 to June 8, 2023. All were well attended. The Public Involvement program implemented two additional **NEW** Public Involvement meetings. We had four kick-off meetings (three in-person and one virtual) with elected officials/commissioner staff, county planners and public participation panelist. During the kick-off meetings, panelist learned their roles and responsibilities and panelist activities were discussed for 2023 (upcoming PPP meetings). The Public Involvement program also implemented four wrap-up meetings (three in-person and one virtual) with county commissioners, county officials, and regional planning staff. During these wrap-up meetings, our public involvement team reviewed the PPP meetings statistics, attendance, public comments, evaluation forms, and provided a metric overview. Continual efforts and thinking "outside the box" strategies, techniques, engagement, opportunities, and activities striving for an intentional, dynamic process that continues throughout all stages of project development has been the focus of our public involvement staff members.



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SPC works diligently to make engaging and informative information accessible to the public and provides timely public notice. We provide information to the public that is accurate, understandable, and pertinent to regional transportation planning and engagement activities and use a variety of communication methods and tools. In addition to informing the public, SPC makes every effort to educate the public about the planning process and provide supportive policy, program, and technical information. Educating the public supports informed public contribution and continual engagement. Education is enhanced by visualization tools that help people understand and relate to SPC's various planning activities.

SPC continues to develop methods and opportunities for traditionally underserved portions of the population to participate in the transportation planning process including minority, non- English speaking, and low-income groups. It is a priority to increase the diversity and the number of participants in the engagement activities by fostering new relationships with organizations and communities that serve these populations.

### **STATEWIDE PLANNING PRIORITY AREAS**

The Tasks found in this section of the UPWP address the following priority areas:

- **II-Supporting Planning/Programming Activities:** Performance measures and targets, freight, project delivery, TA Set-Aside program administration, functional classification, Congestion Management Process (CMP), travel demand model, greenhouse gas emissions/Pennsylvania's Climate Change Action Plan, Marcellus shale impacts, technical assistance, process reviews, modernization/technology improvements, P3 promotion, Transportation System Management and Operations (TSMO), traffic operations, Intelligent Transportation Systems (ITS), safety planning, road safety audits, asset management inventories.
- **IV-Land Use/Transportation Linkages/Economic Development/Modernization:** integrate land use, freight facilities/connectors, and local comprehensive planning into LRP and Freight Plan; state freight network; livability, sustainability, and resiliency strategies, via the SMART program and regional collaboration; training and best practices for local governments, travel demand management, Extreme Weather Vulnerability Assessment, and integrated/strategic corridor planning.
- **VI-Public Involvement and Outreach:** MPO Public Participation Plan and Title VI/Nondiscrimination Plan, data collection practices/transportation program beneficiaries, expand Environmental Justice (EJ) beneficiaries, EJ analysis on LRP and TIP, Title VI review and improvements, expanded MPO use of website for program information, recognize Tribal consultation, collaborate with STC on TYP public participation, address DBE requirements in contracting process and participate in DBE training; accessible meeting materials, share statewide documents on website, local government assistance and outreach, integrate cultural resources, continual partnerships building, continual distribution of marketing materials to libraries, organizations, and community groups that serve underrepresented populations, continual innovative engagement activities and meetings methods, gain community confidence.

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- **VII-Local Technical Assistance Program:** Identify priority training needs, market program, advertise training opportunities, coordinate registrations, regional point of contact, administration and reporting.

### **ROLES**

- **Federal Highway Administration (FHWA)/Federal Transit Administration (FTA):** Provide technical assistance as well as general oversight, review and approval of the Metropolitan Planning Process for Southwestern Pennsylvania, review and implement outreach and engagement opportunities from the FHWA/FTA “Promising Practices for Meaningful Public Involvement in Transportation Decision-making” guide
- **SPC:** Provide public engagement support, organization wide; promote PennDOT initiatives, including PennDOT Connects; partner with PennDOT Safety Press Officers; work with SPC members and planning partners to promote SPC activities as well as other county and local initiatives regionwide. Work with PennDOT to administer, develop, prioritize, schedule, and market LTAP training. Provide administrative oversight of the SPC UPWP.
- **PennDOT Center for Program Development:** Provide resources, including messaging, data and outreach materials for SPC use in the Twelve-Year Program update. Process invoices and provide review and feedback over SPC work program tasks.
- **PennDOT Bureau of Planning and Research:** Provide resources, and oversight of the LTAP
- **PennDOT Districts:** Provide SPC materials including construction updates and other promotional items for dissemination. Review program activities and reports as well as process invoices. Coordinate current and future UPWP Tasks with SPC.
- **Member Planning Departments:** The county/city planning department’s role is to assist in communicating and promoting the transportation planning process and its outcomes to its municipalities and residents and to relay county and community needs to SPC and planning partners. The county commissioners /city members are also responsible in appointing Public Participation Panel members. Assist in identifying and promoting LTAP training opportunities. Provide participation and input into the metropolitan planning process for Southwestern Pennsylvania.

### **PUBLIC OUTREACH & COORDINATION – RESULTS FROM CURRENT PROGRAM**

The 2025-2028 Transportation Improvement Program (TIP) development is occurring during the 2022-2024 UPWP.

During the (LRP) update, SPC offered an online form, e-mail inbox, a call-in phone number, a mail-in address, and a hard copy comment form was provided at public participation panel meetings, so attendees provide us with their feedback on a variety of transportation topics, from roads and bridges, public transportation, bicycle and pedestrian facilities, etc. SPC worked with its county commissioners, panelist, standing committees (which include representatives from county and city planning agencies) PennDOT, transit operators, bicycle and pedestrian organizations, freight interests, stakeholders, public and others, to review this input for common linkages to current and future TIP projects to carry forward as input into the LRP.

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SPC held in-person and virtual public meetings with our Public Participation Panels for the public comment period. In the summer 2023, we held seven in-person and four virtual LRP Public meetings from May 11 to June 8, 2023. There was a total of eleven meetings (one for each of our 10-counties and one for the City of Pittsburgh), and these meetings provided attendees with an overview of what was included in the draft LRP. All meetings date, time and location were put on the SPC website, along with the link if the meeting was virtual, pitches were executed to media outlets in every county (securing some advanced and post-meeting earned media coverage) emails sent to all 10-county libraries and underrepresented groups, notices were sent in seven languages, social media toolkits were prepared for PPP members and counties, posts were done on our social media channels, and legal notices were advertised in regional publications. Additionally, calendar invites were sent to all county commissioners, planners, and panelists. Public comments were accepted through various mediums (online form, e-mail inbox, a call-in phone number, fax, a mail-in address, and a hard copy form). of the virtual public meetings were saved and were made available on the SPC YouTube channel.

SPC's YouTube channel showcases both in-house video production, consultant simulations, and webinar broadcasts. Customized social media toolkits were provided for each of the 10-county region including the city of Pittsburgh. Also, social media was used to support each SPC department during the past year with the emphasis on promoting public engagement. SPC spread the message about the TIP public comment period at in-person and virtual meetings. Also, public engagement team supported transportation surveys and other departments like safety and operations, CommuteInfo, Water Resource Center by leaning into animation ads that were produced in-house and ran on social media.

A streamlined and modernized re-design of 'spcregion.org' was launched early in the year. A blog styles 'What's Happening' at SPC section allows for consistently current spotlight and relevant news items to be both featured and easily accessible. From the important events, dates and news to spreading the word of important partner information like the Pittsburgh Regional Transit (PRT) Long Range Plan update, we were able to inform the public on what was going on in the region and state. Implementation of full Google Analytics provided new insight not only to web statistics, but how our users interact with and navigate through the site.

The following is a sample of the range of public outreach, administrative support, and coordination that was provided across all UPWP tasks in the 2022-2023 UPWP:

- Advance mail outs, agenda packets and follow-up to various committee meetings and Commission events.
- Secured earned media/news coverage (broadcast, radio, online, and print news)
- Monthly progress reports, invoices and accounting documentation.
- Maintenance of contact databases and other resources.
- Correspondence with various partners and the public
- Submission of the draft 2022-2024 UPWP.
- Participation in PennDOT Central Office's TIP Financial and General and Procedural Guidance Work Groups, UPWP Planning Priorities Work Group, and Statewide Planning & Research Program Work Group.

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- Active engagement and support for eleven Public Participation Panels (PPPs) including the City of Pittsburgh, meetings were held both in-person and virtually and official public comment periods associated with the 2021-2024 LRP update.
- Administration and coordination of Public Participation Panel meetings, developing invitations, calendar invites, reserving the venue etc.
- Developing partnerships and partnering with transit organizations to coordinate, facilitate, and present on transportation; held two Transit 101's, this unique partnership with Steel Valley Transit Authority (SVRTA), Ohio Valley Regional Transit/Eastern Ohio Valley Regional Transit Authority (OVRTA/EVRTA), Weirton City Transit (WCT), Airport Corridor Transportation Authority (ACTA), Brooke, Hancock, Jefferson Metropolitan Planning Organization (BHJ), Jefferson County Board of Developmental Disabilities (JCBDD) and SPC. This is a great initiative bringing the community together and connecting communities through public transportation in three states, with three transit agencies, one TMA and two MPO's together streamlining and connecting services with Public Transportation, "Connecting Public Transit and Connecting Communities!"
- Implementation of Panelist Kick-off and Commissioner/County Planning/Panelist Wrap-up meetings.
- Continual development of innovative meeting engagement ideas and techniques;
- Cooperative outreach with legislators, local elected officials, and Councils of Government at a variety of local meetings.
- Continual engagement with County Commissioners, County Planners, Panelist and Public.
- Development of educational materials for PPP members and the general public.
- Development of the Public Comment Report for the LRP.
- Multimedia collaboration continued with multiple SPC departments and staff supporting and showcasing their great work.
- With a fully functional and completely in-house Multimedia Production team, development began on an animated explainer and promotional videos to expand SPC's audience reach.
- Enhanced use of online surveys to gather input for various planning projects and studies.
- Ongoing improvements and enhancements of the interactive web-based form for use by the public in providing public input to the transportation planning process.
- E-newsletters, website updates and enhancements, presentations and other materials and products.
- Creation of customized social media toolkits.

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### **UPWP ADMINISTRATION & GENERAL SUPPORT SERVICES**

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#### **RESPONSIBLE AGENCY:**

Southwestern Pennsylvania Commission (SPC)

#### **ESTIMATED COST:**

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$398,975
PennDOT	\$74,808
SPC	<u>\$24,936</u>
<b>TOTAL</b>	<b>\$498,719</b>

#### **Results from Current Program:**

- Work Program outlined in FY 2022-2024 currently being implemented.
- The draft 2022-2024 UPWP was submitted for PennDOT approval in February 2022.
- Participation in Central Office's UPWP Development, Financial Guidance, and the General and Procedural Guidance Work Groups.
- Maintenance and monitoring of overall 2022-2024 planning program, and individual projects, to ensure delivery on time and within budget.
- Administrative, secretarial and graphics support were provided across all UPWP tasks. Examples of the range of support include advance mail outs, agenda packets and follow-ups to various Committee meetings and events; support to the ten Public Participation Panels; monthly progress reports; various Work Program documents by UPWP job; maintenance of contact databases and various files; and, correspondence with various partners and the public.

#### **1. UPWP Administration**

##### **Objectives:**

Manage the 2024-2025 UPWP (one year) for the SPC region and design the 2025-2027 (two year) UPWP. Continue focus in FY 2024-2025 on implementing and administering performance management requirements set forth in guidance from MAP-21, the FAST Act, and BIL. Also, work cooperatively to advance specific recommendations from the 2021 Certification Review of the Pittsburgh Metropolitan Transportation Management Area and service to the SPC members, partners, customers and region.

##### **TASK DESCRIPTIONS:**

- During the Program Year, meet with Commission members, PennDOT and USDOT representatives of FHWA and FTA to review current UPWP progress and to discuss tasks to be undertaken in the upcoming UPWP.

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- Perform maintenance activities, as needed, including processing UPWP amendments, budget revisions and staffing plan reassignments.
- Coordinate transportation planning activities that respond to federal and state requirements and local objectives. Specific activities are identified in the TIP, the LRP and in other UPWP jobs that analyze the benefits and burdens of projects, programs and services to various socioeconomic groups to demonstrate that there are not disparate impacts on protected populations.
- With input from PennDOT, USDOT and SPC's planning partners, advance recommendations from the 2021 Certification Review of the Pittsburgh Metropolitan Area. SPC is still working to implement the following recommendations:
  - Incorporate benefit-Cost analysis discussion in the future Safety Action Plan for completed projects,
  - Develop and incorporate 'Safe System' strategies as part of future project assessments and selection.
  - Update the 2016 Regional Freight Plan
  - The Review Team recommends SPC consider introducing additional performance measure to its CMP which capture the impact of active mobility and transit usage.
- Submit progress reports and invoices to PennDOT no later than 15 days following the reporting period.
- Provide meeting notices and materials not less than five working days prior to meetings and distribute the meeting minutes within 15 working days after the meetings.
- Continue Environmental Justice and public participation activities. Implement Title VI Nondiscrimination/EJ Compliance Plan.
- Ensure SPC region is addressing DBE requirements as part of SPC contracting practices.
- Participate in equal opportunity non-discrimination and DBE trainings offered by PennDOT, FHWA and FTA.
- Continue participation in Central Office's UPWP Development Work Group in advance of 2025-2027 Annual UPWP Design Planning Letter from Central Office.
- Develop planning tools, data systems and reports necessary to support evolving long range plan analytical processes: land use planning, transportation model improvements, community and economic development, investment target cost-benefits (life-cycle), and investment tradeoffs.

### **Work Products:**

- Final document, 2024-2025 UPWP. (First quarter 2023)
- Completion of the 2024-2025 UPWP. (By June 30, 2025)
- Continued advancement of Environmental Justice/Title VI processes and activities. (Ongoing)

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### **2. General Support Services**

**Objectives:** Provide administrative/secretarial support for tasks across all projects in the UPWP in advancement of federal, state, and regional (Commission) planning provisions.

#### **TASK DESCRIPTIONS:**

- Draft and final copy/files for all administrative materials, such as:
  - Correspondence
  - Meeting notices, agendas, attendance lists, minutes
  - Set up and administer virtual meetings
  - Presentation materials and handouts
  - Interim and final study reports
  - Program progress reports and budget material
- Associated support activities, such as:
  - Service to office visitors, directing them to appropriate staff, response to various requests
  - Telephone contacts, assistance to callers
  - Set up and administer virtual meetings
  - Various committee/meeting support activities (e.g., nametags, registration, etc.)
  - Copies and report production support
  - Sending faxes, routing incoming faxes
  - Mailing list database maintenance
  - Preparation of mass mailings and other mailings
  - Handling incoming and outgoing correspondence, logging and filing
  - Staff travel arrangements (air travel, hotel and conference registration)
- Administrative/secretarial support for tasks across all projects in the UPWP; production/distribution of individual UPWP job products
- Graphic design/support for newsletters, promotional materials, and reports
- Support to county Public Participation Panels
- Submission of progress reports and invoices to PennDOT no later than 15 days following the reporting period
- Provision of meeting notices and materials not less than five working days prior to meetings and distribute the meeting minutes within 15 working days after the meeting

#### **Work Products:**

- Administrative, secretarial and graphics support for all tasks in the UPWP to meet a range of varied planning needs including support for numerous committees/meetings, events or conferences; visitor services; processing incoming/outgoing correspondence; document processing; preparation of progress reports; and maintenance of contact databases and various files. (Ongoing)
- Commission action on the FY 2024-2025 Unified Planning Work Program (UPWP) (one-year) by

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end of December 2023. Submit all documents required for contract execution by mid-March 2024, including Exhibits 2 and 3 and authorizing signature resolutions. Also, identify and include transportation projects associated with land use, and be prepared to support carryover/ongoing supplemental planning tasks as candidates for any supplemental planning funds. (March, 2024)

- Submission of progress reports and invoices to PennDOT no later than 15 days following the reporting period. (Ongoing)
- As part of public involvement and outreach activities, provide meeting notices and materials not less than five working days prior to meetings and distribute the meeting minutes within 15 working days after the meetings. (Ongoing)



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### MEMBER PLANNING AGENCY PARTICIPATION

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#### RESPONSIBLE AGENCY:

SPC Member Counties and the City of Pittsburgh

#### ESTIMATED COST:

FUNDING SOURCE	<u>2024-2025</u>
Federal Highway Administration	\$213,378
SPC Members (Counties/City)	<u>\$53,345</u>
<b>TOTAL</b>	<b>\$266,723</b>

#### TASK DESCRIPTIONS

SPC's eleven member agencies are represented at all levels of Commission interaction, from general policy forums to technical work groups for single UPWP activities, including the Transportation Technical Committee, Transit Operators Committee, Regional Policy Advisory Committee, Active Transportation Forum, Freight Forum, CMAQ/TA/CRP Evaluation Committee, Transportation Operations and Safety Forum, Local Traffic Incident Management Teams, the Livability Through Smart Transportation Work Group, and SPC Public Participation Panels. Member agency representatives assist in reviewing packages of meeting materials as well as working with staff in preparing and discussing key agenda issues.

Planning agencies also provide technical support to various UPWP tasks on an as-needed basis. Participation in various technical committees and project work groups, data collection and analysis, study committees, and other technical review efforts require a significant commitment of time and labor.

#### 1. SPC Member Planning Participation

**Objective:** SPC supports and encourages coordinated transportation planning processes within the region by providing planning funds to SPC member planning departments to facilitate their participation in regional forums and various UPWP tasks.

##### Planning Activities:

- Support and participate in SPC standing committees and task-related work groups, including:
  - Public Participation – assist in outreach/education through each member's Public Participation Panel.
  - Transportation Alternatives Set-Aside Program (TA Set-Aside) – assist in the evaluation of candidate projects.
  - Congestion Mitigation & Air Quality (CMAQ) Program - assist in program development and preparation in advance of the next funding cycle; assist in the evaluation of candidate projects for the next update.

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- Carbon Reduction Program (CRP)- assist in the evaluation of candidate projects.
- Livability Through Smart Transportation (SMART) Program – assist in the development, evaluation and delivery of candidate projects.
- Participate in SPC’s various committees and forums (Regional Policy Advisory Committee, Freight Forum, Transit Operators Committee, Active Transportation Forum, Transportation Operations and Safety Forum, Local Traffic Incident Management Teams, etc.).
- Provide input and technical support for the maintenance and development of major products such as the LRP, TIP and UPWP:
  - TIP – assist in maintenance and monitoring of the current TIP, and in development of the fiscally-constrained TIP update.
  - *SmartMoves* – assist with LRP implementation on multiple fronts including review of any plan amendment requests, and ensure that the plan remains consistent with all federal and state planning provisions; assist with activities to advance the next plan update cycle.
  - UPWP – participate in advancement of individual 2024-2025 UPWP projects as needed, and assist in design of 2025-2027 UPWP, including generating candidate projects and studies for supplemental funding consideration.
  - Assist in application of project evaluation procedures to analyze, evaluate, and prioritize candidate LRP and TIP projects.
  - Assist with completion of various Linking Planning and NEPA (LPN) Screening Forms for new candidate LRP/TIP projects.
- Provide support to PennDOT as key partners in advancing the region’s response to the Department’s priority activities: Land Use/Transportation Linkages/Economic Development/Modernization, Plans and Programs, Planning Tools and Techniques, HPMS and Traffic Data Collection, Local Technical Assistance Program, and Public Involvement and Outreach.
- Work cooperatively to comply with requirements of the Bipartisan Infrastructure Law (BIL) while also assisting in advancing specific recommendations from the Certification Review of the Pittsburgh Metropolitan Area as documented in the final report. SPC plans to advance all recommendations in the Certification Review.
- Work with PennDOT to promote public/private partnerships (P3s) and innovative financing opportunities in support of economic development.
- Identify and implement innovative financing mechanisms for major capital projects. Promote the Pennsylvania Infrastructure Bank (PIB) as a tool for financing transportation projects, including community reinvestment projects. Work with PennDOT to identify and support sustainable sources of revenue.
- Assist in assessing and advancing Intelligent Transportation Systems (ITS) elements through the LRP and TIP.
- Enhance Environmental Justice activities to ensure that all stakeholders have the opportunity to become involved in the region’s planning and programming process.

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- Support and coordination with the PennDOT National Electric Vehicle Infrastructure (NEVI) program with outreach activities.
- Support and coordination with regional carbon reduction strategies and climate action/resiliency planning.
- Identify livability, sustainability, and resiliency planning strategies for the location of transportation facilities and services for broader access to employment opportunities, affordable housing, schools and safe streets.
- Work with SPC and PennDOT to incorporate land use planning into the planning process. Help to initiate changes in the process that may be necessary to accomplish this effort.
- Coordinate all land use planning with the respective county comprehensive plans. Look for opportunities to integrate land use and transportation in blighted communities or brownfields/grayfields.
- Assist SPC and PennDOT in efforts to identify training and planning activities targeted to local governments dealing with access management, transit-oriented design, healthy communities, street connectivity, broadband connectivity, interchange area development, transportation impact fees, energy savings, etc.
- Support and participate in Road Safety Audits conducted within the member jurisdiction.
- Assist SPC's continuing response to the inventory of local transportation assets.
- Participate in equal opportunity, non-discrimination and DBE Training offered by PennDOT and FHWA that SPC may host. PennDOT DBE training includes all aspects of 49 CFR Part 26 and is also fully consistent with DBE procedures for FTA grantees.

### **Work Products:**

- Active participation and input to various SPC committees. (Ongoing)
- Support and input to special studies. (Ongoing)
- Assistance in public outreach/education through member Public Participation Panels. (Ongoing)
- County comprehensive plans with robust land use and transportation components. (Ongoing)
- Linking Planning and NEPA screening forms. (Ongoing)
- Assistance with LRP and TIP maintenance activities including review of amendment requests. (Ongoing)
- Assistance in advancing other UPWP projects. (Ongoing)

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### PUBLIC PARTICIPATION / COMMUNICATIONS PROGRAM

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#### RESPONSIBLE AGENCY:

Southwestern Pennsylvania Commission (SPC)

#### ESTIMATED COST:

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$232,449
PennDOT	\$11,622
SPC	<u>\$46,490</u>
<b>TOTAL</b>	<b>\$290,561</b>

#### TASK DESCRIPTIONS

Effective communication, engagement, and dialogue with the public contributes to more robust and innovative transportation planning that is representative of and responsive to the needs of the entire region. To maintain and enhance communication among SPC members and the public in accordance with the FAST Act; Title VI of the Civil Rights Act of 1964; Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994; the Americans with Disabilities Act of 1990; and the Limited English Proficiency Executive Order, SPC has an adopted and abides by a Public Participation Plan.

As part of this Public Participation Plan, SPC has implemented Public Participation Panels in each of the region's 10 counties. These panels have proven to be an effective way to engage with members of the public and community leader by fostering and building relationships with them. Additionally, the Public Participation Panels serve as a method where our team provides education that is designed to enhance understanding of regional planning and transportation programs. These panels also provide an opportunity for public participation and input during the development of regional plans, programs and projects. Finally, they provide opportunities for the public review draft documents, while soliciting comments and feedback from them on major decisions prior to Commission actions.

#### 1. Public Participation Plan

**Objective:** The Public Participation Plan provides a framework to ensure that SPC's transportation planning processes include a proactive participation process and comply with federal participation plan requirements. The Public Participation Plan identifies a purpose, strategies, objectives and goals, and acts as an implementation tool to help ensure effective participation in SPC's transportation planning activities. Activities in this Public Participation Plan are also coordinated with the statewide transportation planning public involvement and consultation processes.

#### Planning Activities:

- Implement the Public Participation Plan and its companion Documents (Title VI Plan and

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Limited English Proficiency (LEP) Plan.

- Support and promote effective public involvement in SPC's transportation planning process by utilizing strategies and techniques to:
  - Provide opportunities for public outreach and involvement, as well as input during development of planning programs, policies and projects.
  - Provide opportunities to review draft documents and comment on major decisions prior to Commission actions.
  - Attend regional forums, events, conferences, symposiums to engage, educate, and create awareness among the region's population.
  - Ensure that our public outreach fosters inclusivity and engages with disadvantaged populations.
- Continually develop innovative, effective public meeting materials utilizing visualization techniques to inform and engage the public about transportation planning and funding issues.
- Continually expand engagement reach using SPC's social media channels, disseminating social media toolkits, produce videos, surveys, fact sheets, continued efforts surrounding earned media opportunities, among other initiatives.
- SPC is focused on developing and executing innovative and flexible modalities for our meetings and events to ensure that we are meeting the communities' needs (i.e.: we are focused on meeting individuals where they are).
- Administer all required public comment periods in accordance with federal regulations and the Public Participation Plan (provide timely notice, make draft documents widely available online, hold public meetings, gather comments and feedback, respond to comments as appropriate, and document the process).
- Focus on building partnerships locally and regionally with the public, businesses, community groups, nonprofit organizations, and other populations that are impacted by transportation activities and/or have a vested interest in transportation planning.
- Support our public outreach and communications staff members with professional development opportunities, so they can continue developing skills that support their engagement with the region, the public, and the community we serve.
- Work on developing a plan that enables us to engage with community members and Public Participation Panelists through innovative methods (i.e.: brainstorming sessions, direct outreach, one-on-one meetings, etc.)
- Continue to develop innovative techniques for engaging the public, and reaching populations and the public at large as appropriate. Disseminate information and receive public feedback.
- In accordance with federal regulations on the accessibility of transportation planning and programming processes and outcomes, continue its Environmental Justice program of innovative outreach in the region.
- Actively engage minority and low-income populations, non-English speakers and those with Limited English Proficiency (LEP), older persons and persons with disabilities, and other populations traditionally underserved by the existing transportation system, by developing communications materials to be translated and distributed as appropriate to enhance the participation of these groups. Ensure that a translator is available at meetings when necessary.

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- Maintain existing public outreach tools and develop new techniques to reach robust audiences.
- Monitor regional population and demographic trends and enhance specialized outreach as outlined in the Public Participation Plan, including Limited English Proficiency assessments.
- Participate in outreach opportunities presented by regional task forces on disabilities, and other special needs groups.
- Support communications efforts associated with projects and initiatives developed from the Work Program.
- Use uniform protocols and coordinated communications vehicles including materials developed for print and online distribution. Ensure cost-effective production and dissemination of SPC information and materials to the public, members, regional planning partners, stakeholders, and other organizations using a variety of outreach methods (i.e.: email, in-person, social media, phone calls, hard copy mail, among others) to reach target audiences.
- Conduct educational presentations about SPC programs and projects through meetings, workshops, conferences, events, and symposiums. Leverage media outlets (through earned media pitching/outreach) and local community organizations to disseminate information about transportation planning and public participation opportunities, emphasizing outreach to minority and low-income populations, non-English speakers and LEP persons, older persons and persons with disabilities, and other populations traditionally underserved by the existing transportation system.
- Maintain and enhance accessibility to information in a variety of formats.
- Use the agency website ([www.spcregion.org](http://www.spcregion.org)) and social media platforms (Facebook, Twitter, Instagram, LinkedIn, and YouTube) to disseminate information that tells the story about our various projects, programs and initiatives that serve the region.
- Create videos as a means of educating and informing the public in a new and innovative format to reach different audiences.
- Utilize our organization's newsletter as a tool to get information to the public and our regional stakeholders. E-newsletters and e-announcements are tools to disseminate information regarding public feedback, an upcoming meeting, new data, etc.

### **Work Products:**

- A continually-implemented public participation and outreach program. (Ongoing)
- Advertisements promoting public comment periods and public meetings. (Ongoing)
- Public meetings (virtual and in-person) and associated materials. (Ongoing)
- Continual efforts for earned media coverage to strategically inform the public.
- Press releases, annual reports, e-newsletters, educational packets, fact sheets, and other written products communicating SPC's programs, planning processes and activities. (Ongoing)
- Limited English Proficiency Plan and staff training activities. (Ongoing)
- Continued development of SPC's websites. (Ongoing)
- Briefing materials for the Commission, planning partners, panelists and the public. (Ongoing)
- Various social media platform posts and engagements, including storytelling about our programs educational videos (Ongoing).

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### **2. Public Participation Panels**

**Objective:** SPC maintains Public Participation Panels (Panels) for each county (including the City of Pittsburgh) in its transportation planning region. Panel members are appointed to reflect the demographics of the population of their respective counties in regard to age, income, ethnicity, special needs, and special interests. Members serve as a conduit to the local communities where they live and work. They are asked to provide input, but are also expected to act as ambassadors to get the word out about what they learn at meetings. Panel meetings, both in-person and virtual, are open to the public and are scheduled on an as-needed basis. Over the last year, we implemented kick-off and wrap-up meetings for our Public Participation Panelists as a way to educate and engage them. At these kick-off and wrap-up meetings, we use them as opportunities inform them about what will take place at the public meetings, what their roles are, and review/analyze the meeting outcomes.

#### **Planning Activities:**

- Provide support for Public Participation Panels.
- General support for public participation engagement and outreach to create collateral assets.
- Organize and promote public meetings hosted by Panels to enhance understanding of the transportation planning and programming process and to obtain feedback on plans, programs and projects.
- Maintain and continue to develop SPC's online resources so that the Panels and the public can be involved and have a place receive more information regarding our meetings and programs.
- Create outreach "toolkits" (social media toolkits and flyers when applicable) that will help the Panel participants spread the word easier regarding SPC activities (public input, upcoming meetings, submission deadlines, etc.).
- Use emails and phone calls to communicate with the Panel members.
- Continue to develop innovative meeting techniques to draw interest from panel attendance and engagement.

#### **Work Products:**

- Panel member orientation materials. (Ongoing)
- Panel membership and attendance records. (Ongoing)
- Panel meetings (in-person and virtual) and associated materials. (Ongoing)
- Briefing materials for the Commission, planning partners, and the public. (Ongoing)
- Public Participation/Get Involved webpage. (Ongoing)
- E-newsletter, social media, and email engagement. (Ongoing with potential future consultant support)
- Secure earned media coverage to spotlight public meetings/public engagement opportunities (Ongoing).
- Outreach "toolkits" if and when applicable (Ongoing)

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### **3. Transportation Improvement Program (TIP) / Long Range Plan (LRP) Outreach and Engagement**

**Objective:** Develop a Public Outreach and Engagement Plan that generates interest, informs, and educates the public using a mix of traditional and modern strategic communication tools that reach diverse audiences, help the public understand/connect with the elements of the TIP/LRTP.

#### **Planning Tasks:**

- Participate in local events and provide convenient in-person and virtual meeting opportunities to share information with diverse groups of stakeholders and the general public.
- Provide educational information in advance to empower stakeholders to provide informed feedback.
- General support for public participation engagement and outreach to create collateral assets.
- Utilize graphics, imagery and videos to make technical information relatable and easy to understand.
- Outreach to media outlets and reporters (earned media) as a means to educate and inform the public about our transportation planning activities.
- Focus advertising and branding on public interests, and less on the technical information.
- Utilize social media and advertising to build upon and expand engagement with the public.
- Incorporate communication tools that are convenient and diverse to capture input from a variety of audiences.
- Use quantitative tools and techniques to measure outreach effectiveness.

#### **Work Products:**

- Surveys. (Ongoing)
- Social media posts and advertisements. (Ongoing)
- Educational videos. (Ongoing)
- Earned media outreach (Ongoing)
- Panel brainstorming workshops (Ongoing)
- Panel kickoff meetings (Ongoing)
- Panel wrap-up meetings (Ongoing)
- Institute pop-up visits in our region's counties (planning is in development)

### **4. Accessibility Assessment and New Agency Guidelines for Public Information**

**Objective:** Conduct an assessment of current accessibility guidance and practices and evaluate Utilization throughout SPC. Review current federal and state guidance on accessibility requirements. Develop new agency protocols for meeting accessibility requirements for print and electronic media, including step by step instructions for staff. Communicate new protocols to staff and contractors/consultants and assist with accessibility implementation of public information. Develop an accessibility request protocol for the public to use to request specific accessibility accommodations of public materials.



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### **Planning Tasks**

- Conduct assessment of current accessibility and agency utilization.
- Develop updated protocols for agency with step-by-step instructions.
- Develop communication materials for staff on importance of accessibility.
- Develop communication materials for contractors/consultants.
- General support for public participation engagement and outreach to create collateral assets.
- Prepare accessibility request protocol for the public to use to request specific accessibility accommodations.

### **Work Products:**

- Assessment of current accessibility and agency utilization. (Second quarter 2024)
- Updated protocols for agency with step-by-step instructions. (Third quarter 2024)
- Communication materials for staff on importance of accessibility. (Third quarter 2024)
- Communication materials for contractors/consultants. (First quarter 2025)
- Accessibility request protocol for the public to use to request specific accessibility accommodations. (First quarter 2025)

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### **LOCAL TECHNICAL ASSISTANCE PROGRAM (LTAP)**

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#### **RESPONSIBLE AGENCY:**

Southwestern Pennsylvania Commission (SPC)

#### **ESTIMATED COST:**

<b>FUNDING SOURCE</b>	<b><u>2024-2025</u></b>
Federal Highway Administration	<u>\$45,000</u>
<b>TOTAL</b>	<b>\$45,000</b>

#### **OBJECTIVES:**

The PennDOT Local Technical Assistance Program, or LTAP, is part of a national initiative to transfer transportation technology through training, technical assistance, and other customer services to municipal elected officials and their staff. LTAP provides technical information and proven technologies to meet the growing demands on municipal governments. In an effort to expand and promote LTAP services to the 548 municipalities within its ten-county region, SPC will assist PennDOT with facilitating LTAP training during the 2024-2025 fiscal year.

The program markets and promotes the training opportunities provided by LTAP through the establishment of a partnership wherein SPC serves as the Regional Technology Transfer Representative for LTAP in the ten-county SPC region. Through this program, the technical training needs of local municipalities are met by identifying their needs and coordinating with LTAP on scheduling relevant training programs in the region.

#### **TASK DESCRIPTIONS**

1. Identify Regional Training Needs
  - Develop a priority training list that identifies training needs within the region based on historical trends and incorporate into annual trainings.
  - Work with PennDOT to schedule training dates.
  - In coordination with PennDOT, identify course location, logistics, locations, registration, etc.
2. Program Marketing and Outreach
  - Develop a plan to expand trainings and technical assistance in the region. Incorporate into MPO outreach, promotion, targeted outreach.
  - Work with PennDOT to promote upcoming classes.
3. Administration and Reporting

## ***Unified Planning Work Program***

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- Participate in scheduled calls with PennDOT.
- Keep regular communications with PSATS and PennDOT.
- Submit reports to PennDOT with SPC.
- Develop annual reports for SPC that highlights the trainings, outreach, and future activities.

### **Work Products:**

- Continued coordination with local municipalities to schedule classes.
- Attend each class to aid as needed.
- Technical assistance, workshops and outreach materials.
- Briefing materials for the Commission, planning partners and the public.

## **PUBLIC OUTREACH & COORDINATION – MULTI-YEAR IMPLICATIONS**

The UPWP is a core element of the MPO planning function. As such, the development and administration of the UPWP is an ongoing work task. UPWP development continues to evolve to take a longer-term, multi-year view of each of the region's planning activities.

- Final report, 2024-2025 UPWP for submission to PennDOT for approval in January 2024.
- Completion of the FY 2024-2025 planning program, which ends on June 30, 2025.
- Continue to advance Environmental Justice/Title VI processes and activities.
- Continue to work cooperatively with regional/state/federal planning partners to advance specific recommendations from the 2021 Certification Review of the Pittsburgh Metropolitan Area by FHWA and FTA.

Staff support is required for virtually all elements of the UPWP. As such, it is envisioned that every Work Program will include this work element in advancing all the planning provisions of the FAST Act and subsequent federal legislation.

- Continue to provide secretarial, clerical and administrative support across individual UPWP jobs in advancing all the planning provisions of MAP-21, the FAST Act, BIL and any emerging federal guidance.
- Continue graphics/design support for newsletters, printed materials and reports.
- Continue to take advantage of advancements in technology and graphic and support software to improve efficiency, quality control, and turn-around, enhancing SPC's commitment to service to SPC members, partners and customers throughout Southwestern Pennsylvania and to the Commonwealth.

Engaging the public and facilitating collaboration amongst a wide range of stakeholders in an area as large and diverse as Southwestern Pennsylvania is always challenging. Advances in technology and communications, particularly smart phones and social media, have created more opportunities to engage the public in the planning process. SPC continues to expand its use of social media and video capabilities to enhance the communication of program and project information across different media. SPC is constantly looking for the best ways to provide clear, concise, and meaningful information to its planning partners, interested stakeholders, and members of the public.

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SPC will continue to use its Public Participation Panels, Internet website, newsletters, social media and other tools to educate and engage citizens on regional transportation issues. It will also use workshops, on-line forums, virtual and in-person meetings and other mechanisms to facilitate communication and collaboration with its members and other transportation stakeholders. In the coming years, SPC will continue to investigate new technologies, including emerging visualization tools, to help people understand and relate to SPC's various planning activities. SPC will also continue to develop methods and opportunities for traditionally underserved portions of the population to participate in the transportation planning process, including minority, non-English speaking, and low-income groups.

Technical support is an evolving need for municipalities as technology and conditions on the ground change. Thus, it is expected that LTAP will include in its course and on-site tech assist offerings, ever evolving materials and expertise in subject matter that is vital to local governance. LTAP will continue to provide on-site tech assists as specific needs arise in individual municipalities, provide a voice for local governments when deciding on new or updated course offerings, and finally serve as ongoing support for PennDOT and PSATS in the PennDOT Connects initiative.

## **SECTION III**

# **UPWP FUNDING SUMMARIES**

***Unified Planning Work Program***

Fiscal Year 2024-2025

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# Unified Planning Work Program

Fiscal Year 2024-2025

## Exhibit 3

SOUTHWESTERN PENNSYLVANIA COMMISSION  
2024-2025 UNIFIED PLANNING WORK PROGRAM

**One Year**  
November 2023

### CONTRACT SUMMARY

	Project Totals	Program Totals	Agency Totals
<b>FEDERAL HIGHWAY ADMINISTRATION</b>			
FHWA PL - MPO Base Program		4,625,000	
FHWA PL - Safe and Accessible Transportation		117,000	
FHWA PL - Local Technical Assistance Program		45,000	
<b>FHWA Total</b>			<b>\$4,787,000</b>
<b>FEDERAL TRANSIT ADMINISTRATION</b>			
FTA PL - MPO Base Program		1,482,000	
<b>FTA Total</b>			<b>\$1,482,000</b>
<b>PENNSYLVANIA DEPARTMENT OF TRANSPORTATION</b>			
PENNDOT MLF - Match to MPO Base Planning Program		587,000	
PENNDOT PE - Traffic Forecasts and Needs Reports		90,000	
<b>PennDOT Total</b>			<b>\$677,000</b>
<b>SOUTHWESTERN PENNSYLVANIA COMMISSION and OTHER PARTNERS</b>			
SPC - Base Program - FHWA		512,155	
Member Planning Agency Participation - FHWA		53,345	
HPMS - Lawrence County - FHWA		3,750	
Total Match - FHWA		569,250	
SPC - Base Program - FTA		324,500	
Pittsburgh Regional Transit Planning Program - FTA		46,000	
Total Match - FTA		370,500	
<b>Total Local Match - SPC and Other</b>			<b>\$939,750</b>
<b>SPC 2024-2025 UPWP TOTAL</b>			<b>\$7,885,750</b>

# Unified Planning Work Program

Fiscal Year 2024-2025

## Exhibit 4

SOUTHWESTERN PENNSYLVANIA COMMISSION  
2024-2025 UNIFIED PLANNING WORK PROGRAM

One Year  
November 2023

### PROJECT FUNDING TABLE

	PROJECT BUDGETS		UPWP Project Funding	AGENCY PARTICIPATION			
	SPC	Other		FHWA	FTA	PennDOT	SPC / Other
<b>I. TRANSPORTATION PROGRAM DEVELOPMENT</b>	<b>1,399,439</b>		<b>1,399,439</b>	<b>899,667</b>	<b>219,885</b>	<b>106,325</b>	<b>173,562</b>
1a). Long Range Plan Implementation	734,932		734,932	368,061	219,885	59,810	87,176
1b). TIP Development and Management	664,507		664,507	531,606		46,515	86,386
<b>II. REGIONAL TRANSIT PLANNING</b>	<b>645,198</b>	<b>230,000</b>	<b>875,198</b>	<b>113,555</b>	<b>586,604</b>	<b>11,355</b>	<b>163,684</b>
2a). Regional Transit Planning	645,198		645,198	113,555	402,804	11,355	117,684
2b). Pittsburgh Regional Transit Planning Program	PRT	(1)	230,000		184,000		46,000
<b>III. TRANSPORTATION DEMAND MANAGEMENT</b>	<b>307,423</b>		<b>307,423</b>	<b>78,700</b>	<b>167,238</b>	<b>13,773</b>	<b>47,712</b>
3a). Transportation Demand Management	150,489		150,489	38,525	81,866	6,742	23,356
3b). Active Transportation Program	156,934		156,934	40,175	85,372	7,031	24,356
<b>IV. REGIONAL FREIGHT PLANNING</b>	<b>255,163</b>		<b>255,163</b>	<b>204,131</b>		<b>25,516</b>	<b>25,516</b>
4a). Regional Freight Planning	255,163		255,163	204,131		25,516	25,516
<b>V. TRANSPORTATION OPERATIONS &amp; SAFETY</b>	<b>792,977</b>		<b>792,977</b>	<b>634,381</b>		<b>79,298</b>	<b>79,298</b>
5a). Transportation Operations & Safety	657,977		657,977	526,381		65,798	65,798
5b). Regional Traffic Signal Program	135,000		135,000	108,000		13,500	13,500
<b>VI. SAFE &amp; ACCESSIBLE TRANSPORTATION</b>	<b>117,000</b>		<b>117,000</b>	<b>117,000</b>			
6a). Increasing Safe & Accessible Transportation Options	117,000	(2)	117,000	117,000			
<b>VII. DATA SYSTEMS &amp; MODELING</b>	<b>2,448,451</b>	<b>18,750</b>	<b>2,467,201</b>	<b>1,393,487</b>	<b>508,273</b>	<b>284,552</b>	<b>280,889</b>
7a). Regional GIS & Data/Graphics Clearinghouse	884,797		884,797	467,172	240,665	58,397	118,563
7b). Modeling-Air Quality, Land Use, Transportation	983,854		983,854	519,476	267,808	64,934	131,836
7c). Traffic Forecasts & Needs Reports	90,000	(3)	90,000			90,000	
7d). HPMS-Traffic Count Program & Inventory	444,800		444,800	355,839		66,721	22,240
7e). HPMS Inventory-Lawrence County	Lawrence County	(4)	18,750	15,000			3,750
7f). Local Asset Management	45,000		45,000	36,000		4,500	4,500
<b>VIII. STRATEGIC INITIATIVES-ENVIRONMENT</b>	<b>570,346</b>		<b>570,346</b>	<b>456,277</b>		<b>69,751</b>	<b>44,318</b>
8a). Strategic Initiatives-Environment	570,346		570,346	456,277		69,751	44,318
<b>IX. OUTREACH &amp; COORDINATION</b>	<b>834,280</b>	<b>266,723</b>	<b>1,101,003</b>	<b>889,802</b>		<b>86,430</b>	<b>124,771</b>
9a). UPWP Administration & General Support Services	498,719		498,719	398,975		74,808	24,936
9b). Member Planning Agency Participation	Member Agencies	(5)	266,723	213,378			53,345
9c). Public Participation / Communications Program	290,561		290,561	232,449		11,622	46,490
9d). Local Technical Assistance Program	45,000	(6)	45,000	45,000			
<b>TOTAL FOR 2024-2025 UPWP</b>	<b>7,370,277</b>	<b>515,473</b>	<b>7,885,750</b>	<b>4,787,000</b>	<b>1,482,000</b>	<b>677,000</b>	<b>939,750</b>

#### FOOTNOTES:

- 1) The 20% local match is provided by Pittsburgh Regional Transit (PRT)
- 2) Safe and Accessible is 100% federal PL/SPR (80% Federal/20% Toll Credit)
- 3) PENNDOT PE Funds (100%) - \$90,000
- 4) The 20% local match is provided by Lawrence County
- 5) The 20% local match provided by the SPC Member Counties and the City of Pittsburgh
- 6) LTAP is 100% federal PL/SPR (80% Federal/20% Toll Credit)
- 7) The City of Pittsburgh received a FY22 Reconnecting Communities Pilot (RCP) program Reconnecting Communities Pilot study project-Manchester Reunited - \$1,432,000