



SOUTHWESTERN PENNSYLVANIA COMMISSION

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Southwestern Pennsylvania Commission Meeting:

**February 27, 2023 at 4:00 p.m.
Butler County Community College
250 Executive Drive
Cranberry Township, PA 16066**

Dear Commissioners:

The February 27, 2023 meeting will be held at Butler County Community College in Cranberry Township. SPC will continue to provide a virtual option using the Cisco WebEx platform for those wishing to attend online. Below you will find a link to join the meeting. If you do not have access to a computer at the time of the meeting, you may call the telephone number shown below to participate.

PLEASE NOTE: The same WebEx meeting link will be used for the Board/Executive Committee meeting at 3:00 p.m., and the Southwestern Pennsylvania Commission meeting at 4:00 p.m.

The meeting agenda includes:

1. Call to Order
 - a. Quorum
 - b. Any Conflict of Interest Declarations on Action Items
2. Action on Minutes of the December 12, 2022 Meeting
3. Public Comment
4. Presentation on the Gateway 228 Project in Butler County – Leslie Osche/Mark Gordon
5. Update on Long Range Plan Development – Domenic D’Andrea
6. Build Back Better Regional Grant Project Update -- Jenn Lasser/Jessi Mazzoni, Innovation Works Robotics Factory - Accelerate Program Manager/Dejana Raggi, Innovation Works Robotics Factory - Accelerate Program Coordinator
7. Message from the Executive Director – Vincent Valdes
Next Meeting Date – **April 24, 2023 at 4:00 p.m.**
8. Other SPC Business
6. Adjourn

Please RSVP to Shannon O’Connell at soconnell@spcregion.org to let us know if you will attend the meeting in person or by using the WebEx platform.

Join meeting

More ways to join:

Join from the meeting link

<https://spcregion.webex.com/spcregion/j.php?MTID=m98e6777d6a63080494038cb2e3eb68e1>

Join by meeting number

Meeting number (access code): 2336 934 4520

Meeting password: tRSsQ4bTN88

Tap to join from a mobile device (attendees only)

1-844-621-3956,,23369344520## United States Toll Free

+1-415-655-0001,,23369344520## US Toll

Join by phone

1-844-621-3956 United States Toll Free

Southwestern Pennsylvania Commission
Minutes of the Meeting
December 12, 2022 – 4:00 p.m.
Cisco Webex Meeting

The one hundred and fifty-ninth meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Leslie Osche.

Members: Darin Alviano, Tony Amadio, Jenn Beer, Mike Belding, Kevin Boozel, Brad Berlin, Tom Ceraso, Douglas Chew, Ali Doyle, Rich Fitzgerald, Kim Geyer, Mark Gordon, Lynn Heckman, Mark Hilliard, Charles Jones, Fred Junko, Katharine Kelleman, Bob Lesnick, Larry Maggi, Jeff Marshall, Kevin McCullough, Leslie Osche, Johnna Pro, Mavis Rainey, Robert Regola, Aurora Sharrard, Larry Shifflet, John Timney, Diana Irey Vaughan, and Vince Vicites.

Others: Brian Allen, PennDOT District 10; Ann Ogoreuc, Allegheny County Department of Economic Development; Dusty Elias Kirk, Reed Smith LLP; and Brandon Leach, PennDOT.

Staff: Dan Alwine, Mary Brangan, Kirk Brethauer, Leann Chaney, Ronda Craig, Dom D'Andrea, Linda Duffy, Margaret Fonner, Chuck Imbrogno, Tom Klevan, Jenn Lasser, Shannon O'Connell, Ailisa Sobien, Vincent Valdes, and Andy Waple.

1. Chairman Osche called to order the December 12, 2022 meeting of the Southwestern Pennsylvania Commission.

- a. Quorum – There being a quorum present the meeting proceeded.
- b. Any Conflict of Interest Declaration on Action Items - None

2. Action on Minutes of the October 24th Meeting.

A motion was made to approve the minutes of the October 24th meeting by Commissioner Rich Fitzgerald which was seconded by Commissioner Berlin. The affirmative vote was unanimous.

3. Public Comment – None

4. Summary of 2021-2022 Audit Report – Tim Morgus/Michelle Hoke, Maher Duessel, CPAs

Tim Morgus explained that they did an audit in accordance with generally accepted auditing standards, and the uniform guidance was carried out because SPC expends more than \$750,000. SPC did have one significant accounting policy this year related to the lease standard. The lease standard required that you show an amount equal to the right to use the asset and show an amount for the operating leases payable for the future. All financial statements have estimates, but there are no significant estimates. We want to point out no significant disclosures. We want to point out no difficulties encountered and performing the audit. No corrected or uncorrected misstatements as a part of the audit, which is important because the financial statements were correct when we came in the door. So that's good news to somebody who's looking at the financial statements throughout the year. No disagreements with management. We'll obtain a management representation letter at the end of the audit simply saying that management agrees with the financial statements and this told us everything to the best of their knowledge and belief. No Consultation with other independent accountants about a reporting matter, or we made no arrangements with management prior to our retention.

Michelle Hoke explained the single audit financial statements. If you look at the independent auditor's report compared to last year's report, it is reordered slightly based on the standards that we have to follow as auditors. Your opinion paragraph is now the first thing that you see. You did receive an unmodified opinion. That is a clean opinion and the type of opinion you do want to receive as an entity. Part of the

financial statements is also your management's discussion and analysis. There is a brief summary. SPC had to adopt Gatsby 87 which is on leases. What that standard did here is require you to record a right to use asset. At June 30, 2022, it was \$354,000. It's the present value of your future lease payments. Currently, that is just the space that you're in now. Once you have the right to use your new lease space, that number will go on there as well.

Total assets were about \$12.5. Your accounts payable is up a little bit from last year, That corresponds to an increase in your accounts receivables as well. That's based on how your federal funding works. When you spend the money, then you're going to get the money. So those go hand in hand.

A statement of revenues, expenditures and changes in your fund balance compared 2022 and 2021. For 2022, you are about \$12.7 million in revenues. The biggest change there that contributions line up about a million there and that is from your broadband project. Your expenditures are corresponding also at \$12.7 million. And you'll see in the contract expenditures, that is also related to your broadband project.

On your government wide statements, you will see a change in your net assets related to this lease standard and the right to use asset and lease liability.

Then your footnotes. There's not a whole lot of excitement going on in your footnotes. Footnote 2, does tell your reader that you did adopt that standard of Gatsby 87. There are some other pending statements that are out there, none of those should impact you greatly, if at all. There's really nothing exciting on horizon, which is good. Footnote 9 does get into more detail on your leases payable. That's a little bit more expanded disclosure regarding your lease. It does disclose that you have entered into a new lease for new space. The supplemental information, the SEFA, that's your Schedule of Expenditures of Federal Awards for this year. We had to test highway planning and construction, as well as the Appalachian Area Development. And that includes your share of Shell Power grant funding, which is the bulk of that particular set of expenditures. Last year, you did have a finding on that related to reporting and sub recipient monitoring. But for this year, you did not have that finding. So that has been corrected and that is good.

As part of the single audit, there are two other reports under uniform guidance. There's a report on financial reporting and on compliance. Those were both unmodified, as well. Both clean opinions there. That's good news.

The last document is for the corporation. You do have a 190 that you have to file. There are no changes to the IRS form, it was filled out substantially. That form has been extended to May 15. We don't want to wait till then. Once these meetings are over a few documents need signed and we can get that filed for you. You'll also receive what we call a public disclosure copy. On Schedule B, it lists contributors names and addresses. Since this is a public disclosure copy, we'll remove those two things. If someone were to come in and ask to see that document, that is the document you want to give them because those names and addresses are not subject to public disclosure.

5. Long Range Plan and Public Participation Update – Dom D'Andrea/Ronda Craig

Dom gave an update on the development of the Long Range Plan. Under Policy Level Reviews: The Long Range Plan of vision goals and strategies were reviewed by the county planning directors and our policy committee to determine the need for any updates. That initial review is completed and we'll be looking to finalize these at some upcoming workgroup meetings. We work through three long range planning development workgroups. This includes SPC staff, PennDOT district and central office staff, your county planners and others. We utilize this workgroup to review current conditions and status of performance measures and develop long range needs and candidate projects. SPC will conduct screening and consistency criteria analysis to review the candidate projects and provide input to the workgroup. There's one work group per PennDOT district - Districts 10, 11 and 12 within our region, There will be between three to four rounds of workgroup meetings to come to a consensus on a draft project list for the Long Range Plan. A parallel effort with the transit operators is ongoing with the first set of meetings being wrapped up soon. Regarding Public Participation panel and public meetings, we've completed the initial PPP meetings, 10 total one, in each county. Once we have our workgroup meetings

and finalize the project list, we'll go to our Transportation Technical Committee and Transit Operators Committees for their approval. We'll conduct the federal analysis that's required in terms of environmental justice and air quality conformity, all in the hopes of bringing you the Long Range Plan, We'll have our 30-day public comment period bringing you an updated a Long Range Plan in June of next year.

Asset Management and Safety continue to be key focus areas for the region with additional federal funds for bridges under the Bipartisan Infrastructure Law. We expect to have a significant number of bridges listed in our Long Range Plan. As there are in the TIP, quite a few bridges regionally, 14% of our bridges are in poor condition, and 55% are only in fair condition. So near term, medium term, long term, we still have work to do in this area. The process is collaborative and consensus driven.

We update the Long Range Plan every four years. It's a 25 year lookout. The Long Range Plan is a long term view of the investments in our region up to 2050. A conservative estimate of the revenue that is reasonably expected to be available to develop projects put on the Plan cannot exceed this amount and what's referred to as fiscal constraint. The timeframe is broken down into three stages and funds are assigned to each stage. Stage one is the current TIP, 2023 to 2026. Four years in this timeframe. Stage two is the next eight years after the end of the current TIP and this stage will include the total remaining on the project beyond the TIP years that are already in the TIP and total cost of project set the start in this eight year period. This stage does not include minor projects and it does include some investment category line items. In the third stage, only large investment projects are identified in the last 12 to 15 years and large amounts of funding are shown residing in the investment line items. The project scopes and cost estimates are more conceptual in that last stage.

Ronda Craig explained that Round One was kicked off in Washington County on October 25. PPP meetings were held for seven weeks wrapping up with Butler County on December 7. We managed to get all 10 PPPs and hosting three in one week. We hosted virtual PPPs in Westmoreland, Allegheny, Beaver and Butler. We had six in person PPP meetings in Washington, Fayette, Greene, Armstrong, Lawrence and Indiana. We had 128 participants in all the 10 counties together collectively. They included a collaboration of folks: commissioners, county, local nonprofit organizations, employers and the public. We promoted the meetings on social media. The virtual recordings can be found on the SPC YouTube channel and SPCs website.

During the PPP meetings, participants were asked two questions in relation to the goals and the strategies. Question 1: Which goal do you feel is most urgent for the region to address in the Long Range Plan? Question 2: Which strategy or strategies do you feel is most urgent for the region to address in the Long Range Plan. A graph was shown of the responses broken down per county. If you would like that information, send Ronda an email and she will be happy to send that over to you.

During the in-person participation meetings, we collected 13 evaluation forms. Here's what the participants had to say. They felt that they were able to provide input effectively; the information was understandable; it was in done in a timely manner; and the format was appropriate.

Some comments were also received such as: they were happy with the overview of SPC's roll: they thought the meeting wasn't too long; very thorough meeting and very knowledgeable staff. Things to improve: they asked us to create a cheat sheet for the acronyms and they said to make sure the space meets the size of the group so that everyone can be comfortable. In that regard, we actually have already started the ball rolling. We've talked about the next space that we're going to have the PPP in 2023 in both Fayette and Armstrong Counties, and Armstrong also asked for the adjustment of the time schedule to make sure that everyone has an opportunity to ask questions. So, it's great feedback and we'll take all the comments into consideration when we're planning for 2023.

Round two PPPs will take place in May of 2023. As we look to 2023, I ask all commissioners to review the public participation panel list, already sent to you, and make modifications if necessary to add new or to keep the existing panel if you choose. We want to have that confirmation in January. Then in February have panelist reappointments or new appointments. We'll do that at a meeting, whether it's virtual or in person, in late February to early April to make sure that we are initiating the conversation so we can increase our participation at our PPP meetings in May.

We can use 2022 as a base year to measure the productivity for 2023 and making changes and modifications as we go to develop the most productive participation possible. Coming together and creating a plan together. We can increase our participation and strengthen our partnerships within our communities. Together we can be stronger and we can reach more people for future participation moving forwards. Thank you.

6. Message from the Executive Director – Vincent Valdes
Next Meeting Date – **February 27, 2023 at 4:00 p.m.**

Vincent gave an update on the move to the Strip District. We're working on very small details at this point like disposing of our furniture and installing our IT backbone in the new facility, looking at telephone service, all the details that can make or break the move. We're obviously hitting that very hard for the month of January. We'd like there to be as little disruption as possible. The contractors have let us know of the supply chain issues around the country that we all are well aware of. It looks like the move is not going to be happening until the end of February due to new electrical panels and flooring issues and things of that sort. Which brings us to the next Executive Committee and Commission meeting and probably a Policy meeting date of February 27. We're proposing for the month of February that we will be working remotely. We have mentioned that we would probably go across the region to start holding these meetings, not just here in Allegheny County and Pittsburgh. We're proposing, with your permission, to hold this first meeting in February in Butler County. There are a number of facilities there that would lend themselves to this meeting. We would certainly have a virtual option for those who can't travel, but we would strongly like everyone to be there in person. We'll find a place in Cranberry that is accessible to everyone. We want to continue the pace of these meetings. They are useful with a lot of good information that's shared. Again, we don't want the move to be disruptive in any way.

7. Other SPC Business – None
8. Adjourn – 4:51 p.m.

Respectfully Submitted,

Pat Fabian, Secretary-Treasurer



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.**

- 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.
- ~~• Provide high speed internet connectivity and availability everywhere through public policy, either funding or incentives. Use existing transportation corridors to facilitate delivery of broadband through the region.~~
- Continue to implement the Connectivity Roadmap by developing, supporting and deploying high speed connectivity programs and projects to affordability, equitably and systematically address the unserved and underserved areas of the region.

Southwestern Pennsylvania Commission

February 27, 2023



Opening Agenda Items

- Agenda Item: 1 - Call to Order
 - Quorum
 - Conflict of Interest Declarations on Action Items
- Agenda Item: 2 - Action on the Minutes of the December 12, 2022 Meeting
- Agenda Item: 3 - Public Comment: Opportunity for the public to address the Commission

Presentation on the Gateway 228 Project in Butler County

Leslie Osche/Mark Gordon

Agenda Item: 4





GATEWAY 228

CAPACITY & SAFETY IMPROVEMENTS PROJECT

PRESENTATION TO
SOUTHWESTERN PENNSYLVANIA COMMISSION

MONDAY – FEBRUARY 27, 2023





LONG HISTORY WITH MANY ISSUES

- 26.4-mile roadway running the entire width of Butler County.
- Delineated into 13 segments impacting a dozen communities.
- In the 1990s, Butler County's southern tier began experiencing an economic explosion.
- In 1999, Cranberry Township began implementing stop-gap measures on Freedom Road, and District 10 began programming Route 228's segments on the TIP/STIP.
- Adhering to a traditional funding approach would likely take 50 years.





STRATEGIC FEDERAL FUNDING APPROACH

- Fate of the Corridor changed when the County Commissioners learned of the Federal BUILD program and, with assistance from Congressman Kelly, were given an opportunity at the Department of Transportation to discuss and seek advice on expediting reconstruction of Route 228.
- In coordination with Delta, SPC and PennDOT District 10, Butler County developed a funding approach to use federal BUILD funds with state, county, and township participation to accelerate reconstruction of the remaining segments.





BUILT ON PARTNERSHIPS AND COMMITMENT

- Butler County took the lead in applying for BUILD funds.
 - 2018 award of \$20 million BUILD for Freedom Rd/Balls Bend (Route 228).
 - 2020 award of \$25 million BUILD for Freedom Rd/Three Degree Road (Route 228).
- PennDOT brought match on Route 228 segments.
 - PennDOT also assumed ROW acquisition costs on all segments.
 - PennDOT led construction of all segments.
- Cranberry Township led and assumed costs of Preliminary Engineering & Final Design for Freedom Road segments.
- Butler County, Cranberry Township, Adams Township, and Middlesex Township contributed financially to construction.
- Butler County assumed responsibility for utility relocations and construction cost overruns (if any) on Freedom Road segments.





INNOVATIVE FINANCIAL TOOLS

A main reason the federal funding approach was so successful, was the ability to leverage non-traditional sources for local match.

- \$5.00 Vehicle Use Fee
 - Grant program for surface transportation projects.
 - Intended to leverage other county, state, and federal funds.
- Butler County Infrastructure Bank (BCIB)
 - Reduced rate infrastructure loan.
 - For critical infrastructure projects that support economic development.
- Pennsylvania Infrastructure Bank
 - PennDOT low-interest loan to accelerate transportation projects.

All local match contributors – Butler County, Cranberry Township, Adams Township, and Middlesex Township – utilized one or more of these financial tools.





CRITICAL TRANSPORTATION NETWORK

Connects Port of Monaca (Beaver County) to Crows Run to Freedom Crider to Freedom Road to Route 228, and Route 8 (Butler County) and Route 356 (Armstrong County).

- Freedom Road/Route 228 is the backbone of Butler County's freight corridor.
- 93% of Butler County's freight is by truck, much of which moves through this corridor.
- Shale gas industry, remote quarry, and extraction materials, raw materials and farm/agriculture supplies and products.





CRITICAL TRANSPORTATION NETWORK

Gateway 228 triggered other important transportation infrastructure investments to enhance the Route 228/Freedom Road corridor.

- MSA Thruway Investment – \$15 million with financial contributions from:
 - Cranberry Township
 - Butler County Infrastructure Bank
 - Pennsylvania Department of Transportation (PennDOT)
 - Department of Community & Economic Development (DCED)
 - Private Developer
 - UPMC





GATEWAY 228 TODAY

BUILD 1 – FREEDOM ROAD/BALLS BEND

- Construction wrapping up on Freedom Road segment (Haine School to Commonwealth).
- Construction underway on Balls Bend through 2023.





GATEWAY 228 TODAY

BUILD 2 – FREEDOM ROAD/THREE DEGREE ROAD

- Construction on both segments ready to start (Project office set-up earlier this month and equipment mobilization underway).
- Utility relocations starting this week.
- Right-of-Way plan and acquisition underway.
- 24-month construction period.





GATEWAY 228 FUTURE

One segment remains – Mars Railroad Bridge West (On Route 228 from Franklin Road to the east and Pittsburgh Street to the west).

- 3.25-mile stretch.
- Depending on funding availability and approach, construction could be undertaken in sections.
 - Scenario 1 – Split construction into 2 projects.
 - Scenario 2 – Split construction into 3 projects.



Scenario 1 Cost:

- Section 1 Cost - \$42,573,145
- Section 2 Cost - \$74,201,495
 - Total Cost Scenario 1- \$116,774,640

Scenario 2 Cost:

- Section 1 Cost - \$42,573,145
- Section 2 Cost - \$45,007,939
- Section 3 Cost - \$36,914,915
 - Total Cost Scenario 2 - \$124,495,999





QUESTIONS AND DISCUSSION

THANK YOU!



Update on Long Range Plan Development

Domenic D'Andrea

Agenda Item: 5



2023 Long Range Transportation Plan Development

February 27, 2023



LRP Development Schedule / Milestones

- Policy level review and update of LRP strategies (Fall 2022) **Completed**
- Work Group Meetings (October- February) **Completed**
- Meetings with Transit Operators (October-February) **Completed**
- PPP/Public Meetings (Fall 2022) **1st round of meetings completed**
- TTC/TOC approval of LRTP project lists (March 2023) ← **We are here**
- SPC Conducts the Environmental Justice Analysis (January-April)
- SPC Conducts AQ Conformity (March-April)
- SPC Assembles the LRP Document (March-April)
- 30-day Public Comment Period and Public Involvement (May-June 2023)
- LRP Adoption (June 26, 2023)



Focus Areas for Investment in the LRTP

- Bridges on the National Highway System (Reconstruction and Preservation)
- Roadways/Freight on the National Highway System (Reconstruction and Preservation)
- Safety on all networks (systematic improvements and specific project locations)
- Other Non-NHS Bridges
- Transit Operations and Facilities; PRT NEXTransit Plan
- Efficiency and Operations Projects
- Ped/Bike, Multi-Modal, Complete Streets, Air Quality
- Local/Municipal Bridge assistance
- Landslide remediation



L RTP Stages

- L RTP is broken down into three stages of timing
- The further out a project is, the less detail is provided in terms of cost, phases, and scope.

Stage 1 2023-2026	Stage 2 2027-2034	Stage 3 2035-2050
AKA TIP Very detailed lists all projects	Does not identify minor projects	Identifies large projects Project descriptions are often conceptual
No investment category line items	Includes some investment category line items	Includes large \$ in investment category line items, Projects to be identified in future TIPs and L RTPs
Funding broken down by type and project phase	Funding shown as total cost or total remaining beyond TIP.	Funding shown as total conceptual cost.



Cost Challenges

New Kensington Bridge:

Engineer's Estimate: \$17.9 Million

Bid: \$24.6 Million

McKees Rocks Bridge:

Engineer's Estimate: \$18.2 Million

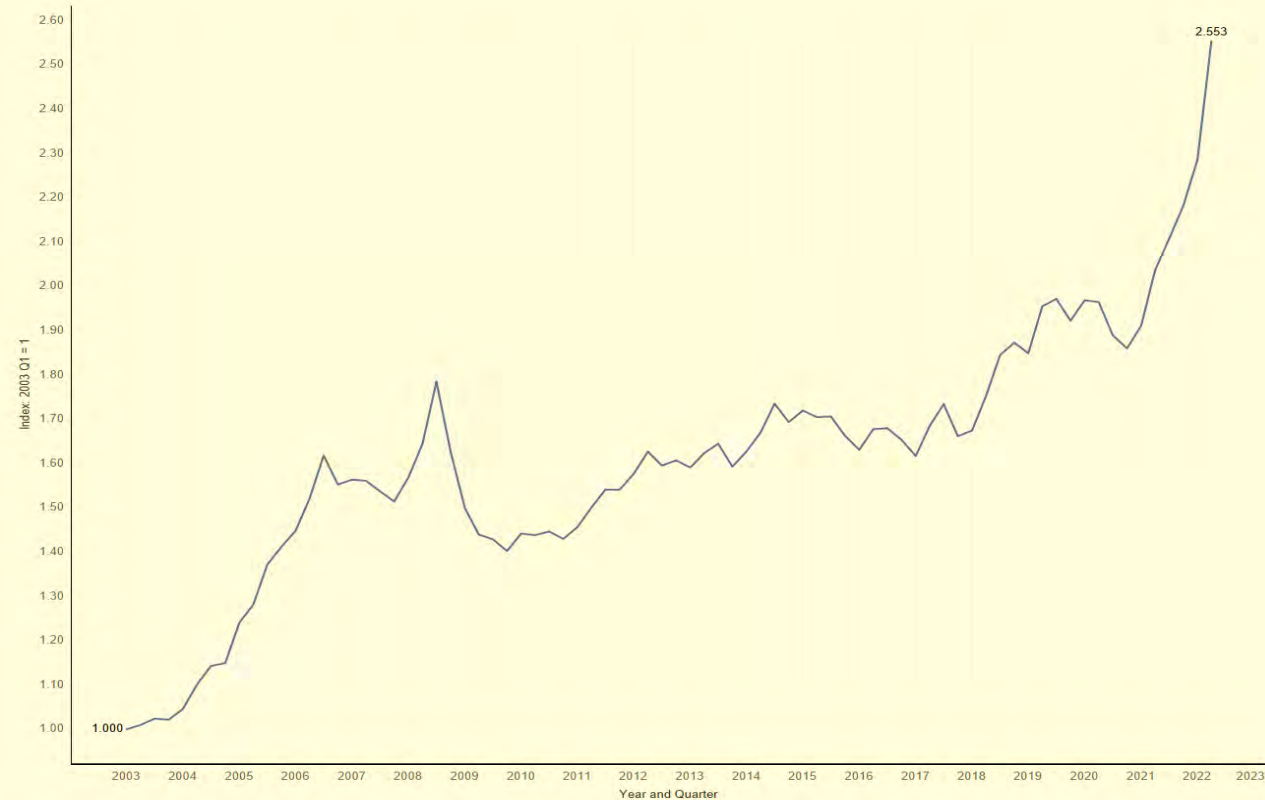
Bid: \$22.4 Million

Smithfield Street Bridge:

Engineer's Estimate: \$5.6 Million

Bid: \$8.5 Million

Select Year and Quarter:
2003 Q1 to 2022 Q2
and Null values



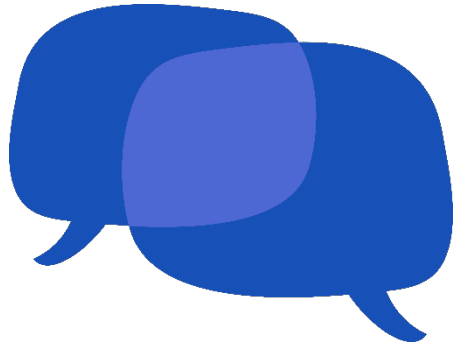
2022 Q2 index is preliminary.
2021 Q4 and 2022 Q1 indexes are revised.

Rates Assumed in Transportation Plans & Programs

	Current LRTP (2019)	Draft LRTP (2023)
Revenue Growth Rate	2%	1%
Inflation Rate	2%	3%

2023 Draft LRTP-Bridge/Highway Projections

Category	Stage 2 2027-2034	Stage 3 2035-2050
Bridge Investment	\$1.5B	\$3.0B
Roadway, Operations, Safety	\$1.2B	\$3.5B



Questions?

Build Back Better Regional Grant Project Update

Jenn Lasser

Jessi Mazzon, Innovation Works

Dejana Raggi, Innovation Works

Agenda Item: 6



Overview – BBB

- EDA Grant –Build Back Better (BBB) - Coal Communities
- Applicant -Southwestern Pennsylvania New Economy Collaborative
- Focus on Equity, Rural Support, Innovation and Jobs
- Submitted 90M+ – awarded 60M+
 - Over 500 applicants – 21 awarded
- 5 individual projects under 1 grant

Individual Grants Under BBB

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

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

Expanded Pathways to New Economy Careers

GOALS & OBJECTIVES

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

Project 3 – Expanded Pathways Partners

Allegheny Conference on Community Development
Butler County Community College
Community College of Allegheny County
Community College of Beaver County
Westmoreland County Community College
Partner4Work (WRWIB)
Southwest Corner Workforce Development Board (Washington Greene County Job Training Agency)
Tri-County Workforce Investment Board
Westmoreland-Fayette Workforce Investment Board
Indiana University of Pennsylvania
The Pennsylvania State University
Robert Morris University
Pittsburgh Technical College
UMWA Career Centers, Inc.
Carnegie Mellon University
University of Pittsburgh
Pittsburgh Robotics Network
BotsIQ (Pitt Chapter - National Tooling & Machine Foundation)
Southwestern Pennsylvania Commission

Project 3 – Roles/Responsibilities

- Southwestern Pennsylvania Commission (Project 3 Lead)
 - Subrecipient Monitoring & Early Coordination
 - Financial and Progress Reporting
- Regional Economic Competitiveness Officer (Starting March 2023)
 - Allegheny Conference on Community Development
 - Regional POC – Coordination of success of all five projects
- Higher Education
 - Expand industry-recognized programming, Robotics and Autonomy Related Degrees
 - Facilitate access and focused success for historically excluded populations
 - Establish educator professional development in robotics and autonomy
- Workforce Development/Investment Boards
 - Coordinate robotics and autonomy industry partnerships in their areas
 - Address the talent challenges of local firms
- Industry Intermediaries - Robotics apprenticeships
- Ecosystem Builders - PRN - Development of Career pathways, connectivity, best practices

Scope of Work – Partner Planning Meeting

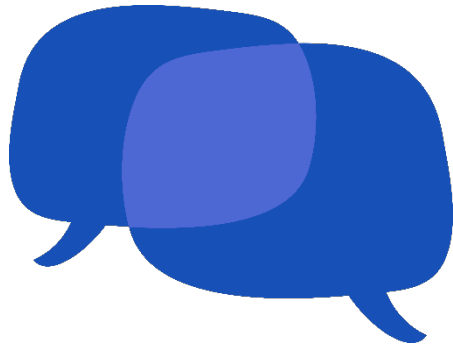
- SPC Partner Kickoff Meeting
 - February 24th 2022 (9a-12p) – In Person
 - Allegheny Conference hosted the space (thank you again!)
 - Partners shared scope & plans for success
 - Discussed challenges and opportunities
 - Discussed measurable gains and timelines
 - Provided EDA feedback
 - Next meeting being scheduled for April 2023

Early Success Stories

- PRN Discovery Days
 - November 2022
 - 100+ Organizations Attended (55 Robotics Companies & 45+ partners)
 - 4,000+ Attendees
 - 1,500 Students
 - 300+ business connections made

Thank You.





Questions?

Message from the Executive Director

Next Meeting Date—April 24, 2023 at 4:00 pm

Vincent Valdes

Agenda Item: 7



Other SPC Business

Leslie Osche

Agenda Item: 8



Adjourn

Leslie Osche

Agenda Item: 9

