

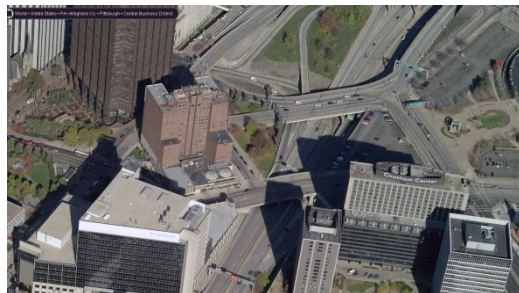
FY 2015 TIGER Discretionary Grant Application

Project: I-579 “Cap” Urban Connector Project
Location: Pittsburgh, PA
Applicant: Sports & Exhibition Authority of Pittsburgh and Allegheny County
Requested: \$29,000,000 for construction of a “Cap” over I-579



The I-579 “Cap” will be a transformative project that reconnects a disadvantaged community to centers of employment, education and services.

After World War II, ill-conceived urban renewal projects cut a swath from the urban fabric of downtown Pittsburgh. Much of the Lower Hill District was demolished to make way for a new Civic Arena, displacing thousands of residents. What was once a thriving community became mostly parking. The final blow was the construction of the I-579 Crosstown Boulevard highway, which created a trench separating what was left of the Hill District from the economic and cultural life of downtown. This Project would repair these injuries by building a “Cap” structure spanning over the highway, and in so doing extend the economic strengths of downtown to the Hill District. TIGER VII funds are being requested to help fund the construction of the “Cap.” The “Cap” will create a new urban public open space with accessible pedestrian and bicycle pathways, incorporating sustainable stormwater and energy strategies, and providing for other fixed site components. The high quality connection it provides will help to maximize the public benefits to be derived from the mixed-use development being planned for and constructed on the 28-acre site just east of the “cap” site.



FY 2015 TIGER Discretionary Grant Application

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I. Executive Summary

The Sports & Exhibition Authority of Pittsburgh and Allegheny County (**SEA**) is submitting an application for a FY2015 TIGER Discretionary Grant (**TIGER VII**). The grant will provide funding for construction of a new "cap" structure above Interstate 579-Crosstown Boulevard (**I-579**) located in the City of Pittsburgh, Allegheny County, Pennsylvania. It will create a new 3-acre public green space and provide for a significant connection linking downtown Pittsburgh and the Hill District (**I-579 "Cap" or Project**).

The Project is a top regional priority and a multi-agency initiative, with support from community organizations, elected officials, non-profits and related stakeholders. TIGER VII funds are requested for construction of the Project. The grant request is \$29,000,000 toward a \$39,250,000 construction cost for a **federal share of 73.9% and 26.1% local match** ([Figure 1](#)).

	Local Match	TIGER VII Request	Total Project
Project - Construction of I-579 "Cap"	\$10,250,000	\$29,000,000	\$39,250,000
	26.1%	73.9%	

Figure 1: The Project's TIGER VII request and local match.

The Lower Hill was once a densely populated neighborhood, and an active part of the predominantly African-American Hill District (the **Hill District**) until it was cleared in the 1950s in the name of urban renewal. The final blow to the neighborhood was the construction of the I-579 Crosstown Boulevard highway, creating a trench separating what was left of the Hill District from the economic and cultural life of the central business district of the City (**Downtown or CBD**). Constructing a "cap" over the I-579 highway will be transformative for the region. The Project will provide for a renewed physical connection between the Hill District and Downtown in the form of a significant new public greenspace with safe, accessible pedestrian and bicycle routes. It will be a key element in maximizing the public impact of the new, mixed use development occurring on the 28-acre site to the east of the Project.

The Project strongly aligns with the long-term priorities of the U.S. Department of Transportation (**DOT**) including economic competitiveness, environmental sustainability, safety and partnership (see page 18). The Project is currently in preliminary engineering and will commence final design upon FY2015 TIGER VII award announcement. All pre-construction activities will be completed by May 2017, and the construction start will start by September 2017. The Project is a priority for the region and is supported by all units of local government, public authorities, elected officials, Downtown and Hill District community organizations, private businesses, non-profit organizations, philanthropic foundations and other interested stakeholders (see [Attachment 9](#)).

II. Changes from Pre-Application

Since submission of the pre-application, the Project's scope has not changed. With respect to local match, federal share has dropped from 80% to 73.9%. A complete summary of changes is described in [Attachment 2](#).

III. Project Description

The I-579 “Cap” Project

The TIGER VII Grant will fund the construction of a “cap” structure spanning over the Interstate 579 Crosstown Boulevard highway, creating a new public green space, and re-establishing the link between downtown Pittsburgh and the Hill District community (Figure 2). The “cap” will be a bridge-type structure that will abut the existing Centre Avenue Bridge and Bigelow Boulevard Bridge. Providing a lid over the sunken highway will simplify pedestrian movement and will create an inviting, accessible route for walking and biking between the Hill District and Downtown. The surface of this new structure (1.5 acres), together with adjoining land parcels (1.5 acres), will become a significant 3-acre public greenspace.

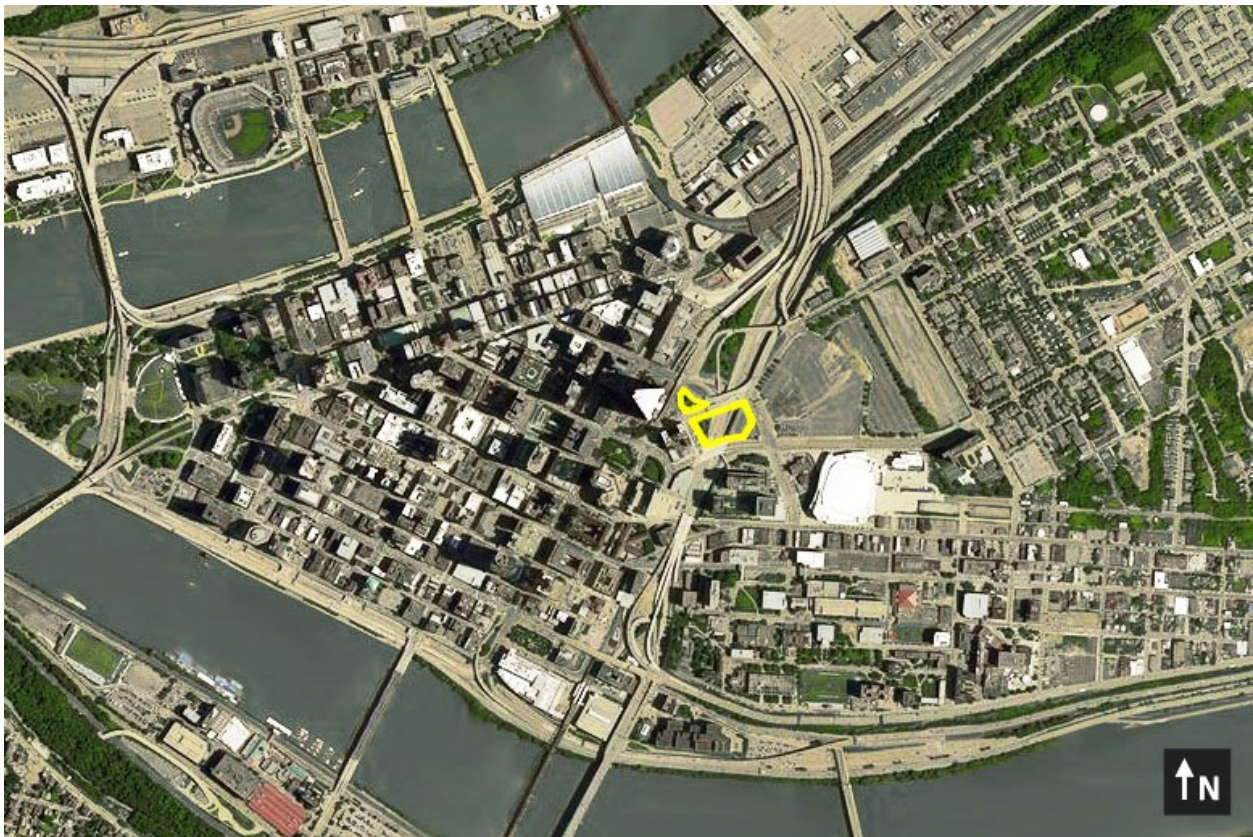


Figure 2: Aerial showing “cap” location (in yellow), above I-579 Crosstown Boulevard and with 28-acre vacant development parcels to the east.

The I-579 “Cap” will create new public amenities out of underutilized and unused space that transition between the two neighborhoods. These amenities will include accessible pedestrian and bicycle pathways, public art, and other fixed site components (water features, kiosks/pavilions, site furniture). The “Cap” structure would be able to accommodate a low-rise building. The I-579 “Cap” will utilize green infrastructure strategies, including capturing the majority of stormwater on the site. Plants and trees will be native or adapted, and these

elements in the new open space will add to urban forest cover in the area. The addition of this new greenspace will reduce the urban heat island effect in the City, and will mitigate noise.

Promoting Ladders of Opportunity

This Project will be transformative for the underserved Hill District community. The Project will open a new avenue for the community to grow and prosper by establishing a connector between a high economic generator (Downtown) and a disadvantaged neighborhood (Hill District). The Project will create "ladders of opportunity" for residents of the disconnected Hill District community by reconnecting people to centers of employment, education and services, promoting workforce development through a community agreement in place for development in the vicinity, and contributing to the overall revitalization of the Greater Hill District community.

The I-579 "Cap" is part of a larger effort to reconstruct the Lower Hill. Included in the larger effort is the development of the 28-acres of vacant land to the east of the Project site. Over \$379 million in private investment is planned for the 28-acre site, and the economic impact from that effort will flow back into the neighborhoods. The I-579 "Cap" project will make the overall Hill District development more successful and impactful, and will help keep that momentum of Pittsburgh's rebirth moving forward.

Pittsburgh Arena Real Estate Redevelopment, LP (**PAR**) holds the development rights for the 28-acre site, and has entered into a Community Collaboration and Implementation Plan (**CCIP**) ([Attachment 4](#)) with the Hill District community addressing such matters as affordable housing, job creation, local inclusion and workforce development.

We have seen publications by the US DOT with respect to its pioneering efforts to permit the use of local hiring provisions for labor in DOT-assisted projects. The SEA is very interested in those efforts and, if permitted by applicable statutory authority, would be an enthusiastic participant in such a program.

Addressing Transportation Challenges

The Project will greatly reduce transportation challenges by constructing a "Cap" structure above I-579 that will remove a historical barrier to transportation modes and mobility. The Project will provide for new, accessible pedestrian and bicycle pathways, safer intersections, and access to other modes of transportation, such as an existing light-rail transit (**LRT**) station in Downtown. The Project will also become part of a link to a future bus rapid transit (**BRT**) system which will connect Downtown to Oakland, the region's two largest employment centers. The BRT is currently in its environmental review stage.

In April 2015, the Mayor of Pittsburgh announced an executive order to develop a "complete streets" policy for the City that will make public spaces more accessible for pedestrians, bicyclists and public transportation ([Attachment 10](#)). The I-579 "Cap" project aligns with the goals of the complete streets concept.

Users of the Project

The surface of the I-579 "Cap" will be designed as a safe and welcoming reconstructor between the Hill District and Downtown, accommodating workers, residents and visitors equally, and creating a destination community gathering space.

Site Conditions

The Project site has an approximately 20-foot elevation change from the lowest western corner to the highest northeastern corner. Prior to construction of the I-579 Crosstown Boulevard, a seamless urban fabric connected the Hill District to Downtown ([Figure 7](#)). Today, the two neighborhoods are divided by a freeway trench and a tangle of interchanges providing only minimal pedestrian access. The adjoining land to the east of the trench that is currently used for surface parking and underutilized and unused open space to the west of the trench ([Figures 3 and 19](#)) will become part of the Project.

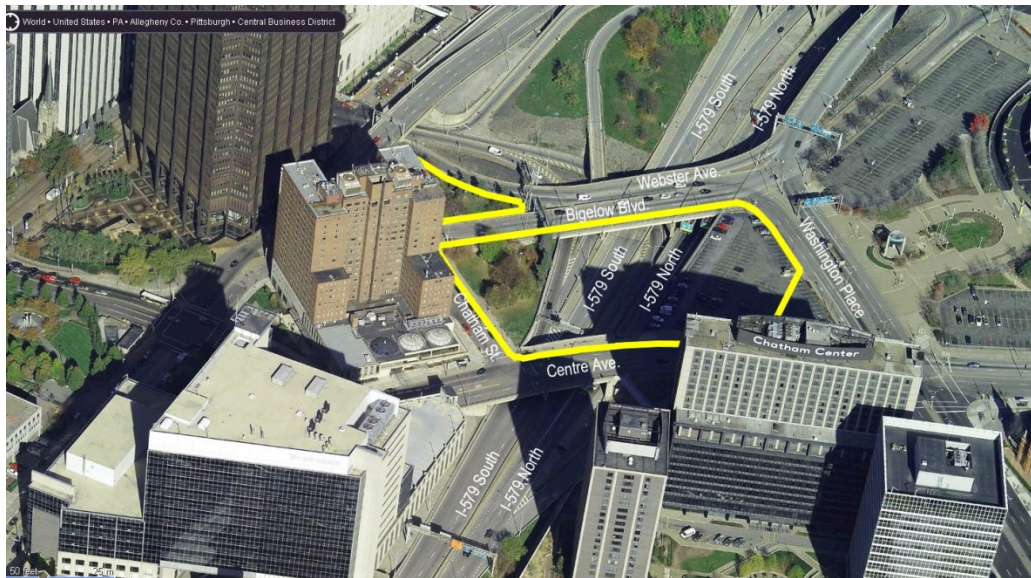


Figure 3: Project site location above I-579 highway open-air trench.

Project Benefits

The following summarizes the benefits associated with the construction of the Project:

- Removing the physical divide between the Hill District and Downtown, creating a safe and accessible reconnection to centers of employment, education and services between the two neighborhoods.
- Removing barriers to connected systems of mass transportation, and providing the public access to additional transit modes, such as the Steel Plaza light rail transit station and line.
- Providing ADA accessible pathways.
- Providing improved pedestrian and bicycle connections.
- Providing stormwater management, and employing efficient lighting systems.
- Enhancing public open space programming opportunities.
- Giving new purpose to underutilized parcels of land close to Downtown.
- Stimulating economic development east of the Project site.

- Contributing to a shift in perception of the site - hard concrete edges of the sunken highway transformed by the addition of a new green space.
- Expanding the network of public green space in the heart of the city.

Pre-Construction Activities and FY2014 TIGER VI Award

The SEA has hired HDR, Inc. (**HDR**) as the engineer for the Project. HDR was selected in accordance with federal/state selection procedures. HDR is a national firm with previous experience similar to this "cap" project, including the I-5 Freeway Park cap in Seattle and the I-90 First Hill Lid in Washington State. A federal earmark (\$918,694) and local match committed by SEA (\$229,674) is funding the preliminary engineering work. A FY2014 TIGER planning grant (\$1.55 million) and local match committed by SEA (\$387,908) will fund final design (Figure 4).

Note: Neither the federal funding nor the local match that is being used for the engineering/final design phases is used as match for the FY 2015 TIGER VII application.

	USES	SOURCES	FUNDING TYPE
Preliminary Engineering	\$1,148,368	\$918,694	Federal earmark
		\$229,674	Local
<i>Subtotal</i>	<i>\$1,148,368</i>	<i>\$1,148,368</i>	
Final Design	\$1,939,540	\$1,551,632	TIGER VI (planning grant)
		\$387,908	Local
<i>Subtotal</i>	<i>\$1,939,540</i>	<i>\$1,939,540</i>	

Figure 4: Preliminary engineering and final design funding.

Schedule

Below is an estimated overall schedule (Figure 5). Preliminary engineering will be complete by July 1, 2015, and final design work is set to begin upon announcement of FY2015 TIGER VII awards. All pre-construction activities, including local, state, and federal requirements will be completed by May 2017. As required, the Project will be ready for the US Department of Transportation to obligate funding by the end of September, 2017.

Preliminary Engineering	
Preliminary Engineering Start	October 1, 2014
Preliminary Engineering Completion	July 1, 2015
Final Design	
Final Design Start	Fall 2015
Final Design Finish	May 18, 2017
Project - Construction of I-579 "Cap"	
Estimated Construction Start (24-month duration)	September 1, 2017

Figure 5: Overall schedule.

Preliminary Conceptual Surface Design

Below is a preliminary conceptual surface design for the Project (Figure 6). This preliminary concept was developed by HDR to determine the magnitude of loading required to engineer the foundations and "Cap" structure. This drawing shows an example of a potential layout that is possible on the surface. The final layout will be developed with input from the community and other stakeholders.



Figure 6: Preliminary conceptual surface design (undertaken to determine structure size and loading).

Community and Stakeholders Involvement

During the planning efforts for the Lower Hill Preliminary Land Development Plan (**PLDP**) ([Attachment 4](#)), which includes the "Cap," numerous community and outreach meetings were held by PAR and Hill District community groups. Public briefings and hearings were held as part of the City of Pittsburgh Planning Commission and City of Pittsburgh City Council zoning and preliminary planning approval processes.

The first separate I-579 "Cap" design stakeholder workshop was held on March 13, 2015, with participants including the City, County, Commonwealth, SEA, URA, PAR and other stakeholders. Future public meetings, work sessions and public forums will be planned to provide opportunities for the public to interact with the design team, offer suggestions regarding the design, and become part of the final product.

Broader Efforts for Redevelopment of the Hill District

History of Project Site and Lower Hill

The Hill District is one of Pittsburgh’s oldest residential neighborhoods. Beginning in the late 19th century, the industrial base of Pittsburgh evolved and waves of immigrants from Eastern Europe and the rural Southern U.S. came here seeking work and settled in the Hill District. By 1940, many Europeans had moved elsewhere in the City and the Hill District had become a predominantly African American community. As part of an urban renewal project, the Lower Hill was declared blighted, and by 1956, 1,300 buildings on 95 acres of land were demolished, 413 businesses and over 8,000 residents were forced to relocate (Figure 7).



Figure 7: Early 1950s aerial view of Downtown and Hill District showing i) seamless connections before I-579, and ii) area (white border) of Lower Hill to be cleared in urban renewal project.

Also during the late 1950s, the I-579 Crosstown Boulevard was constructed on the border between Downtown and the Hill District. This project shifted traffic patterns and further isolated and divided the neighborhood from the economic activity of Downtown (Figure 8).

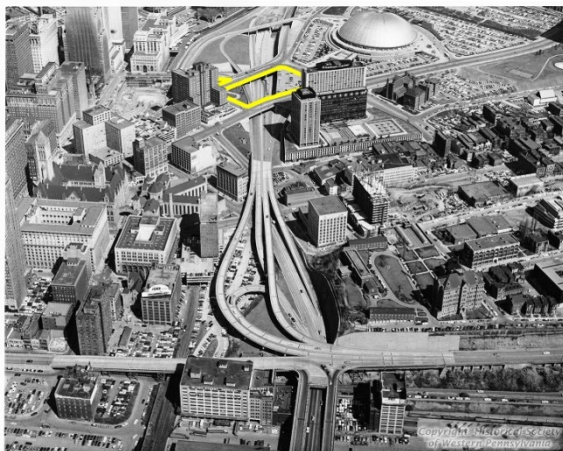


Figure 8: Aerial view of I-579 Crosstown Boulevard c. 1963-65.

Only a new public auditorium (known as the Civic Arena), an apartment building and an apartment/ hotel complex were ever constructed in the cleared urban renewal area, and the remaining land became surface parking lots (Figure 9b).

The Civic Arena was not suited to being a performance venue as was originally intended, and by 1967 its major tenant was the Pittsburgh Penguins NHL hockey team. When the hockey team moved into a new facility in 2010, the Civic Arena became vacant. Following a public process for reviewing the possibilities of reuse, the SEA determined to demolish the Civic Arena and began to prepare the 28-acre site on which it sat for redevelopment (Figure 9c).

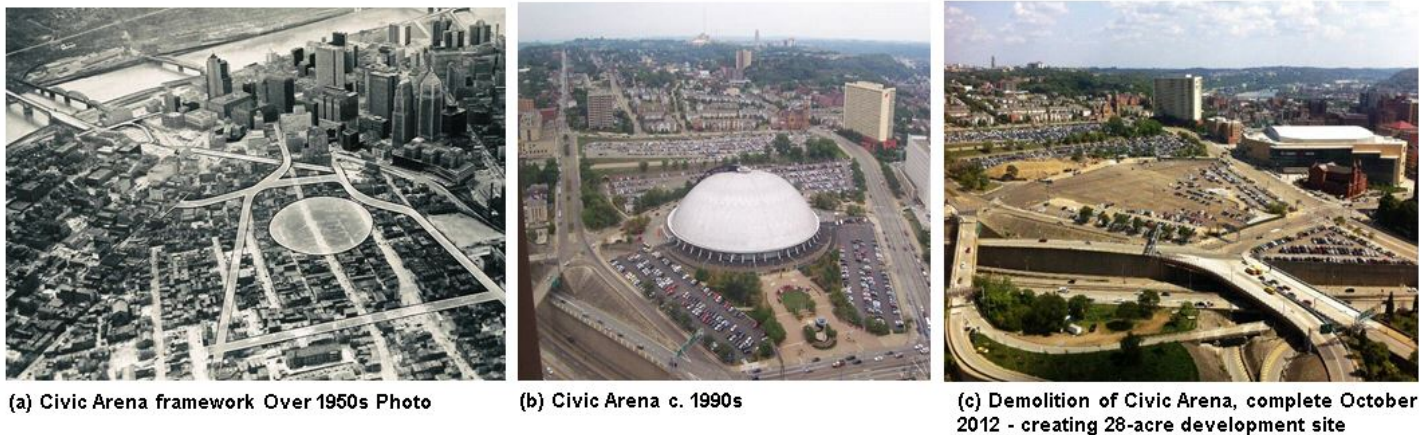


Figure 9: Timeline 1950s to Present.

Investments in Hill District Redevelopment

The I-579 "Cap" Project is part of a larger concerted effort to reconstruct the Lower Hill with the intention of creating positive economic impact to the Greater Hill District and the City of Pittsburgh as a whole. In context, Figure 10 shows the Lower Hill with the Greater Hill extending east, and Downtown to the west.



Figure 10: Lower Hill in relation to Greater Hill District to the east and Downtown to the west.

Work on the larger effort has been steadily progressing since 2010 and significant non-federal money has been expended. These investments will work together with and increase the positive impact of the I-579 "Cap." Since 2010, over \$22 million in non-federal money has been expended and/or committed in the redevelopment of the Lower Hill.

Public Investment in Infrastructure

The SEA spent \$6.2 million of its public funds for the site clearance, which was completed in 2012. Engineering work for the street and infrastructure improvements related to the 28-acre site began in 2012, and to date the SEA has expended over \$4.5 million of state and local public funding on that work. The first phase of construction of the interior roadwork is currently underway at a cost of \$11.47 million. That construction is being funded through a PA Redevelopment Assistance Capital Program grant. The Pittsburgh Water and Sewer Authority has completed storm sewer separation work along Centre Avenue through a state loan of \$1.8 million. Note: The significant non-federal public investment that is being made specifically on the redevelopment of the 28-acre site is not being counted as local match in the TIGER VII application.

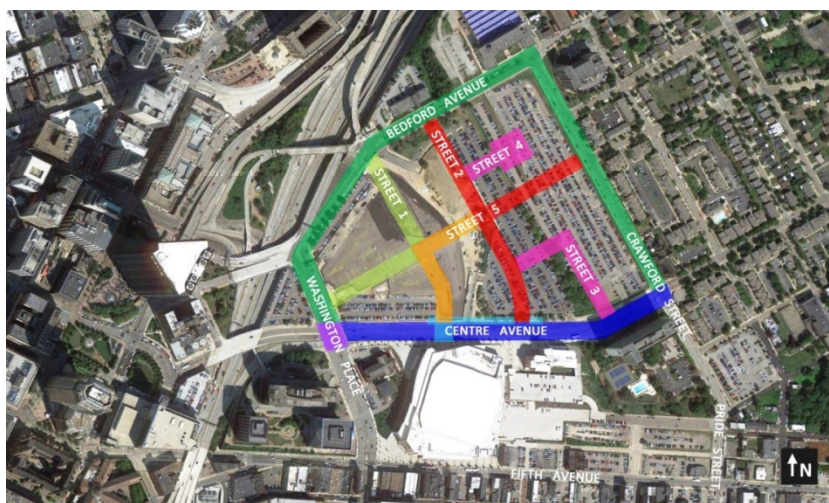


Figure 11: Lower Hill infrastructure work at the 28-acre site. Over \$22 million committed to infrastructure.

Development Parcels to the East

In addition to the investments in infrastructure, over \$379 million of private investment is projected for the mixed-use development planned for the 28-acre site (Figure 12). (No portion of this private investment is being counted as local match in the TIGER VII application.) Estimated jobs to be created during construction is 4,231 full-time equivalents (total payroll of over \$160 million), and estimated permanent jobs after full development build-out is 2,948 (total annual payroll over \$145 million). PAR, as holder of the development rights for the 28-acre site, has expended over \$3 million for the master plan and other pre-development costs for the Lower Hill.



Figure 12: Development program for the 28-acre site. Over \$371 million in private investment projected. Planning for first development (U.S. Steel Corporation headquarters building, red arrow) is underway.

The first development will be a 5-story headquarters building for U.S. Steel Corporation. The building is being designed to achieve at least a LEED Silver rating. An estimated 303 full time equivalents jobs (FTEs) will be provided by the construction. Jobs to be located at the U.S. Steel building upon completion will be approximately 800 office FTEs and 43 retail FTEs. Construction of the building will commence in fall 2015 and will be completed in July 2017. The next development being planned will include residential units at the eastern portion of 28-acre site.

In addition to the expenditure of funds that have already occurred and that are planned for, much time and effort has been spent by the community to involve itself in the planning and implementation of the Lower Hill redevelopment.

Long-Term Redevelopment Efforts in Greater Hill District

The Project is part of an even larger and longer-term effort to revitalize and redevelop the Greater Hill District which has included past and ongoing public-private partnership projects. In the early 1990s, Crawford Square was constructed east of the site which includes over 400 mixed-income apartments and single family homes and other amenities. In 2008, a new \$3.5 million Carnegie Library opened on Centre Avenue. In 2012, a new \$12 million Thelma Lovette YMCA opened on Centre Avenue. In 2013, a new \$11.5 million grocery store (Shop N Save) opened on Centre Avenue. This is the first such grocery store to locate in the Hill District in decades and it also provides supporting space for retail outlets. The former Connelley Trade School, located adjacent to the 28-acre site, has been repurposed into the Energy Innovation Center, which is a \$45 million, 180,000 square foot, multi-tenant, 'living laboratory' providing green job workforce development programs. Housing projects include phased reconstruction of existing complexes, such as the conversion of Addison Terrace (\$160 million) into a mixed-income community, as well as smaller affordable housing developments planned by locally owned faith based development groups. Other recent housing projects include Bedford Dwellings, Dinwiddie Street Residential, and Fifth Avenue School lofts.

IV. Project Location

The project is located in the 2nd Ward in the City of Pittsburgh, Allegheny County and is primarily bounded by Chatham Street, Centre Avenue, Washington Place and Bigelow Boulevard, with two additional parcels north of Bigelow Boulevard. The Project site includes air space above the I-579 highway and adjoining land parcels. Coordinates of the center point of the Project site are 40° 26' 27.2286" N and 79° 59' 33.903" W.

Demographics and Economic Information of Hill District

The I-579 "Cap" site and 28-acre site were once part of the historic Lower Hill census tract. After urban renewal, the Lower Hill census tract became part of the central business district census tract. The Project site and 28-acre site have no population, and consist of surface parking lots and open space. The Hill District includes the Crawford-Roberts, Middle Hill, Upper Hill, Bedford Dwellings and Terrace Village census tracts. The overall Hill District population dropped from 53,648 in 1950 to 10,450 in 2010 (U.S. Census). The Hill District qualifies as a "severely distressed neighborhood" by the definition of the Community Development Financial Institutions Fund of the U.S. Department of the Treasury. Unemployment is over 17%, almost double the City (9%), and the median household income is \$18,336, less than half the City (\$36,860). The following table (Figure 13) sets out the demographics of Hill District in relation to the City as a whole.

	City of Pittsburgh	Hill District
Population	305,704	10,450
% Non-White	32.6%	83.7%
Households	156,165	5,885
Employment - civilian labor force	148,357	3,380
% Unemployed	9.0%	17.2%
% People with less than college degree	59.5%	72.9%
Median household income	\$36,860	\$18,336
% People below poverty line	21.7%	39.2%

Figure 13: Demographic information of Hill District vs City of Pittsburgh. Source: US Census (2010).

Complement to Existing City Greenspaces

The landscape architect of the Project envisions the "cap" open space in a larger system of green spaces. The Project is strategically placed at the eastern edge of Downtown and would be an ideal complement to the varied and diverse existing green spaces in Downtown to the west, and to future open spaces east in the 28-acre site. The Project lends itself to being both a destination greenspace address, and serving as an anchor for the adjoining neighborhoods for events, multipurpose recreation and enjoyment in the great outdoors. Its size offers a greenspace that is flexible in use but intimate enough for individuals to use casually on a daily basis. It is an ideal complement to other parks in the system (Figure 14).



Figure 14: The Project in relation to existing greens spaces in Downtown, and planned green spaces in Lower Hill.

Project as Part of Local and Regional Plans

The Project is part of larger planning efforts for Downtown and the Greater Hill District. The various planning documents and initiatives include:

LOWER HILL PRELIMINARY LAND DEVELOPMENT PLAN (PLDP): The SP-11 Lower Hill Planned Development District Preliminary Land Use Development Plan was approved by City of Pittsburgh Planning Commission on December 4, 2014. The PLDP regulates the mixed-use development of the 28-acre site, including the concept of the I-579 "Cap" project (Figures 15 and 16).



Figure 15: Conceptual drawing of the Project as reflected in the PLDP.

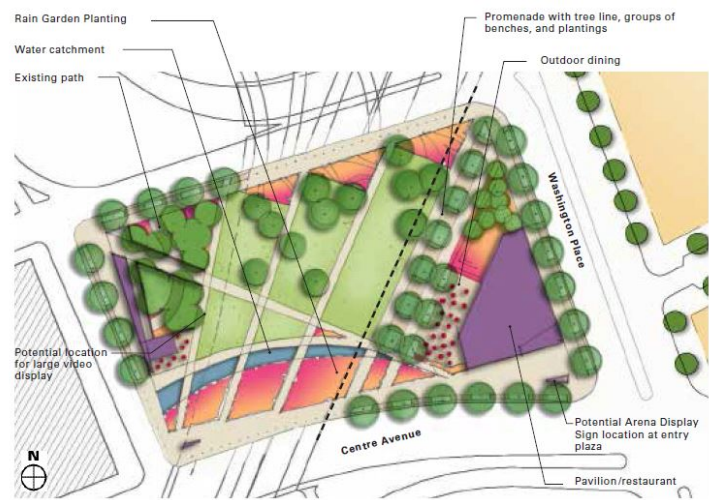


Figure 16: Illustrative surface layout as reflected in the PLDP.

SPECIALLY PLANNED ZONING DISTRICT. The Project site is part of the Specially Planned Zoning District 11 which was approved by Pittsburgh City Council on February 5, 2015 ([Attachment 4](#)). Additionally, the Project site is referenced in the Lower Hill Planned Development District Improvement Subdivision Site Plan No.1 (revised) which was approved by City of Pittsburgh Planning Commission on April 21, 2015 ([Attachment 4](#)).

GREATER HILL MASTER PLAN. The Hill District community completed the Greater Hill District Master Plan in September 2011 ([Attachment 7](#)) to provide a conceptual framework to guide future development in the Hill District. The Greater Hill Master Plan provides for "Guiding Concepts" for the development of the Lower Hill (page 74) including: "reconnect the Lower Hill to the rest of the Hill District and rebuild it as an active neighborhood with connections to Downtown."

GREENPRINT. The Project is consistent with the open space recommendations made in the Greenprint document prepared in 2009 by Find the Rivers! (a partnership between the Hill House Association and Pittsburgh Parks Conservancy). The purpose of the Greenprint is to create an ecologically sound template for future development in the Hill District and to, among other things, establish the Hill District as a healthy place with better-than-average quality of life. Its goal is to foster urban development that works in concert with natural assets and that offers people daily access to nature, greenspaces, walking/biking routes and parks (Greenprint Conceptual Plan, The Hill: A Village in the Woods) ([Attachment 7](#)).

BUS RAPID TRANSIT (**BRT**) PLANNING. BRT for the Downtown – Oakland – East End Corridor is a strategy to enhance economic development and community revitalization prospects through improved transit ([Figure 17](#)). The project is being advanced by a collaborative, known as GetTherePgh (www.GetTherePgh.org) comprised of educational and medical institutions, civic and business associations, transportation organizations, neighborhood groups and government agencies. Downtown and Oakland (the neighborhood just to the east of the Hill District) are the second and third largest business districts in Pennsylvania, and the largest traffic generators in Southwestern Pennsylvania. Downtown is the region's office, retail and commercial hub, Oakland houses the region's major universities and medical institutions, and both areas contain major cultural venues. It is the region's busiest transit corridor, where about 37% of Pittsburgh's residents live. Each weekday, an average of 70,000 employees, students, visitors and others ride the corridor buses, accounting for 30% of Port Authority's system ridership. The BRT would provide faster, more reliable, easily understood, and more evenly scheduled trips through this currently high-transit service corridor using stop consolidation, additional exclusive bus lanes and traffic signal priority at key intersections. Preliminary data indicate that the BRT improvements would result in significant travel time savings. The BRT project is currently in environmental review, with public comment to occur in June 2015.



Figure 17: The Project site and the proposed BRT route.

DOWNTOWN PLAN. In a plan adopted in 1998 (The Pittsburgh Downtown Plan: a blueprint for the 21st century) ([Attachment 7](#)) the City Planning Department found that the Lower Hill site has “suffered from the misguided effects of Post-War urban renewal.” The plan called for a study that would “focus on development and design initiatives that connect the district to the Downtown core and adjacent neighborhoods.”

V. Project Parties

Applicant

The SEA is the applicant for the TIGER VII application and is carrying out the Project. The SEA is governed by a seven member Board of Directors appointed by the City and County. The SEA’s existence is pursuant to the Pennsylvania Sports and Exhibition Authority Act (16 P.S. Section 5502-A et seq.).

With respect to construction oversight, in the past 16 years the SEA has successfully managed 11 major building and infrastructure construction projects worth nearly \$2 billion and has successfully brought these efforts in on-time and within budget. These projects were: Heinz Field, PNC Park, David L. Lawrence Convention Center & Garage, Convention Center Infrastructure, Convention Center Riverfront Plaza, North Shore Infrastructure, North Shore Riverfront Park, North Shore Garage, CONSOL Energy Center, CONSOL Energy Center Garage and West General Robinson Street Garage (the last in cooperation with its affiliated agency, the Stadium Authority of the City of Pittsburgh). Currently, the SEA has started the first phase of infrastructure work in the Lower Hill for construction of a new interior street grid. With respect to receiving federal transportation monies for infrastructure construction, the SEA successfully managed North Shore Infrastructure (Phases I-V, HOV and Chuck Noll Way), North Shore Riverfront Park (2 phases), Convention Center Infrastructure (Phases I-III) and Convention Center Riverfront Plaza. The SEA received the federal monies directly, pursuant to

reimbursement agreements among SEA-City-PennDOT for infrastructure, and SEA-PennDOT for parks.

Project Partnerships

The Project is being undertaken with the support of the following parties:

COMMONWEALTH OF PENNSYLVANIA. PennDOT is owner of the air rights above I-579 and the SEA is working with PennDOT on the project. A certain license agreement among the SEA, URA, the Commonwealth and Pittsburgh Arena Real Estate Development L.P. was entered into January 9, 2014 to conduct due diligence for the Project ([Attachment 6](#)). Additionally, PennDOT will provide a license agreement to SEA for control of air rights for construction of Project. With respect to funding, through the Commonwealth's Redevelopment Assistance Capital Program (**RACP**), \$3.4 million is committed for the Project ([Attachment 5](#)).

ALLEGHENY COUNTY. The SEA is working closely with the County with respect to the planning, design, funding and other activities related to the Project.

CITY OF PITTSBURGH. The SEA is working closely with the City with respect to the planning, design, funding and other activities related to the Project. The City will enter into agreements with PennDOT and SEA for construction of the I-579 "Cap" ([Attachment 6](#)). The City expects to own the Project site upon completion. In a related project, the City is currently constructing pedestrian and signalization improvements at the Washington Place / Centre Avenue intersection (at the south east corner of Project site) with anticipated construction completion in August 2015.

URBAN REDEVELOPMENT AUTHORITY OF PITTSBURGH (**URA**). The URA is the City's economic development agency, committed to creating jobs, expanding the City's tax base and improving the vitality of businesses and neighborhoods. The URA is the owner of a portion of the land that will become part of the Project. The SEA is working closely with the URA with respect to the planning and other aspects of the Project.

PITTSBURGH ARENA REAL ESTATE REDEVELOPMENT LP. PAR (a related entity to the Pittsburgh Penguins hockey club) holds an option to develop the development parcels east of the site, and has worked with the community through the CCIP document to address such matters as job creation, local inclusion and workforce development. PAR's first development will be a 5-story headquarters building for US Steel. Construction of the building will commence in 4Q 2015 and will be completed in July 2017. PAR announced that McCormack Baron Salazar will develop housing / retail in the eastern blocks of the 28-acre site. PAR will provide \$900,000 in funding for the construction of the I-579 "Cap" Project ([Figure 18](#)).

Community Representatives

Community representatives include: U.S. Senator Casey, U.S. Senator Toomey, U.S. Congressman Doyle, Allegheny County Executive Rich Fitzgerald, City of Pittsburgh Mayor William Peduto, State Senator Wayne D. Fontana, State Representative Jake Wheatley Jr., City

Councilman R. Daniel Lavelle, County Councilman Walton, Hill Community Development Corporation, Hill House Association, representatives of Hill District ministers.

Other Related Parties

The SEA is coordinating with or receiving support from a wide range of local and state agencies, community groups and related stakeholders to help move the Project forward ([Attachment 9](#)):

- | | |
|--|--|
| <i>3 Rivers Wet Weather</i> | <i>Pittsburgh Downtown Partnership</i> |
| <i>ALCOSAN</i> | <i>Pittsburgh Environmental Council</i> |
| <i>Allegheny Conference on Community Development</i> | <i>Pittsburgh Green Innovators</i> |
| <i>Bike Pittsburgh</i> | <i>Pittsburgh History & Landmarks Foundation</i> |
| <i>Clayco</i> | <i>Pittsburgh Parks Conservancy</i> |
| <i>Crawford Square Homeowners Association</i> | <i>Pittsburgh Water and Sewer Authority</i> |
| <i>Duquesne University</i> | <i>Port Authority of Allegheny County</i> |
| <i>Green Building Alliance</i> | <i>Redevelopment Authority of Allegheny County</i> |
| <i>Jones Lang LaSalle</i> | <i>Riverlife</i> |
| <i>Marriott Hotel</i> | <i>Southwestern Pennsylvania Commission</i> |
| <i>McCormack Barron Salazar</i> | <i>Sustainable Pittsburgh</i> |
| <i>PA Dept of Community and Economic Development</i> | <i>U.S. Steel Corporation</i> |
| <i>Pennsylvania Department of Transportation</i> | <i>UPMC</i> |
| <i>Phillip Randolph Institute</i> | <i>Uptown Partners</i> |
| <i>Pittsburgh Climate Initiative</i> | <i>VisitPittsburgh</i> |

VI. Grant Funds and Sources / Uses of Project Funds

The following table shows the committed sources and uses of funds for the Project. The local cash match sources include: i) \$3,400,000 from a RACP grant, ii) \$900,000 contribution by PAR, iii) \$315,000 contribution by SEA, and iv) \$75,000 contribution from URA. Non-cash match includes land value of \$5,560,000. Cash and land match constitutes \$10,250,000, or 26.1% local match ([Figure 18](#)).

	USES	SOURCES	FUNDING TYPE
Project - Construction of I-579 "cap"			
Construction	\$33,690,000	\$3,400,000	State
		\$315,000	Local
		\$75,000	Local
		\$900,000	Private
		\$29,000,000	TIGER VII
Land Value	\$5,560,000	\$5,560,000	Land match
TIGER VII Project Scope	\$39,250,000		
TIGER VII Request	\$29,000,000	73.9%	
Local Match (cash and land)	\$10,250,000	26.1%	

Figure 18: Project sources and uses, and resulting local match.

At time of this application, the SEA has applied for additional local/state funding for the Project from the following sources: i) Pennsylvania Department of Conservation and Natural Resources (through URA), ii) Pennsylvania Multimodal Transportation Fund, iii) Pennsylvania Greenways, Trails and Recreation Program, and iv) Pennsylvania Redevelopment Assistance Capital Program. In addition, the SEA has applied to local private and corporate foundations.

Land Value and Site Control

The SEA and URA are owners of parcels adjacent to the open air trench above I-579. The value of the land parcels will be used as local match. The SEA portion of the parcel (2-B-400) being used for the Project and URA parcels (2-B-257, 2-B-104, 2-B-107) consist of approximately 1.5 acres (Figure 19). The value of this land is \$6,950,000, which is based on a May 2015 appraisal (Attachment 5), and \$5,560,000 (80% of the appraised value) will be used as local match (Figure 19). The future “Cap” over I-579 (1.5 acres) together with the adjacent land parcels (1.5 acres) make up the 3-acre project site.

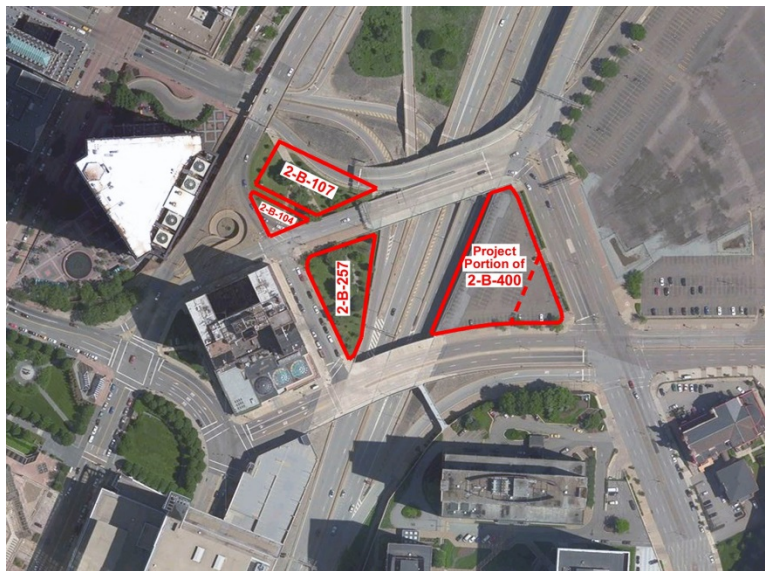


Figure 19: Location of SEA and URA land to be included in Project.

	Square Foot	Appraised Value Per Square Foot	Appraised Value	80% Appraised Value
Part of 2-B-400	26,136	\$105.00	\$2,740,000	\$2,192,000
2-B-257	18,468	\$100.00	\$1,850,000	\$1,480,000
2-B-104	12,160	\$100.00	\$1,220,000	\$976,000
2-B-107	<u>11,362</u>	\$100.00	\$1,140,000	\$912,000
	68,126	Total	\$6,950,000	\$5,560,000

Figure 20: Land appraisal of adjacent parcels.

The SEA will secure site control of the URA parcels and the PennDOT open air right-of-way by completion of “Cap” final design. The URA has provided SEA a letter acknowledging cooperation for site control of URA parcels (Attachment 6). A license agreement among the SEA, URA, the Commonwealth and PAR was entered into January 9, 2014 to provide site control to conduct due diligence for the Project (Attachment 6). PennDOT will enter into agreements with SEA and

the City for construction of the Project ([Attachment 6](#)). The City of Pittsburgh expects to own the Project upon completion.

VII. Selection Criteria

Primary Selection Criteria

State of Good Repair

Although no existing facilities are being rehabilitated, the new "Cap" structure and surface improvements will provide significant new purpose to unused space and an existing surface parking lot.

Economic Competitiveness

With respect to jobs created, the Project is estimated to generate 503 temporary jobs over the course of construction (see Results of Benefit Cost Analysis below for detailed discussion). The Project will also reconnect the Greater Hill District to the local economic network and will improve economic mobility by providing enhanced multi-modal connections for the community to access centers of employment, education and services such as Downtown, the second largest business district in Pennsylvania. The Project will support the development program for the 28-acre site which is estimated to attract over \$379 million of private investment, and create approximately 4,231 temporary construction jobs and 2,948 permanent jobs when the development is fully built-out. The Project will increase the economic productivity of land and result in the investment of capital in a severely distressed neighborhood. The Project will also help to spur further development, and create jobs, businesses and investment in the Greater Hill District neighborhood, and increase property values in the Hill District. The I-579 "Cap" will increase the efficiency of the movement of workers and goods within and to and from the area by reducing travel times and providing enhanced multi-modal choices. There may be further development opportunities on the I-579 "Cap" that may attract more economic activity. This opportunity will be investigated as the Project progresses. In addition to the direct economic and efficiency benefits to the local economy, the Project will provide a model for other neighborhoods leveled by the urban renewal movement and will improve the long-term economic competitiveness of the United States.

Quality of Life

The Project will create enhanced and convenient multi-modal choices that will enhance connections between a historically economically disadvantaged population to centers of employment, education and services to Downtown. The Project will support a future mixed-use development that will increase community revitalization. By restoring the connection to Downtown, improving existing intersections and sidewalks, adding/improving multi-modal choices, the Project will create a healthy, safe, and walkable area. Specific efforts to improve quality of life include:

NEW PEDESTRIAN CONNECTIONS: Pedestrian paths will be provided to enhance mobility throughout the site. The pedestrian routes will be designed to be continuous through the use of accessible switchback ramps, stairways or other solutions. The Project will provide more

circulation points for pedestrians walking between the Hill District, Uptown and the Central Business District. It is projected more pedestrians will use the Project site during each of the morning and evening peak hours. These individuals could potentially circulate to other areas to visit nearby destinations in the Hill District, Uptown and the Downtown.

BICYCLES: According to the 2012 American Community Survey, the City of Pittsburgh has the 6th highest level of commuting by bike and foot in the nation (of the 60 largest cities) with 1.4% commuting by bike and 10.6% commuting by foot. This is due in part to significant bicycle-friendly investments that have been made in the City over the last several years. Prior to 2007, the City had less than 11 miles of shared and dedicated bike lanes. Between 2007 and 2014, an additional 48 miles of shared and dedicated lanes were added, improving safety for cyclists and reducing barriers to entry for new cyclists.

BICYCLE and TRAILS CONNECTIONS: Shared use roadways are roads on which both motor vehicles and bicycles operate. Centre Avenue is an existing shared use roadway designated by the City ([Figure 21](#)). The Project will improve this shared route for bicyclists and increase accessibility from the east end of the City into Downtown. Improving the route will also encourage cyclists to use Centre Avenue rather than other nearby streets that may be dangerous due to narrow lane widths and reduced visibility. Complementary to the Project scope, as part of the Lower Hill redevelopment efforts, a dedicated bicycle lane will be added to the southern lanes of Centre Avenue heading toward the Hill District between Crawford Street and Washington Place.

Healthy Ride Pittsburgh (www.pghbikeshare.org) is the City's bike share program to provide bicycles for short-term use. The program launched in May 2015. The bikes can lock into any of the 50 solar-powered stations located throughout the City. The 500 bikes that are part of the City's program are designed to be sturdy, vandal-proof and with safety in mind. In 2016, after its first year of operations, the bike share program plans to work with community leaders to expand the bike share network and increase density of stations in existing neighborhoods. It is intended the Project site will incorporate high quality and durable metal bicycle racks and/or a bike share station.

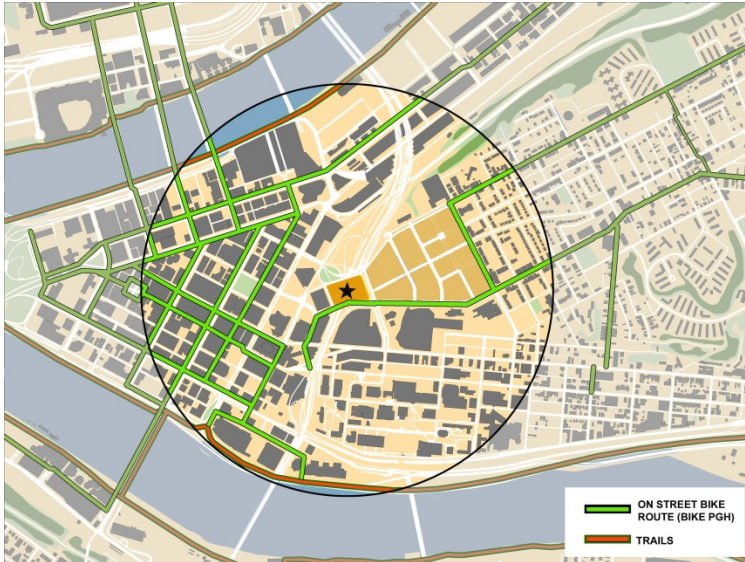


Figure 21: Project site (star) is close to a well-developed system of bike paths and trails, as reflected in PLDP.

IMPROVED BUS ROUTES; ACCESS TO LIGHT RAIL TRANSIT AND FUTURE BUS RAPID TRANSIT: The Project will provide improved pedestrian access to the Steel Plaza LRT stop and to the BRT. Related improvements to the peripheral streets, particularly Washington Place, may also allow for improved connections with the Port Authority’s BRT ([Figure 22](#)).

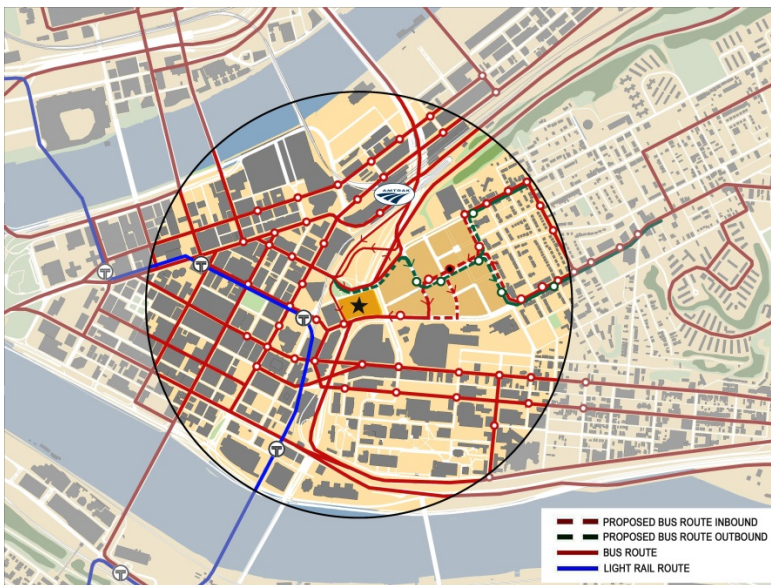


Figure 22: Project site (star) is close to LRT and existing and proposed bus routes, as reflected in PLDP.

PUBLIC ART: The I-579 “Cap” is an ideal location for the placement of a unique piece of public art, similar to Cloud Gate (also known as the Bean) in Millennium Park, Chicago. As the design of the Project advances, the SEA would plan meetings with various arts organizations and stakeholders, such as the City of Pittsburgh’s Office of Public Art and the Greater Pittsburgh Arts Council, in order to develop a process to solicit artwork proposals.

Environmental Sustainability

The Project will incorporate innovative sustainability initiatives and improvements focusing on landscape, resource management, and energy usage. These are anticipated to include: i) potential for LEED and/or SITES certification, ii) capture the 95th percentile of rainfall on the site – in the current condition, 2.16 acres of the site is impervious and flows directly into the storm sewer system, iii) heat island effect reduction – concrete surfaces of the highway and parking lot will become green surfaces, reduce the amount of heat radiated from the site back into the atmosphere, iv) native / indigenous landscape materials, v) noise reduction, vi) LED fixtures in lighting, vii) potential bike share location, viii) potential for sustainable educational opportunities focusing on the landscape/outdoor environment, and ix) contribute to urban forest cover.

Safety

Safety mitigation measures is a result of the proposed roadway improvements adjacent to the "Cap" site based on the improvement in level of service, resulting in a reduction in fatalities, injuries, and property damage. Note: See discussion of safety under Results of Benefit Cost Analysis section below.

Secondary Selection Criteria

Innovation

COMPLETE STREETS: The Mayor of the City of Pittsburgh recently issued an executive order in April 2015 to create a complete streets policy for the City to include improvements over the next five years aimed at making streets and other public spaces more accessible for pedestrians, bicyclists and public transportation ([Attachment 10](#)).

The Project will participate in the complete streets initiative by providing new, safe and accessible pathways for pedestrian and bicycle use at the Project site. In a dense urban condition where there is limited space in certain public rights-of-way, providing a dedicated space for pedestrian and bicycle movement will give a greater sense of safety and accommodation to all user groups, as envisioned by complete streets concepts.

Partnership

A diverse multitude of partners are involved in the development and funding for the Project, including local government and other public, private and nonprofit entities. A list can be found under the Project Parties section of the application. The SEA has successfully worked with a similar set of cross-sector parties on past projects. The Project is the product of a robust long-term planning process that has included the primary and supporting parties in addition to other local, state and federal agencies, community development organizations and related stakeholders.

VIII. Results of Benefit-Cost Analysis

The Benefit Cost Analysis (BCA) presents the results of an evaluation of the I-579 "Cap" project taking into consideration the direct benefits from the I-579 "Cap" project, as well as related

benefits arising from the adjacent Lower Hill Redevelopment. The I-579 "Cap" expands the public open space and increases mobility. The Lower Hill Redevelopment is supported by the I-579 "Cap" project and Lower Hill infrastructure improvements. The BCA was prepared in conformance with guidance provided by the U.S. Department of Transportation. The resulting quantitative benefit cost ratio is 1.71 (at 3% discount rate), or 1.59 (at 7% discount rate). A summary of the items evaluated are presented below (Figure 23). Note that the results are quantitative or qualitative, as applicable. Supporting detail on the methodology and data sources is found in [Attachment 3](#):

Description	Type	Amount
Livability		
Increase in Bike/Pedestrian Movement	Quantitative	\$5,055,400
Vehicle Operating Cost Savings from VMT Reduction	Quantitative	\$3,058,745
Improved Property Values from Accessibility and New Infrastructure	Qualitative	
Improved Access for Disadvantaged Communities	Qualitative	
Economic Competitiveness		
Time Savings from VMT Reduction	Quantitative	\$27,568,654
Fuel Savings from VMT Reduction	Quantitative	\$8,978,236
Construction Impact	Qualitative	
Safety		
Accident Mitigation from Direct Transportation Improvements	Quantitative	\$7,345,260
Accident Avoidance from Reduced VMT by Developing the Urban Core	Quantitative	\$8,738,701
Sustainability		
Emission Reduction from VMT Reduction	Quantitative	\$458,803

Discount	Benefit: Cost Ratio	Total Benefit	Total Cost
3%	1.71	\$ 57,690,450	\$ (33,690,000)
7%	1.59	\$ 53,457,768	\$ (33,690,000)

Figure 23: BCA quantitative and qualitative results (Source: Delta Development).

With respect to jobs created, the Project is estimated to generate 503 temporary jobs over course of construction (Figure 24).

Non-Permanent Employment during I-579 "Cap" Construction						
	2015	2016	2017	2018	2019	Total
I-579 "Cap" Construction (millions)	-	-	\$9.83	\$16.85	\$7.02	\$33.69
FHWA Multiplier	1.15	1.15	1.15	1.15	1.15	
Construction Value Basis (millions)	-	-	\$11.28	\$19.34	\$8.06	\$38.68
Annual Construction Employment*	-	-	147	251	105	503

Figure 24: Non-permanent employment during construction of Project.

Methodology

The I-579 "Cap" project will provide a series of direct benefits driven by the reconnection of the Hill District to the Downtown, in addition to the related cost-benefits provided by the development slated for the 28-acre former Lower Hill Redevelopment site. Foremost, the "Cap" over the I-579 Crosstown Boulevard and the new grid street system constructed within the 28-acre project site will directly improve economic mobility for the economically disadvantaged Hill District.

A key component of the BCA were the benefits derived from the efficiencies gained by capturing population growth occurring within Allegheny County in the dense urban core offered at the Lower Hill Redevelopment (former Civic Arena) site. The study modeled changes in traffic and pedestrian behavior for identical scale of development in the urban core (the proposed redevelopment project) and representative suburban communities selected from throughout Allegheny County. The analysis asked the question of whether or not there is a derived benefit from development in urban cores rather than suburban communities. The density of development and resulting employment in the retail and commercial office (services), and the residential build-out was assumed to be the same for each scenario.

A summary of the benefits follows. Where data and methodologies permitted, a quantitative analysis was performed. In other instances, however, a qualitative description of the benefits is provided.

BCA - Livability

Increase in Bike/Pedestrian Movement: Quantitative - \$5,055,400

Currently, access to Downtown Pittsburgh for Hill District residents by foot or bicycle is challenging and uninviting, despite the neighborhood's adjacent location with a border along the east side of the Downtown district. This overall Lower Hill redevelopment will create a network of multimodal transportation options, including pedestrian and bicycle pathways within the I-579 "Cap" that will create a safe and walkable connection to Downtown and the new street grid proposed for the 28-acre site.

The increased walkability benefits were quantified by evaluating the current Average Daily Traffic adjacent to the I-579 "Cap" project. The improvements assume a 1.00 percent reduction in vehicular traffic on days with favorable weather (approximately 160 per year in Pittsburgh). The reduction in Vehicle Miles Traveled (**VMT**) was then multiplied by a number of monetized factors derived by the Victoria Institute for Transport Policy and published in *Evaluating Non-Motorized Transport Benefits and Costs* (Littman). Over the 20 year study period, the benefits from this increase in pedestrian activity and reduction in vehicular traffic result in an estimated \$5,055,400 (before discounting).

Reduced VMT and Vehicle Operating Costs: Quantitative - \$3,058,745

The study evaluated the difference in vehicle miles traveled when comparing the urban core development proposed for the Lower Hill Redevelopment site with the average of suburban communities in Allegheny County. With the higher density development and greater access to

transit and pedestrian options provided in part by the I-579 "Cap" project, the urban core development is significantly more efficient, resulting in a reduction in VMT. The reduction in VMT translates directly to a savings benefit for residents from reduced car maintenance expenses. The vehicle maintenance and operation savings were determined by multiplying total reduced VMT by the AAA published vehicle operating and maintenance cost per mile of \$0.06 (AAA 2012 Study, "Your Driving Costs", reflects maintenance and tire costs per mile for an average sedan). The result over the 20 year study period is a direct savings of \$3,058,745 (before discounting).

Improved Property Values from Accessibility and New Infrastructure: Qualitative

Connectivity to the CBD for the Hill District will advance economic development and revitalization for the historic neighborhood. The area has suffered from a variety of reconfigurations: through traffic pattern changes that have separated the neighborhood from the adjacent CBD, building demolition that was undertaken for the Civic Arena in the 1950s, and the construction of I-579. These changes have altered the original density and fabric for the neighborhood. For more than sixty years, the core CBD has been concentrated on the east side of I-579, subjecting the Hill District neighborhood to decay and deterioration.

While the correlation between the I-579 "Cap" Project and the increase in property values in the Hill District is difficult to accurately estimate, studies have demonstrated that new infrastructure and building stock within a walkable network increases surrounding property values. The overall Lower Hill infrastructure improvements, including the I-579 "Cap" project, are being undertaken to increase safety and decrease the thoroughfare-style traffic patterns that existing today to support this revitalization initiative. This will be accomplished through bicycle, pedestrian, and transit improvements.

Improved Access for Disadvantaged Communities: Qualitative

The Project will provide improved access for residents of the Hill District neighborhood to employment centers situated in the CBD. By removing barriers to economic opportunity, improved access to jobs will improve the overall quality of life for the Hill District's residents. Based on data available through PGHSNAP, a planning tool created by the Pittsburgh Department of City Planning that consolidates and organizes information from a variety of public planning documents for Pittsburgh's neighborhoods, there are only a total of 2,577 jobs located within the Hill District, compared to 95,545 jobs located within the Central Business District (based on the most recent data available). With a median household income of approximately \$18,147, the neighborhood impacted by this Project is amongst the very poorest in Pittsburgh. The median household income for the CBD is \$37,475 and the City overall is \$35,732.

BCA - Economic Competitiveness

Time Savings from VMT Reduction: Quantitative - \$27,568,654

Travel time savings are based on total person trips (broken down by work trips and other (non-work trips) both from the region to the area and from the area to the region over the twenty year study period. Time savings are the result of reduced VMT from developing in the urban

core rather than suburban communities. Total trips by year, as well as average trip time (in hours) are based on data provided by the SPC. The value of total time savings was derived based on total time savings as reported in the TIGER Benefit-Cost Analysis (BCA) Resource Guide. Hourly savings for work trips and all other purposes were based on the local travel category – either work or other trips at rates of \$25.23 per hour and \$12.98 per hour, respectively.

Fuel Savings from VMT Reduction: Quantitative - \$8,978,236

Fuel savings were derived by first calculating the total distance saved in miles, which reflects the difference between the total distances traveled resulting from development at the Lower Hill Redevelopment site versus each of the comparative communities. In order to calculate the total fuel savings, average car fuel use of 23.5 miles per gallon (most recently available average from USDOT figure for light duty cars) was applied to the total distance saved and an average per gallon cost of \$3.58 (US Energy Information Administration 2013 annual average) was applied to the estimated total gallons.

Construction Impact: Qualitative

One time construction impacts attributable to the construction of the I-579 "Cap" were estimated based on total construction costs of \$33.69 million. Total one-time construction employment is based on US Department of Transportation (USDOT) estimates of 13,000 short-term job years created per one billion dollars of government investment. The total value of employment is based on a multiplier of 1.148 recommended by the Federal Highway Administration

BCA - Safety

Accident Mitigation from Direct Transportation Infrastructure Improvements: Quantitative - \$7,345,260

Current average daily traffic data from the proposed roadway improvements adjacent to the I-579 "Cap" was totaled, and the corresponding person injury data for those roads was reviewed. As a result of the mitigation, a 25% reduction in person injuries is estimated. The 25% reduction is an approximation based on level of service improvements for traffic along roadways immediately adjacent to the I-579 "Cap" project. This related mitigation will provide a savings valued at \$7,345,260 over the 20 year study period.

Accident Avoidance from Reduced VMT by Developing the Urban Core: Quantitative - \$8,738,701

The reduction in fatalities, injuries, and property damage was calculated based on the total distance savings used in the fuel, emissions, and operating calculations. A factor of \$0.15 per vehicle mile was developed based on the Pennsylvania Department of Transportation 2012 Pennsylvania Crash Facts and Statistics report. The estimated statewide total value of all fatalities, injuries, and property damage was divided by the total vehicle miles for the same period. The Pennsylvania values per fatality, type of injury, and property damage only were selected since these are more conservative than the TIGER BCA Resource Guide values.

BCA - Sustainability

Emission Reduction from VMT Reduction: Quantitative - \$458,803

Reduced emissions were quantified by using the total fuel savings calculated to estimate the reduction in carbon dioxide (CO₂), Volatile Organic Compounds (VOCs), and Nitrogen Oxide (NO_x) realized by developing the proposed Lower Hill Redevelopment site when compared to suburban development. These factors were developed using data in the EPA publication entitled "Greenhouse Gas Emissions from a Typical Passenger Vehicle" (EPA-420-F-11-041, December 2011). The resulting reductions in emissions were converted to metric tons and the value per metric ton from the TIGER BCA Resource Guide was then applied to monetize the savings. VOC and NO_x emission reductions were valued at \$1,999 and \$7,877 per metric ton, respectively. The CO₂ emission reduction was valued using the variable annual discounted factors provided in the TIGER BCA Resource Guide.

IX. Project Readiness

Pre-Construction Activities and Related Information

As described herein, preliminary engineering of Project is being finalized. Also attached are related media articles ([Attachment 10](#)).

NEPA Status

The Project meets all the requirements for categorical exclusions. The Project is anticipated to be a Class II federal action requiring the preparation of a Level 1B Categorical Exclusion Evaluation (CEE). The scoping document required for the CEE submission has been approved. The Project will not result in impacts of potential significance or the need for measures to avoid or mitigate impacts. Upon results of TIGER VII award announcement in Fall 2015, if awarded, the Project can meet local, state and federal requirements by May, 2017 in order for DOT to obligate funding by end of September, 2017.

Planning Approvals

The I-579 "Cap" project is referenced in the Lower Hill Preliminary Land Use Development Plan as approved by City of Pittsburgh Planning Commission on December 4, 2014. The Project site is also part of the Specially Planned Zoning District 11 which was approved by Pittsburgh City Council on February 5, 2015. The Project site is referenced in the Lower Hill Planned Development District Improvement Subdivision Site Plan No.1 (revised) which was approved by City of Pittsburgh Planning Commission on April 21, 2015. And, the I-579 "Cap" project is also referenced in Southwestern Planning Commission's 2015-2018 Transportation Improvement Program for Southwestern Pennsylvania in Appendix 9 (for engineering and final design of the Project).

X. Federal Wage Rate Certification

Federal wage rate certification signed by SEA (requirements of subchapter IV of chapter 31 of title 40, US Code) is included as [Attachment 8](#).

XI. Attachments

This Narrative and attachments referenced in this TIGER VII application and other supporting information can be found at the [I-579 "Cap" Urban Connector Project website](http://www.I-579captiger.com), or by visiting www.I-579captiger.com. The attachments are:

- Attachment 1: Narrative
- Attachment 2: Changes from Pre-Application
- Attachment 3: Benefit Cost Analysis
- Attachment 4: Lower Hill Planning Documents
- Attachment 5: Funding Acknowledgments, Appraisal
- Attachment 6: Project Engineering Documents, Site Control
- Attachment 7: Related Planning Documents of Greater Hill District and City
- Attachment 8: Federal Wage Rate Certification
- Attachment 9: Letters of Support
- Attachment 10: Related Articles