

Southwestern Pennsylvania Commission  
Minutes of the Meeting of  
June 29, 2015 – 4:30 p.m.  
Two Chatham Center • Suite 400 • 112 Washington Place • Pittsburgh, PA 15219

The one hundred fourteenth meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Steve Craig.

Members present were: Alfred Ambrosini Tony Amadio, Charles Anderson, Michael Baker, Scott Bricker, H. Daniel Cessna, Jack Cohen, Tyler Courtney, Steve Craig, Patricia Evanko, Rich Fitzgerald, Jim Gagliano, Jr., Joe Grata, Kelly Gray, David Johnston, Fred Junko, Clifford Levine, Robert Macey, Jeff Marshall, Robbie Matesic, Kevin McCullough, David Miller, Erin Molchany, Charles Morris, William Peduto, Marc Roncone, Rod Ruddock, Aurora Sharrard Daniel Shimshock, Joe Spanik, Byron Stauffer, Jr., Archie Trader, Blair Zimmerman, and Mavis Rainey (via phone).

Members absent were:, Vonne Andring, David Battaglia, Robert Bower, Robert Brooks, Ricky Burgess, Tom Ceraso, Robert Del Signore, Joseph Dubovi, Rich Fink, Lynn Heckman, Reginald Lovelace, Larry Maggi, Bruce Mazzoni, William McCarrier, Amy McKinney, Ellen McLean, Laura Mohollen, Dennis Nichols, Rich Palilla, John Paul, A. Dale Pinkerton, James Ritzman, Harlan Shober, Renee Sigel, Michael Silvestri, Keith Staso, James Struzzi, Joe Szczur, Edward Typanski, Diana Irey Vaughan, Daniel Vogler, Dwan Walker, Christopher Wheat, and Angela Zimmerlink.

Others: Mary Jane Hirt, Joseph A. James Excellence in Local Government Achievement Awardee; Matt Smoker, Federal Highway Administration; Keith Johnson, AECOM; Dave Snevely, AMT; Cody Buckner, City of Pittsburgh; Laura Wiens and James Keener, Pittsburghers for Public Transit.

Staff: Jim Hassinger, Kirk Brethauer, Chuck Imbrogno, Vince Massaro, Matt Pavlosky, Shannon O’Connell, Dee Pamplin, Doug Smith, Tom Straw, Kay Tomko, Cathy Tulley, Lew Villotti, Rich Votilla, Andy Waple and Xin Wei, Southwestern Pennsylvania Commission Intern.

1. Chairman Craig called to order the June 29, 2015 meeting of the Southwestern Pennsylvania Commission
  - a. Quorum – There being a quorum present the meeting proceeded.
  - b. Any Conflict of Interest Declarations on Action Items – None.

Chairman Craig welcomed new member Aurora Sharrard from the Green Building Alliance who is a City of Pittsburgh representative.

2. Presentation of the Joseph A. James Excellence in Local Government Achievement Award to Mary Jane Hirt

David Miller first introduced Joe James a former member of the University of Pittsburgh and leader in intergovernmental cooperation and professionalism in local government relations. He went on to introduce this years’ recipient, Mary Jane Hirt, who has applied many principles

taught to her by Joe of improved intergovernmental relations and intergovernmental cooperation. Soon to be retiring from the Indiana University of Pennsylvania it is an honor for me to introduce her as the 2015 recipient of the Joseph A. James Excellence in Local Government Achievement Award.

Mary Jane thanked the Commission for establishing the award in honor of Joe. She commented on her achievements in local government in trying to create ways for intergovernmental cooperation in the Mon Valley. It was not easy trying to be more cooperative and collaborative and I think Joe was one who planted the seeds. Looking back on her career she reminisced on some of the work to grow COGS that still exists today. All that I have done has had an intergovernmental component and I'm pleased to be the 2015 awardee.

### 3. Action on Minutes of the March 30, 2015 Meeting

A motion was made to approve the minutes of the March 30, 2015 meeting of the Southwestern Pennsylvania Commission by Bob Macey which was seconded by Fred Junko. The affirmative vote to approve the minutes was unanimous.

### 4. Public Comment

Laura Wiens from Pittsburghers for Public Transit (PPT). We commend the acknowledgment of the vital role that public transit plays in our communities and recognize the valuable work being done to improve transit service in our region. PPT is pleased that Port Authority has responded to voices in the community and add transit service especially in transit deserts. There is a demand for more service in many communities throughout our region and hope that the SPC is committed to ensuring that the service is adequately provided.

PPT hopes the Commission in consideration of highway and road projects asks. Could the transportation need be better met and resources better allocated through a public transit infrastructure investment rather than encouraging more private vehicles on roads further from the urban core? With respect to transit projects listed in the Plan, PPT is working to ensure that any transit infrastructure improvements on the Fifth/Forbes Corridor are responsive to the needs of residents and transit riders without allocating too many resources into one project at the expense of other communities. We support efforts to expand the Busway and complete streets policies.

We also expect that all land use, development, and transportation planning make equity a top priority. The recent P4 conference, hosted by the City of Pittsburgh and the Heinz Endowments, indicated the importance of equity and we hope that the SPC demonstrates its commitment to equitable development in its prioritization and implementation of projects. PPT asserts that all transit-oriented development projects, especially those that require public funding, should have inclusionary zoning and affordable units of housing. Otherwise, residents can be displaced from their communities and pushed to areas further from transit lines. Residents with housing vouchers should have the opportunity to rent or buy homes close to transit service.

PPT is concerned that the plan references privately run transit several times. For example, the plan names a potential operating deficit for transit operations in the region until 2040 that amounts to 5.9 billion dollars. It suggests that we could use federal sources to "contract for private companies that provide transit service." Our own local history indicates the perils of

privately run transit, which is the reason the Port Authority was formed in 1950s. When routes are privatized, fares go up and wages go down. When workers make less, the turnover is higher which requires more hiring and training. It also leads to less experienced staff, which can lead to worse service and more risk to the safety of riders. Private companies are accountable to their bottom line, not the public, which means they more often cut routes that aren't profitable, stranding transit dependent riders. Publicly run transit is more accountable and, by definition, ensures better access and equity.

In its list of potential projects, the plan includes a Compressed Natural Gas garage facility for Port Authority, anticipating the need for 140 million dollars. The plan also names 190 million dollars in funding for CNG buses. As we have indicated at Port Authority board meetings, we have compiled research into alternatives to diesel-powered buses, which casts some doubt on the wisdom of converting the fleet to CNG.

Diesel buses, as we know, are relatively dirty, noisy, and inefficient. Their emissions include not only the particulates we see, but also the ozone and nitrous oxide that attack our lungs, as well as carbon dioxide, the major culprit in climate change. Their cost efficiency is not great, averaging about 3 – 4 miles per gallon.

CNG, which is also a fossil fuel, produces 20 - 45% fewer tailpipe emissions, which is why it has been promoted as a cleaner fuel. In assessing environmental and health impacts, however, researchers consider not just what comes out of the tailpipe, but what they call “well-to-wheel” emissions, that is, pollutants emitted not only during buses’ operation, but in the production and transmission of their fuel. In the case of CNG, the release of methane from drilling sites, pipelines, and fueling stations offsets any gain in tailpipe emissions. ethane is a greenhouse gas 20 - 100 times more potent than CO<sub>2</sub>.

New York City’s MTA has abandoned its CNG program in favor of an investment in diesel-electric hybrids. Philadelphia’s SEPTA plans to purchase 400 hybrids by the end of 2015, for which it claims a 95% reduction in particulate emissions, 56% reduction in NO<sub>2</sub>, and, of course, zero methane. Increases in fuel economy range from 14 to 48%.

Hybrid buses are not only efficient and clean, they operate more quietly, making them healthier for drivers and more pleasant for riders. Because they charge their batteries from the energy of braking, they are well suited to urban centers with repeated stops. According to a study by the American Public Transportation Association, “Diesel-hybrid buses appear to offer the greatest overall environmental advantage.”

We urge the SPC to be cautious of claims about the benefits of CNG. Please take a closer look at the performance of Port Authority’s current fleet of 32 hybrids and consider investing in more of them. Their purchase price may be offset by greater fuel efficiency, and their operation would not require construction of new maintenance and fueling facilities. The diesel hybrid buses are road-ready, and their economic and environmental benefits would be significant.

##### 5. Staff Profile – Vince Massaro/Rich Votilla

Mr. Massaro introduced Rich Votilla, Accountant II in SPC’s Finance Department. Rich has been an SPC employee since 1996. He briefly gave an account of his background and education.

He graduated from North Hills High School and continuing his education at Robert Morris College where he graduated majoring in accounting. Before coming to SPC he worked at Mulach Parking Structures, Bridgeville, PA; and Equitable Resources, Inc., Pittsburgh, PA. His responsibilities at SPC include Bi-Weekly Payroll Processing, AP & PO Processing, Journal Entry Preparation & Entry, Quarterly Tax Return Work for 941, State, and Local Municipalities; Bank Reconciliation for Multiple SPC Accounts.

6. Financial Report – Vince Massaro

Mr. Massaro reported on the financials for the period July 1, 2014 to May 31, 2015 which includes the approved revised budget for the reporting period and reflects the operations of the Commission, the Corporation and the Southwestern Pennsylvania Regional Corporation. The detailed financial report is included in the meeting packet for today's meeting. He also mentioned that the annual audit interim work is scheduled to begin the week of July 20<sup>th</sup>. There being no questions, the financial report was accepted as presented.

7. Report on Public Comment Period Response for the Southwestern Pennsylvania Plan, Companion Air Quality Conformity Determination for the Pittsburgh Transportation Management Area, Environmental Justice Benefits and Burdens Assessment for the Plan and the Southwestern Pennsylvania Public Transit Human Services Coordinated Transportation Plan Update – Matt Pavlosky

Doug Smith gave a brief overview of what we've been doing the last year and a half to develop this plan. We started with our previous planning efforts and built from that foundation. Part of this planning cycle is to reaffirm those plan policy statements and goals to implement the region's vision. The major advancements from previous planning cycles revolve around these goals and vision with scenario planning. This time we really focused on performance measures to see how the region is doing on reaching the goals and vision. Specifically, how we engaged the public with this plan; we asked people what was meaningful to them. What were things that gave them the information they wanted. Conducting surveys and multiple public meetings, we asked people those questions. We asked for zip codes to get a diverse input from the public in the whole 10-county region. Another survey asked people how they would spend \$100 and what their priorities were in terms of transportation investments. The responses were consistent: infrastructure condition/asset management; safety, efficiency & system reliability; and multimodal options. We communicated the public responses to the commission in workshops and at open commission meetings.

Matt Pavlosky updated the Commission on the 30-day formal public comment period which is done for the draft documents created from the plan development process prior to the scheduled Commission action.

30-Day Formal Public Comment Period / Public Meetings

10 SPC Regional Public Meetings

- Regional Newspapers (PG, TRIB, New Pgh Courier, La Jornada Latina)
- SPC Newsletters, City/County Planning, Public Participation Portal (SPC)
- Partner Websites, newsletters, E-blasts

## Information Sites

- 64 regional libraries
- County & City of Pittsburgh Planning
- SPC websites
- Tribal Nation Consultation Network

## Public Comment Report

- Formal Public Comment Period: Wednesday, May 13<sup>th</sup> to Friday, June 12<sup>th</sup>
- 60 Public Comments Received
- 10 Meetings Held, Attendees: 207
- Public Meeting Evaluations:
  - Average Score / “Very Good”
  - Open House Format
    - “*Appreciate the Staff Interaction*”
    - “*Easy to get questions answered*”
    - “*Shorter, Impactful Meetings*”
- additional Outreach Meetings

David Miller commented that after all the public meetings there seems to have been a lot of investment made to have such a small amount of adjustments made to the plan. Is there something we could be doing that would obtain a more thorough review of the plan? Doug responded that a lot of the feedback we hear is more on the TIP level and not policy level comments or things that would necessitate a change to this document. It’s really more project specific and our comments to them is we will consider that as input to the TIP development process. Mr. Miller said maybe there is a way we can get a higher level of dialogue. This process is not creating the type of critical assessment of the plan where we are using this to make the plan better.

Lew Villotti responded that we are required to do 30-day public comment period prior to Commission action but the larger public engagement process started a year ago, providing ongoing input that helped us to develop this plan and got us to incorporating those issues of investing in maintenance, and adding active transportation in response to input. Things that were brought up in that process made significant input into the plan document.

Mr. Miller said this last 30-day period received very little in terms that could be used to make the plan better. Could we use this 30-day period in a way to make it more informative?

Clifford Levine said the comments are showing more active in multi-modal. My question is what percentage of the budget we would add and what would we take out and what’s on the margins.

Aurora Sharrard said what might help me and possibly the other Commissioners, is some context on the local level, beyond what we are required to do through the federal government and the air quality plan. As a region, we should be considering all those things and also tying in the social and equity aspect.

Scott Bricker said the transportation language used in the plan does not connect with the general public. Going forward, I would encourage engaging the public with more visionary elements.

8. Action on Resolution 2-15 to Make a Finding of Air Quality Conformity for the Southwestern Pennsylvania Plan and its companion documents – Chuck Imbrogno

Chuck Imbrogno explained that the air quality conformity assessment is done for just the fiscally constrained part of the plan.

**Air Quality Conformity Determination for the Pittsburgh Transportation Management Area**

- Testing and Modeling performed on the regional air quality impact of the plan
- Projects are evaluated to determine the air quality impact to the region
- Results of testing shows that the implementation of the plan will not have an adverse impact on regional air quality

Jack Cohen motioned to approve SPC Resolution 2-15:

WHEREAS, the federal Clean Air Act authorizes the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS), to define the boundaries of areas not in attainment of the Standards, and to establish criteria and procedures for attaining and maintaining the Standards; and

WHEREAS, the EPA has designated the Pittsburgh-Beaver Valley area (comprised of seven counties within the SPC planning region: Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, and Westmoreland) as a nonattainment area for the 8-Hour Ozone NAAQS; and

WHEREAS, the EPA has designated four nonattainment areas in the SPC planning region for the PM 2.5 NAAQS; these include the Liberty-Clairton nonattainment area (comprised of five municipalities within Allegheny County); the Pittsburgh-Beaver Valley nonattainment area (comprised of Beaver, Butler, Washington, and Westmoreland counties in their entirety and portions of Allegheny, Armstrong, Greene, and Lawrence counties); the Allegheny County nonattainment area (comprised of Allegheny County in its entirety); and the Johnstown nonattainment area (comprised of portions of Indiana County within SPC's planning area, and all of Cambria County which is in the planning area of the Johnstown MPO); and

WHEREAS, the EPA has designated a maintenance area in the SPC planning region for the PM 10 NAAQS consisting of five municipalities within Allegheny County; and

WHEREAS, the EPA has designated a maintenance area in the SPC planning region for the Carbon Monoxide (CO) NAAQS consisting of the City of Pittsburgh's central business district; and

WHEREAS, the EPA, in the Transportation Conformity Rule (40 CFR Part 93), provides criteria and procedures to be followed by Metropolitan Planning Organizations (MPOs) in making

conformity determinations regarding transportation plans, programs, and projects within designated nonattainment and maintenance areas; and

WHEREAS, the Transportation Conformity Rule and Sections 174 and 176(c) and (d) of the federal Clean Air Act (Sections 7504 and 7506(c) and (d) of Title 42 USC) require that the MPO not approve any plan, program, or project which does not conform with the Act; and

WHEREAS, the Southwestern Pennsylvania Commission (SPC), as the MPO for the Pittsburgh Transportation Management Area, is responsible under Section 134 of Title 23, USC and Section 5303 of Title 49, USC for carrying out a continuing, cooperative, and comprehensive transportation planning process; Section 174 of the federal Clean Air Act designates this same organization as responsible for the transportation-related air quality planning within designated nonattainment and maintenance areas to achieve and maintain NAAQS; and

WHEREAS, SPC staff has conducted a qualitative and quantitative analysis for the designated PM 2.5, PM 10, CO, and Ozone nonattainment and maintenance areas within the SPC region in accord with the applicable criteria and procedures of the federal Clean Air Act and the Transportation Conformity Rule, and has demonstrated conformity of the fiscally constrained 2040 Transportation Plan and the 2015-2018 TIP to the Clean Air Act; and

WHEREAS, the results of the conformity analysis were made available for public review and comment consistent with SPC's established public review procedures from May 13, 2015 through June 12, 2015 including ten public meetings; responses to all public comments have been compiled and made available to Commission members for review.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission finds that the region's fiscally constrained 2040 Transportation Plan and the 2015-2018 TIP conform to the federal Clean Air Act by supporting its intention of achieving and maintaining the NAAQS; and

BE IT FURTHER RESOLVED that the region's fiscally constrained 2040 Transportation Plan and the 2015-2018 TIP are consistent with the federal Clean Air Act and Transportation Conformity Rule; no goals, directives, recommendations, or projects in the region's TIP or Long Range Plan contradict in a negative manner any specific requirements or commitments of the applicable State Implementation Plan (SIP).

RESOLVED FURTHER that assessment of the designated PM 2.5, PM 10, CO, and Ozone nonattainment and maintenance areas within the SPC region demonstrates that the transportation plans, programs, and projects for those areas conform to the provisions of the federal Clean Air Act and the applicable criteria and procedures of the Transportation Conformity Rule.

Bob Macey seconded. The affirmative vote to approve Resolution 2-15 was unanimous.

9. Action on Resolution 3-15 to Adopt "Mapping the Future: The Southwestern Pennsylvania Plan" and Companion Documents – Doug Smith

Doug explained that one of the technicalities is to first approve the Air Quality Conformity Determination, so Resolution 2-15 was put before you for approval. Now, we have the actual adoption of the plan.

Commissioner Anderson motioned to approve Resolution 3-15:

WHEREAS, the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) act, as extended, continues the requirements established in earlier federal legislation, that Metropolitan Planning Organizations (MPOs) conduct a continuous, cooperative and comprehensive, transportation planning process that includes developing and maintaining a fiscally-constrained Long Range Transportation Plan (Plan) consistent with federal metropolitan and statewide transportation planning regulations promulgated by the United States Department of Transportation (USDOT) and signed into law by the President of the United States on July 6, 2012; and

WHEREAS, SPC developed *Mapping the Future: The Southwestern PA Plan* to satisfy the requirements of federal law and the regulations promulgated by USDOT; and,

WHEREAS, updated population, household and employment forecasts were prepared by SPC staff to support development of this 2040 Plan and are included as part of the Plan; and

WHEREAS, in accordance with the requirements of the Clean Air Act (as amended) and the Transportation Conformity Rule, qualitative and quantitative analysis of the Long Range Transportation Plan has demonstrated that the Plan conforms to the provisions of the Clean Air Act and the applicable criteria and procedures of the Transportation Conformity Rule, with the resultant conformity finding approved by Commission Resolution 2-15; and

WHEREAS, SPC's *Environmental Justice Benefits and Burdens Assessment for the 2040 Plan* report summarizes multiple analyses, outcomes, and activities that have been conducted as part of the region's planning process in accordance with environmental justice; and,

WHEREAS, SPC's *2015 Regional Operations Plan* and *2015 Regional Safety Action Plan* provide a performance-based approach to planning for transportation operations and safety that includes the development of operational and safety objectives and goals that tie to the broad goals and policies set forth in *Mapping the Future*.

WHEREAS, MAP-21 requires that projects funded under the Federal Transit Administration's Elderly and Disabled Individuals Program (Section 5310), are derived from a locally developed public transit-human services coordinated transportation plan and that the plan is developed through a process that includes representatives of public, private and non-profit transportation and human service agencies, as well as members of the public; and,

WHEREAS, The Pennsylvania Department of Transportation (PennDOT) has established that the local coordinated public transit human services transportation plan boundaries correspond to boundaries of the transportation planning organizations across the Commonwealth and for Southwestern Pennsylvania, SPC is the designated transportation planning organization for the 10-county region made up of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland Counties; and,

WHEREAS, the Accessible Transportation and Workforce Cooperative (ATWIC), with oversight from SPC, the Port Authority of Allegheny County and the Three Rivers Workforce

Investment Board developed the Public Transit Human Services Transportation Plan satisfying the requirements of FTA regulations governing the JARC and NF funding programs; and,

WHEREAS, SPC released the Long Range Plan for public review and comment in May consistent with SPC's established public review procedures; the ATWIC public outreach process for the Human Services Plan was held concurrent with the Long Range Plan public review process; the public review period has passed, and public comments on the Plan and responses to them have been presented to the Commission and final revisions to the Plan and associated documents have been recommended; and,

WHEREAS, SPC's Transit Operators Committee and SPC's Transportation Technical Committee recommend Commission adoption of the Long Range Plan, including the coordinated Public Transit - Human Services Coordinated Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission adopts the ten-county *Mapping the Future: The Southwestern PA Plan* as the region's Long Range Transportation Plan as required by USDOT.

Dave Johnston seconded. The affirmative vote to approve Resolution 3-15 was unanimous.

10. Action on Resolution 4-15 to Approve and Endorse the Region's Area Development Project Priority Listing and Authorize Submission of an Application for Funds – Lew Villotti

Lew Villotti briefly described how the applications were reviewed, ranked and scored by SPC as the Local Development District (LDD); by the state, and the final ranking by ARC.

ARC Project Evaluation

- ARC grant programs are competitive
- Projects are evaluated and ranked by the Economic Development Strategy Committee
- Recommendation to the Commission
- ARC is not obligated to adhere to ranking, but it is “strongly considered”

ARC & EDA Project Evaluation

- Committee ranks ARC projects in two categories:
  - ***Sec. 201 Local Access Road projects***
  - ***Sec. 214 Construction and Sec. 302 Non-Construction projects***
- Central Allegheny Challenger Learning Center, Inc.: Construction of a 30,000 square foot STEM education facility, with 10,000 square feet of the new facility dedicated to the Challenger Learning Center
- Kaufman House Development, Butler County: Restore this anchor building, as a restaurant, boutique hotel and training facility for Butler County Community College
- Phase Four Sewerage Development Design, Fayette County: Providing sewage at the Airport and Laurel Mall Commercial Complex and adjoining businesses and residential properties along U.S. Route 119 corridor.
- Lamp Theatre Renovations, Irwin: Complete the theatre renovations and build out the courtyard area.

- Be Mobile, Fayette County: Start-up and development of a Be Local Mobile App. and Mobile Farm Market Program Fayette County.
- Fairchance Borough Road Improvement, Fayette County: Provide access to the two municipal reservoirs to ensure that they operate on a consistent basis to sustain the economic viability of the water service area and eliminate conditions which threaten the public safety.

Fred Junko motioned to approve Resolution 4-15:

WHEREAS, the Appalachian Regional Commission (ARC) provides funding for projects through the 201 Local Access Road program; and

WHEREAS, the Appalachian Regional Commission (ARC) provides funding for projects through the 214 Construction and 302 Non-Construction programs; and

WHEREAS, it is the responsibility of the Local Development District (LDD) to establish a process for submitting construction and non-construction projects to ARC for funding; and

WHEREAS, this is a competitive process for limited funding wherein county projects are prioritized and submitted to the State; projects from across Pennsylvania compete for prioritization and are submitted to ARC for funding; and projects from all thirteen states in the Appalachian region compete for ARC funds; and

WHEREAS, the eligibility and the ratio of funding is dependent upon the level of economic distress, as determined by ARC, of the county in which the project is located; and

WHEREAS, SPC facilitated a meeting of its Economic Development Strategy Committee, on June 19, 2015 to establish a ranked regional project list; and

WHEREAS, SPC's Partnership for Regional Economic Performance (PREP) approved by Southwestern Pennsylvania Corporation Board of Directors Resolution 5-15 and Southwestern Pennsylvania Commission Executive Committee Resolution 3-15 on April 27, 2015 is the top regional project for ARC's 302 Non-Construction funds and will provide direct hands-on assistance to businesses through international trade assistance, low interest loans, government procurement, and electronic commerce, and will provide direct assistance to communities through economic planning and research, and technology assistance; and

WHEREAS, the 214 Construction and 302 Non-Construction projects, priority ranked by the region's Economic Development Strategy Committee, include:

1. Central Allegheny Challenger Learning Center, Inc.: construction of a 30,000 square foot STEM education facility, with 10,000 square feet of the new facility dedicated to the Challenger Learning Center itself (serving grades K-8 in 23 counties), with the remaining 20,000 square feet intended as a STEM Academy for upper class high school students from Indiana County's seven participating school districts.
2. Kaufman House Development, Butler County, restore this anchor building, as a restaurant, boutique hotel and training facility for Butler County Community College.

The project will create jobs, much-needed hotel rooms, and a training facility, vastly improving the community, positioning the region for long-term economic health. With the college's involvement, future generations of tourism employees will be developed and adults can enhance their skills through continuing education.

3. Phase Four Sewage Development Design, Fayette County: Providing sewage at the Airport and Laurel Mall Commercial Complex and adjoining businesses and residential properties along U.S. Route 119 corridor. There will be a new or renewed active industrial site, business park or business incubator within a reasonable commute of all Appalachians for enhanced job creation and business development opportunities.
4. Lamp Theatre Renovations, Irwin: The ARC funds are intended to complete the theatre renovations and build out the courtyard area. The Courtyard is essential to the Theatre development as it will be the concession area for Theatre patrons.
5. Be Mobile, Fayette County: Start-up and development of a Be Local Mobile App. and Mobile Farm Market Program Fayette County. The project will also implement the region's first produce-to-door subscription service, which will serve low-income and elderly residents throughout the region. The project will also work to expand the RFEC's successful Community Supported Agriculture program, which offers a weekly or biweekly produce subscription to area residents.
6. Fairchance Borough Road Improvement, Fayette County: provide access to the two municipal reservoirs to ensure that they operate on a consistent basis to sustain the economic viability of the water service area and eliminate conditions which threaten the public safety. Sheldon Avenue Extension needs approximately 3,820 feet of improvements and the Elm Street Extension requires approximately 5,285 feet of improvements.

NOW, THEREFORE, BE IT RESOLVED that the Members of the Southwestern Pennsylvania Commission adopt and approve the aforementioned list and projects, and authorize the Commission's Executive Director and the Corporation's President to submit all necessary applications and enter into all agreements and contracts pursuant thereto.

Commissioner Zimmerman seconded. The affirmative vote to approve Resolution 4-15 was unanimous.

11. Action on Resolution 5-15 to Adopt a Meeting Schedule for 2015-2016 – Jim Hassinger

Jim Hassinger directed the Commission to look in their packets for the draft schedule of meetings which includes all the SPC Committees for the next fiscal year. There is one TBD that refers to SPC's Policy Conference. It depends on the venue on a certain date.

Rich Fitzgerald motioned to approve Resolution 5-15:

WHEREAS, the Pennsylvania Sunshine Law Title 65 requires that a Schedule of all Commission and Executive Committee Meetings for the fiscal year be adopted.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission adopts the attached Meeting Schedule.

Commissioner Courtney seconded. The affirmative vote to approve Resolution 5-15 was unanimous.

12. Other Business/Announcements

Next Meeting Date – July 27<sup>th</sup>

13. New Business – None

There being no further business to come before the Commission, the meeting adjourned at 5:45 p.m.

Respectfully Submitted

Larry Maggi  
Secretary-Treasurer