

Southwestern Pennsylvania Commission
Minutes of the Meeting of
June 30, 2014 – 4:30 p.m.
Two Chatham Center • Suite 400 • 112 Washington Place • Pittsburgh, PA 15219

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

Members present were: Tony Amadio, Alfred Ambrosini, Charles Anderson, Vonne Andring, David Battaglia, Tom Ceraso, Jack Cohen, Steve Craig, Albert D’Alessandro, Jim Gagliano, Jr., Joe Grata, Kelly Gray, Lynn Heckman, Fred Junko, Larry Maggi, Jeff Marshall, Robbie Matesic, Bruce Mazzoni, Kevin McCullough, David Miller, Charles Morris, Mavis Rainey, James Ritzman, Marc Roncone, Daniel Shimshock, Joe Spanik, Keith Staso, James Struzzi, Joe Szczur, Dwan Walker, Angela Zimmerlink, and Blair Zimmerman.

Members absent were: Michael Baker, Robert Bower, Scott Bricker, Robert Brooks, Ricky Burgess, Daniel Cessna, Brigid Hynes-Cherin, Tyler Courtney, Robert Del Signore, Joseph Dubovi, Mary Ann Eisenreich, Patricia Evanko, Rich Fink, Rich Fitzgerald, David Johnston, Clifford Levine, Robert Macey, William McCarrier, Ellen McLean, Laura Mohollen, Erin Molchany, Dennis Nichols, Rich Palilla, William Peduto, A. Dale Pinkerton, Carmen Rozzi, Rod Ruddock, Harlan Shober, Renee Sigel, Michael Silvestri, Byron Stauffer, Jr., Archie Trader, Diana Irey Vaughan, Daniel Vogler, and Christopher Wheat.

Others: Jerry Andree, Cranberry Township; Paul Feldman, Free Flow Power; Dick Hadley, Cranberry Township; Jeff Hadley, Cranberry Township; Mary Jane Hadley, Cranberry Township; Paul Jacob, Free Flow Power; Jason Kratsas, Cranberry Township; Duane McKee, Cranberry Township; Ann Ogoreuc, Allegheny County Department of Economic Development; Angela Saunders, PennDOT 12-0; John Tague, Port Authority; and Justin Wasser, Rep. Molchany’s Office.

Staff: Jim Hassinger, Kirk Brethauer, Jamie Colecchi, Chuck DiPietro, Linda Duffy, Ken Flack, Chuck Imbrogno, Vince Massaro, Shannon O’Connell, Matt Pavlosky, Kay Tomko, Lew Villotti, and Sara Walfoort.

1. Chairman Craig called to order the June 30, 2014 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.
2. Presentation of the Joseph A. James Excellence in Local Government Achievement Award to Richard M. Hadley

***Joseph A. James Memorial
Excellence in Local Government Achievement Award 2014***

The Joseph A. James Memorial Award recognizes a municipal government elected or appointed official in any local government, agency, or Council of Government for a lifetime of exemplary governance or management; improving professionalism in municipal government; making a

significant contribution to municipal government services; providing an outstanding service or facility; innovation, or outstanding leadership in a local government cause.

Joe James, a noted scholar with the University of Pittsburgh's Graduate School of Public and International Affairs, was a lifelong advocate for intergovernmental cooperation and professionalism in local government.

Richard M. Hadley

Mr. Hadley is a former Township Manager for Reserve Township, has served as an elected Township Supervisor of Cranberry Township since 1995 and is also the Executive Director of the Allegheny League of Municipalities. Mr. Hadley also served as President of Pennsylvania State Association of Township Supervisors.

During his public service, Mr. Hadley strongly promoted intergovernmental cooperation and professional management within Cranberry Township. Mr. Hadley led a major overhaul of the Township's planning efforts in the mid-90s that resulted in a high quality of life for the residents and businesses of the Township. The Township has also enjoyed significant economic development and has been recognized for its planning efforts by state and national planning agencies, including Sustainable Pittsburgh, 10,000 Friends and the Pennsylvania Chamber of Business and Industry, earning the State Chamber's Community of the Year award in 1997.

Mr. Hadley has been noted as a leader within Cranberry Township, helping guide the development of three major parks in the Township, including a WaterPark, a 16 Field Athletic/Recreational Complex, and a Municipal Golf Course. He also oversaw the merger of an independent Sewer and Water Authority with the Township that significantly enhanced customer services, improved infrastructure maintenance and lowered costs.

Mr. Hadley also was the Board liaison in the development and creation of the Cranberry Plan, a highly successful planning process that involved hundreds of residents in developing a Comprehensive Plan that earned national and state recognition. Mr. Hadley has been a strong advocate of environmental programs, including the creation of the nationally recognized "Collection Connection Program", a comprehensive Solid Waste Program for Cranberry that has achieved one of the highest recycling rates in the nation.

3. Action on Minutes of the April 21st Meeting

Commissioner Ambrosini motioned to approve the minutes of the April 21, 2014 meeting of the Southwestern Pennsylvania Commission which was seconded by Commissioner Morris. The motion carried unanimously.

4. Public Comment – None.

5. Financial Report – Vince Massaro

Mr. Massaro reported on the financials for the period ending May 31, 2014 which includes the approved revised budget numbers. The report reflects the operations of the Commission, the

Corporation and the Regional Corporation. Under total project revenues we have actual encumbered revenues to date of \$12,495,468 compared to the approved revised annual budget of \$13,928,568. This reflects 89.71% of the budget recognized and encumbered to date.

We anticipate carrying over some of the UPWP project funding to next fiscal year – the ITS Planning project (\$51,000), Intermodal Initiative (\$44,000), Economic Impact Assessment (\$28,000), the Regional Freight Plan (\$167,000), and the Long Range Plan Implementation (\$48,000). Total carry-over project related revenues actual encumbered to date are \$19,892 which reflects 100% of the revised budget recognized to date.

The Federal and State grant funding agencies continue to be invoiced timely during the operating period.

Mr. Massaro also mentioned that the first installment of the member dues of the last billings were mailed out in early April and to date all payments have been received.

Mr. Massaro reported that on the expenditure side, total project related expenditures actual and encumbered to date total \$12,515,360 vs. the approved revised budget of \$13,948,460. This reflects 89.73% of the budget expended and encumbered to date.

Staff continues to work on project assignments and at this time all projects are on schedule. Vendor payables at the recording date are about \$600,000 and are 30 to 60 days out.

Mr. Massaro also informed the Commission members that the auditors will be in the office around mid-July to begin their interim audit work of the financial records. The auditors will be back in mid-September to begin the full audit of SPC financials. That will take about 4 to 5 weeks to complete. A draft report will be presented to the SPC Audit Committee in late October or early November. The final audit report will be presented to the Commission at the December meeting. There being no questions, the Commission accepted the financial report as presented.

6. Action on Resolution 9-14 to Approve and Endorse the Region's Area Development Project Priority Listing and Authorize Submission of an Application for Funds – Lew Villotti

Mr. Villotti reported that this is our annual ARC project evaluation submission. Our ARC CEDS Committee met about three weeks ago and prioritized our submission. The projects are prioritized locally and at the State level. Then the State submits its prioritization to ARC on the Federal level which selects projects to get funded.

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

Sec. 201 Local Access Roads

1. Fayette County Justice Rehabilitation Center: Serve the new county jail (FCJRC) as well as any spin-off businesses likely to locate at the business park - \$500,000.
2. Zelienople Stormwater Project: Reconstructing and adding to a deteriorated storm sewer system within the Right of Way of Main Street within the Zelienople Central Business District - \$200,000.

Mr. Villotti explained that ARC and the State have a series of goals and objectives and SPC has its Long Range Plan. So these projects are evaluated against these goals and objectives and Long Range Plan.

Sec. 214 Construction and Sec. 302 Non-Construction

1. Monsour Medical Center: Support the acquisition, demolition and remediation of the 6.4 acre Monsour Medical Center Redevelopment project located at the entrance to the City of Jeannette - \$200,000.
2. Aliquippa East End Gateway Study: Provide basic engineering & design services to set the stage for implementation of the East End Gateway Project, a set of activities and investment that will transform a critical area of this severely disadvantaged city - \$180,000.
3. Aliquippa Historic Train Station Renovation: Purchase and restore the historic train station to provide offices for newly-established economic development entities that will drive revitalization of a distressed mill town and to house job training programs for low-income residents - \$200,000.

Commissioner Craig asked what the chances were of the construction and roadway projects that some or all of them getting funded. Mr. Villotti said all of the roadway projects will get funded. The Monsour Medical Center will definitely get funded. The Aliquippa Study project will probably get funded. The third project will be submitted as a backup in case another project falls off across the state. We have been able to take advantage of that in the past.

Mr. Junko moved to approve SPC Resolution 9-14.

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 12, 2014, to establish a ranked regional project list; and

WHEREAS, SPC's Partnership for Regional Economic Performance 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 201 Local Access Road projects, priority ranked by the region's Economic Development Strategy Committee, include:

1. Fayette County Justice Rehabilitation Center: Serve the new county jail (FCJRC) with expected vehicular traffic, as well as any spin-off businesses like to locate at the business park. General public use is also anticipated.
2. Zelienople Stormwater Project: Create an environment that is conducive to economic development, including job creation and retention, by reconstructing and adding to a deteriorated storm sewer system within the Right of Way of Main Street within the Zelienople Central Business District.

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

1. Monsour Medical Center: Support the acquisition, demolition and remediation of the 6.4 acre Monsour Medical Center Redevelopment project located at the entrance to the City of Jeannette in central Westmoreland County's core area as a gateway to the community.
2. Aliquippa East End Gateway Study: Provide basic engineering & design services to set the stage for implementation of the East End Gateway Project, a set of activities and investment that will transform a critical area of this severely disadvantaged city.
3. Aliquippa Historic Train Station Renovation: Purchase and restore an historic train station to provide offices for newly-established economic development entities that will drive revitalization of a distressed mill town, and to house job training programs for low-income residents, tied to key industry needs as identified by PA Dept. of Labor & Industry, in partnership with the regional job training vendor.

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

Mr. Staso seconded. The affirmative vote to approve Resolution 9-14 was unanimous.

7. Action on Resolution 10-14 to Adopt a Meeting Schedule for 2014-2015 – Jim Hassinger

Dr. Hassinger said the meeting dates are published in advance so you can get them on your calendar.

Commissioner Craig said one meeting that is coming up is an August 11th all-day workshop in Indiana County which will cover transportation, federal outlook, state outlook, and all sorts of topics related to transportation.

Mr. Miller moved to approve SPC Resolution 10-14.

WHEREAS, the Pennsylvania Sunshine Law 84 requires that a Schedule of all Commission, Executive Committee and Advisory Committee Meetings for the fiscal year be adopted.

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

Ms. Heckman seconded. The affirmative vote to approve Resolution 10-14 was unanimous.

8. Status Report on 2015-2018 Transportation Improvement Program (TIP) – Chuck DiPietro

Chuck DiPietro (Item 8) and Ken Flack (Item 9) provided a two-part power point presentation on the Draft 2015 TIP as background for the Commission members in advance of the July 28th request for SPC TIP adoption. The joint presentation included the following seven areas of coverage:

1. Public Comment Period
2. TIP Program of Projects
- (Highway, Transit, Interstate)
3. PennDOT Discretionary Decisions
4. CMAQ Program
5. Transportation Alternatives Program
6. Response/Public Meetings to Date
7. Match to 16 Plan Policy Statements

Chuck and Ken's power point screens are presented below.

Draft 2015 TIP Public Comment

- June 18th ⇔ July 18th
- Notice Published
- Libraries, Planning Departments, Online
- Multiple Languages
- Multiple Opportunities for Comment

Documents for Public Comment

- Draft 2015 TIP
- Environmental Justice Benefits & Burdens Assessment
- Air Quality Conformity Determination
- Amendment to 2040 Plan
- Amendment to 2013 TIP

Public Meetings

- Ten Public Meetings
 - One in Each County
 - Open House Style
 - Short Presentation
 - Opportunity for Comments

2015 Program Overview

\$4.75 Billion Total Regional Investment

Highway \$1.99 B

Transit \$1.81 B

Interstate \$587 M

Turnpike \$359 M

Growth in Program

Discretionary (Spike) Funding

- \$196 Million Additional to Region
 - Highway \$154 M
 - 8 Projects
 - Interstate \$42 M
 - 2 Projects

History of SPC Spike Distribution

TIP Funding – Federal vs. State

Add to 2015 TIP & Amend 2040 Plan

- Findlay Connector Extension
 - US 22 to I-79
 - Allegheny & Washington Counties
 - 2015-2018 \$360 M
 - Total Project Cost \$660 M
 - *No TIP Formula Funds to be Utilized*

Amendment to 2013 TIP

I-376/SR 18 Relocation & Realignment

- Widening and Relocating of SR 18
- Potter Twp. Beaver County
- Total Project Cost \$60 M
- *100% Privately Funded*

CMAQ Program

Projects Eligible for CMAQ

Transportation Projects that:

- Reduce Emissions
- Relieve Congestion
- Are in Non-attainment & Maintenance Areas
- Are consistent with the Long Range Plan
- Are on the current TIP
- Are not ineligible by statute

CMAQ Evaluation Committee (CEC)

Seven Interest Groups:

- 11 Planners - All 10 SPC Counties/City of Pgh
 - 4 PennDOT - Districts 10, 11, 12, Central Office
 - 3 Transit Operators - Large Urban, Small Urban, Rural
 - 1 Transportation Management Association
 - 1 Pedestrian / Bike
 - 1 Freight
 - 1 Air Quality
- Total Membership: 22

Project Evaluation

Ancillary Scoring Factors and Weights:

- 2040 Long Range Plan Consistency (30)
- CMP Congested Corridor Rating (30)
- Deliverability / Project Readiness (30)
- Public Awareness (21)
- Grouped Projects (15)
- Safety (21)
- Sustainable Development Benefits (15)
- Non-Traditional Funding Partnerships (15)
- Non-Federal Funding Share (15)
- Air Quality Status in Project Area (15)

Consistency With 2040 Plan Vision:

- Transportation and land use that supports and enhances the regional economy and the communities within it.

Consistency With Air-Quality Related Policies:

- Investment in infrastructure improvements will be coordinated and targeted at the corridor level to optimize the impact of the investment.
- Transportation and development choices will reflect a priority on safe and secure multimodal and intermodal networks for people and goods.

Consistency With Air-Quality Related Policies:

- The region's transportation system will be proactively managed and operated to allow the system to function at its full potential.
- The region's transit system will connect people with resources throughout the entire region.

- The region's infrastructure system will be designed to protect and enhance public health and the environment.

Assess Air Quality Benefits:

- Change in Emissions (NO_x, VOC, Particulate Matter)
- Change in Vehicle Miles Traveled
- Change in Vehicle Trips

Calculate Cost-Benefit:

- CMAQ cost per unit change in emissions
- CMAQ cost per unit change in trips and VMT
-

CEC Recommendations:

- Consider Air Quality and Ancillary Scoring results
- Vote to recommend (or not) project for TIP
- Review by TOC and TTC
- Presented to SPC Executive Committee

2015-2018 CMAQ Program

Highlights:

- \$139.8 million – 42 eligible CMAQ candidate projects
- \$74.9 million – Available CMAQ funds (\$18.7 / year)
- \$47.7 million – Carryover from 2013-2016 – 25 projects
- \$27.2 million – Available for new projects
- \$59.1 million – 20 of 42 projects recommended by CEC
- \$27.2 million – 10 projects selected for 2015-2018 TIP

Transportation Alternatives Program (TAP)

- 22 applications requesting more than \$14 million in TAP funds were received
- All applications eligible for regional funding (regional allocation of \$3.458 million) and statewide funding
- 12-member evaluation committee made recommendations to TTC to regionally fund 8 projects in 5 counties; additional project recommended for split funding by region/state

Public Comment/Meetings

- June 19th – Westmoreland County
- June 24th – Washington County
- June 25th – Armstrong County
- July 2nd ⇔ July 16th – Remaining Seven

Draft 2015 TIP Schedule

- July 18th – Public Comment Closes
- By July 24th – Public Comments received distributed to Commission Members
- July 28th Commission Meeting – Request TIP adoption
- August 14th – STC STIP/TIP Adoption
- October 1st – TIP effective start Date

9. Report Regarding Long Range Plan Policies and Outcomes – Ken Flack

Vision Statement

- The Regional Vision: Transportation and land use that supports and enhances the regional economy and the communities within it.

Regional Places

- Revitalization and redevelopment of the region's existing communities is a priority.
- Investment in infrastructure improvements will be coordinated and targeted at the corridor level to optimize the impact of the investment.
- The region will focus on the identification and development of industrial sites with special attention given to well situated brownfield locations.

Regional Connections

- Maintenance of the existing transportation system will be a regional priority.
- Transportation and development choices will reflect a priority on safe and secure multimodal and intermodal networks for both people and goods.
- The region's transportation system will be actively managed and operated to allow the system to function at its full potential.
- The region's transit system will connect people with resources throughout the entire region.
- The entire region will have access to broadband communications infrastructure.
- The region's infrastructure system will be designed to protect and enhance public health and the environment.

Regional Activities

- The region will place a priority on business development with a focus on existing business retention and expansion.
- The region will support initiatives designed to improve both the quality and quantity of the region's workforce to meet emerging industry demands.
- The region will support identified strategic industry clusters.
- The region will place a priority on programs and services to attract and retain a diverse population with a particular focus on young adults and immigrants.
- The region will proactively support the emerging role of colleges and universities in economic development.
- The region will preserve, promote and develop the tourism and hospitality industries by capitalizing on historic, cultural, recreational and ecological assets.
- The region will preserve and develop its agricultural industry.

How Do We Use Them?

- General Consistency between TIP / Economic Development Programs and LRP Policy Statements
- Program Guidance includes range of project criteria derived from LRP policy goals
 - priority on maintenance; transit support; operations and safety;
 - multimodal connections; environmental support; bicycle and pedestrian elements; consistency with local plans, zoning and land use; etc.
- Extensive project evaluation performed by TIP Work Groups

POLICY: Revitalization and redevelopment of the region's existing communities is a priority.

- Transportation Improvements with Redevelopment Impact:
 - Completion of Route 28 Upgrade
 - Penn Avenue Reconstruction
- Implement East Liberty TRID
 - Transit Center & Transit Oriented Development Plan
- Lower Hill Redevelopment
- Impact of Trail System Development
 - 17 communities on Allegheny River
 - 16 communities on Youghiogheny Trail
 - 12 communities on Montour Trail
- Streetscapes or Downtown Revitalization
 - California, Hickory, Irwin, West Newton, Uniontown, Washington

POLICY: Investment in infrastructure improvements will be coordinated and targeted at the corridor level to optimize the impact of the investment.

- Traffic Signal Program
 - SPC program in 4th cycle
 - More than 20 corridors per cycle
- SPC Road Safety Audits in 20 corridors
- Route 28 Corridor
- Route 286 'Golden Mile Highway'
- Freedom Road Corridor & Route 228

POLICY: The region will focus on the identification and development of industrial sites with special attention given to well situated brownfield locations.

- Proposed Development and Redevelopment, such as:
 - Carrie Furnace - Rankin, Sony Re-use
- Scully Yard, Crafton/Thornburg
- Horsehead site re-use

POLICY: Maintenance of the existing transportation system will be a regional priority.

- 2015 TIP Investment – Highway (\$1.75 billion)
 - Capital Maint. – Roadways 43%
 - Capital Maint. – Bridges 39%
 - Traffic Ops & Safety 11%
 - Other Modes 3%
 - Transit 2%
 - New Capacity 2%
- 2015 TIP Investment – Transit (\$1.83 billion)
 - Operating Assistance 63%
 - Fleet State of Good Repair 19%
 - Facilities State of Good Repair 18%

POLICY: Transportation and development choices will reflect a priority on safe and secure multimodal and intermodal networks for both people and goods.

- SPC and TIP Safety Programs
 - 14 highway safety projects in SPC 2015 TIP
 - Safety benefits in other projects: Widen Rt 28, Rt 21, Rt 286 and Lincoln Way; Grove Chapel Truck Climbing Lane
 - SD Bridge investments avoid detours and closures
 - 20 SPC Road Safety Audits, new Traffic Incident Management initiative
 - TAP Projects (eligible): Safe Routes to School, Share the Road, Bike Safety
 - Freight Planning Initiatives
- State Safety Programs Contribute Too
 - State Highway Safety and Rail-Highway Crossing Program
 - Regular roadway and bridge projects upgraded to latest design standards
- Transit Safety and Security
 - Camera Surveillance on all buses, most facilities
 - Physical Security – increases in Security Guards and Lighting

POLICY: The region's transportation system will be actively managed and operated to allow the system to function at its full potential.

- Regional Operations Plan
 - Implements congestion management strategies for 100 corridors
 - Expanding capabilities through PennDOT Traffic Management Center in Collier
 - New SPC Initiative – Operations Assessments
- Regional Traffic Signal Program
 - Anticipated 80+ SINC & SINC-UP projects thru 4 cycles
- Intelligent Transportation Systems
 - Traffic Incident Management – Emergency Response
 - PA 511 system; Online Trip Planning; Mobile Traffic Apps

POLICY: The region's transit system will connect people with resources throughout the entire region.

- Transit program in SPC 2015 TIP commits \$1.2 billion to transit operating assistance
 - Supports 220,000 weekday rides / 166,000 per day, weekends
 - PA Act 89 stabilizes transit funding levels; avoids deficit-related service reductions
- \$600 million TIP investment in 'State of Good Repair' activities
 - Fixed Guideway and LRT facilities – traditional maintenance projects much like highway 'roads and bridges' (Facility SGR)
 - Bus Replacements and Bus Maintenance Facilities (Fleet SGR)
- Extension of LRT to North Shore
- Implementation of ConnectCard (transit smartcard): serving Port Authority and 5 other transit agencies in region
- Bike racks on buses, Allegheny & Indiana service areas – ride to bus stop

POLICY: The entire region will have access to broadband communications infrastructure.

- BOAF: Broadband Outreach and Aggregations Fund
- Prior Commonwealth focus aggregation of potential users
- Current Commonwealth focus increase broadband use through online training

POLICY: The region's infrastructure system will be designed to protect and enhance public health and the environment.

- Highway Safety as #1 federal health goal – “Zero Deaths”
 - Highway Safety Program thru TIP; other listed activities for safety goal
- Southwestern Pennsylvania Public Transit Human Services Coordinated Transportation Plan
 - Coordinates transit access to government health programs and other services. Serves elderly, persons with disabilities, transit-dependent populations.
- Other Transit and Highway Program accommodations for persons with disabilities
 - Demand-response Transit Service (such as ACCESS)
 - Low floor and wheelchair-accessible buses
 - ADA curb cuts, crosswalks and special traffic signal accommodations
 - Home Town Streets / Safe Routes to Schools
- Participation in Statewide effort to link the National Environmental Policy Act with transportation planning
- Energy Program
- Regional Integrated Water Resource Management
- Air Quality modeling /conformity
- CMAQ projects/process
- Pedestrian - Bicycle Planning Program

POLICY: The region will place a priority on business development with a focus on existing business retention and expansion.

- Worked with over 250 client companies
 - Export Assistance
 - Helping produce \$214,000,000 in export sales
 - Helping to create or retain 460 jobs
 - Business Finance
 - Packaged 10 loans, re-enrolled 80 clients
 - Helping to create or retain 2,180 jobs
 - Government Procurement Assistance
 - Helping on contracts valued at \$90,000,000
 - Helping to create or retain 345 jobs

POLICY: The region will support initiatives designed to improve both the quality and quantity of the region's workforce to meet emerging industry demands.

- Accessible Transportation and Workforce Interagency Cooperative (ATWIC) Participant
 - Work with Three Rivers Workforce Investment Board as part of ATWIC
- Southwestern Pennsylvania Public Transit Human Services Coordinated Transportation Plan

POLICY: The region will support identified strategic industry clusters.

- Emerging Industries Corridor Site and Mobility Initiative
- Business Finance Program targeting technology and manufacturing
- Export Assistance Program partnering with Pittsburgh Technology Council

POLICY: The region will place a priority on programs and services to attract and retain a diverse population with a particular focus on young adults and immigrants.

- Integrated SPC's Limited English Proficiency Assessment into the transportation planning process
- Translation of Public Participation Plan and transportation and economic development program information to enhance outreach to and participation by diverse communities, including non-English speakers

POLICY: The region will proactively support the emerging role of colleges and universities in economic development.

- Participation with Small Business Development Centers and Transportation Centers (Pitt and Duquesne)
- Cooperation with CMU Tech-21 and other university initiatives
- ARC/EDA Projects, such as:
 - Windy Ridge Business and Technology Park
 - Fayette Campus – Comprehensive Study for an Energy Research and Development Center

POLICY: The region will preserve, promote and develop the tourism and hospitality industries by capitalizing on historic, cultural, recreational and ecological assets.

- Projects and activities that enhance access to hospitality resources in the region's core:
 - Extension of LRT to North Shore
 - Route 28 Widening, Liberty Bridge and Tunnel, Sustained Transit Service, etc.
 - Service activities of the Pittsburgh Downtown Partnership and Oakland Transportation Management Association
- Moraine State Park Access – interchange completion and relocation at I-79 / Route 422
- Trail-based economic activity for the Great Allegheny Passage trail system is estimated at \$40 million per year for trail communities.
 - Anticipate comparable benefits for communities on other multi-community regional trails:
 - Allegheny River, Armstrong, Butler-Freeport, Ghost Town, Montour, and Panhandle

POLICY: The region will preserve and develop its agricultural industry.

- Local Food Supply Chain Initiative
- Business Finance Program targeting agricultural industry
 - Ex. Fabin Brothers
- June 4th, White House Rural Council: Made in Rural America Regional Forum

Formal Federal Performance Measures are Coming

- MAP-21 makes federal transportation program “Performance Based.”
- Ties program funding more closely to performance goals.

- MAP-21 performance goals “imminent” in 7 planning areas.

Impact on LRP Update

- The SPC LRP Update will have to comply with new federal performance rules.
 - Federal rulemaking is in-progress; each measure has different schedule.
 - Federal measures set minimum threshold; regional measures can be more detailed – or not.
 - No restrictions on SPC measures in areas not covered by the federal rules.

Federal Performance Measures

- Asset Management / State of Good Repair
- Operations (reduce congestion / system reliability)
- Safety (reduce traffic fatalities/injuries)
- Freight (support economic vitality)
- Environmental Sustainability
- Project Delivery

Mr. Ceraso expressed concern that the Turnpike’s Southern Beltway proposed Findlay Connector to I-79 near Southpointe, tabled by the Commission at their April 29, 2013 meeting, is now out to public comment as part of the Draft 2015-2018 TIP. He noted that we have not seen the Turnpike’s responses to the questions raised at the April 29, 2013 meeting. Mr. DiPietro responded that the Turnpike is expected to be part of the July 28th meeting and that the Turnpike background and responses will be shared with all Commission members in advance of the July 28th request for action on the Draft TIP, that includes the Findlay Connector Extension request:

1. April 2014 Financial Plan – Substantially changed since 2013 due to Act 89 and is out to public comment since June 18th.
2. Response by Turnpike to all questions from Commission members at April 29, 2013 meeting when action was tabled.
3. Turnpike’s comments keyed to the 2040 Long Range Plan Policy Statements.
4. Economic Impact Analysis Findings Summary: September 17, 2012 Memorandum to Turnpike from 4ward Planning Consultant Team.

Dr. Miller asked about the Turnpike funding sources. Mr. DiPietro said there are two Turnpike funding programs that are related to today’s discussion. First, Pennsylvania Act 83 Turnpike expansion legislation passed in 1985 and amended in 1986 that directed the Turnpike to build extensions to existing toll roads, including Mon/Fayette and Southern Beltway projects. Act 83 is dedicated money that can only be spent on those Turnpike expansion projects and not on anything else. The second is the Turnpike’s mainline capital improvement program, the type of mainline construction work we see underway across the state. This includes for example, the extensive reconstruction of bridges between Butler Valley and Allegheny Valley Turnpike interchanges. It does not compete with the Turnpike expansion funds.

Dr. Miller asked about recent media coverage of a groundbreaking ceremony for this project. How can these advance without SPC approval first? Mr. DiPietro responded that the Route 22 bridge work referenced is part of the scope of work of the previously approved, and currently open Findlay Connector from Pittsburgh International Airport southeast to Route 22. The project now up for SPC review and approval is extension of the existing Findlay Connection at Route 22 east to I-79 near

Southpointe. All regionally significant projects that require air quality conformity analysis and determination must be reviewed and acted on by SPC, before advancing, including the Turnpike's request that was tabled at the April 29, 2013 Commission meeting.

Dr. Miller stated that the Southern Beltway Extension to I-79 near Southpointe appears inconsistent with SPC's Long Range Plan Policy Statements and should not be included on SPC's Long Range Plan. Mr. DiPietro responded that the Turnpike has provided comments keyed to each plan policy statement to demonstrate match to SPC's Long Range Plan investment direction. This Turnpike overview will be shared with all Commission members in advance of the July 28th request for TIP adoption.

Mr. Grata asked about the almost \$50M CMAQ money for private sector diesel engine retrofit. Can you explain why so much of this money is going there? Mr. DiPietro responded that the CMAQ regulations, and federal guidelines, clearly call out diesel retrofit as the highest priority CMAQ investment area. Mr. DiPietro added that the diesel retrofit contribution from CMAQ is \$11.6M, and is matched by over \$36M from the three project sponsors (NS Railway Co; CSX RR Company; and Port of Pittsburgh Commission).

10. Informational Report on Hydropower – Free Flow Power Corporation – Thomas W. Feldman, Vice President of Project Development

Commissioner Craig thanked Robbie Matesic for bringing Mr. Feldman to our attention.

Hydroelectric Development Projects in Southwestern Pennsylvania

Overview of Free Flow Power

- Free Flow Power is developing the nation's largest portfolio of hydroelectric projects
 - The portfolio includes 21 "Advanced Projects" totaling 208 MW
 - 10 of these projects (totaling 145 MW) are located on the Allegheny/Ohio/Monongahela Rivers (2 of which are in WV)
- Development of new hydropower on existing dams is FFPs core business

Regional Hydropower Opportunity

Southwestern Pennsylvania is uniquely positioned to be at the forefront of the next generation of U.S. hydropower development. This status will ensure that low cost, locally sourced renewable energy will be available for generations.

Why Southwestern PA?

- Available Natural Resources
 - Strong Water Resource
 - Available drop in water surface elevations
- Existing navigational locks and dams
- Surrounding Infrastructure
 - Developed transmission grid

- Robust regional wholesale electricity market
- Precedent hydropower installations

Hydropower's Contribution to the Region

These projects will involve over \$400 million of capital expenditures

- FFP prefers to source labor and materials as local as possible
- Construction phase will involve 100s of jobs
- Asset life in excess of 50+ years
- Local job creation
- Make beneficial use of existing infrastructure with few new impacts
- Local, low-cost source of renewable energy for generations

Keys to Success

- Keep stakeholders informed about development activities and the economic development opportunity they present for the region
- “Boots on the ground” to ensure any red flags are brought to FFP’s attention as soon as they arise
- Identify potential commercial counterparties who would like to be associated with these projects

At this time, Commissioner Craig introduced new Commission member Vonne Andring who is from Armstrong County.

11. Staff Report/Other Business/Announcements – Jim Hassinger

Commissioner Craig mentioned the updates of our upcoming meetings and we’re recommending you take them back with you and put them on your calendar. Particularly note that the workshop on August 11th at Indiana University of Pennsylvania will focus on transportation.

a. Update on Response to Public Comment of April 21st

Mr. Hassinger said he had an update regarding George Moses’ public comment at the April 21st Commission meeting. Mr. Moses had expressed concern regarding proposed development in the area of East Liberty Gardens regarding potential dislocation of their residents. Staff has responded to Mr. Moses, noting that there are no projects included in any SPC plan or program that include any redevelopment of the East Liberty Gardens property. The project sponsor, the Urban Redevelopment Authority, is the responsible agency. SPC staff has advised the URA of Mr. Moses’ concerns, and Mr. Moses’ questions should be directed to the URA.

b. Next Meeting Date—July 28, 2014

c. Commissioners’ Transportation Workshop – August 11th at Indiana University of Pennsylvania

d. Norfolk Southern Rail Safety Training for Emergency Responders – August 12th–14th, Pitcairn Yard, 518 Wall Avenue, Wall, PA 15148

- e. Northern Transportation & Air Quality Summit, hosted by SPC – August 19th-20th, North Meeting Room, Suite 400 Two Chatham Center
- f. National Pro Walk/Pro Bike/Pro Place Conference – September 8th-11th, David L. Lawrence Convention Center, Pittsburgh
- g. DCED JOBS1st on the Road – September 17th–19th

12. New Business – None.

13. Adjourn

There being no further business to come before the Commission, the meeting adjourned at 6:20 p.m.

Respectfully submitted,

Larry Maggi
Secretary-Treasurer