

Southwestern Pennsylvania Commission  
Minutes of the Meeting  
June 25, 2018 – 4:30 p.m.  
Two Chatham Center • Suite 400 • 112 Washington Place • Pittsburgh, PA 15219

The one hundred-and-thirtieth meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Larry Maggi.

Members present were: Chuck Anderson, Alan Blahovec, Kevin Boozel, Scott Bricker, Bob Brooks, Tom Ceraso, Dave Coder, Steve Craig, Rich Fitzgerald, Kim Geyer, Mark Gordon, Richard Hadley, Lynn Heckman, Fred Junko, Clifford Levine, Dave Lohr, Robert Macey, Larry Maggi, Robbie Matesic, David Miller, Erin Molchany, Cheryl Moon-Sirianni, Leslie Osche, Mavis Rainey, Aurora Sharrard, Byron Stauffer, Jr., Vince Vicites, Angela Zimmerlink, and Gina Cerilli, Jim Ritzman, Kevin McCullough and Diana Irey Vaughan (via phone).

Others: Ann Ogoreuc, Allegheny County Department of Economic Development; Matt Smoker, Federal Highway Administration; and John Barrett, Manager, Baldwin Borough and family.

Staff: Jim Hassinger, Dan Alwine, Kristin Baum, Kirk Brethauer, Dom D'Andrea, Ryan Gordon, Chuck Imbrogno, Tom Klevan, Vince Massaro, Shannon O'Connell, Dee Pamplin, Abby Stark, Kay Tomko, Lew Villotti and Andy Waple.

1. Chairman Maggi called to order the June 25, 2018 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 Anderson called for a Roll Call of SPC Commissioners in attendance. The roll call of Commissioners resulted in 32 Commissioners present, including 4 via conference call.

2. Presentation of the Joseph A. James Excellence in Local Government Achievement Award to John M. Barrett, Manager, Baldwin Borough

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.

Commissioner Rich Fitzgerald introduced this year's recipient John Barrett and invited his family to come forward to be a part of the presentation. Commissioner Fitzgerald said the 2018 Joe James Award is being given to John M. Barrett, Manager of the Borough of Baldwin, a 'first ring' suburban municipality that shares a border with seven municipalities, including the City of Pittsburgh. As Manager, John is responsible for; the oversight and direction of a \$22M budget, the management and coordination of 45 Full Time Employees, and for service delivery to the 20,000 residents of Baldwin.

John Barrett thanked the Commission and said he was humbled to be here receiving this award; and that it was impressive to be among people who have devoted their careers to local government and the public sector; it's a career path that means a lot to me. While I'm here collecting this award, it should be noted that all the things that the County Executive read were part of a team effort. Much of what we do in local government takes us away from our families, so I want to thank all of my family. They have been incredibly supportive of me and understanding when business takes place in the evening. Thank you, SPC for the nomination, and thank you County Executive Fitzgerald for the kind words.

### 3. Action on Minutes of the January 29, 2018 Meeting

A motion was made to approve the minutes of the January 29, 2018 meeting by Commissioner Craig which was seconded by Commissioner Anderson. The affirmative vote was unanimous.

### 4. 2020 Census – Local Update of Census Addresses (LUCA) Program Update – Kristin Baum

Kristin Baum, Senior Data Analyst, updated the Commission on the Local Update of Census Addresses (LUCA) Program. The 2020 Census is a US mandated count of the population that happens every decade. The goal is to count everyone once, and only once and in the right place. The data collected will determine the number of seats each state has in the U.S. House of Representatives (apportionment) and will also be used to allocate over \$675 billion annually to state and local governments for infrastructure, programs, and services.

#### **The LUCA program:**

- The Local Update of Census Addresses (LUCA) Program is the only opportunity offered to tribal, state, and local governments to review and comment on the U.S. Census Bureau's residential address list for their jurisdiction prior to the 2020 Census.
- Participants volunteer to help to establish where to count.

#### **Why Participate in the LUCA Program?**

- The Census Bureau relies on a complete and accurate address list to reach every living quarters and associated population for inclusion in the census.
- The accuracy and completeness of the Census address list is critical to the accuracy and completeness of the 2020 Census counts for each jurisdiction.
- Making sure that the Census has each and every local address known to local government, including any new or rehabilitated buildings, is very important to getting the community's fair share of any federal funding programs.

#### **LUCA Program Schedule**

##### **LUCA Registrations in the SPC Region**

- 168 municipalities, including the City of Pittsburgh
- All 10 of SPC's member counties
- SPC is assisting with the LUCA reviews for Armstrong, Butler, Fayette, and Greene counties.

##### **LUCA Review Strategy:**

- Divvied unregistered portions of the four counties among 9 SPC staff members based on number of housing units in each municipality.
- Compared Title 13 Census Addresses to address layers provided by the counties using ArcGIS.
- Assigned action codes to records as needed (for suggested adds, changes, deletes, change of jurisdiction, change to non-residential)
- Attempted to geocode addresses with no X/Y point to assign to proper Census block.

### **Next Steps for LUCA Program:**

- Submit LUCA review results to Census Bureau via secure web portal prior to the deadline.
  - Armstrong County (July 3), Butler and Greene Counties (July 4), and Fayette County (July 18)
- Await feedback materials from Census Bureau (August 2019). There will be opportunity to appeal, if needed.
- The New Construction Program is the second phase of address review that begins in Spring 2019.

### **Census Day is April 1, 2020!**

- The next step is to motivate local residents to respond to the 2020 Census!
- SPC will be spending a lot of time promoting the 2020 Census
- Please let us know if you have any comments, suggestions, or questions regarding what you can do to help ensure accurate 2020 Census counts for your area.

Commissioner Boozeel asked how SPC was going to get the word out about LUCA? Kristin said that is what we're determining now. The Census uses a complete count committee which is a local voice for the census from local leaders such as yourselves. And often they focus on the municipal level but I think there will be gaps in that process where the counties and SPC will have to step in to be that local voice. That program won't start until 2019, but it's never too early to start thinking of how to promote the Census. SPC will promote through our website, our facebook account, but we are really hoping to be involved in the complete count committees.

### 5. Financial Report – Vince Massaro

Mr. Massaro reported on the financials for the period ending April 30, 2018 which includes the approved revised budget approved in January. The total project revenues \$13,916,837 actual encumbered revenues to date through April 30th of \$10,959,690 about 79% of the budget recognized to date. This being a balanced budget, revenues equal expenditures and expenditures equal revenues. Cash flow remains positive from our funding grants and agreements that are in place with the Federal government and the state and local municipalities. Local billings to grantors are current and all agency planning projects remain on schedule through the reporting period. Our fiscal year ends June 30<sup>th</sup> and the auditors are scheduled to begin mid-September. 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. Federal Certification Review Report – Matt Smoker

Mr. Smoker reported that the Certification Review was conducted last summer and finalized in January 2018. He gave some background on what the Federal Certification is and how it is conducted for the Pittsburgh Certification Review as with all certifications in the state of Pennsylvania. He highlighted some topical areas that we ask for information and material to be reviewed before coming on sight; and then summarize the overall findings documented in the report.

Federal law requires that every four years a federal highway and federal transit must certify the transportation planning process in all large metropolitan areas that have a U.S. population greater than 200,000 as deemed by the Census. We are required by federal law every four years to do a full certification review. It's really to determine that all the federal planning laws and regulations are being adhered to and addressed in the multi-modal transportation planning development process. It is not just a review of the MPO, but of the entire transportation planning process. We sometimes have findings for our own agencies, FHWA and FTA; also looking at the role of PennDOT Central Office, the transit operators, the districts and everyone involved in the planning process at SPC.

## **Pittsburgh Metropolitan Area Transportation Management Area**

### **Topic Areas**

- Background
- Review of Process
- Desk Review Topics
- Summary of Findings
- Questions and Discussion

### **Certification Review Background**

- Conducted every 4 years for urbanized areas with 200,000+ population
- Determine if the MPO transportation planning process meets Federal planning requirements
- FHWA and FTA jointly conducted the Pittsburgh Certification Review on June 13-15, 2017
- Final Report issued on January 24, 2018

### **Review of Process**

- Notification Letter of Certification Review
- Desk Review of Planning Products and Processes
- On-site Review including Public Meeting
- Certification Review Report
- Annually Review Progress of Findings

### **Desk Review Topics**

- MPO Structure & Agreements
- Unified Planning Work Program
- Long Range Transportation Plan & TIP Development Processes
- Air Quality
- Annual List of Obligated Projects
- Freight Planning
- Congestion Management Process / Transportation Operations & Safety
- Equal Opportunity Questionnaire
- Annual Listing of Obligated Projects
- Travel Demand Management Collaboration & TMAs
- Regional Transit Planning
- Civil Rights (Title VI, EJ, LEP)
- Public Participation Plan
- Environmental Mitigation/Planning Environmental Linkage (PEL)
- Performance Based Planning and Programming
- Website Review – meeting schedule, agendas, & materials

- Sample info provided to new MPO or PPP members

### **Summary of Findings**

- Review found transportation process meets Federal requirements
- FHWA and FTA certified the transportation planning process:
  - ✓ 19 Commendations
  - ✓ 17 Recommendations
  - ✓ No Corrective Actions

### **MPO Staff**

Commendation :

- The high caliber of the SPC staff who are always consciously seeking self-improvement in their transportation plans, programs, and processes. This observation became self-evident and quite clear to the Review Team throughout the review.

### **Unified Planning Work Program (UPWP)**

Recommendation:

- SPC consider and develop succession plans for all levels of government involved in the SPC process – county, PennDOT Districts, SPC staff, and transit operators. Consider what training and materials are needed for new members of the various SPC committees. Develop a list of roles and responsibilities for county planning commission staffs.

### **Transportation Improvement Plan (TIP)**

Commendation:

- SPC staff in developing a creative and in-depth method of visually showing the complex TIP development process. The process flow and timeline diagrams show step-by-step how and when the SPC, along with PennDOT and other stakeholders, develops the SPC TIP and highlights the key decision-making points. The FHWA Pennsylvania Division will commit to sharing this innovative flowchart and timeline diagrams with FHWA HQs, as a potential nationwide noteworthy practice.

### **Transportation Safety**

Commendation:

- SPC on the development of their comprehensive Regional Safety Action Plan and their goal to reduce the average fatalities and major injuries by 50% over the next 20 years.

### **Travel Demand Management Collaboration & Transportation Management Associations**

Recommendations:

- SPC should consider building upon existing traffic management systems that are mainly "responsive" to incidents by promoting more "active" transportation and demand management initiatives such as transit prioritization treatments; integrated TDM and corridor management; managed lanes; ramp and lane management systems; etc.

- PennDOT and SPC should cooperatively determine their individual and mutual roles and responsibilities with management, oversight, and delivery of the Pittsburgh TMA program and formally document those agreements. SPC and PennDOT should consider conducting a planning study to examine potential new strategic directions for the Pittsburgh TMA program. The study could be a standalone TMA study or incorporated into a large initiative of establishing a SPC Regional TDM program.

### **Transit / Multimodal Planning**

Commendation:

- SPC continually implements regional bicycle and pedestrian counts to collect data to determine how safety and convenience can be enhanced for these modes.

### **Civil Rights (Title VI, EJ, LEP, ADA)**

Commendation:

- SPC on its ongoing efforts to ensure engagement by members of its region without regard to race, color, national origin, sex, age, and disability.

### **Public Participation**

Commendation:

- The Review Team further commends SPC for proactively measuring the effectiveness of public involvement. SPC is encouraged to continue its outcomes-oriented approach by using the analytics that come with social media to measure website hits and shares; recording social media comments, responses to comments, and comment content; administering online surveys and analyzing results, and otherwise measuring how public involvement tools reach and educate the public.

### **Environmental Mitigation / Planning Environmental Linkage**

Recommendation:

- SPC should continue efforts and work with PennDOT District environmental staff and FHWA to identify viable advanced mitigation opportunities such as wetland banks, advanced stream mitigation, etc. These opportunities could reduce time needed in NEPA and permitting, as well as provide a great benefit to the environment using a more holistic, ecological approach.

### **Performance-Based Planning and Programming (PBPP) Process**

Commendation:

- The Review Team recognizes and applauds SPC's forward thinking approach to developing their LRTP, "Mapping the Future", to adhere to the latest FHWA guidance on performance-based planning and programming. With these efforts, SPC is well poised to meet the final transportation performance management and performance-based and planning and programming requirements.

7. Report on Public Comment Period Response for Draft 2019-2022 Transportation Improvement Program (TIP), Environmental Justice Benefits and Burdens Assessment of the Draft 2019-2022 TIP, Air Quality Conformity Determination for the Draft 2019-2022 TIP, Amendment to the region's transportation plan *Mapping the Future: The Southwestern PA Plan* to reflect project phasing and cost information included in the Draft 2019-2022 TIP – Andy Waple/Abby Stark

Mr. Waple reported that over the last year we have been working towards updating our current 2017-2020 TIP to the 2019-2022 TIP. Working with our county and city partners, PennDOT, transit providers, TMAs, the public, the business community, our Public Participation Panels, and many stakeholders. Recapping the timeline of the TIP schedule.

### **Spring/Summer 2017**

- SPC & STC Begin Public Outreach for TIP Update (web survey and comment, PPP meetings)
- Financial projections developed (FHWA, PennDOT, MPO/RPO Partners)

### **Fall 2017**

- Project Evaluation and Selection for Draft 2019-2022 TIP
- CMAQ and TA Projects selected via competitive application processes
- PPP Briefings

### **Winter 2017 /2018**

- Draft TIP presented to SPC and forwarded to PennDOT Central Office for review

### **Spring 2018**

- PennDOT review; AQ Conformity & EJ Analysis; document preparations
- 30 Day Public Comment Period – including 10 PPP/public meetings (May-June)

This brings us here today where we ask the Commission's consideration for the 2019-2022 Draft TIP.

The TIP supports the Long Range Plan and the Regional Vision and policies contained within the Long Range Plan. The TIP is the primary implementation vehicle of the plan and makes significant investments to further the policies and the regional vision.

Showing an illustration of the West Newton Borough which is on the current draft program to begin design and right-of-way utility phases. From meetings with the borough, in addition to the planned bridge work, the borough wanted to see safety and access improvements to the Allegheny County Passage Trail which crosses SR 136 into West Newton Borough. While addressing policy goals in the plan, these projects work to enhance these communities and their economy; something that often gets overlooked when we replace bridges or pave roads.

### **2019-2022 TIP Investment Summary**

The SPC region is investing over \$4.9 billion in transportation infrastructure and operations in the next four year period.

### **\$717 million in bridge maintenance**

*\$2.1 billion in public transportation*

*\$500 million in operations and safety projects*

*\$600 million in projects that are within ~1 mile of regional freight facilities*

*\$25.2 million of funding towards bicycle and pedestrian network, sustainability and livability, and pedestrian ADA ramps*

## Infrastructure Condition

### Highway and Bridges

- **\$ 717M for Bridge Improvements**
- **349 miles of roadway rehabilitated or reconstructed**

### Public Transportation

- **\$240M for Fixed Guideway Capital Maintenance**
- **\$180M for Bus Facilities and Equipment**

#### **LRP Policy Goals**

- ✓ Maintenance of the existing transportation system will be a regional priority
- ✓ Revitalization and redevelopment of the region's existing communities is a priority

## Operations and Safety

- **\$515M for Operations and Safety Projects**
  - ✓ \$86M Intersection Improvements
  - ✓ \$89M Traffic Signal Upgrades
  - ✓ \$35M Slide Remediation Projects
  - ✓ \$20M in High Crash Corridors
  - ✓ \$6M ADA Accommodations
  - ✓ \$6M for Railroad Crossing Safety

#### **LRP Policy Goals:**

- ✓ 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

## Efficiency and System Reliability

- \$695M for Roadway Projects on Transit Routes (120 Projects)
- \$316M for Projects on Congestion Management Corridors
- \$138M for Bus Purchases (297 Buses)
- Park and Ride Expansions (Carnegie and State Route 356)
- Adaptive Traffic Signal Systems (US-19,30; SR-51,60,88,910,1001)

#### **LRP Policy Goals:**

- ✓ Investment in infrastructure improvements will be coordinated and targeted at the corridor level
- ✓ The region's transportation system will be actively managed and operated
- ✓ The region's transit system will connect people with resources throughout the entire region

## Economic Development & Modal Options

- Bus Rapid Transit from Downtown to Oakland
- Sheepskin Trail Extension
- Summit Park Drive Complete Streets
- Interstate Improvements (I-70,I-79, I-376)
- Ohiopyle Multimodal Gateway
- Shaler/Etna Three Rivers Heritage Trail Segments
- SR-18 Jefferson Ave. Improvements

#### **LRP Policy Goals:**

- ✓ 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
- ✓ The region's transportation system will be actively managed and operated
- ✓ Transportation and development choices will reflect a priority on safe and secure multimodal and intermodal networks

Ms. Stark, Public Involvement Specialist, followed up the presentation with the Public Involvement Process which the TIP and LRP includes a lot of public involvement where SPC staff, Commissioners and county staff take on a heavy public involvement process to get as much input as possible.

**Public Involvement**

- State Transportation Commission 12-year plan – 1,100+ Comments
- TIP Story Map viewed 433 times
- 2,000+ TIP webpage views
- Three rounds of PPP meetings (10 each)
- 7 Additional Regional Meetings
- SPC Committees, Emails & Social Media (3,200+ reaches)
- 100+ PennDOT Connects Meetings
- Online and Written – 47 Comments

Dr. Sharrard commented, you're doing a really good job on the public outreach and I know that a lot of that commendation from FHWA and FTA on how we're doing on social media and the web is due to the great graphics that has been infused into this work.

I do have a question on the 47 comments received; 18 of them coming from the Commissioners, and how that might compare to the number of comments from past TIPs, and what we might do in the future to get all 66 Commissioners to make a public comment to have true involvement at all levels for TIP engagement. Ms. Stark responded that this is her first complete TIP process so she really couldn't comment on any past TIPs, and that maybe Mr. Waple could. Mr. Waple said that he has been involved in one TIP prior to Ms. Stark. In prior updates, we may have gotten more written comments; but we did not have the amount outreach that we have now. In terms of total outreach, we've done a lot more with this TIP update than we have in the past. Going forward I think we want to keep focus on our digital media and developing things that are easier to read and digest for the general public. The more we do through our illustrations, and infographics will pay off going forward. Ms. Stark commented that the 47 comments are from formal 30-day public comment period for the draft TIP. Aside from the 1,100 comments from the beginning of the TIP update process. . We would like all SPC Commissioners to participate in this process and we've embraced some of the county staff who helped put it out on social media.

Mr. Miller wanted to share the enthusiasm in terms of what you have tried to do in public participation; I think it is a good thing. But, I am confused regarding No. 8, Draft 2019-2022 TIP, which we are discussing. Second, Environmental Justice Benefits & Burdens Assessment of the Draft 2019-2022, did I miss that in your presentation? Mr. Waple replied that there is an Environmental Justice Map in the back of the room and it is also online and it was not included in the presentation. The Environmental Justice analysis is intended to ensure that no populations were disproportionately affected by our investments. We found through that document that none were. The projects do address safety, accessibility, mobility, and asset management. We have very few projects within the TIP highway and bridge program that are expanding existing highways or building new ones. Mr. Miller said he is interested in the Environmental Justice Benefits as much as the Air Quality Conformity, so SPC reporting on that is important.

Mr. Miller remarked we had ten meetings, and from those meetings we generated 47 comments. Mr. Waple replied that was incorrect. Those were submitted to SPC on line, or written comments. Mr. Miller asked

how was the Plan changed with these 47 comments? Mr. Waple said a number of the comments do not suggest that we change the Plan. Mr. Miller said we've gone through this PPP process to get feedback and we as Commissioners ask what do people think of the Plan? And, what we have is 47 comments. We have web page views and the TIPs been viewed 438 times and we have the PennDOT Connects program. What we don't have is an indication of how the PPP process fed back into the Plan we're being asked to endorse. Going forward I think we need to try to be more precise in terms of how the PPP process has helped to shape the Plan.

Commissioner Craig commented that from our perspective is that from the start we are engaged and have an opportunity through our PPP and our Planning Commission and it's a continuing and ongoing process that when there is a project that we would like to see added or continued on the TIP, we are heard that more often than not giving funding restraints those projects move forward. We've had projects on the Long Plan for years. Then they get into the TIP and that works. It's the relationship we have with Abby and the rest of the SPC staff, and with our District Executive. We feel like we're being heard all the way through this process.

Mr. Bricker replied that he was disappointed that there were very few citizen comments. I've been a part of 3 Commission meetings where people have given comment. What can we do to better engage the public? Can we start the Commission meetings at 5:00 p.m. so working people can get here? Can we make these materials more digestible, and give more than a one sentence description on a \$50M project?

Commissioner Craig commented that we have various citizens on the Lawrence County PPP, but getting them to show up is always hard. It is hard to get people out to care.

Mr. Miller commented that this is the new way of public involvement. It is the sum of all the things we are doing here. What we need to come up with for me as a Commissioner is a way of how this new way feeds back into the Plan. Explain to us how this process is working to engage the public.

8. Action on Resolution 2-18 to Make a Finding of Air Quality Conformity for 2019-2022 Transportation Improvement Program (TIP) and Mapping the Future: The Southwestern PA Plan – Chuck Imbrogno

Mr. Imbrogno presented maps 12 Nonattainment Areas and working with PennDOT, counties, transit operators, your staffs and made sure that the Draft TIP was correctly represented in those areas. The Travel Demand Model was ran to get the transportation impacts. We ran an EPA required model called MOVES; Mobile Vehicle Emission Model to get the emissions, and we packaged it all for public review. The text of Resolution 2-18 describes the federal requirements for conformity; it lists nonattainment areas, and summarizes the process we went through to do the analysis. This was all included in the 30 day comment period.

Dr. Sharrard said these are projected out every five years which are based on population growth and projected changes of our on road fleet, which is depended on federal CAFE standards changing and being in line and currently adopted. Do you have to do projections for how federal policy changes related to CAFÉ might affect the adoption of this TIP and the region's compliance? Mr. Imbrogno replied that right now we have to abide by the regulations that are in place today. The CAFE standards enacted by EPA several years ago are in place today. If they are changed by the current administration, we will have to reflect those in our future analysis.

A motion was made by Commissioner Coder to accept Resolution 2-18. It was seconded by Commissioner Craig. The affirmative vote to approve Resolution 2-18 was unanimous.

9. Action on Resolution 3-18 to Certify SPC's Transportation Planning Process – Andy Waple

Mr. Waple reported that even though SPC just had a four year certification review conducted last year as reported by Mr. Smoker; federal regulations state that every time we adopt a new TIP you have to self-certify that you are meeting all requirements of the federal Metropolitan Planning Process. Attached to Resolution 3-18 is a self-certification check list which has been reviewed by SPC's TTC, and they have unanimously recommended approval of Resolution 3-18.

A motion was made by Commissioner Craig to accept Resolution 3-18. It was seconded by Mr. Macey. The affirmative vote to approve Resolution 3-18 was unanimous.

10. Action on Resolution 4-18 to Adopt the 2019-2022 Transportation Improvement Program – Mr. Waple

Mr. Waple reported that Resolution 4-18 was also reviewed by the TTC and the TOC and both unanimously recommended approval of the 2019-2022 TIP.

A motion was made by Commissioner Craig to adopt Resolution 4-18. It was seconded by Ms. Heckman. The affirmative vote to adopt Resolution 4-18 was unanimous.

11. Action on Resolution 5-18 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 submission of the ARC grant programs which are competitive here and at the state level and when the state sends them to ARC. The projects are reviewed and ranked by the Area Development Committee who makes a recommendation to this SPC, and SPC recommends the submission to ARC. ARC is not obligated to adhere to ranking, but it is "strongly considered".

Projects are ranked in three categories:

- Sec. 201 Local Access Road projects
- Sec. 214 Construction and Sec.
- 302 Non-Construction projects

**Sec. 214 Construction Project Rankings:**

1. Dunkard Valley Water System Reconstruction (Greene County): Enable the Southwestern Pennsylvania Water Authority (SPWA) to extend its water system to serve Dunkard Valley Joint Municipal Authority's (DVJMA) 512 customers and render as obsolete DVJMA's failing water treatment plant and leaking distribution system. (\$250,000)
2. The Farm Youth Agriculture Entrepreneurship Program & Education Center (Washington County): Create an education center and youth-focused business plan competition to support agricultural education and business development in Washington and the surrounding counties. (\$250,000)
3. Pennsylvania Trolley Museum Welcome & Education Center (Washington County): Strengthen this cultural heritage asset and strengthen tourism and economic development in Washington County and Southwestern PA. (\$200,000)

**Sec. 302 Non-Construction Project Rankings:**

1. Community Kitchen Pittsburgh (Allegheny County): To invest in staff and technology necessary to create, launch and sustain the CKP Culinary Arts School, an accredited vocational training school, to catalyze workforce training, skills-acquisition and placement for 100 clients. (\$62,000)

2. Mars Township NASA Discovery Facility Feasibility Study (Butler County): Provide the proposed NASA/Borough of Mars partnership with a feasibility study report; specifically, feasibility studies (architectural feasibility study, programming conceptual design, AHEA environmental review, site/civil conceptual design and ADA accessibility review) and schematic construction documentation to support the Mars/NASA Discovery Facility. (\$53,500)

A motion was made to approve Resolution 5-18 by Commissioner Craig which was seconded by Commissioner Anderson. The affirmative vote was unanimous. Dr. Sharrad abstained from the vote to approve Resolution 5-18.

12. Action on Resolution 6-18 to Adopt a Meeting Schedule for 2018-2019 – Jim Hassinger

A motion was made to approve Resolution 6-18 by Commissioner Anderson which was seconded by Commissioner Craig. The affirmative vote was unanimous.

13. Committee Reports – None

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

Dr. Hassinger asked the Commission to please make note of these meeting dates:

Expert Resource Panel Meeting #2 – July 25<sup>th</sup> at the Regional Learning Alliance in Cranberry  
Next Commission Meeting – July 30<sup>th</sup>

15. New Business Adjourn

Commissioner Craig motioned to adjourn the meeting and Erin Molchany seconded. The affirmative vote was unanimous. There being no further business to come before the Commission, the meeting adjourned at 6:10 p.m.

Respectfully Submitted,

Rich Fitzgerald  
Vice Chairman