

Southwestern Pennsylvania Commission

April 24, 2023

4 pm



Opening Agenda Items

- Agenda Item 1: Call to Order
 - Quorum
 - Conflict of Interest Declarations on Action Items
- Agenda Item 2: Public Comment
- Agenda Item 3: Action on Minutes from February 27, 2023 Meeting

Guest Presentation: Makerspace Plan

Darin D. Alviano, Armstrong County's Executive Director of Planning and Development

Christina Koren, Director of Strategic Partnership, IUP

Dr. Rick Adkins

Dr. Justin Fair

Agenda Item: 4



IUP STEAMSHOP+STEAMSHOP@RIDC Armstrong Innovation Park+MADE@Johnstown

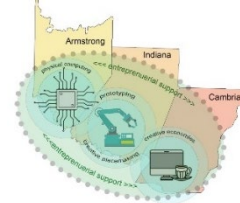
IUP STEAMSHOP Director Dr. Rick Adkins – MADE Director Mr. Michael Rottman

Current Operations *Existing Resources*

- IUP: 2464 ft² makerspace; MADE: 4,500 ft² makerspace
- Services currently offered: workshops, entrepreneur consultations, graphic/CAD design & incubation @ MADE
- IUP Small Business Institute & Univ. of Pittsburgh SBDC@IUP
- Equipment/tools: IUP– 3D printing, laser cutter, CNC Router;
MADE– woodworking, metals, ceramics, photography, & jewelry
- Current client base: IUP– students and faculty;
MADE– artisans, entrepreneurs, hobbyists

Future Operations *New Resources*

- IUP adds 2,500 ft²; MADE adds 6,000 ft² ;
- Armstrong: new 2,143 ft² for physical computing;
- Improvements: Robotics, CNC 5-axis mill, digital electronics, 3D scanning, laptops+digital design software, AI computing
- Development Councils (IDCD, ACIDC, JARI, SBDC) connect businesses and entrepreneurs to makerspaces & incubators
- Manufacturing automation & robotics: Empower regional business to explore new tech & engage workers with training
- Serving: Three counties, spanning K-16, business+community
- Providing: Workshops, equipment use, and rapid prototyping



Plans *Timeline on New Capabilities*

- Developing partnerships across interests in robotics, drones, AI, automation, prototyping, creative design, & workforce development

Deliverables & milestones:

- Planning new workshops for April; more in summer
- Acquiring, installing, & testing new equipment, now thru summer
- Developing website, marketing, & outreach materials now to Oct.
- Creating 1-2 workshops per month for Fall & Spring
- Offering train-the-teacher programs and summer camps for kids

Benefits *Key Performance Parameters and Metrics*

Metrics & Key Performance Parameters tracked include:

- Number of workshop participants (with demographics/industry)
- Companies exploring robotics/manufacturing, Mill 19 referrals
- New jobs, new entrepreneurs, SBDC referrals, students engaged

Goals and targets:

- Training the workforce, creating new businesses, and supporting expansion of AI, robotics, and modern manufacturing across region
- Prompt purchase and installation of new equipment
- Connecting entrepreneurs and regional businesses

Rural Career Pathways

Connecting Graduates with Regional Careers

Aims: Keep graduates in region.

Bridge the occupational skills gap between labor supply and job demand.

Build Out Existing Inter-Institutional Network

Including school districts, vocational schools, community colleges, universities, and intermediate units.

Utilizes programmatic strengths of partner institutions.

Build a Regional Corporate Consortium

Identify desired knowledge, skills, abilities, and certificates (KSAC) desired by employers.

Provide job shadowing, paid internships, and job placement in regional high priority occupations.

Map Educational Programs onto Career Pathways

Embed KSAC into academic programs.

Strengthen dual-enrollment and streamline credit for prior learning.

Provide S-STEM Scholarships to Students

Focuses on socio-economically disadvantaged rural and first-generation students.

Available to STEM dual-enrolled HS students, undergraduates (AA, BA, BS), and graduate students.

NSF S-STEM Program

Student Scholarships
(\$15K / Student).

\$100K for 1 Year; Planning
Grant.

\$5M for 6 Years; Inter-
Institutional Consortia
Grant.

Dr. Justin Fair
jfair@iup.edu

Rural Career Pathways

Design Web-Based Infrastructure to Facilitate Workforce Development

Aim: Build the *Pathways in Sustainable Careers Educational System* (PiSCES).

Provide Career Education, Training, and Pathways

Includes all 16 career clusters, starting at the 3rd grade through post-secondary.

Focus on high priority occupations in middle school.

Integrate PA Department of Education's benchmark reporting for school districts.

More cost-effective and instructionally flexible than current products.

Provides students with a tailored career and educational pathways with partner institutions.

Specifically built for regional workforce needs.

Student and Consortium Members Focused

Students generate a career portfolio and can search for job shadowing, internships, and placements.

Companies able to search for interns and employees.

NSF Strengthening American Infrastructure

Educational Platform to link K to Post-Secondary.

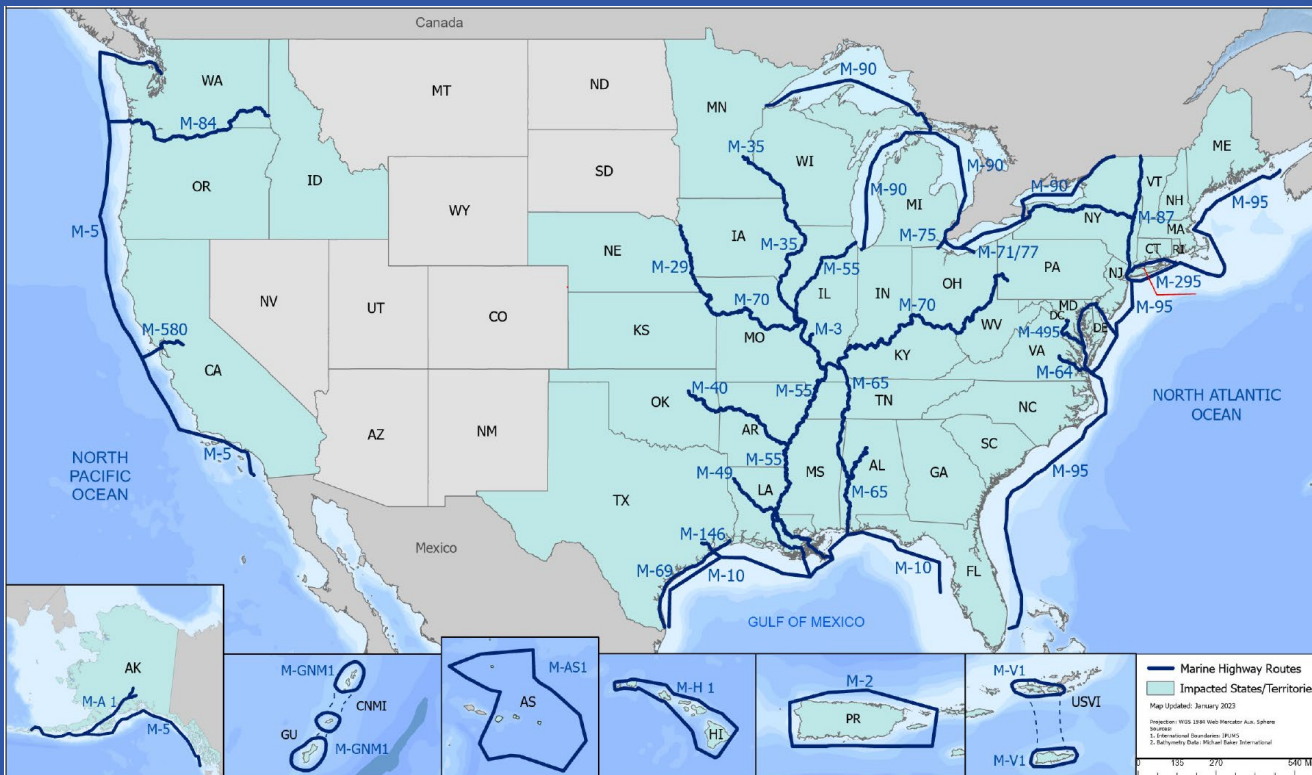
3 Year Research Grant.

Dr. Justin Fair
jfair@iup.edu



United States Marine Highway Routes

America's Marine Highway Program Grants



Climate Pollution Reduction Grants

U.S. Environmental Protection Agency (EPA)



SmartMoves Strategies

- Encourage investment in renewable energy sources that produce fewer emissions, which can help to slow the rate of climate change.
- Undertake strategies that raise awareness and educate the public, government officials, and businesses about climate change, its projected impacts, and the region's strategies in response.
- Support and encourage transportation projects and programs that will contribute to attainment and maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide, and particulate matter.



Tackle Climate Change, Air, & Water

THE EARTH SUSTAINS US

Climate change is defined as a significant change in the measures of climate, such as temperature, rainfall, or wind, lasting for an extended period – decades or longer.⁷ Climate change can occur from natural processes and factors such as changes in the sun's intensity, volcanic eruptions, and changes in the ocean's currents. Human activities, such as the burning of fossil fuels, emissions from agriculture, and emissions generated by changes to land use such as deforestation, urbanization, and desertification, are also contributing to the observed rise in global average temperatures since the mid-20th century.

Combating these changes is a multifaceted, multi-agency endeavor. A broad coalition of stakeholders is needed to identify local/regional risks and tailor strategies in order to achieve the greatest benefit to air quality and the environment. The Commonwealth of Pennsylvania and the City of Pittsburgh both have recently developed Climate Action Plans (CAPs), which could serve as a foundation for a regional plan.

A broad coalition of stakeholders is needed to identify local/regional risks and tailor strategies in order to achieve the greatest benefit to air quality and the environment.

Climate Pollution Reduction Grants (CPRG)

Program Overview:

1. Planning grants to develop broad, flexible, regional climate pollution reduction strategies (\$250M)
 - Up to \$3M per State
 - Up to \$1M per each of the 67 most populous Metropolitan Statistical Areas (MSAs)
2. Competitive grants to implement broad, flexible, strategies developed in planning stage that could be implemented by a range of eligible entities (\$4.6B)

MSA Area Allocations:

- Development of regional climate plans that address GHG emissions and reduction measures throughout an entire metropolitan area
- Municipalities, local air pollution control agencies, and local governments within a metropolitan area should coordinate to identify an eligible lead organization to administer the cooperative agreement
- The lead organization for a metropolitan area must submit a **Notice of Intent to Participate (NOIP) to EPA by April 28, 2023**. Letters of support from other entities in the area are recommended

Climate Pollution Reduction Grants (CPRG)

One planning grant, three deliverables over 4 years



Priority Climate Action Plan (PCAP)

- Due **March 1, 2024**
- Near-term, implementation-ready, **priority greenhouse gas (GHG) reduction measures**
- **Prerequisite** for implementation grant



Comprehensive Climate Action Plan (CCAP)

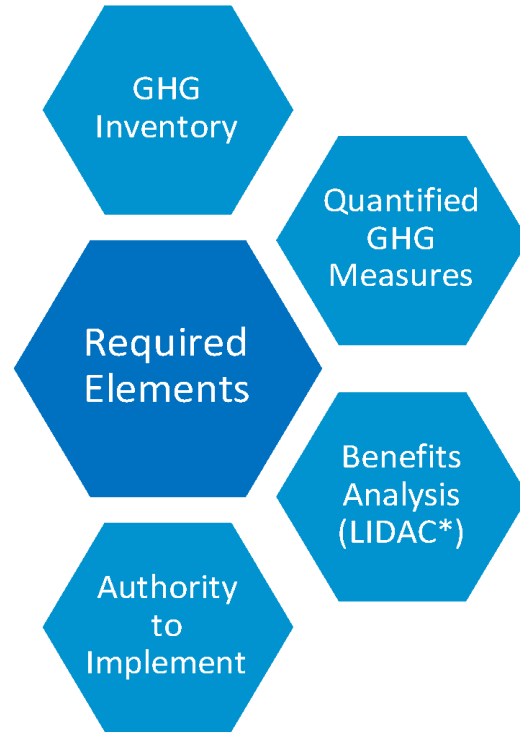
- Due in **2025** (later for tribes and territories)
- **All sectors** / significant GHG sources and sinks
- **Near- and long-term** GHG emission reduction goals and **strategies**



Status Report

- Due in **2027** (N/A for tribes or territories)
- **Updated** analyses and plans
- **Progress and next steps** for key metrics

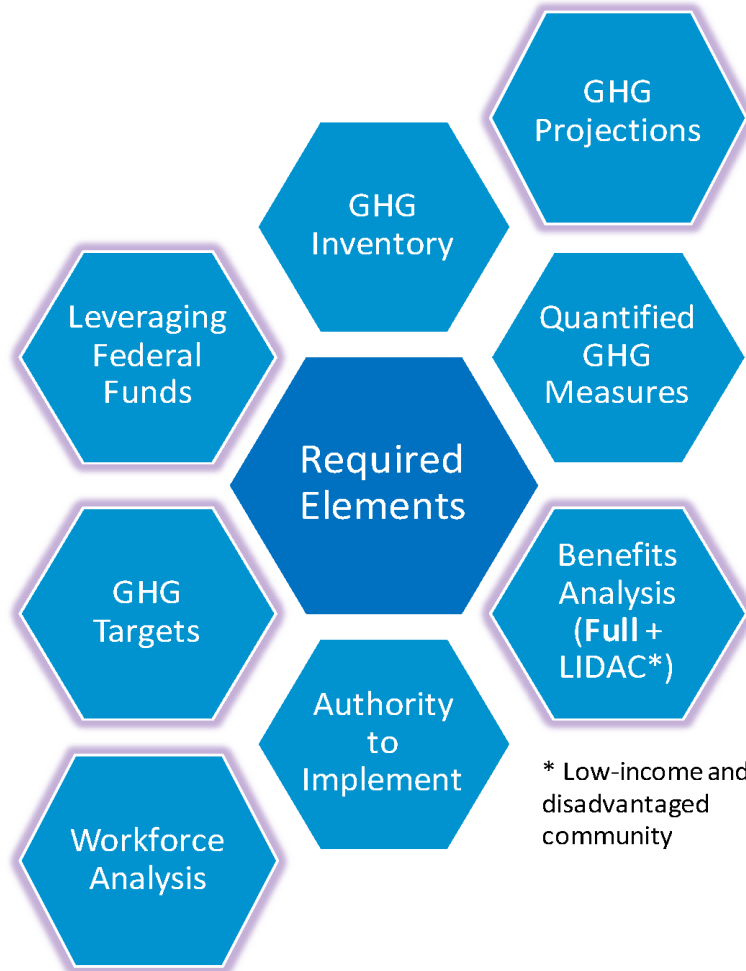
Priority Climate Action Plan



- Due March 1, 2024
- Identifies near-term action items to prepare for implementation grants
- Can focus on specific sector(s) or sources
- Limited set of requirements that set foundations for informed decisions
- May build on previous climate planning efforts

* Low-income and disadvantaged community

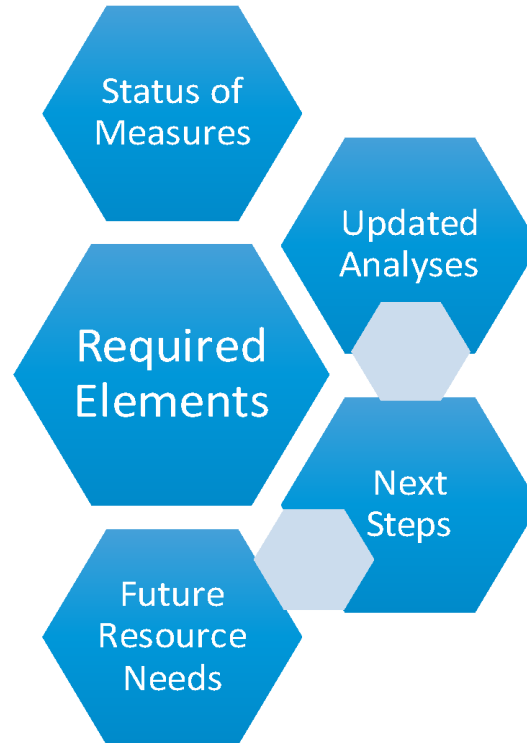
Comprehensive Climate Action Plan



* Low-income and disadvantaged community

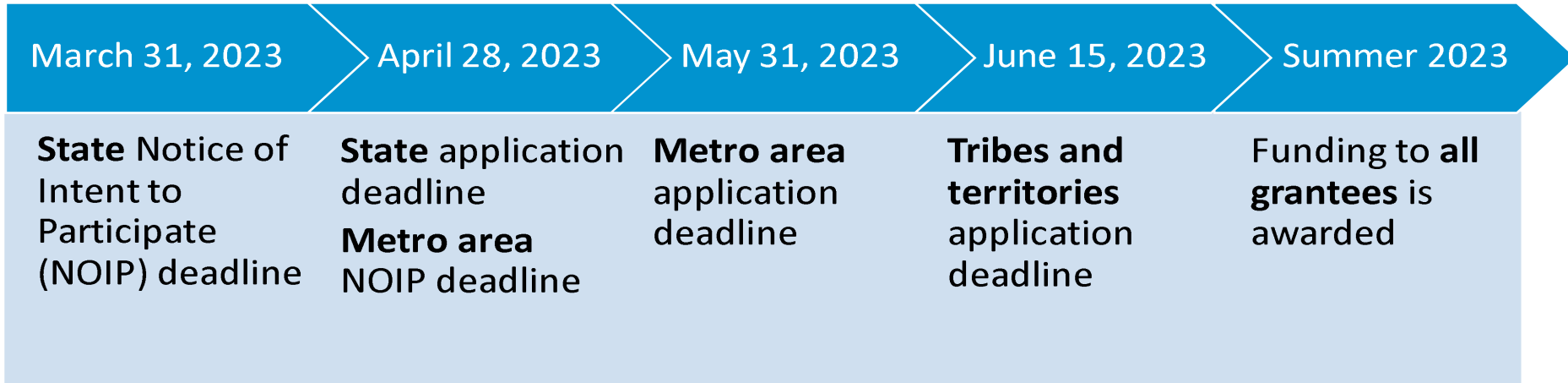
- Due 2 years from the date of award for states and metro areas (summer 2025) and at close of grant for tribes and territories
- Covers GHG reduction measures across **all significant sources/sinks and sectors**
- Establishes near-term **and long-term** GHG emission reduction targets
- Adds additional required analyses to support robust implementation

Status Report



- Due at close of grant only for states and metropolitan areas (distinct from grant closeout report)
- Not applicable for tribes and territories
- Opportunity to update plans and analyses
- Identify progress towards implementation; next steps and resource needs to achieve GHG reduction targets

CPRG Application Timeline



Climate Pollution Reduction Grants (CPRG)

Regional Approach:

- Scope Development - SPC lead with input from County and City of Pittsburgh government partners, Allegheny Co. Health Dept., PA DEP (April/May, 2023)
- Once awarded, RFP issued for consultant services to develop plan (late summer, 2023)
- Steering Committee – County and City of Pittsburgh government partners, Allegheny Co. Health Dept., PA DEP (12-15 members)
- Regional Advisory Committee – universities, nonprofits, advocacy groups, energy and utility companies, transportation and housing agencies, labor unions, other partners as identified by Steering Committee (40-50 members)

Climate Pollution Reduction Grants (CPRG)

Next Steps:

- SPC completes NOIP, listing all Counties and City of Pittsburgh Partners as concurring jurisdictions
- SPC to send draft letter of support to each County and City of Pittsburgh to be included in the NOIP (**due back to SPC by Friday, April 21, 2023**)
- SPC to distribute first draft of Scope of Work by May 1st for review and comment of government partners (**due back to SPC by May 8th**)
- SPC to distribute second draft of Scope of Work by May 15th for review and comment of government partners (**due back to SPC by May 22nd**)
- SPC to submit full application by May 31st deadline

Action Item: EPA Climate Pollution Grant Resolution 1-23

Andy Waple, Deputy Executive Director – Programs

Agenda Item: 5



***PM 2 Pavement and Bridge
Condition
Target Setting for 2022-2025 Period***



PM2 – Pavement/Bridge Condition

- **Six measures established for the National Highway System (NHS) :**
 - Percent of Interstate pavements in Good condition
 - Percent of Interstate pavements in Poor condition
 - Percent of non-Interstate NHS pavements in Good condition
 - Percent of non-Interstate NHS pavements in Poor condition
 - Percent of NHS bridges by deck area classified in Good condition
 - Percent of NHS bridges by deck area classified in Poor condition
- **PM-2 Program Milestones:**
 - State PM-2 Performance Targets established by PennDOT (5-20-18)
 - SPC adopts State PM-2 performance targets (Resolution 7-18, 9-24-18)
 - SPC-PennDOT agreement on TPM data collection, target-setting and performance reporting. (PA TPM Procedures Agreement, 3-18-19)
 - PennDOT publishes the PA TAMP (6-28-19), includes 2018 performance baseline, interim 2019 targets and 2021 targets.
 - PennDOT Mid-Term Performance Period Progress Report (10-1-20). NO TARGET ADJUSTMENTS were necessary.
 - PennDOT Full-Term Performance Period Progress Report, (12/16/22). **2018-2021 ALL TARGETS MET.**
 - PennDOT New Targets for Performance Period 2022-2025, (Submitted 12/16/22) (currently in review).

Interstate PM2 Pavement Condition

PA, SPC Region

% Good

	2017	2018	2019	2020	2021		2023 Target	2025 Target
%Good Statewide	67.2	66.2	72.0	70.8	68.8		69.0	65.0
%Good SPC	60.5	68.9	78.6	70.9	73.1			

% Poor

	2017	2018	2019	2020	2021		2023 Target	2025 Target
%Poor Statewide	0.4	0.7	0.6	0.7	0.4		2.0	2.0
%Poor SPC	0.3	0.2	0.2	0.3	0.1			

Federal: under 5% poor

NHS Non-Interstate PM2 Pavement Condition PA and SPC Region

% Good

	2017	2018	2019	2020	2021		2023 Target	2025 Target
%Good PA Statewide	36.8	34.8	35.7	34.6	37.2		31	29
%Good SPC	43.0	42.6	42.7	41.4	35.8			

% Poor

	2017	2018	2019	2020	2021 Preliminary		2023 Target	2025 Target
%Poor PA Statewide	2.3	2.3	3.8	3.1	4.6		6.0	6.5
%Poor SPC	1.5	1.4	3.1	2.2	5.4			

NHS PM2 Bridge Condition PA and SPC Region

% Good

	2017	2018	2019	2020	2021		2023 Target	2025 Target
%Good PA Statewide	25.9	26.7	27.2	27.9	27.5		28	28
%Good SPC	31.8	31.9	32.0	32.4	29.9			

% Poor

	2017	2018	2019	2020	2021		2023 Target	2025 Target
%Poor PA Statewide	5.5	5.2	5.1	4.8	4.4		7.5	7.5
%Poor SPC	4.4	4.3	3.3	2.9	2.2			

Federal: under 10% poor

PM-2 PA & SPC Region Comparison Highlights

NHS Pavement Condition :

- Good Overall Performance - both Pennsylvania and the SPC region
- SPC region conditions better than state averages
- 2023 pavement % Good targets slightly below 2021 baseline – old pavements, expected typical deterioration
- Federal minimum – under 5% poor miles for interstates; Currently both state and region are under 1% poor
- PA and region – expect better than federal minimum in 2023
- The projected decline in NHS pavement condition is based on current funding levels and anticipated deterioration.

NHS Bridge Condition:

- Good Overall Performance - both Pennsylvania and the SPC region
- SPC region conditions better than state averages
- 2023 % Poor bridge targets are worse than 2021 baseline – old bridges, expected typical deterioration
- Federal minimum – under 10% poor for Total NHS Deck Area; Currently both under 5% poor.
- PA and region – expect better than federal minimum in 2023
- The increase in poor bridge conditions is based on current funding levels and anticipated deterioration.

PM2 Pavement/Bridge Condition Measures

ACTION: Resolution 2-23

Adopt Updated Statewide Performance Targets

Reliability Performance Measures 2022-2025 Performance Period



PM3- System Performance Measures

- Four measures aimed at the National Highway System
 - 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
- Two measures aimed at traffic congestion and on-road mobile source emissions
 - Percent Non-Single Occupancy Vehicle (SOV) Travel
 - On-road Mobile Source Emissions Reduction for CMAQ Funded Projects
- 2 Year and 4 year Targets established by PennDOT in December, 2022 and submitted to FHWA

PM3- System Performance Measures

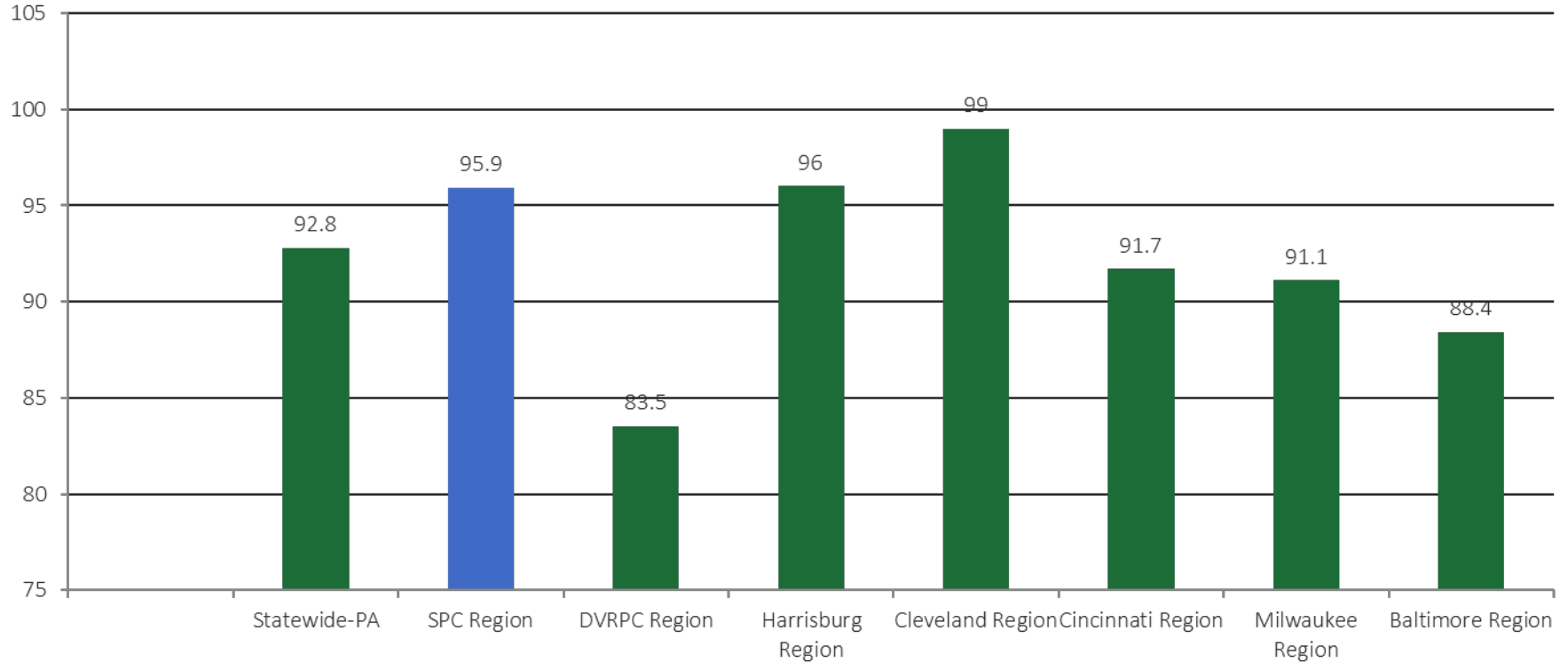
Process Established in Federal Rules:

State DOTs / MPOs to Cooperatively

- Calculate baseline performance
 - Set performance targets
 - Monitor / measure progress toward targets
 - Report to USDOT
 - Revise / update targets on regular schedule
-
- MPOs can agree to support the PM-3 targets in this report or establish their own.

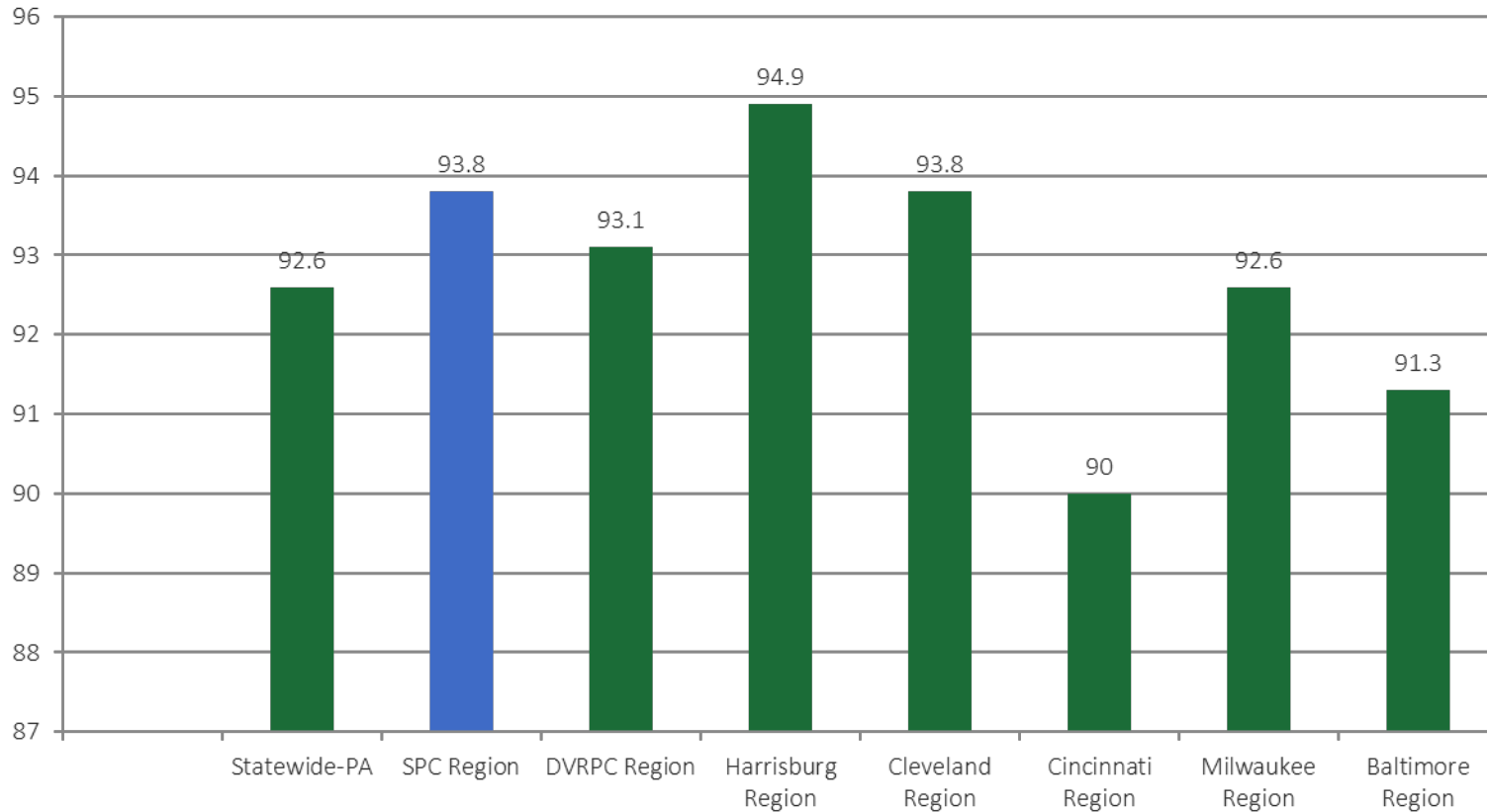
Interstate Reliability- 2021 comparison

Interstate Reliability



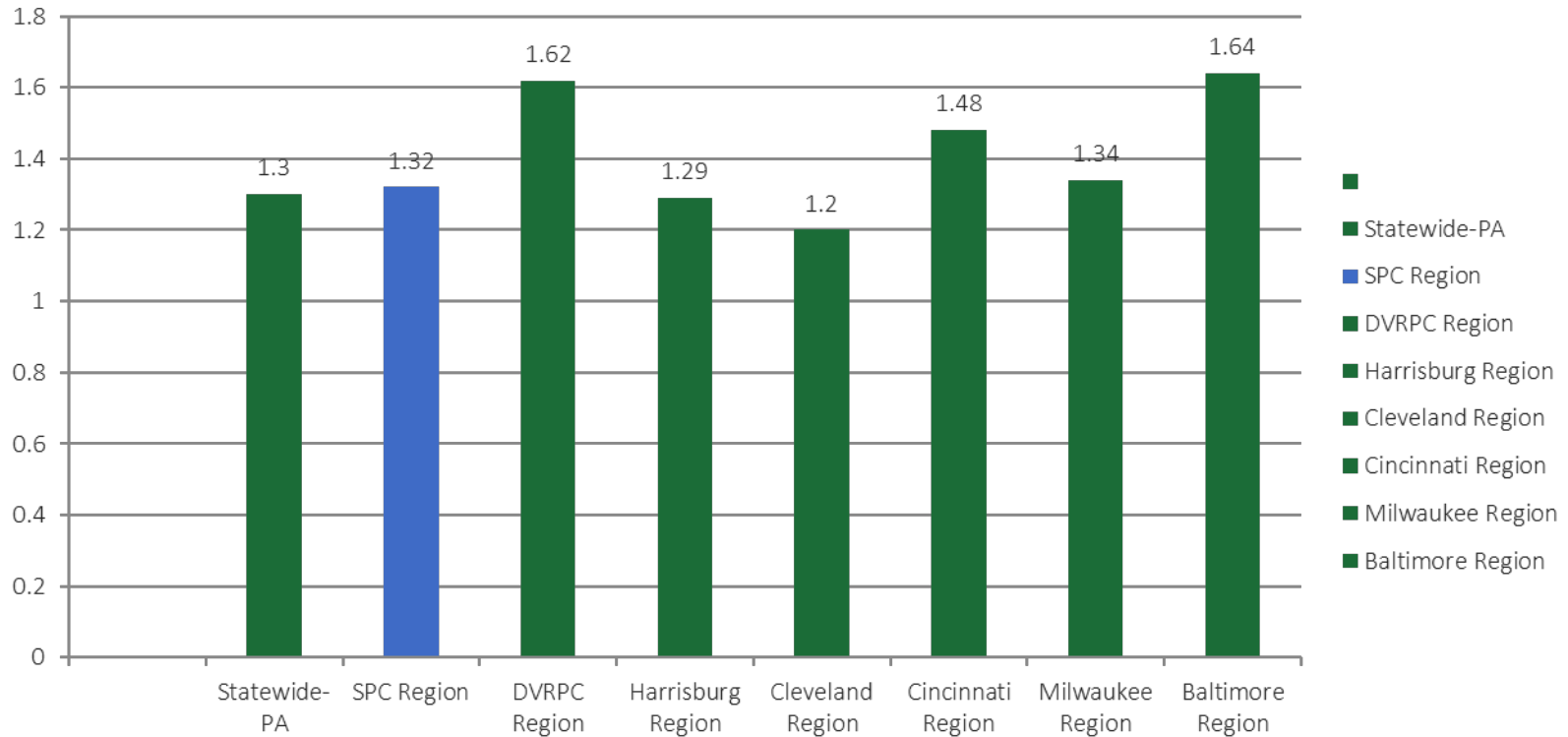
Non-Interstate NHS Reliability-2021

Non-Interstate Reliability

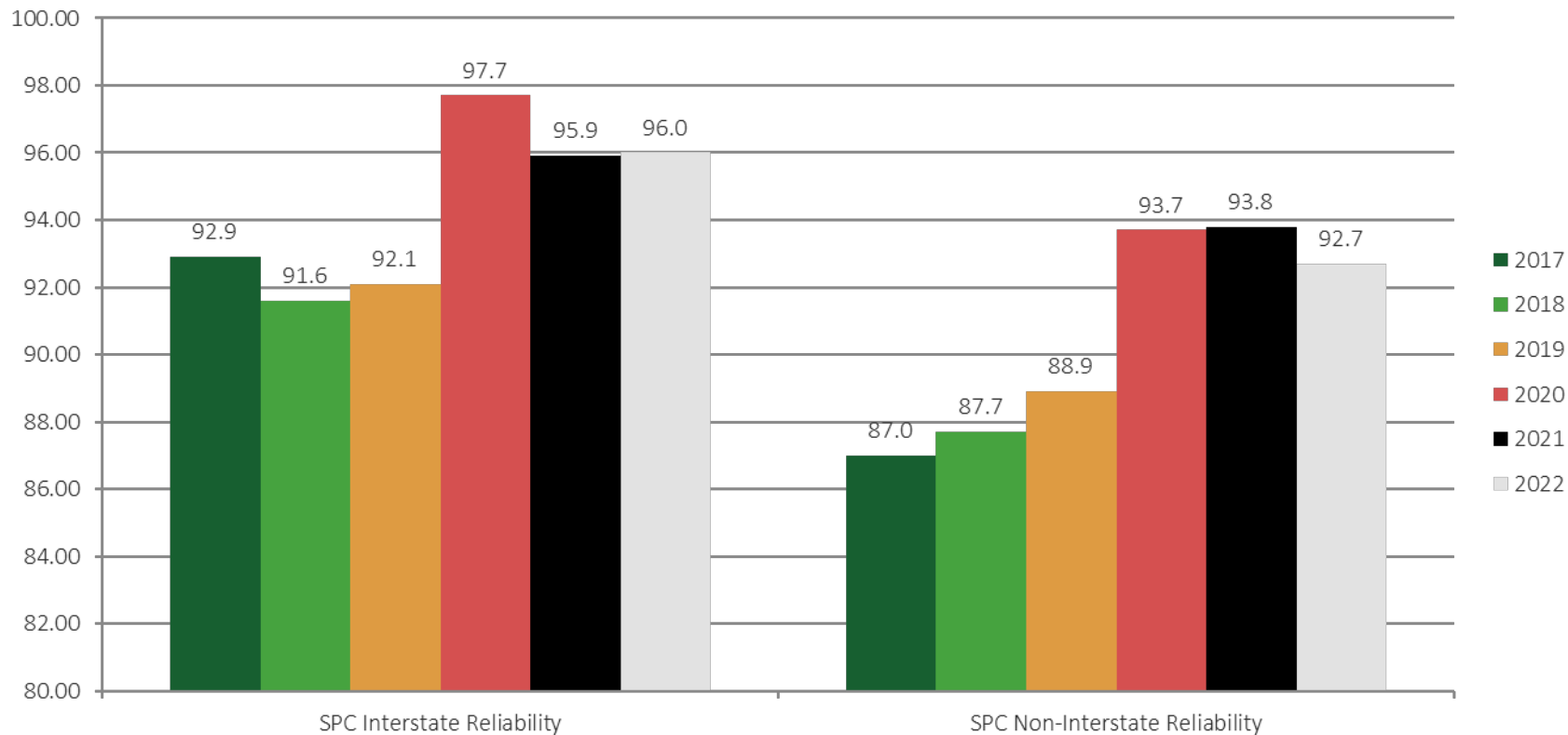


Interstate Truck Reliability Index-2021

Truck Reliability Index

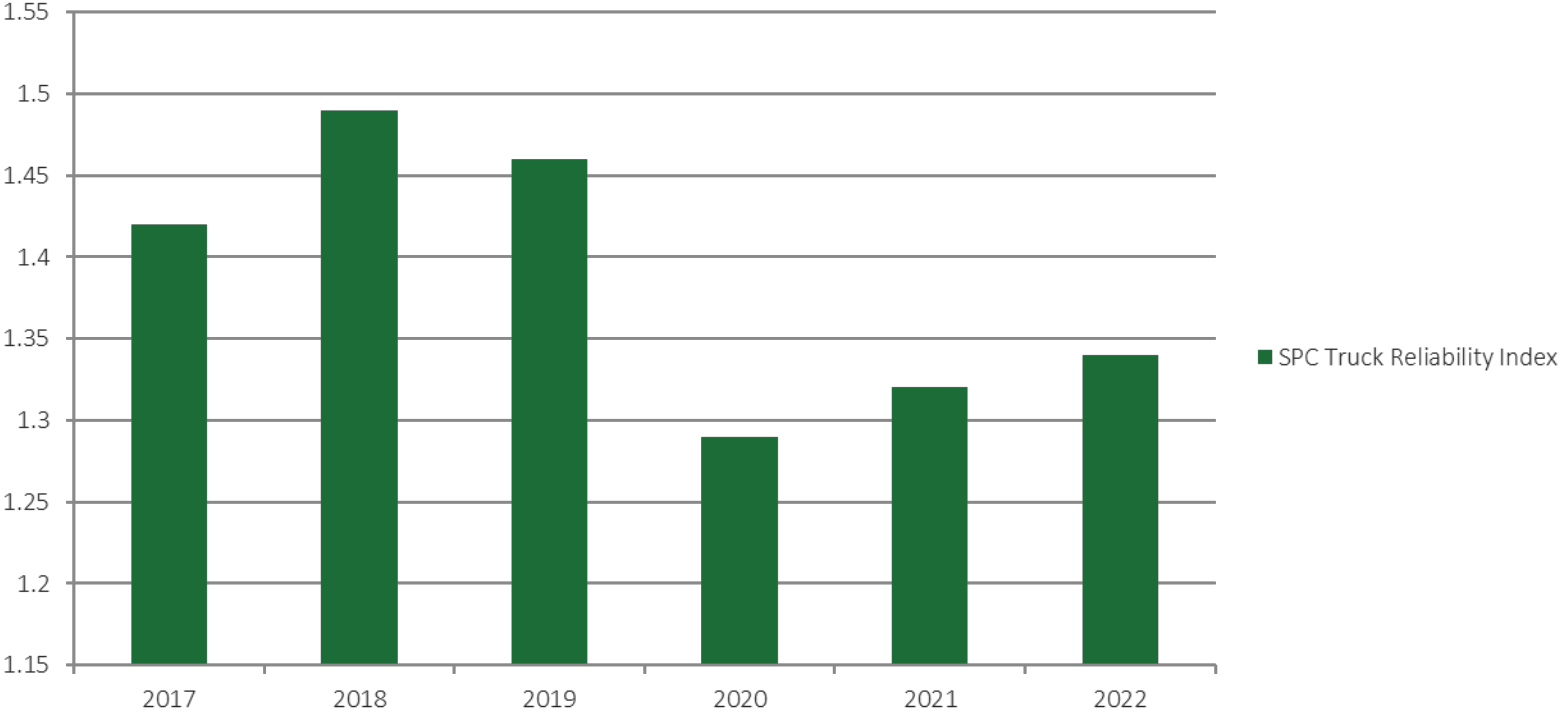


SPC Interstate and Non-Interstate Reliability



SPC Truck Reliability Index

SPC Truck Reliability Index



PM3 –Reliability Measures-Target setting

Reliability Targets (Estimated using RITIS Data Extract)					
Measure	2021 Previous 4-year Target	2021 Performance	Target Met?	2023 2-year Target	2025 4-year Target
Interstate Reliability-Statewide*	89.5%	92.8%	Yes	89.5%	89.5%
	Interstate Reliability-SPC Region	89.5%	95.9%		
Non-Interstate Reliability-Statewide*	87.4 %	92.6%	Yes	88.0%	88.0 %
	Non-Interstate Reliability-SPC Region	87.4 %	93.8 %		
Truck Reliability Index-Statewide*	1.40	1.30	Yes	1.40	1.40
	Truck Reliability Index-SPC Region	1.40	1.32		

PM3 Reliability Performance Measures

Adopt Updated Statewide Performance Targets

Questions?

Action Item: Federal Transportation Measures PM2 & PM3 Resolutions 2-23 and 3-23

Dom D'Andrea, Director of Transportation Planning

Agenda Item: 6



Action Item: National Bike Month, Resolution 4-23

Leann Chaney, Active Transportation Coordinator

Agenda Item: 7



Build Back Better EDA Grant Update

Jenn Lasser, Director of Workforce and Economic Development

Agenda Item: 8



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 Updates:

- SPC Partner Kickoff Meeting - February 24th 2022
- Grant Administration Plan Approved
- Bi-Monthly Meetings scheduled to keep project running (April 27th)
- Grant reports due by partners 4/25
- Grant reports due to EDA 4/30
- Smaller Project Committees being formed (Workforce, Training)
- Curriculum development over Summer – Fall Semester Start
- CMU Block Center For Tech RFP June 2023

Welcome

Benjamin Pratt
Regional Economic Competitiveness Officer
Allegheny Conference



Port of Pittsburgh Brief

Caitlin O'Connor, Director of Public Relations and Communication Initiatives
DJ Ryan, Director of Strategic Initiatives and Policy

Agenda Item: 9

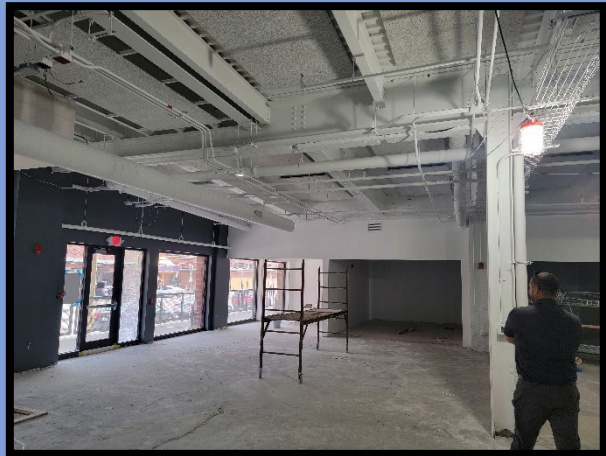


Message/Update: Status of SPC's Move

Vincent Valdes, Executive Director

Agenda Item: 10





DOWNTOWN PITTSBURGH

Pittsburgh's Strip District attracts 'melting pot' of new residents

TRIP
LIVE

STEPHANIE RITENBAUGH | Sunday, March 19, 2023 6:00 a.m.



SHANE DUNLAP | TRIP LIVE REVIEW

A pedestrian walks along the Terminal on Thursday night in Pittsburgh's Strip District.



Rob Brandegee picked up and moved to Pittsburgh's Strip District to enjoy its convenience and bustling city living atmosphere.

For the growing population of Strip District residents like him, it's not uncommon to take a walk and run into friends and acquaintances.

EMAIL NEWSLETTERS

TRIP LIVE's Daily and Weekly email newsletters deliver the news you want and information you need, right to your inbox.

"It's very sociable, and it really has a neighborhood vibe," said Brandegee.

Brandegee relocated from Highland Park to the Strip in 2021. Part of the appeal was how easy it is to reach South Side-based Little Earth Productions, the company he co-founded that manufactures licensed apparel and accessories, like the Terrible Towel, for professional and college teams. He loves the mix of Strip District residents ranging from young professionals to middle-aged and older.

"It's a really fun place to live," he said. "It's a melting pot. And it seems that people who are moving from other cities that don't necessarily want to live in the suburbs seem to come here."



Other SPC Business

Agenda Item: 11



Next Meeting Date: June 26, 2023

Agenda Item: 12



Adjourn

Agenda Item: 13

