

# Full Commission Meeting

June 23<sup>rd</sup>, 2025



# Opening Agenda Items

Welcome/Introductions and Call to Order

- Quorum
- Conflict of Interest Declarations on Action Items

Action on Minutes from April 28<sup>th</sup>, 2025 Meeting

Public Comment



# Executive Director's Report

*Rich Fitzgerald, Executive Director*

Agenda Item: 4





# Executive Director's Report

## Commissioners' Harrisburg Trip





# Executive Director's Report

## LRTP and CEDS Kickoff – Armstrong County



# Executive Director's Report

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- NFL Draft Meetings Continue
- US Steel and Nippon deal closed June 18<sup>th</sup>
- Heartland Fabrication tour
- Sen. McCormick event with President Trump at CMU
  - **July 15<sup>th</sup>**
- DC Fly-In with Allegheny Conference
  - **September 16<sup>th</sup> and 17<sup>th</sup>**
- Governor's Office of Transformation and Opportunity
- DOT Certifications (FTA Completed; FHWA next month)

# Transportation Report

*Lillian Gabreski, Director of Transportation*

Agenda Item: 5





# Transportation Report

- Long Range Plan Kick-Off – for June 2027 adoption
- SR 21 PennDOT Study
- FTA Triennial Review
- FHWA/FTA Certification Review – July 30<sup>th</sup>/31<sup>st</sup>
- 2027 TIP Update & Competitive Programs – for June 2026 adoption

# SPC Competitive Programs

## Competitive

- Transportation Alternatives Set-Aside Programs (TASA)
- SPC Congestion Management and Air Quality (CMAQ) Program
- SPC Carbon Reduction Program (CRP)

The current Transportation Act IIJA is due to expire prior to the start of the 2027 TIP. All awarded funding is tentative until new Transportation Act is passed.

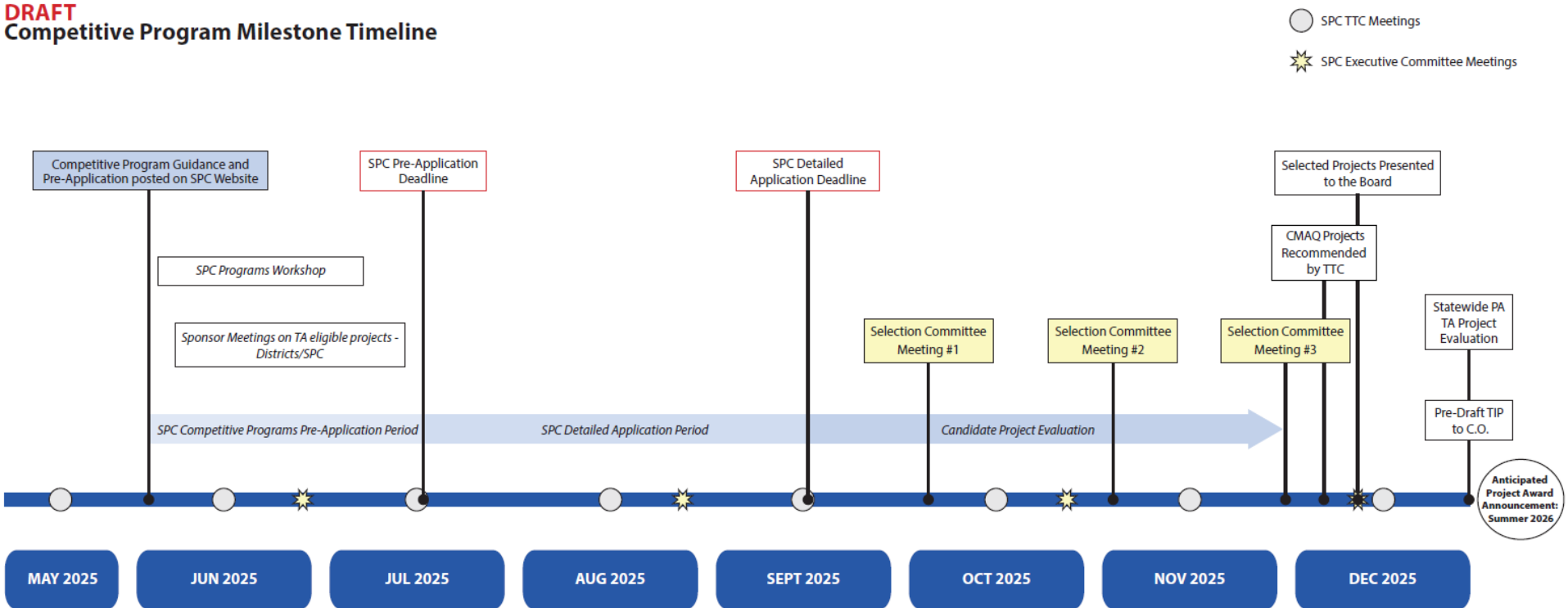
# 2025 SPC Competitive Program Milestones

Important Milestone Dates for 2027-2030 TIP	
May TTC Meeting	Process Update
End of May 2025	Program Guidance finalized
June 2, 2025	Application period opens
June 10, 2025	Application and Project Delivery Webinar
July 17, 2025	<b>DEADLINE:</b> Pre-application due
By July 31, 2025	SPC provides detailed application information to applicant
September TTC Meeting	Status Update
September 15, 2025	<b>DEADLINE:</b> Detailed Application period closes
October – November	Application review and technical scoring by SPC staff
October – November	Deliverability evaluation by deliverability evaluation committee
October – November (TBD) Selection Committee Mtgs 1 & 2	Candidate project applications review, technical scoring review, deliverability review
Late November (TBD) Selection Committee Mtg 3	Project technical and deliverability scoring discussed and finalized. Project selection recommendations made.
December TTC Meeting	Projects recommended by TTC as part of pre-draft 2027 TIP
December SPC Executive Committee Meeting	Projects approved as part of pre-draft 2027 TIP



# Anticipated Timeline

## DRAFT Competitive Program Milestone Timeline



# Compleitive Programs Selection Committee

Table 2- 2027-2030 TIP – Federal Competitive Programs Selection Committee

Interest Group	Number from Group	Representing	Other Criteria
Planners	11	10 SPC counties and the City of Pittsburgh	1 per SPC Member County/City of Pittsburgh
PennDOT Districts	3	PennDOT Districts 10, 11 & 12	1 per local PennDOT District
Transit	3	Transit Operators	1 each - urban, small urban, rural
PennDOT Central Office	2	PennDOT Central Office	Select from: Center for Program Development and Management, Bureau of Design and Delivery, Bureau of Public Transportation
TMA	1	Transportation Management Associations	1 of ACTA, OTMA <u>or</u> PDP
Air Quality Agency	1	Air Quality Regulatory Agency	PADEP <u>or</u> Allegheny County Health Department
Active Transportation	1	Active Transportation Organizations	Bike PGH <u>or</u> another organization TBD
Freight	1	Freight Organization	Port of Pittsburgh Commission
Resource Agencies			
Federal Highway Administration – Pennsylvania Division Federal Transit Administration – Region III			
PennDOT – Bureau of Rail, Freight, Ports, and Waterways			
SPC – CMAQ Program Staff			

May 2025

# Next Steps

- Applicants work on getting their pre-applications in to SPC by (7/17/25 deadline).
- SPC Staff will work to prepare detailed applications for distribution to qualified applicants by end of July.
- SPC staff will be assembling the selection committee and reserving three meeting dates.
- SPC staff will be answering questions from prospective applicants.



# Questions?



# **ACTION ITEM: Resolution 8-25 to Adopt the Active Transportation Plan Update**

***Lillian Gabreski, Director of Transportation***

**Agenda Item: 6**





Traffic Circle with bike lane CREDIT: Mike Dillon



# Active Transportation Plan Update

## Executive Summary

March 2025



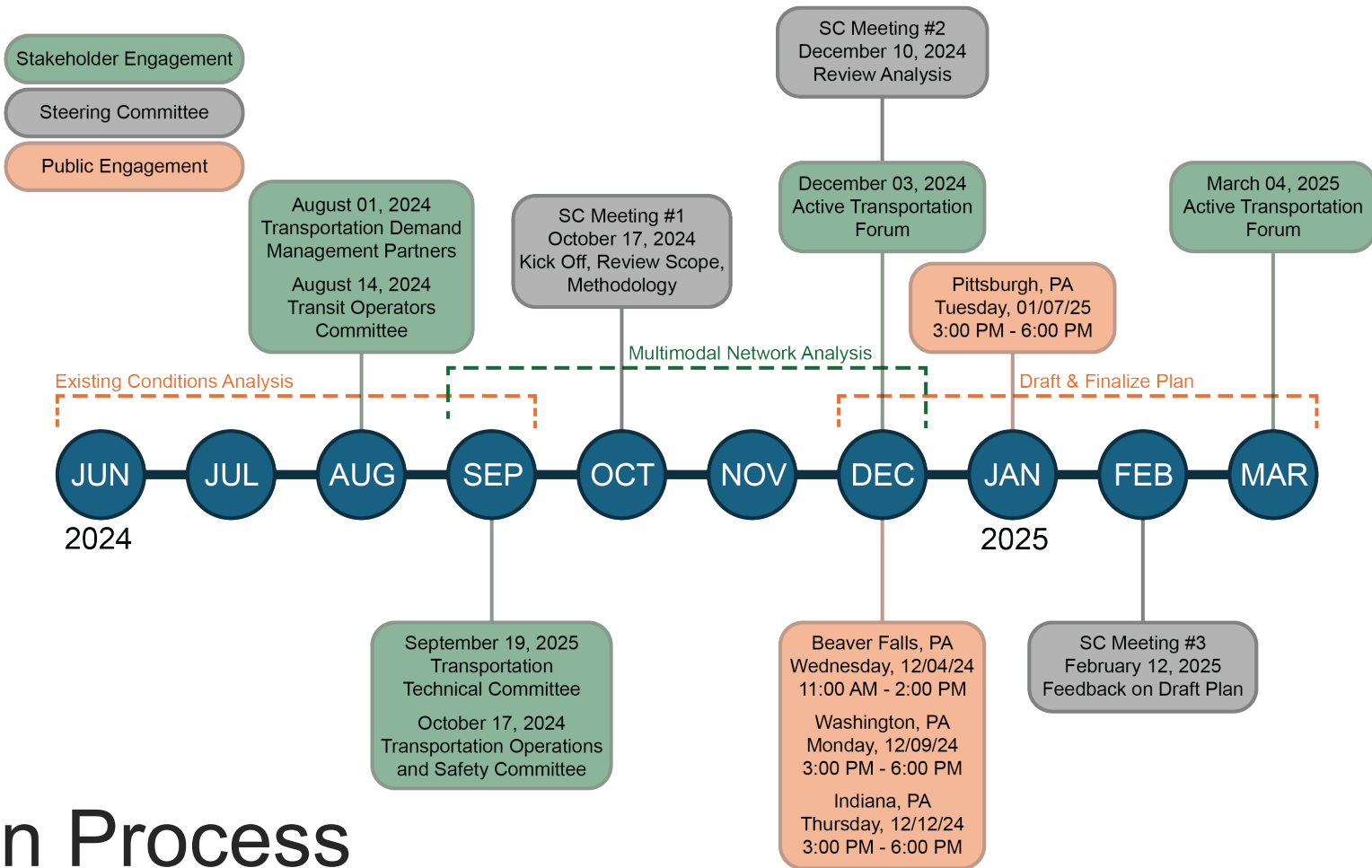
# Introduction

The Southwestern Pennsylvania Commission's updated Active Transportation Plan (ATP) includes renewed goals and a collection of web-based tools and resources. It was undertaken to address evolving trends and priorities related to active transportation.

The ATP features findings from multimodal network analyses to help local governments locate gaps and opportunities for improvements within the mobility network. The tools provided in the plan can help prioritize projects that will encourage more walking and rolling trips, which will help advance the regional vision of “connected mobility” for all.



Advisory bike lanes in Pittsburgh's South Side neighborhood (CREDIT: Bike PGH)



# Plan Process

# Plan Summary

This plan includes many components that can be accessed through an interactive web-application.

## 2025 Active Transportation Plan Update



The plan components at the right are separate documents, provided as links in the web application:

- Executive Summary
- Active Transportation Profiles
- Community Engagement Summary
- Network Analysis Methodology Memo
- Active Transportation Design

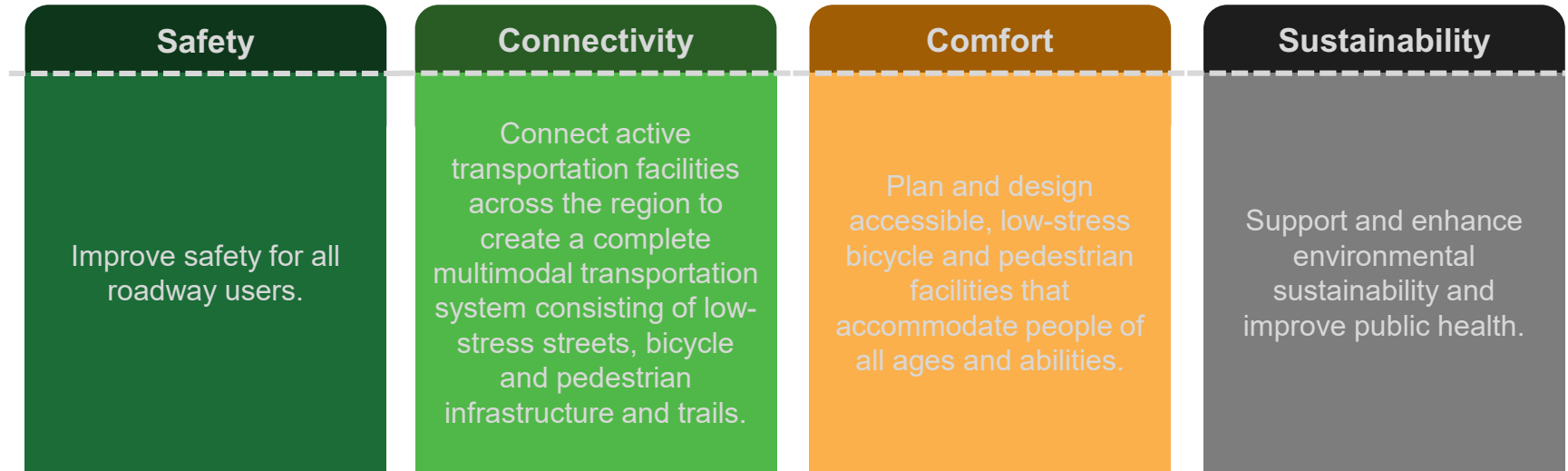
### Toolkit

- Multimodal Plans and Policies Inventory
- Goals, Objectives and Performance Measures Table

# Vision

The ATP advances the Regional Vision identified in [SPC's Long Range Transportation Plan \(LRTP\)](#), [SmartMoves for a Changing Region](#), which is: “A world class, safe, and well-maintained integrated transportation system that provides mobility for all”.

## Goals



# Focus Areas

The 2025 – 2030 Regional Focus Areas identify key priorities to guide active transportation efforts over the next five years. The four Regional Focus Areas are:

## Regional Trail Coordination

Establish a formal entity responsible for the planning, development and funding of trails at the regional level, to include coordination with railroads companies where applicable.

## Funding

Continue to provide resources, tools, and technical assistance to help local governments access funding for active transportation initiatives.

## Sidewalk Maintenance and Repairs

Expand technical assistance to help local governments address sidewalk maintenance and repair issues, where the responsibility lies with property owners, by sharing relevant data, case studies, and funding strategies.

## Model Policy Development

Draft model policy language for the policy priorities listed in the Policy Toolkit.

# Multimodal Plans and Policies Inventory

Adopting and implementing multimodal policies at the local level can significantly enhance active transportation, improving safety for all road users.

While policy changes are essential, they often take time to implement. **To accelerate progress, the updated ATP highlights seven plans or policies and provides a brief description of each along with an inventory of those that have been adopted by municipalities across the region.**

Focus areas for plan implementation include providing model policy language and tools to assist additional local governments in adopting and implementing plans and policies that prioritize safety for people who walk and bike.



Sidewalk in Slippery Rock, PA (CREDIT: SPC)



# Multimodal Network Analyses

A series of analyses were conducted to assess the experience of getting around the SPC region by walking, biking, and using transit. These analyses measure multimodal connectivity, ease, and comfort.

# Multimodal Network Analysis Summary

Analysis Question	Supporting Analysis / Data
Which areas have low-stress access to jobs, transit, businesses, and schools?	Level of Traffic Stress (LTS) Analysis
	Intersection Crossing Level of Stress Analysis (Pedestrian LTS)
	Walkshed and Bikeshed Analysis
Where can people access the trail network without an automobile?	Trail Access Walkshed and Bikeshed Analysis
Where do critical gaps exist in the bicycle and pedestrian network?	Critical Link Analysis
	Trip Potential Analysis
Where is it safe and comfortable to walk, bike, and access public transportation?	Walkshed and Bikeshed Analysis

# Measuring Biking Stress

The analysis evaluates how comfortable it is to bike on streets in the region using a “Bicycle Level of Traffic Stress” (LTS) approach. This method uses roadway data to assess how stressful it feels to bike on a given street. Biking tends to be most stressful on streets with high traffic volumes, wide cross-sections, high speeds, and no dedicated bike facilities.



\*Presence of on-street parking increases traffic stress

# Measuring Walking and Rolling Stress

Crossing the street can be stressful for pedestrians, especially on streets with high traffic volumes, wide crossings, high speeds, and a lack of signals, crosswalks, or stop signs. The “Pedestrian Crossing Stress” analysis illustrates the stress pedestrians experience while crossing the street at all intersections in the SPC region.



# How to use the Multimodal Analysis

Use these analyses by accessing them online or downloading the full dataset. The following pages walk through examples of ways to integrate the data into your work.

# How to use this analysis to: Prioritize Signal Improvements

Example: Main Street and Jefferson Street (Butler, PA)

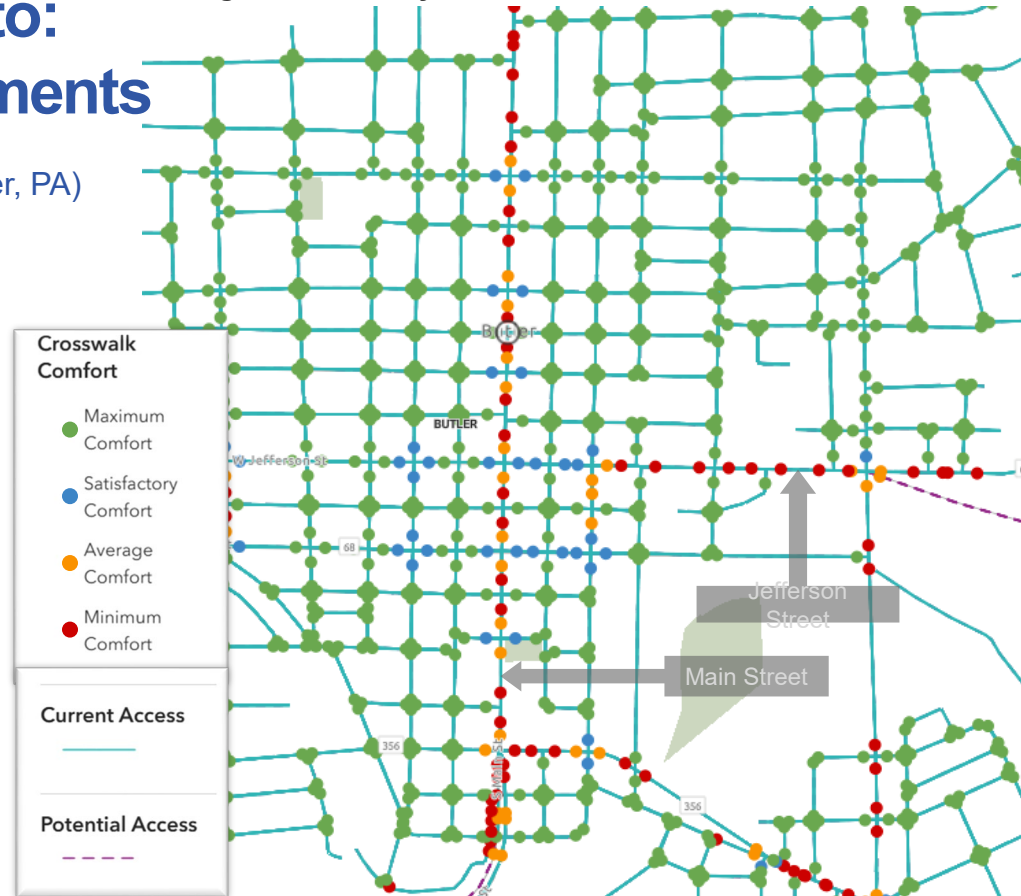
## FACTS AND CONCERNS

- Main Street and Jefferson Street are surrounded by a dense grid of walkable streets and low stress intersections.
- Signalized intersections along Jefferson and Main present higher stress levels due to wide roadways, high traffic volumes, and a lack of crossing improvements.

## POTENTIAL SOLUTION

- Stress could be reduced by installing:
  - Pedestrian Crossing Islands
  - Leading Pedestrian Intervals
  - Curb extensions
- Toolkit: Multimodal Main Streets

## Walking Access to Key Destinations





# How to use this analysis to: Plan your Bicycle Network

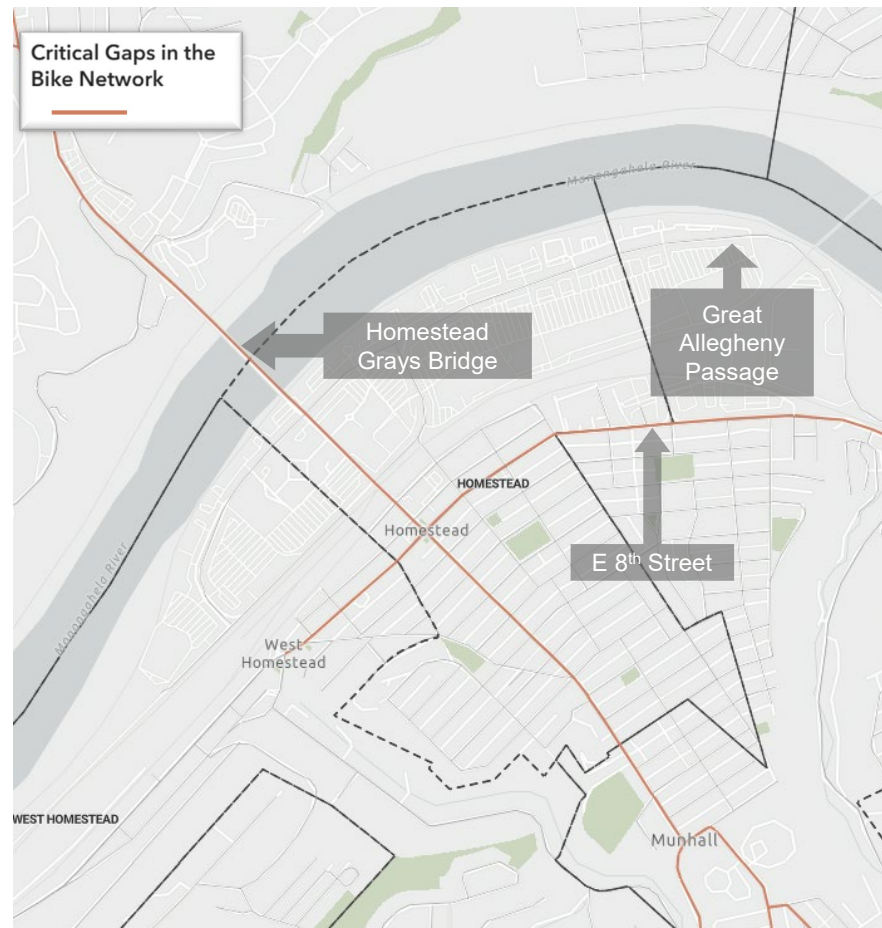
Example: Homestead Grays Bridge and E 8th Street (Homestead, PA)

## FACTS AND CONCERNS

- The Critical Gap Analysis identifies the Homestead Grays Bridge and E 8th Street as areas where many trips are under three miles, but bicyclists face high levels of stress due to challenging conditions.
- E 8th Street is also within biking distance to the trail.

## POTENTIAL SOLUTION

- Improving infrastructure along this corridor could attract more trail users into town and enhance overall comfort and safety for people biking.



# Plan Links and Resources

## 2025 Active Transportation Plan Update



**Access the web-based Active  
Transportation Plan Update**



**The plan components at  
the right are separate  
documents, provided as  
links in the web  
application:**

- **Executive Summary**
- **Active Transportation Profiles**
- **Community Engagement Summary**
- **Network Analysis Methodology Memo**
- **Active Transportation Design Toolkit**
- **Multimodal Plans and Policies Inventory**
- **Goals, Objectives and Performance Measures Table**

URL to the web-based Active Transportation Plan Update: <https://storymaps.arcgis.com/stories/b82de3f8eb1e4495965f0af1b28a58be>

# Questions?



# **ACTION ITEM: Resolution 8-25**

## **to Adopt the Active Transportation Plan Update**



# **ACTION ITEM: Resolution 9-25 to Adopt a Regional Safety Action Plan**

***Lillian Gabreski, Director of Transportation***

**Agenda Item: 7**



# What can be done?

From 2020 to 2024 **4,978** crashes ended in death or life-altering serious injury across the Southwestern Pennsylvania ten (10) county region.

The 2025 Regional Transportation Safety Action Plan updates the 2020 Regional Plan with new data and potential solutions to making our streets safer.



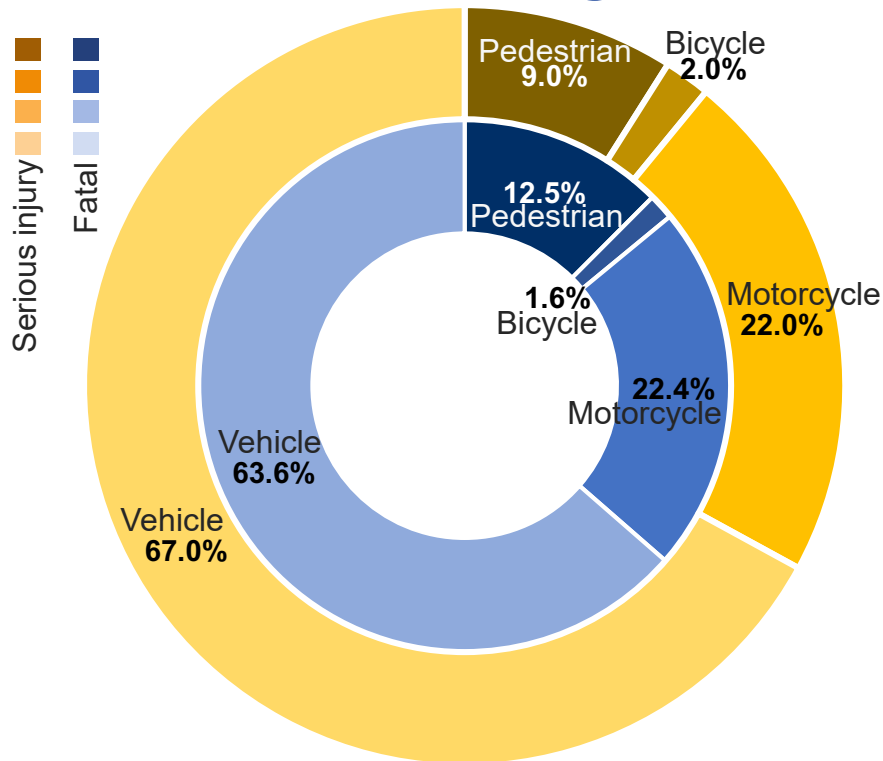


# Calls for Action

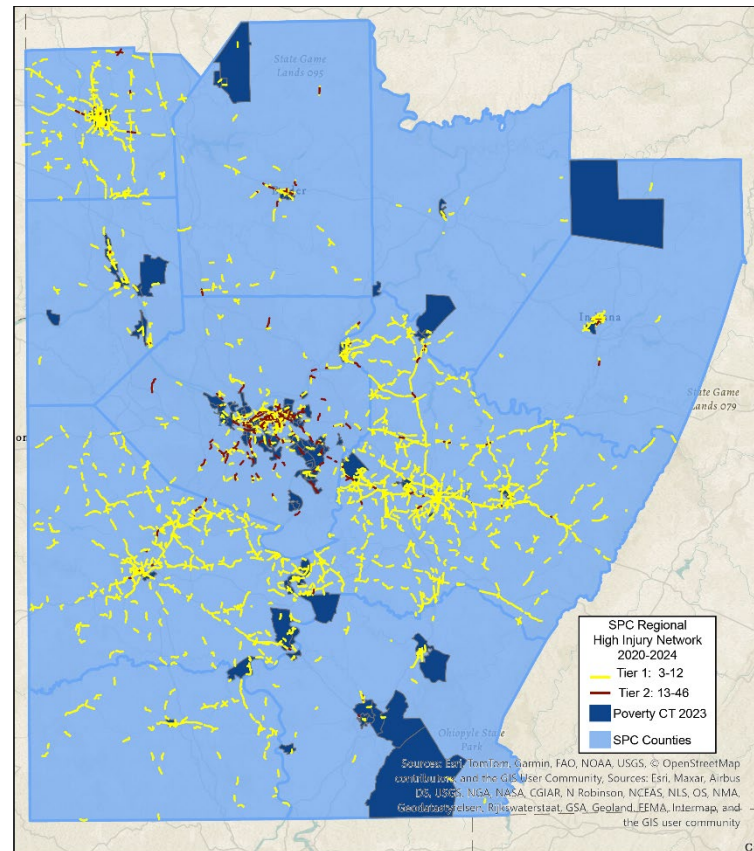
1. SPC commits to reducing fatal or life-altering injuries on Southwestern Pennsylvania's transportation system to zero by 2017
2. Increase attentive driving
3. Increase sober driving
4. Increase calm driving
5. Increase use of protective gear
6. Increase regional safety culture
7. Support both youth & older driver training
8. Support all vulnerable road users
9. Continue RSAs to improve HIN.
10. Continue to support & strengthen Traffic Incident Management, HSIP projects & SRTS



# Data Analyses



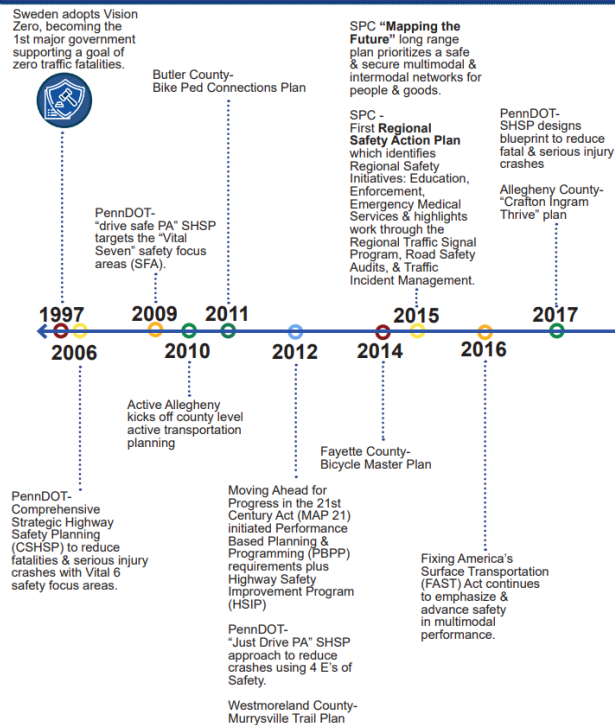
## Crash Percent by Mode



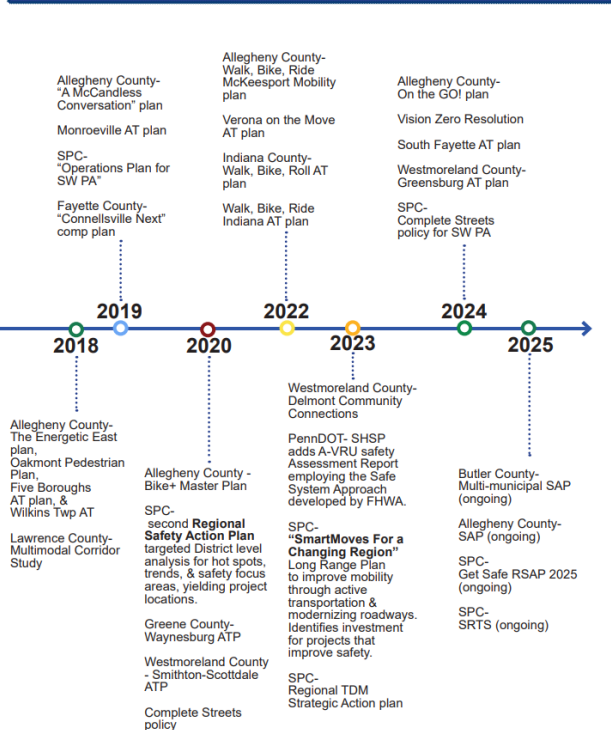
## High Injury Network

# History of SPC Planning

## How the 2025 RSAP Links to Other Planning



## How the 2025 RSAP Links to Other Planning



# History of RSAs at SPC



Photo Credit: SPC RSA Staff

While many agencies have traditional safety review criteria, a Road Safety Audit (RSA) is unique and essential Proven Safety Countermeasure (PSC) to developing a comprehensive assessment of current conditions for roadway segments and/or intersections then identifying the solutions to improve safety for all. RSAs see Safety Benefits of 10-60% reduction in total crashes.

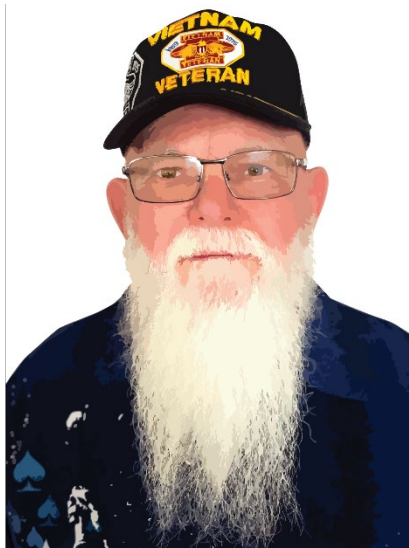
## SPC has developed an eight (8)-step process for an RSA.

1. Identify the project: Candidate submissions can be from local municipalities, counties, and PennDOT Districts.
2. Select the RSA Team: Roadway owners and 4-6 multidisciplinary members with outside experts as needed.
3. Start-up meeting: Background information includes crash histories, traffic volumes, EMS experiences, aerial photos, design drawings & criteria, and other relevant information.
4. Perform field review: Site visit includes drive/walk the site to identify geometric, operational, roadway user/human factors and environmental issues.
5. Conduct RSA analysis: Consult with experts if needed, research applicable design guidelines to identify and prioritize safety improvements.
6. Present findings to Project Owners: Preliminary presentation and written report.
7. Formal response.
8. Incorporate findings: Roadway owners implement improvements as outlined in formal response.



- 2020**
  - SR 19/SR 68/SR 288 RSA** (Harmony and Zelienople Boroughs, Jackson Township-Butler County)
  - US 40 RSA** (Henry Clay, North Union, South Union and Wharton Townships-Fayette County)
- 2021**
  - SR 201 RSA** (Rostraver Township-Westmoreland County)
  - SR 8 RSA Phase 1** (Richland Township-Allegheny County, Middlesex and Penn Townships-Butler County)
- 2022**
  - Main Street/McClaren Road and Enlow Road/Cliff Mine Road Intersection RSA** (North Fayette and Findlay Townships-Allegheny County)
  - SR 8 RSA Phase 2** (Penn Township, Butler Township, City of Butler-Butler County)
  - SR 51 RSA** (City of Pittsburgh-Allegheny County)
- 2023**
  - SR 130 RSA** (Penn Township-Westmoreland County) **US 422/ Glade Run Road Intersection RSA** (East Franklin Township-Armstrong County) **West Liberty Avenue Phase 1 RSA** (City of Pittsburgh and Dormont Borough-Allegheny County) **West Liberty**
- 2024**
  - West McMurray Road/Morganza Road RSA** (North Strabane Township and Peters Township-Washington County)
  - US 422 RSA** (Butler, Connoquenessing and Franklin Townships, Prospect Borough-Butler County)
  - SR 148 Pedestrian and Bicycle RSA** (City of McKeesport-Allegheny County)

# Unsung Heroes





# Safe System Principles & Elements



## Humans make mistakes.

People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, & avoid death and serious injuries when a crash occurs.

## Safety is proactive.

Tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur & reacting afterwards.



## Humans are vulnerable.

Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.



## Responsibility is shared.

All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.



## Death and serious injury is unacceptable.

A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.



## Redundancy is crucial.

Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

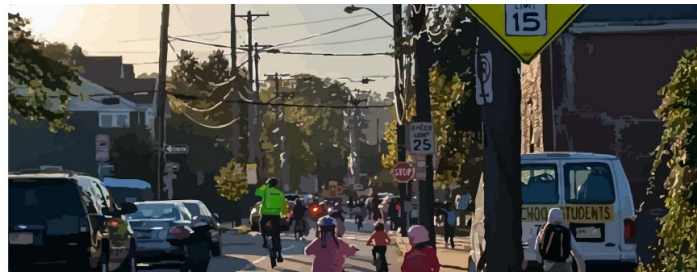


Photo credit: City of Pittsburgh SRTS

## Safer People

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

## Safer Roads

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

## Safer Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

## Safer Speeds

Promote safer speeds in all roadway environments through a combination of thoughtful, fair, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.



Photo Credit: SPC TIMstaff

## Post-Crash Care

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Images Credit: stock.adobe.com



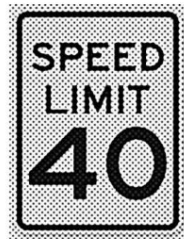
# Speeding Factors



9 out of 10 pedestrians might survive



5 out of 10 pedestrians might survive



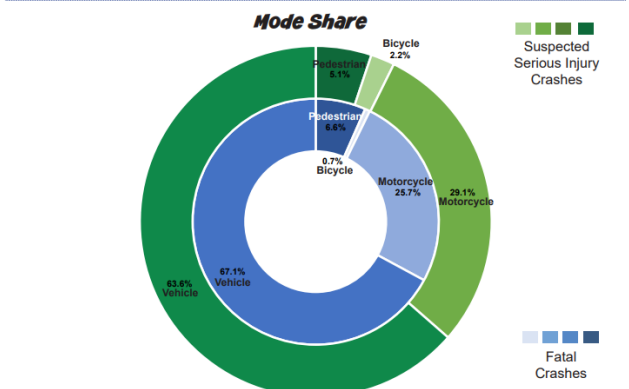
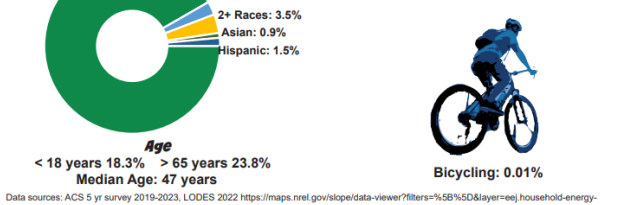
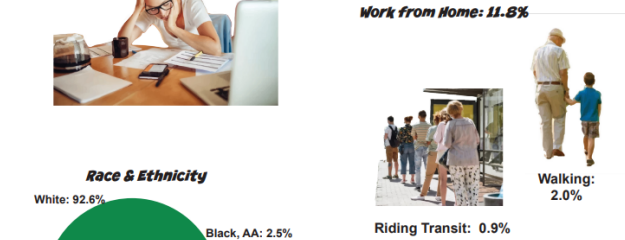
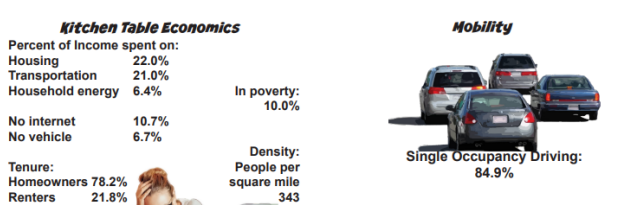
Only 1 out of 10 pedestrians might survive.

# Public Engagement

1. SPC transportation and engagement planners were involved in 24 open-house style events in all 10 counties across the region, running from February through March 2025 including:
2. The regional Transit Operators Committee
3. The Active Transportation Forum
4. Six events with Pittsburgh Registered Community Organizations
5. The Pedestrian Safety Quarterly meeting with Pitt
6. Dormont Goes Green event
7. Ten County level meetings at libraries & government offices located within proximity of the HIN.
8. Online survey & targeted ads on Facebook and Instagram

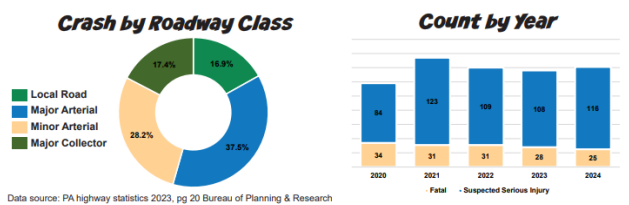


# County Snapshots & Crash Data



Of the 5,644 injury crashes that occurred on Westmoreland County roadways, excluding expressways, from 2020-2024, 152 ended in death and 546 in life-altering serious injury. Breaking down injury crashes by mode, there were 59 by bicycle, 155 involving a pedestrian, 499 by motorcycle, and 4,931 by vehicle across the analysis period. Another 8,280 crashes entailed property damage only.

Assessing the functional classification of roadways, Major Arterials are 3.4% of the total linear miles in Westmoreland County\* but account for 37.5% of fatal and serious injury crashes.



# Crash Factors & Behaviors

## Crash Factor Summary



From 2020 to 2024 Westmoreland County had 5,644 crashes with 152 ending in death and 546 resulting in suspected serious

There are 30+ factors that law enforcement could identify when responding to a reporting on a crash. Many factors overlap such as "deer related" and "cross median". Another example is where "Wet Road" could be linked to one factor such as "Stop Control" but can also flag multiple conditions.

The following information compares Westmoreland County data (the green bar) and Regional data (the gold bar).

When adjusted for population, any factor in Westmoreland County over 13.8% is higher than the region & should be prioritized.

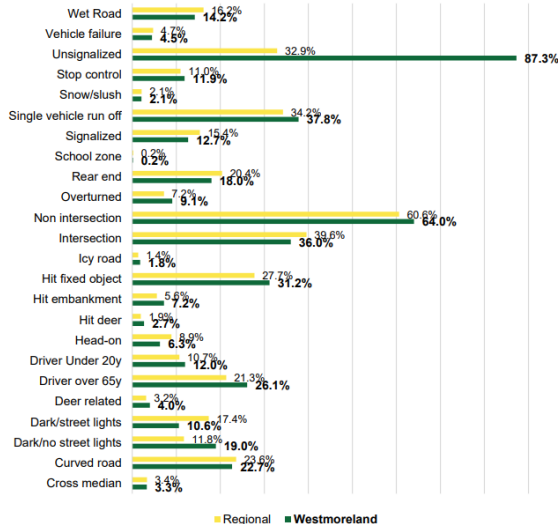
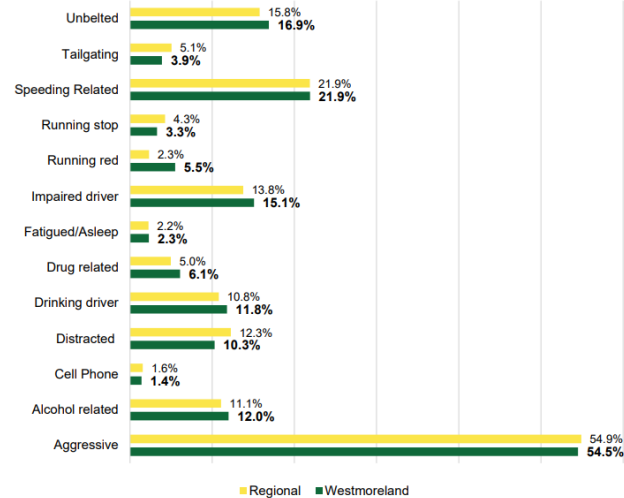


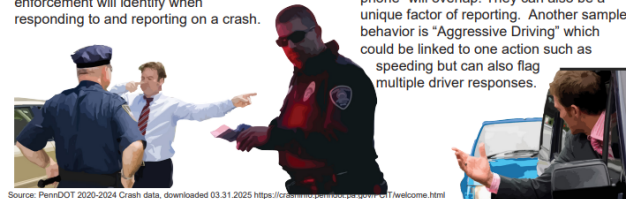
Image Credit: stock.adobe.com  
Source: PennDOT 2020-2024 Crash data, downloaded 03.31.2025 <https://crashinfo.penndot.pa.gov/PCIT/welcome.html>

## Behaviors Summary



There are many characteristics that law enforcement will identify when responding to and reporting on a crash.

Many behaviors i.e. "distracted" and "cell phone" will overlap. They can also be a unique factor of reporting. Another sample behavior is "Aggressive Driving" which could be linked to one action such as speeding but can also flag multiple driver responses.



Source: PennDOT 2020-2024 Crash data, downloaded 03.31.2025 <https://crashinfo.penndot.pa.gov/PCIT/welcome.html>

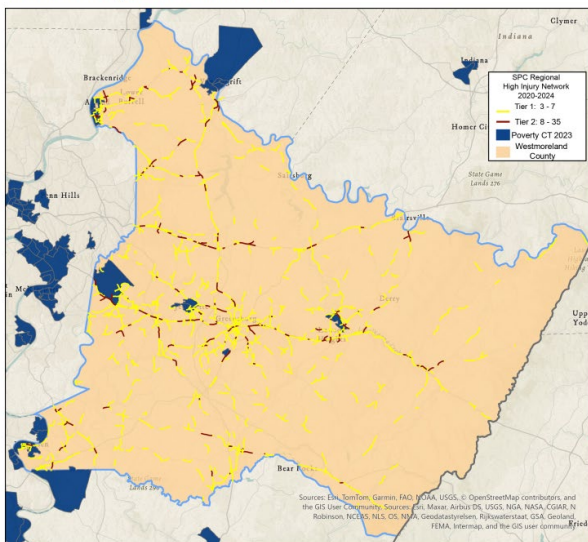


# High Injury Network, Top Ten Lists & My Street Solutions



The map below visualizes severity-weighted crashes, including fatal, suspected serious injury, and suspected minor injury per mile. The higher scored sections of roadway, Tier 2, should be prioritized for safety remediation. Roadway departure is a primary crash factor composed of many features. A single crash can include multiple characteristics.

In Westmoreland County between 2020-2024, 3.3% of crashes crossed a median, 22.7% were on a curved road, 7.2% hit an embankment, 31.2% hit a fixed object, 9.1% overturned, and 37.8% were where a single vehicle ran off the roadway.



Source: PennDOT 2020-2024 Crash data, downloaded 03/31/2025 <https://crashinfo.penndot.pa.gov/PCIT/welcome.html>



Mode	Municipality	Street Name	Functional Class	End to End Points		Score
Bicycle	City of Greensburg	WY Otteman St	Other Pin Art	N Spring Ave	N Main St	4
	City of Jeannette	Green St	Local Road	N 3rd St	Grandview Dr	3
	Hempfield Twp	Hopewell St	Local Road	Private Rd	Welly Ave	3
	Scottdale Borough	Everson Ave	Local Road	Mulberry St	N Broadway St	3
	South Huntington Twp	Greensburg Pk	Minor Arterial	MI Pleasant Rd	Sportsmans Rd	3
	North Huntington Twp	Center Hwy	Major Collector	US Route 30	Buttermilk Hollow Rd	3
	City of Arnold	Di Thomas Blvd	Local Road	Drey St	Ferry St	3
	City of Monessen	2nd St	Local Road	Luce Ave	Donner Ave	3
	Hempfield Twp	Baughman Ave	Major Collector	Western Ave	Lowry Ave	3
	City of New Kensington	Ferry St	Local Road	Private Rd	Railroad St	3
Pedestrian	New Stanton Borough	Bar Blvd	Major Collector	I-70 WB Ramps	Rachel Dr	3
	City of Latrobe	Avenue D	Local Road	Avenue C	Ligonier St	3
	Inver Borough	Chestnut St	Major Collector	Playground Aly	Pennsylvania Ave	3
	Salem Twp	Bowman Rd	Local Road	Fennel St	US Route 119	3
	City of New Kensington	Leechburg Rd	Minor Arterial	Tarentum Bridge Rd	Reed St	4
	City of New Kensington	Freepord Rd	Minor Arterial	Camp Ave	Tarentum Bridge Rd	4
	Hempfield Twp	US Route 30	Other Pin Art	Wildlife Ln	Tolgate Hill Rd	4
	City of Latrobe	Ligonier St	Major Collector	Weldon St	33rd St	4
	City of Latrobe	Main St	Minor Arterial	Lloyd Ave	Lincoln Ave	4
	Upper Tyrone Twp	US Route 119	FWy/Expressway	Module Rd	State Route 819 Ramps	3
Vehicle	Rostraver Twp	Rostraver Rd	Minor Arterial	Allen Ave	Procidale Rd	25
	Washington Twp	State Route 66	Minor Arterial	State Route 819	Sheridan Rd	19
	City of New Kensington	Freepord Rd	Minor Arterial	Murray Ave	Tarentum Bridge Rd	18
	City of New Kensington	State Route 982	Minor Arterial	Ligonier St	Raymond Ave	17
	Hempfield Twp	US Route 30	FWy/Expressway	MI Pleasant Rd Ext	E Pittsburgh St Ext	19
	North Huntington Twp	US Route 30	Other Pin Art	Minnesota Ln	Cherry Ln	34
	Hempfield Twp	US Route 30	Other Pin Art	Robertson Rd	Phillip Ln	23
	City of New Kensington	Tarentum Bridge Rd	Other Pin Art	Leechburg Rd	Craigdel Rd	19
	City of New Kensington	Industrial Blvd	Other Pin Art	6th St	9th St	17
	City of Lower Meriell	Greensburg Rd	Other Pin Art	Willis Ave	Dutchman Run Rd	17

MyStreet Sample PSC Retrofit Scorecard

Category	Before	After
Senior	3 stars	4 stars
Transit Rider	3 stars	5 stars
ADA	3 stars	4 stars
Youth	3 stars	5 stars

Street Name: Rostraver St  
2 Lanes  
Under 9,000 AAD

Proven Safety Countermeasure  
Raised Crosswalk

Images Credit: <https://mystreetpedsafety.org>

# Implementation

**Goals:** References the SPC's goals described in LRTP, "Smart Moves for a Changing Region".









**Investment Level Key:**

\$ - Includes efforts with low investment in agency labor such as changes to existing practices and approaches to collaboration with partner organizations.

\$\$ - While not involving a physical project, may require funding for agency labor and partner organization involvement.

\$\$\$ - Capital investment in a physical project.







**Implementation Action Table:**

#	Goal	Action	Lead(s)	Partner(s)	Timeline	Costs
A1.1		Develop public safety campaign	SPC	PennDOT & Counties	Ongoing	\$
A1.2		Implement 2025 RSAP	SPC	Counties	Ongoing	\$\$
P1.1		Identify PSC in Pedestrian HIN top ten road segments	Local Agencies	PennDOT	5+ years	\$
P1.2		Identify PSC in Bicycling HIN top ten road segments	Local Agencies	PennDOT	5+ years	\$
P1.3		Develop SRTS at relevant pedestrian/bicycle HIN overlay with schools	Local Agencies	PennDOT, Community Organizations & Schools	5+ years	\$\$
P1.4		Analyze safety data & program projects for RSAs related to HIN	Local Agencies & PennDOT	SPC	Ongoing	\$\$\$
R1.1		Identify speed management techniques to be used regionally as best practice	SPC	Local Agencies & Law Enforcement	0-2 years	\$
R1.2		Identify traffic calming best practices for new development & redevelopment	PennDOT & SPC	Counties & Local Agencies	0-2 years	\$

"Employ holistic planning for mobility and accessibility when developing and prioritizing projects. Make transportation improvements fit community context. Enhance local quality of life and encourage strong, enforceable policies."

Smart Moves for a Changing Region

**Implementation Action Table:**

#	Goal	Action	Lead(s)	Partner(s)	Timeline	Costs
E1.1		Develop distracted driving targeted education	SPC	PennDOT & Counties, Community Organizations & Schools	0-2 years	\$
E1.2		Partner with youth groups to create anti-distraction messaging campaigns	SPC & counties	Local agencies, school districts & community organizations	0-2 years	\$\$
E1.3		Develop public safety campaigns using testimonials from Unsung Heroes & Perspectives	SPC	County planning, & Community Organizations	0-2 years	\$\$
E1.4		Develop planning & promoting safety around regional transit services	SPC	Local & Regional Transit Agencies	Ongoing	\$\$
E1.5		Target engagement with traditionally underrepresented communities to implementing infrastructure projects	Local Agencies	PennDOT, SPC, Community Organizations	Ongoing	\$
E1.6		Continue to develop RSA programming for fatal & serious injury crashes within HIN	SPC	PennDOT, Counties, & Crash Victim Advocates	0-2 years	\$\$



# Questions?



# **ACTION ITEM: Resolution 9-25**

## **to Adopt a Regional Safety Action Plan**



# **ACTION ITEM: Resolution 10-25 to amend the Unified Planning Work Program (UPWP)**

**Lillian Gabreski, Director of Transportation**

**Agenda Item: 8**



# Strategic Initiatives Update

*Dj Ryan, Director of Communications  
and Strategic Initiatives*

**Agenda Item: 9**



# Broadband Update

- NTIA Issued new guidance on June 6<sup>th</sup> revising the BEAD program
- Elimination of original requirements related to:
  - Labor, Employment, and Workforce Development
  - Climate Change
  - Open Access and Net Neutrality
  - Local Coordination and Stakeholder Engagement
  - Non-Traditional Broadband Providers
  - Middle Class Affordability
  - Low-Cost Service Option
- Technology neutrality – specifically eliminating provisions that prioritized end-to-end fiber over wireless technologies
- A new round of selections to allow for applicants that now qualify
- Creation of new scoring rubrics to reflect changes
- Revision of locations marked as unserved, underserved, or community anchor institutions
- Elimination of certain non-deployment funding (likely administrative costs)
- Rescinding of prior policy notices that no longer comply with changes mentioned above

# Broadband Update

- PBDA issued memo on June 13th
- All round one BEAD applications are deferred
- New round two - “Benefit of the Bargain”
- Submitted applications will be rescored using updated scoring system
- Applicants will have the opportunity to revise their applications
- Final proposal for PA due to NTIA in 90 days



# Strategic Initiatives Update

## Bailey Mine Tour in Greene County



## Public Participation Panel Orientations



# Strategic Initiatives Update

- Harrisburg trip was a huge success – thank you Commissioners!
  - Budget process is ongoing
  - Several bills have passed in one chamber but not the other
  - Transit and road/bridge funding are being discussed together
- County Commissioners: DC Fly-In with Allegheny Conference
  - **September 16<sup>th</sup> and 17<sup>th</sup>, 2025**

# Workforce and Economic Development Update

*Jenn Lasser, Director of Workforce and  
Economic Development*

**Agenda Item: 10**



# Workforce & Economic Development

## Update & Priorities June-July 2025

- Federal Funding Uncertainty
  - Grants/Funding TBD
- Business Finance
  - Loans for next FY
  - 2M+ in pipeline
- Export
  - Fancy Food Show NYC
- Export
  - Changes to Procurement Grants
- Water Resource Center
  - Chartiers Creek
  - Army Corps
- PREP/Engage
  - Year-end Close Out/Reporting
- EDA Planning
  - Year-end Close Out/Reporting
- Community Capacity
  - Program Close Out/Reporting
- DCED – PREP/Engage
  - Waiting on RFP/Dollars
- ARC – Grant Season Kicks off!

# ARC: Local Access Road & Area Development FY26

- **Area Development Grants:**
  - **Non-Construction Projects** that can fund implementation and planning grants
    - Strong focus on economic development related outcomes
  - **Construction Projects**
    - Require a cost estimate, preliminary engineering report, and a Basic Federal Agency or Registered State Basic Agency agreement are required with submission of Executive Summary.
- **Local Access Road Grants** – serve industrial and commercial areas, residential developments, recreational areas and educational areas.
  - Require cost estimate, preliminary engineering report, and a RSBA letter from PennDOT (or similar agreement)
  - Smaller funding pot for whole state – very competitive

# ARC Area Development Process

- SPC serves as regional point-of-contact and technical assistance providers for 9 county region as a Local Development District (LDD) – serves as first line of entry for projects
- Review/Approval Process:
  - SPC reviews and sends Executive Summaries to DCED
  - DCED reviews and selects projects and sends invites to submit full applications
  - Reminder: Match must be secured at time of submission
  - Executive Summaries DUE via email to Faith Collins by 7/28/25
  - Approval & grant process timeline is appx. 9-12 months (can move quicker)
- Reach out to [fcollins@spcregion.org](mailto:fcollins@spcregion.org) for templates and more information



# Continued Support Areas for FY 25/26

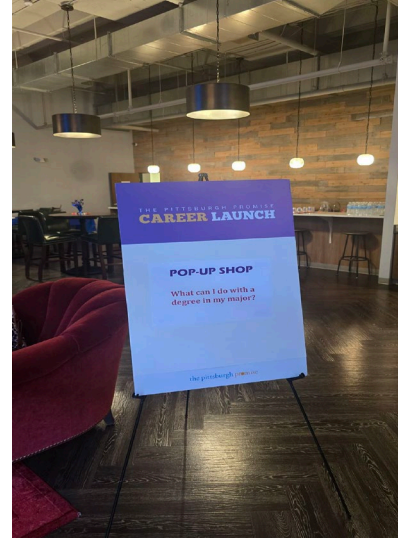
- Build Back Better
  - New RECO
  - 15 months remaining
  - Thousands Trained
  - Data Collection (new)
- Building Capacity
  - Working to secure additional dollars
  - Working to communicate with legislators on importance of LDD/EDD activities
- Workforce
  - Meeting with industry
  - Working with educational partners
  - Connecting to WIBs, CareerLinks and support programs
  - Brainstorming regional data and programing ideas to meet needs

# Connecting Stakeholders

- Office of Transformation & Opportunity Visit
- June 6<sup>th</sup> 2025 @ SPC Offices
- 10 County - EDOs and Planning Directors
- Connect with OTO Team
- Discuss challenges and opportunities
- Happy to have follow-on event for elected officials if needed



# Traveling Around the Region:



# Spotlight: Heartland Fabrication Tour

[Video](#)

- May 2025 Visit
- Brownsville PA (Fayette County)
- Barge Construction & Fabrication
  - Agriculture Barges
  - Steel & Coating
- Discussion Topics
  - Workforce
  - Welding School
  - Importance of Rivers
  - Utilization of Robotics



# **ACTION ITEM: Resolution 11-25 to Adopt a meeting schedule for FY 2025-26**

***Rich Fitzgerald, Executive Director***

**Agenda Item: 11**



# Other Business

**Agenda Item: 12**





**Next Meeting:  
June 23<sup>rd</sup>, 2025**



# Adjourn

