

# Single Application for Assistance

Web Application Id: 8068967

Single Application Id: 201507311048

Applicant: The Urban Redevelopment Authority of Pittsburgh

Program Selected: Multimodal Transportation Fund

## Applicant Information

Applicant Entity Type: Government

Applicant Name: The Urban Redevelopment Authority of Pittsburgh

NAICS Code 9261

FEIN/SSN Number XXXXXXXXX

CEO: Robert Rubinstein

CEO Title: Acting Executive Director

SAP Vendor #: XXXXXX

Contact Name: Kryn Hoyer-Winfield

Contact Title: Project Development Specialist

Phone: [REDACTED] Ext.

Fax: (412)-255-6617

E-mail: [REDACTED]

Mailing Address: 200 Ross St.

City: Pittsburgh

State: PA

Zip Code: 15219

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AUG 03 2015

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BUSINESS FINANCING

**EnterpriseType**

Government,

**Single Application for Assistance**

Web Application Id: 8068967

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**Project Overview**

Project Name:

Oakland Transit Connector

Is this project related to another previously submitted project?

No

If yes, indicate previous project name:

Have you contacted anyone at DCED/Governor's Action Team about your project?

Yes

If yes, indicate who:

Lance Chimka

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### Project Site Locations

Address: 626 Boundary St.

City: Pittsburgh

State: PA

Zip Code: 15201

County: Allegheny

Municipality: Pittsburgh City

PA House: Dan Frankel (23)

PA Senate: Jay Costa (43)

US House: Michael F. Doyle (14)

Current Employees: 0

Jobs To Be Created: 200

Designated Areas: Brownfield

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Program Selected: Multimodal Transportation Fund

## Project Budget

	Multimodal Transportation Fund	City/URA (Local)	Future State (State)	Total
- Acquisition	0	0	0	0
- General Construction	0	0	0	0
- Infrastructure / Site Preparation	2,970,000	0	3,000,000	5,970,000
Roads/Streets	1,600,000	0	3,000,000	4,600,000
Water/Sewer	600,000	0	0	600,000
Utilities	770,000	0	0	770,000
- Machinery & Equipment	0	0	0	0
- Working Capital	0	0	0	0
- Operating Costs	0	0	0	0
- Related Costs	30,000	1,200,000	0	1,230,000
Engineering	0	1,200,000	0	1,200,000
Fees	30,000	0	0	30,000
- Other	0	0	0	0
<b>Grand Totals</b>	<b>3,000,000</b>	<b>1,200,000</b>	<b>3,000,000</b>	<b>7,200,000</b>

### Basis of Cost

Provide the basis for calculating the costs that are identified in the Project Budget.

### Engineer Estimates

### Budget Narrative

The narrative must specifically address each of the cost items identified in the Project Budget section. If an amount is placed in any of the OTHER categories, you must specify what the money will be used for. **NOTE:** Some programs have specific guidelines regarding the narrative necessary to qualify for that particular DCED resource. Please read the Program Guidelines for details.

The URA of Pittsburgh worked with project partner Almono, LP to evaluate a projected scope of work. Following a general field view in which consultants working with Almono, LP attended (along with various City staffers), the scope of work was identified as general cartway improvements (to accommodate traditional and autonomous motor vehicles), bicycle/pedestrian improvements (including an aerial railroad crossing bridge), general site utilities, landscaping/stormwater management areas, and marked/maintained entrance/exit portals were included in the budget (and further outlined in Exhibit 2).

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## Project Narrative

### What do you plan to accomplish with this project?

Identify the problem(s) that need to be resolved.

The objective of this project is simple: create an efficient, clean technology transit connection between Oakland and the business centers and communities immediately south along the Monongahela River. In turn, help enable the continued economic growth of the City, Region and State.

This project will accomplish the following transit-related and economic development goals:

1. Connect and enable continued economic growth of the near-capacity Oakland business community with a large, undeveloped Almono mixed-use site by providing efficient, clean technology transit.
2. Significantly reduce travel time between focal business centers and residential communities within the Oakland Transit Connector area.
3. Enable intercept parking facilities to be pursued for suburban commuters to Oakland.
4. Provide for bike-pedestrian modes of transportation along with the transit technology, and increase the network for safe bike-pedestrian commuting.

(See Exhibit A for greater detail)

### How do you plan to accomplish it?

Include expected outcomes that are measurable, obtainable, clear and understandable, and valid. Examples of measurable outcomes include jobs created or retained, people trained, land or building acquired, housing units renovated or built, etc.

This project will be a public-private partnership between the City of Pittsburgh, the Urban Redevelopment Authority, the University of Pittsburgh and Carnegie Mellon University. The land for this project is owned by the City of Pittsburgh. The Urban Redevelopment Authority will execute the construction of the project and the operator of the shuttle will be a shared entity that includes the universities and large employers.

The projected outcomes will include:

- 200 new permanent jobs within five years of project completion [Almono]
- 60 new temporary construction jobs.
- 5,280 SF of new roadway
- 1 new bike overpass
- 1600 SF of new bike paths
- Approximately 250 new daily riders

### How do you plan to use the DCED funds?

Should include specific use of DCED funds and reflect the budget provided with the application.

DCED Funds will be used for site preparation and construction (cartway, ped/bike bridge, site utilities, & stormwater BMPs/landscaping).

### Projected Schedule and Key Milestones and Dates

A detailed schedule of activities, including key milestones and dates, must accompany this application if applicable to the project.

The proposed Boundary Street Extension work timeline includes:

Plans and Specifications Completion: December 2015

Permitting: March 2016

7/31/2015

Single Application for Assistance

Bidding: April 2016

Construction Start: June 2016

Construction Completion: November 2016

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Program Selected: Multimodal Transportation Fund

## Program Addenda

In addition to the Electronic Single Application (ESA), the Applicant shall submit the following list of items, either by uploading to the ESA or by hard copy. All items marked with a red diamond are required to be uploaded to the application for electronic submission. The items that are not marked with a red diamond should also be uploaded if they are applicable to the project.

I understand this application requires a \$100 application fee made payable to the Commonwealth Financing Authority and I will send it along with the signature page, the original and 2 copies of the single application and all required supplemental information stated in the program guidelines.

Yes

1. Provide a clear and concise description of the project which discusses all of the following: (a) the specific location of the project site and the specific development proposed for the project site; (b) whether the project is consistent with an existing county or local comprehensive plan; (c) whether the project will result in a substantiated positive economic development impact; (d) the historical use of land served by the project; (e) the estimated start and end dates of construction; (f) the names of the municipalities that will participate in and benefit from the project; (g) a description of the facilities in the area to be served by the project.

### Uploaded Documents

Exhibit 1 - Oakland Connector - Extended.pdf View

2. A thorough and detailed estimate for the total project cost. The estimate must be prepared by an engineer or other qualified professional and should be accompanied where appropriate by copies of the signed bid/quotations, contractor estimates, sales agreements or other documentation that verify project cost estimates.

### Uploaded Documents

Exhibit 2 - Oakland Connector.pdf View

Professional Certification.pdf View

3. Preliminary construction drawings showing project details. (Note: Drawings are a requirement of the application, but the electronic upload is not required if the drawings are not in an easily submitted format.)

### Uploaded Documents

4. Funding commitment letters from all other project funding sources (including equity commitments). Funding commitments for the entire project should include the term, rate, and collateral conditions and must be signed and dated.

### Uploaded Documents

Match Letter - Almono.pdf View

5. A color-coded map detailing the location of the proposed project. (Note: The map is a requirement of the application, but the electronic upload is not required if the map is not in an easily submitted format.)

**Uploaded Documents**

Exhibit 5 - JH Conceptual Alignment and Section V2.pdf [View](#)

6. The most recent audited financial statements of the applicant. Financial statements should include balance sheets, income statements, and notes to financials.

**Uploaded Documents**

URA\_FS\_FINAL\_2014.pdf [View](#)

7. If applicable, a letter from the property owner giving applicant consent for the project.

**Uploaded Documents**

Exhibit 7 - Land Ownership.pdf [View](#)

8. A list of all state, federal, and local planning and permit approvals required for the project.

**Uploaded Documents**

Exhibit 8 - List of Permits.pdf [View](#)

9. A letter from the appropriate planning agency certifying that the proposed project is in compliance with the comprehensive land use plans.

**Uploaded Documents**

Junction Hollow - City Planning Letter.pdf [View](#)

10. For acquisition projects, provide a copy of the sales agreement or easement accompanied by an appraisal prepared by either a Member, Appraisers Institute (MAI) formerly Institute of Real Estate Appraisers or a PA State Certified Appraiser.

**Uploaded Documents**

11. For real estate cash equivalents, provide a copy of a recent (not more than one year old) appraisal prepared by either a Member, Appraisers Institute (MAI) formerly Institute of Real Estate Appraisers or a PA State Certified Appraiser.

**Uploaded Documents**

12. For all applicants, provide copies of notifications provided to county and municipal governing bodies advising them of the proposed project.



**Uploaded Documents**

Exhibit 12 - Notification Letters.pdf    View

13. For Public Transportation Agencies who are using grant funds for acquisition, provide copies of written consent from the county and municipality in which the land is situated.

**Uploaded Documents**

14. For public sector applicants, provide a resolution duly adopted by the applicant's governing board formally requesting the grant, designating an official to execute all documents, describing briefly the project scope, and identifying the grant amount.

**Uploaded Documents**

Exhibit 14 - Resolution Notice.pdf    View

Once submitted, please print **three (3)** copies of the completed application, to include copies of all required uploads and additional applicable supplemental information, and send via US Mail. This packet should include the required \$100 application fee as well. Please reference the Application ID number on all submissions.



## Community and Economic Development

Single Application for Assistance

**Single Application #: 201507311048**

This page must accompany all required supplemental information **Mail to:**

**Pennsylvania Department Of Community and Economic Development  
Commonwealth Keystone Building  
Attn: Customer Service Center  
400 North Street, 4th Floor  
Harrisburg, PA 17120-0225**

I hereby certify that all information contained in the single application and supporting materials submitted to DCED via the Internet, Single Application # 201507311048 and its attachments are true and correct and accurately represent the status and economic condition of the Applicant, and I also certify that, if applying on behalf of the applicant, I have verified with an authorized representative of the Applicant that such information is true and correct and accurately represents the status and economic condition of the Applicant. I also understand that if I knowingly make a false statement or overvalue a security to obtain a grant and/or loan from the Commonwealth of Pennsylvania, I may be subject to criminal prosecution in accordance with 18 Pa.C.S. § 4904 (relating to unsworn falsification to authorities) and 31 U.S.C. §§ 3729 and 3802 (relating to false claims and statements).



**Signature: Robert Rubinstein**

The Department of Community and Economic Development reserves the right to accept or reject any or all applications submitted on the Single Application for Assistance contingent upon available funding sources and respective applicant eligibility.

## Exhibit 1: Responses

### Full Response to Project Narrative question:

Improving transit connectivity between Downtown Pittsburgh, the Oakland area of Pittsburgh and adjoining business and community hubs has a long history, apparently starting in 1907 and being seriously considered in the 1960s with many starts and stops since then. Numerous studies have been made and suggest various routes and modes for improving connectivity to grow Pittsburgh's economy and enhance the live-work-play environment (complete subways, at grade light-rail, bus rapid transit, automated people movers and various combinations therein). Recent studies with participation from regional stakeholders such as Allegheny County, City of Pittsburgh, and Southwestern Pennsylvania Counsel, amongst others, agree upon the demand, and economic importance of improving a number of key connections, one of which is the *Downtown Pittsburgh to Oakland Connector*, with the *Oakland Transit Connector* being an integral component therein.

The Downtown Pittsburgh to Oakland Connector is focused on connecting the second and third largest activity centers in the State via efficient and clean technology modes of transit. Similarly the *Oakland Transit Connector* focuses on essential connectivity needs however in a more localized footprint in and around the Oakland community.

The Oakland neighborhood of Pittsburgh is currently the third largest "Downtown" in the State. In addition to the region's largest employer (UPMC), Oakland is home to the University of Pittsburgh and Carnegie Mellon University. There is strong demand from the private sector to locate offices and hi-tech lab space as close as possible to these job centers and higher education/research institutions. While vacancy rates are near zero, there is little development underway to address the continued high demand – primarily due little remaining land for development, and poor circulating transit given limits to existing transit infrastructure, topographical challenges, and preserved park spaces. The implementation of the Oakland Transit Connector model can address a majority of these barriers and will open the opportunities for continued economic growth across Oakland and into adjoining communities.

The Oakland Transit Connector contemplates an initial phase that connects Oakland to the Almona mixed-use development in the neighboring Hazelwood community. This segment also connects with the well-established Pittsburgh Technology Center (PTC) office park and the Southside business district immediately across the Monongahela River. These job centers and vibrant living communities are only a mile or two from core business activities in Oakland, however they are at times hours away by travel given congestion along existing transportation routes and poor transit circulation.

Located essentially in-between the Oakland, PTC and Southside areas, the Almona site is a 178 acre brownfield site that has recently gained entitlements and undergone site preparation for a mixed-used development. Almona has created a vast amount of developable land with aspirational sustainability goals which affords a natural extension of the near capacity Oakland business districts with a desirable live-work-play environment. The initial phase of the Oakland Transit Connector enables this natural extension to occur, while providing overall increased capacity and circulation to the existing transportation and transit systems.

The objective of this project is simple: create an efficient, clean technology transit connection between Oakland and the business centers and communities immediately south along the Monongahela River. In turn, help enable the continued economic growth of the City, Region and State.

This project will accomplish the following transit-related and economic development goals:

1. Connect and enable continued economic growth of the near-capacity Oakland business community with a large, undeveloped Almona mixed-use site by providing efficient, clean technology transit.
2. Significantly reduce travel time between focal business centers and residential communities within the Oakland Transit Connector area.
3. Enable intercept parking facilities to be pursued for suburban commuters to Oakland.
4. Provide for bike-pedestrian modes of transportation along with the transit technology, and increase the network for safe bike-pedestrian commuting.

Oakland Transit Connector  
Conceptual Full Build and Phasing Alignments  
(Lea+Elliott, 2009)



While this project will significantly improve existing transit and enable economic opportunities, it will also provide opportunity for the Region to further consider autonomous vehicle technologies in transit. A global institutional leader in the research and development of these technologies, Carnegie Mellon University, is located in the heart of Oakland and immediately adjacent to this project. Not only have the Oakland institutions expressed a need to use this transit connection, their interests extend to how they may work within the project over time relative to their research and development initiatives around autonomous vehicles. The evolution of this particular segment, and other pieces of the Oakland Transit Connector over time is anticipated to play a role in the implementation of autonomous vehicle technologies.

Additionally, while less critical to transit itself but equally important will be aspirational goals for sustainable site development and operation including noise mitigation, air pollution controls, integration of natural ecological systems and storm water management, and energy conservation.

#### Responses to specific question in Exhibit 1

- (a) This project will begin at the intersection of South Neville St and Forbes Avenue in Oakland, run south down Boundary St., and then move onto the Junction Hollow Trail until ending where it meets Boundary St again. Please see exhibit 5 for additional details and cross-sections of the proposed multi-modal improvements. *\* See attached map \**
- (b) This plan is consistent with the following:
- a. The studies and initiatives (namely Oakland Transit Connector and Downtown Pittsburgh to Oakland Connector) undertaken by the Transportation Action Partnership (TAP). TAP includes representatives from the Allegheny County Economic Development, the Port Authority of Allegheny County, the Allegheny Conference on Community Development, the City of Pittsburgh, the Southwestern Pennsylvania Commission, the Urban Redevelopment Authority of Pittsburgh and the Pittsburgh Parking Authority.
  - b. The studies and initiatives (namely Eastern Corridor Transit Study) undertaken by Port Authority of Allegheny County, Southwestern Pennsylvania Commission and Westmorland County Transit Authority.
  - c. The studies and initiatives (namely The Oakland 2025 Master Plan) undertaken the Oakland Community Development Corporation (OCDC). OCDC includes representatives from an extensive list of regional and local civic and private stakeholders.
  - d. Existing Hazelwood Community plan and SPC's CEDS plan that calls for greater transit connectivity throughout the eastern corridor of the City of Pittsburgh.
  - e. The proposed multi-modal connection also is in line with various proposals – and the final PLDP – SP-10 zoning plan for the Almono-Hazelwood site, a 178 acre brownfield site located in the Hazelwood neighborhood<sup>1</sup>.
- (c) This project will have a significant economic impact. As discussed previously herein, there is strong demand from private and public institutions and businesses to locate in close proximity to Oakland given the presence of the University of Pittsburgh (fifth largest recipient of annual

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<sup>1</sup> For more information, please visit: [www.almono.org](http://www.almono.org)

NIH funding) and Carnegie Mellon University (top computer science program in the country), and UPMC (ranked no. 2 in the State – no. 1 regionally by U.S. News & World Report)<sup>2</sup>. There are emerging life science, IT and robotics clusters in the city and a lack of Class A Office and Flex Space. This connection will immediately bolster the Pittsburgh Technology Center and will instigate the natural extension of Oakland to the Almono-Hazelwood site.

- (d) For the last 130 years, the only use of the site has been for a railroad line and minimal public open space. Currently the Eliza Furnace bike Trail runs through this area albeit in existing poor condition relative to safe and effective bike-pedestrian commuting. The proposed multi-modal connection integrates a shuttle/people mover through the corridor while improving the existing bicycle infrastructure – and removing any conflicts between pedestrian/bicycle movements and the existing railroad extension that runs through the Hollow.
- (e) The final design for this project will begin in the fall of 2015. Construction will start in the spring of 2016 and will run until the summer of 2017
- (f) The primary beneficiary will be the City of Pittsburgh and communities therein, however many workers commute from surrounding municipalities which will consequently benefit from this connection. Additionally, the Pennsylvania Department of Transportation will benefit relative to this transit connection reducing existing transportation congestion and potentially lessening future transportation upgrades throughout the eastern corridor (Bates Street, Blvd. of the Allies, I-376, Second Avenue/SR 885).
- (g) The proposed multi-modal connection between Lower Oakland (home to the region's leading economic development drivers – UPMC, University of Pittsburgh, Carnegie Mellon University) and Hazelwood will enable more efficient means of transporting residents/commuters through the eastern corridor of the City of Pittsburgh while providing a much-needed/improved transportation connection to the neighborhood (including the Almono-Hazelwood site, a 178 acre brownfield site that anticipates developing over 2 million new sqft of office/R&D/tech-flex space & creating over 6,000 new job opportunities for the region).

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<sup>2</sup> <http://health.usnews.com/best-hospitals/area/pa/upmc-university-of-pittsburgh-medical-center-6230029>

**Exhibit 2:**

An Opinion of Probable Cost and Professional Certification have been submitted with application

	MTF (CFA)	City/URA	Future MTF (PennDOT)	Total
Bike-Ped Bridge Crossing of CSX Rail (130-foot steel span with ADA ramps)	\$1,200,000			\$1,200,000
Phase I Vehicle Cartway (approx.. 1 mile of typical City standard)			\$1,800,000	\$1,800,000
Autonomous Vehicle Curbing			\$500,000	\$500,000
Bike/Pedestrian Cartway	\$400,000			\$400,000
Entrance/Exit Portals			\$500,000	\$500,000
Site Utilities	\$800,000			\$800,000
Site Amenities			\$200,000	\$200,000
Stormwater BMPs & Landscaping (with retaining walls)	\$600,000			\$600,000
Engineering & Permits		\$1,200,000		\$1,200,000
Total	\$3,000,000	\$1,200,000	\$3,000,000	\$7,200,000

## EXHIBIT 2

### PROFESSIONAL'S CERTIFICATION

The purpose of the Professional's Certification Attachment is to have on record a statement from an engineer, architect or construction professional that the work is feasible and the costs are fair. If activity is limited to purchase of materials, two (2) estimates must be obtained.

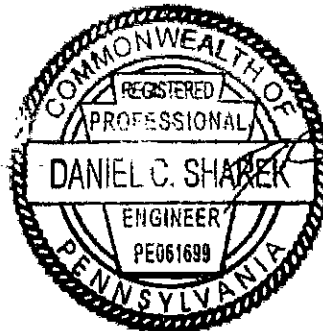
1. PROJECT NAME Junction Hollow - Multi-Modal Connection
2. PROJECT LOCATION City of Pittsburgh; Oakland & Hazelwood neighborhoods
3. TOTAL PROJECT COST \$7,200,000

I, Daniel C. Sharek, a professional engineer in the Commonwealth of Pennsylvania, do hereby certify that the proposed work for the above project is feasible and the costs itemized hereto are fair and reasonable estimates of the project costs.

  
Signature

Daniel C. Sharek  
Printed Name

7/30/2015  
Date



(SEAL)



## Oakland Connector Budget – 9-25-2015

	<u>Multimodal Transportation Fund</u>	<u>City/URA/Almono LP</u>	<u>Federal</u>	<u>Total</u>
Acquisition	\$0	\$0		\$0
General Construction				
Infrastructure/Site Prep	\$660,000	\$340,000		\$1,000,000
Roads/Streets	\$1,500,000	\$0		\$1,500,000
Stormwater BMPs	\$100,000	\$0	\$200,000	\$300,000
Utilities	\$500,000	\$0		\$500,000
Bike/Ped Reconstruction	\$0	\$300,000		\$300,000
Machinery and Equipment	\$0	\$0		\$0
Workign Capital	\$0	\$0		\$0
Operating Costs	\$0	\$0		\$0
Related Costs	\$0	\$0		\$0
Engineering (10%)	\$0	\$360,000		\$360,000
Fees	\$40,000	\$0		\$40,000
Contingency (5%)	\$0	\$200,000		\$200,000
<b>Grand Total</b>	<b>\$2,800,000</b>	<b>\$1,200,000</b>	<b>\$200,000</b>	<b>\$4,200,000</b>
<b>Budget Narrative:</b>				
The URA of Pittsburgh worked with project partner Almono, LP to evaluate a projected scope of work.				
Following a general field view and ongoing discussions with design and engineering experts, the scope of work was identified as:				
<p>General cartway improvements, bicycle and pedestrian improvements, site utilities, landscaping/water management areas and entrance/exit portals</p> <p><b>The primary reductions from the original grant submitted are:</b></p> <ul style="list-style-type: none"> <li>• Eliminated Bike/Ped crossing    \$1,200,000</li> <li>• Reduced Cost w/ Cartway (due to removal of autonomous vehicle curbing)    \$300,000</li> <li>• Removal of Autonomous Vehicle Curbing    \$500,000</li> <li>• Reduction in Engineering Costs/Permits (due to above reductions)    \$800,000</li> <li>• Reduction in Site Utility Costs (due to reduction in autonomous vehicles)    \$300,000</li> <li>• Reduction in Bike/Ped trail width    \$100,000</li> </ul>				

## Oakland Connector Budget – 9-22-2015

	Multimodal Transportation Fund	City/URA/Almono LP	Total
Acquisition	\$0	\$0	\$0
General Construction			
Infrastructure/Site Prep	\$660,000	\$340,000	\$1,000,000
Roads/Streets	\$1,500,000	\$0	\$1,500,000
Stormwater BMPs	\$300,000	\$0	\$300,000
Utilities	\$500,000	\$0	\$500,000
Bike/Ped Reconstruction	\$0	\$300,000	\$300,000
Machinery and Equipment	\$0	\$0	\$0
Workign Capital	\$0	\$0	\$0
Operating Costs	\$0	\$0	\$0
Related Costs	\$0	\$0	\$0
Engineering (10%)	\$0	\$360,000	\$360,000
Fees	\$40,000	\$0	\$40,000
Contingency (5%)	\$0	\$200,000	\$200,000
Grand Total	\$3,000,000	\$1,200,000	\$4,200,000

### Budget Narrative:

The URA of Pittsburgh worked with project partner Almono, LP to evaluate a projected scope of work. Following a general field view and ongoing discussions with design and engineering experts, the scope of work was identified as:

General cartway improvements, bicycle and pedestrian improvements, site utilities, landscaping/water management areas and entrance/exit portals

### The primary reductions from the original grant submitted are:

- Eliminated Bike/Ped crossing    \$1,200,000
- Reduced Cost w/ Cartway (due to removal of autonomous vehicle curbing)    \$300,000
- Removal of Autonomous Vehicle Curbing    \$500,000
- Reduction in Engineering Costs/Permits (due to above reductions)    \$800,000
- Reduction in Site Utility Costs (due to reduction in autonomous vehicles)    \$300,000
- Reduction in Bike/Ped trail width    \$100,000

## PROFESSIONAL'S CERTIFICATION

The purpose of the Professional's Certification Attachment is to have on record a statement from an engineer, architect or construction professional that the work is feasible and the costs are fair. If activity is limited to purchase of materials, two (2) estimates must be obtained.

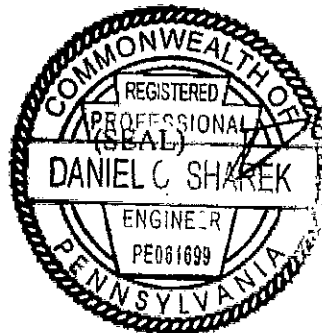
1. PROJECT NAME Oakland Transit Connector
2. PROJECT LOCATION City of Pittsburgh, Allegheny County
3. TOTAL PROJECT COST \$4,200,000

I, Daniel C. Sharek, a professional engineer in the Commonwealth of Pennsylvania, do hereby certify that the proposed work for the above project is feasible and the costs itemized hereto are fair and reasonable estimates of the project costs.

  
Signature

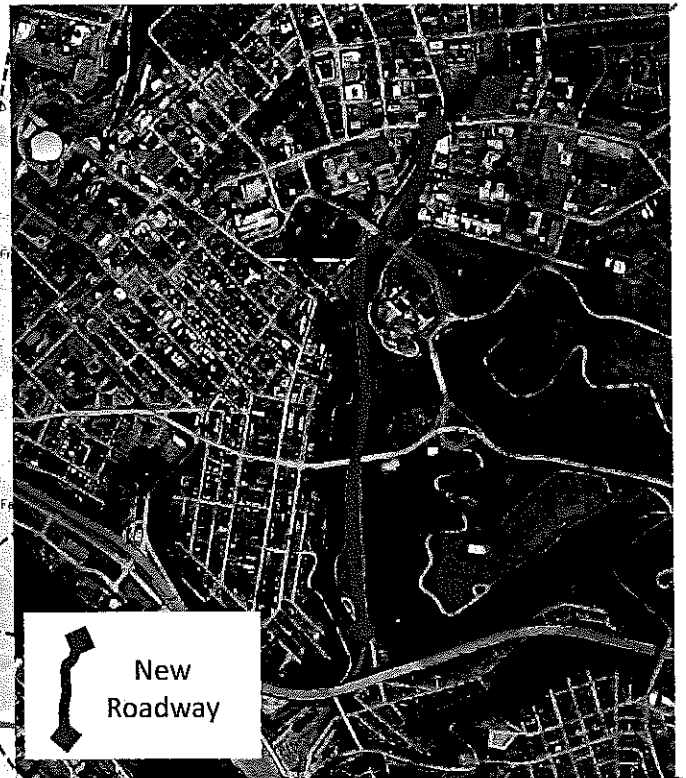
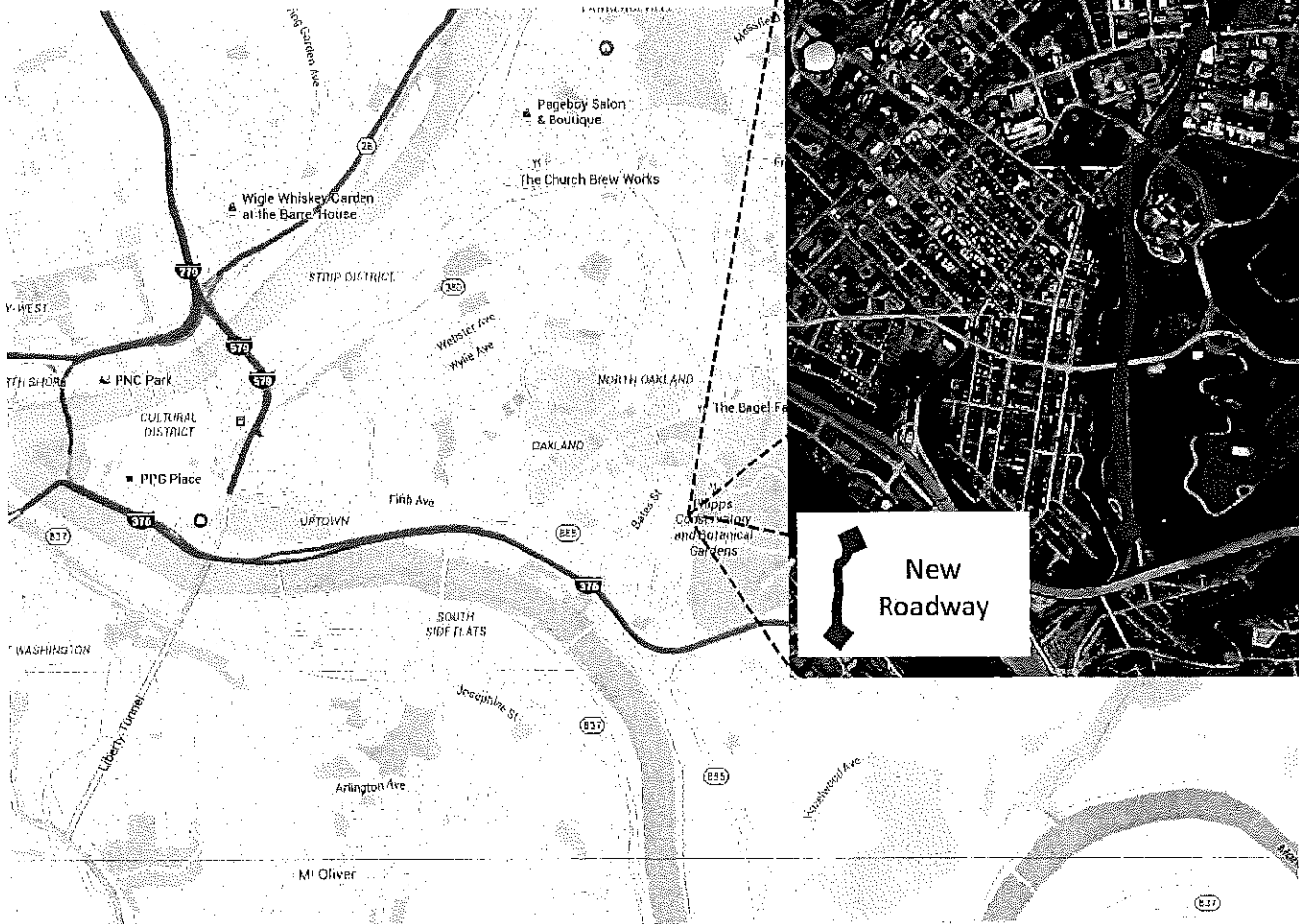
Daniel C. Sharek  
Printed Name

8-22-2015  
Date



## JUNCTION HOLLOW CONNECTION HAZELWOOD TO LOWER OAKLAND

**Location:** Beginning at S. Neville Street and Forbes and closely following Boundary Street/Junction Hollow Trail into the Greenfield neighborhood.



### Oakland Transit Connector

	Multimodal Transportation Fund	City/URA/Almono LP	Total
Acquisition	\$0	\$0	\$0
General Construction			
Infrastructure/Site Prep	\$650,000	\$340,000	\$1,000,000
Roads/Streets	\$1,500,000	\$0	\$1,500,000
Stormwater BMPs	\$300,000	\$0	\$300,000
Utilities	\$500,000	\$0	\$500,000
Bike/Ped Reconstruction	\$0	\$300,000	\$300,000
Machinery and Equipment	\$0	\$0	\$0
Working Capital	\$0	\$0	\$0
Operating Costs	\$0	\$0	\$0
Related Costs	\$0	\$0	\$0
Engineering (10%)	\$0	\$360,000	\$360,000
Fees	\$40,000	\$0	\$40,000
Contingency (5%)	\$0	\$200,000	\$200,000
Grand Total	\$3,000,000	\$1,200,000	\$4,200,000

**Budget Narrative:**

The URA of Pittsburgh worked with project partner Almono, LP to evaluate a projected scope of work.

Following a general field view and ongoing discussions with design and engineering experts, the scope of work was identified as: general cartway improvements, bicycle and pedestrian improvements, site utilities, landscaping/water management areas, and entrance/exit portals

# EXHIBIT 4



July 30, 2015

PA Department of Community and Economic Development Office of Innovation and Investment  
CFA Programs Division  
Greenways, Trails and Recreation Program  
400 North Street  
4th Floor Commonwealth  
Keystone Building  
Harrisburg, PA 17120-0225

RE: Almono, LP Match Contribution – Multi-Modal Transportation Fund (MTF) – Junction Hollow

The URA of Pittsburgh has applied for a \$3,000,000 grant through the Commonwealth Financing Authority's (CFA) Multi-Modal Transportation Fund. Almono, LP anticipates contributing up to \$40,000 towards the initial feasibility & preliminary design for this multi-modal connection to the Hazelwood neighborhood.

If you have any questions or need any further clarification, please feel free to contact me directly at [REDACTED] or via e-mail, [REDACTED]

Very truly yours,  
Almono LP

By: Almono, LLC its General Partner

By RIDC Southwestern Pennsylvania Growth Fund, its Sole Member

A handwritten signature in black ink, appearing to read "Ronald J. Coombs".

Ronald J. Coombs  
Chief Financial Officer

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210 Sixth Avenue • Suite 3620  
Pittsburgh, Pennsylvania 15222-2602  
Phone (412) 471-3939  
Fax (412) 471-1740



September 2, 2015

Mr. Scott Dunkelberger  
Deputy Secretary, Office of Business Financing  
PA Department of Community and Economic Development  
Center for Business Development – Grants Division  
Multimodal Transportation Fund  
Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225

Re: Oakland Transit Connector - Multi-Modal Grant Application

Dear Mr. Dunkelberger,

This letter is to confirm that the Regional Industrial Development Corporation will be partnering with the City of Pittsburgh and the Urban Redevelopment Authority of Pittsburgh on the Oakland Transit Connector Project. Almono, LP will be committing \$400,000 from the Almono-Hazelwood Tax Increment Financing District to be used for the construction of this project. This funding commitment will be made in conjunction with:

- A commitment of \$400,000 from the City of Pittsburgh in the 2017 Budget.
- A commitment of \$400,000 from the Urban Redevelopment Authority of Pittsburgh's Major Projects Budget.

We appreciate your consideration of this project and would be happy to provide you with any additional documentation that you request.

Sincerely,  
Almono LP

By: Almono, LLC its General Partner

By RIDC Southwestern Pennsylvania Growth Fund, its Sole Member

A handwritten signature in black ink, appearing to read "Donald F. Smith Jr.", written over a horizontal line.

Donald F. Smith Jr., PhD  
President

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210 Sixth Avenue • Suite 3620  
Pittsburgh, Pennsylvania 15222-2602  
Phone (412) 471-3939  
Fax (412) 471-1740



Urban  
Redevelopment  
Authority  
of Pittsburgh

412.255.6600

200 Ross Street  
Pittsburgh, PA 15219

[ura.org](http://ura.org)

September 1, 2015

Mr. Scott Dunkelberger  
Deputy Secretary, Office of Business Financing  
PA Department of Community and Economic Development  
Center for Business Development - Grants Division  
Multimodal Transportation Fund  
Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225

Re: Oakland Transit Connector - Multi-Modal Grant Application

Dear Mr. Dunkelberger,

This letter is to confirm that the Urban Redevelopment Authority (URA) will be partnering with the Regional Industrial Development Corporation and the City of Pittsburgh. The URA will be committing \$400,000 from our Major Projects budget to be used for the construction of this project. This funding commitment will be made in conjunction with:

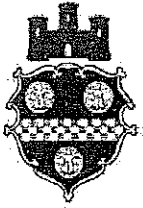
- A commitment of \$400,000 from the City of Pittsburgh in the 2017 Budget.
- A commitment of \$400,000 from the Regional Industrial Development Corporation via the Almona Tax Increment Financing District.

We appreciate your consideration of this project and would be happy to provide you with any additional documentation that you request.

Sincerely,

Kevin Acklin  
Board Chair  
The Urban Redevelopment Authority of Pittsburgh





# CITY OF PITTSBURGH

"America's Most Livable City"

*Office of Mayor William Peduto*

September 1, 2015

Mr. Scott Dunkelberger  
Deputy Secretary, Office of Business Financing  
PA Department of Community and Economic Development  
Center for Business Development - Grants Division  
Multimodal Transportation Fund  
Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225

Re: Oakland Transit Connector - Multi-Modal Grant Application

Dear Mr. Dunkelberger,

This letter is to confirm that the City of Pittsburgh is dedicated to the success of the Oakland Transit Connector Project and will be committing \$400,000 in the 2017 budget for the construction of this project. This funding commitment will be made in conjunction with:

- A commitment of \$400,000 from the Almonor Tax Increment Financing District
- A commitment of \$400,000 from the Urban Redevelopment Authority of Pittsburgh's Major Projects Budget.

We appreciate your consideration of this project and would be happy to provide you with any additional documentation that you request.

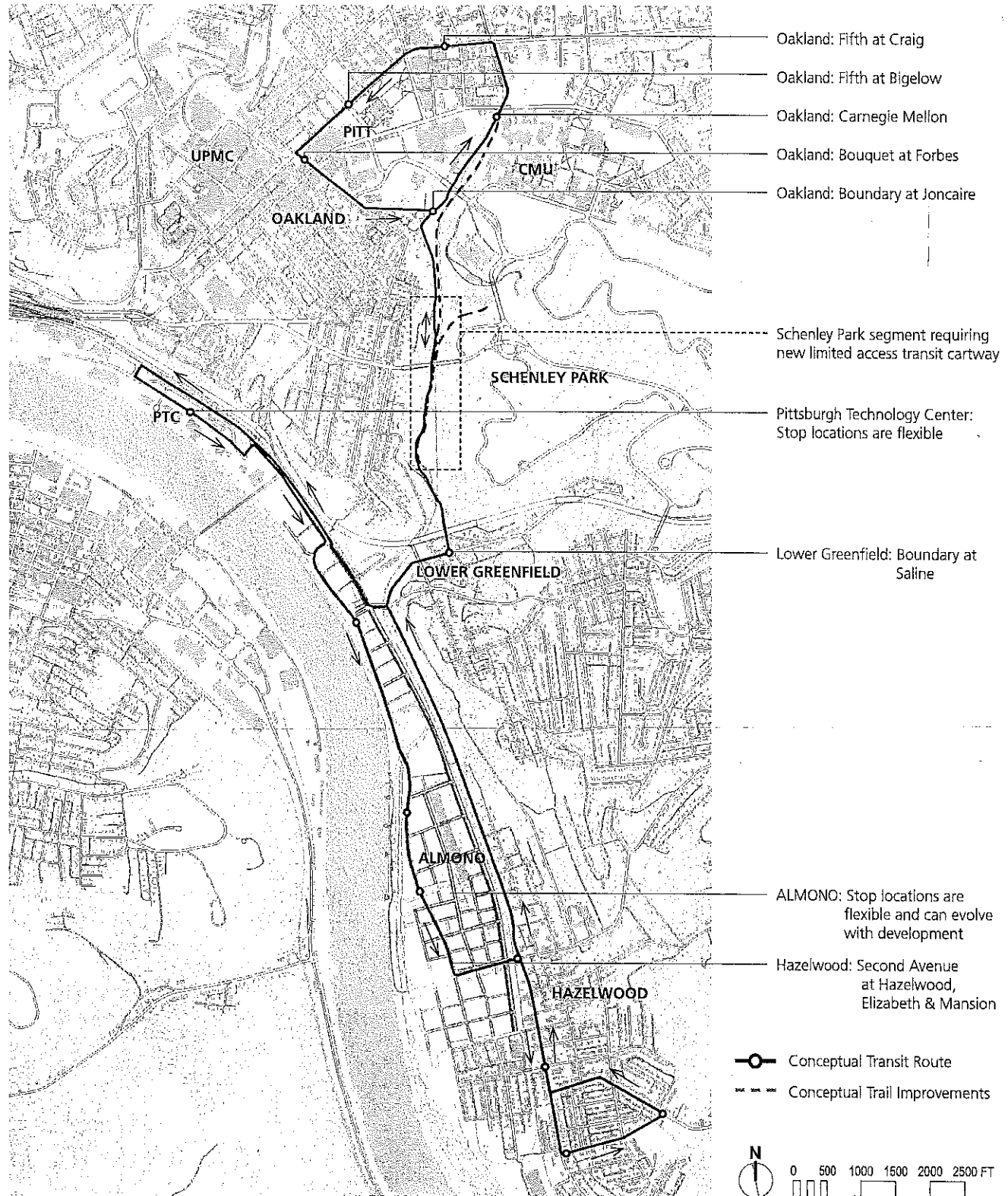
Sincerely,

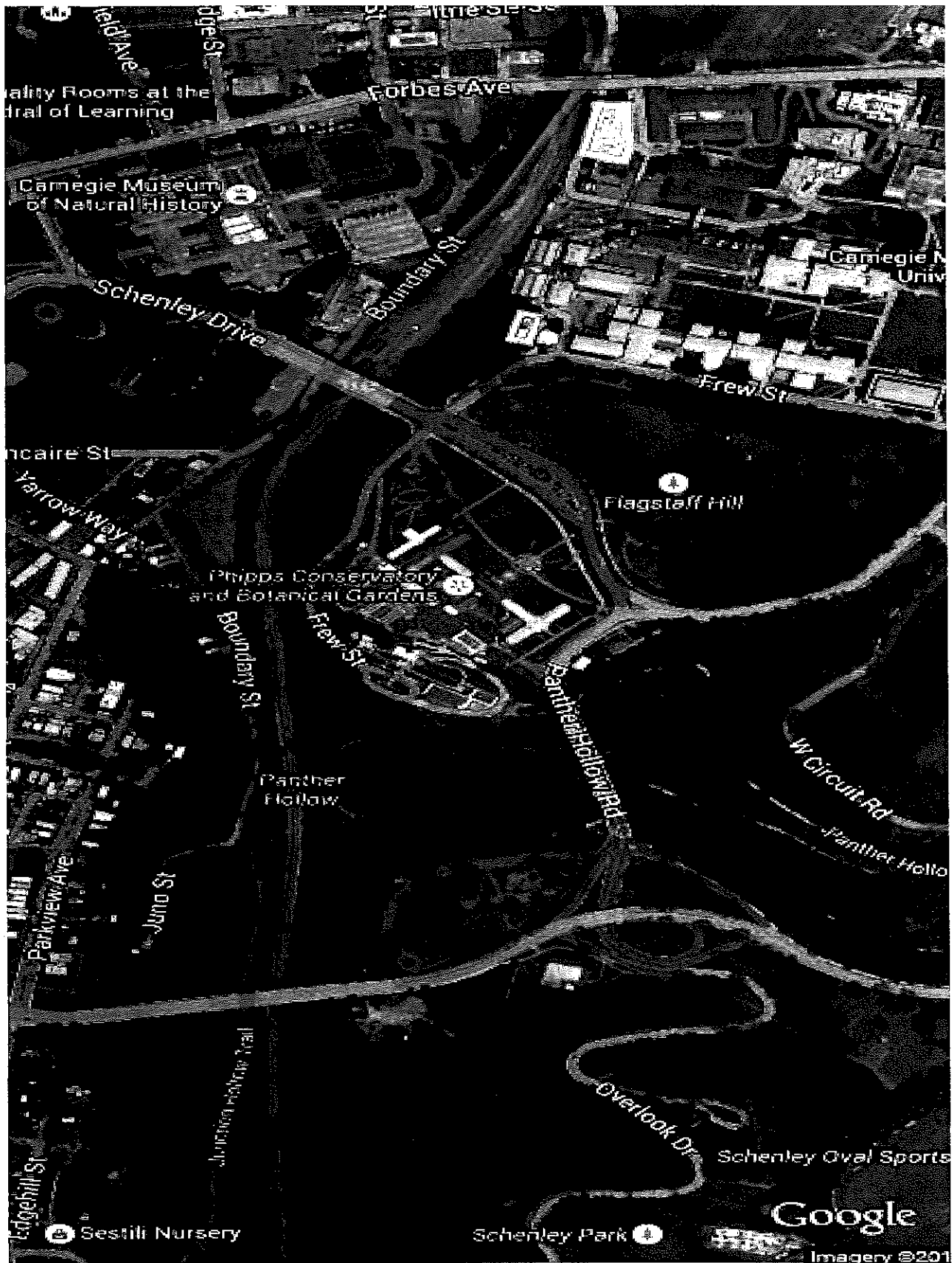
William Peduto  
Mayor  
City of Pittsburgh

# EXHIBIT 5

## Junction Hollow Connector Conceptual Alignment - Phase 1

Junction Hollow Connector transit system utilizing carbon neutral potentially autonomous rubber-tire shuttle vehicle. With the exception of a new connection through Schenley Park the route utilizes existing and proposed public streets. Through Schenley Park, the system uses a new limited access cartway open only to transit vehicles. This segment also incorporates improvements to the Junction Hollow trail, including a wider bike and pedestrian path, and potentially improved connections to Schenley Park and the Eliza Furnace Trail.



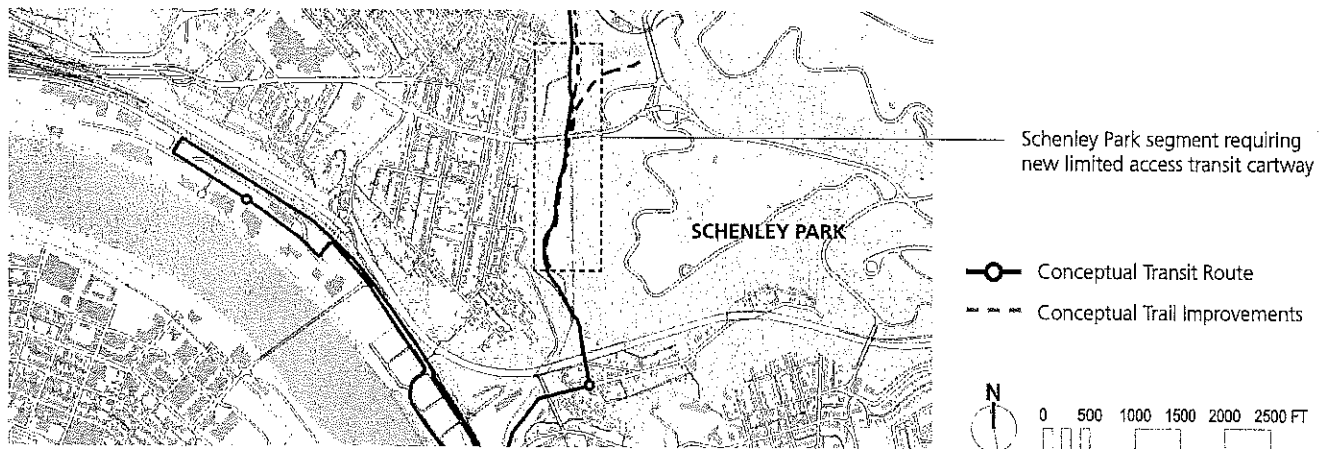
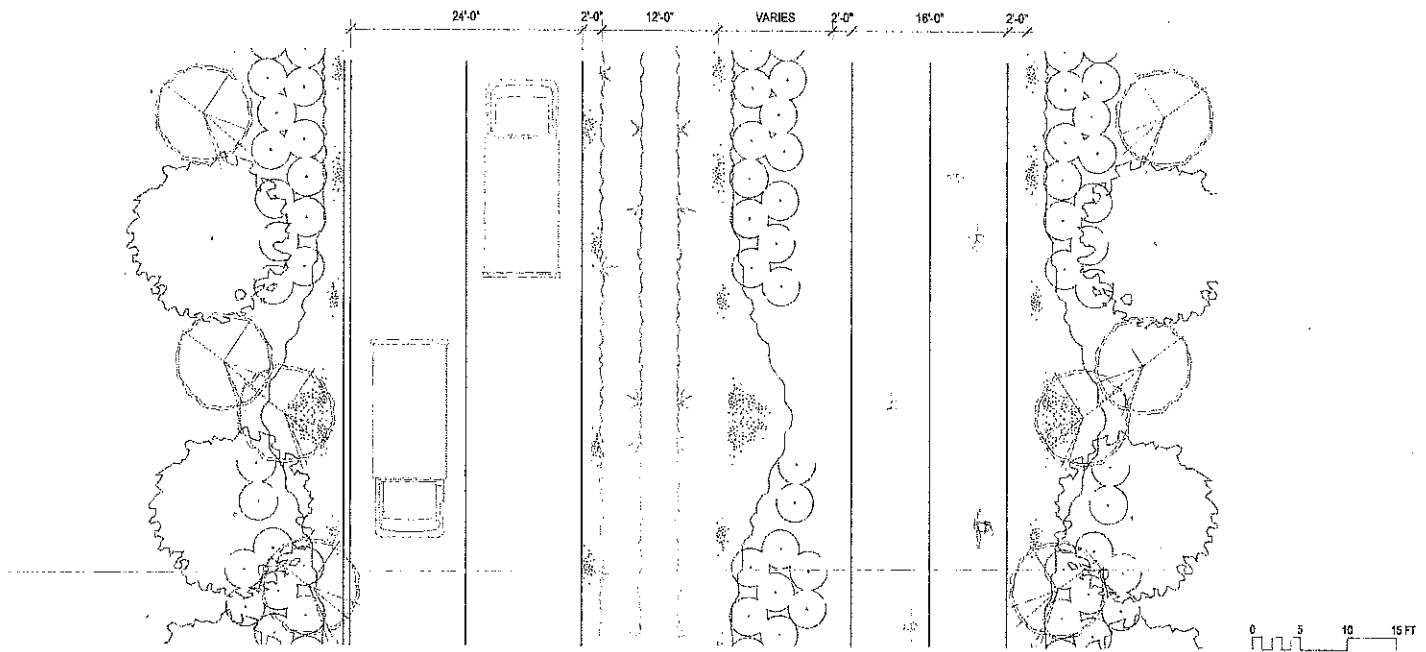
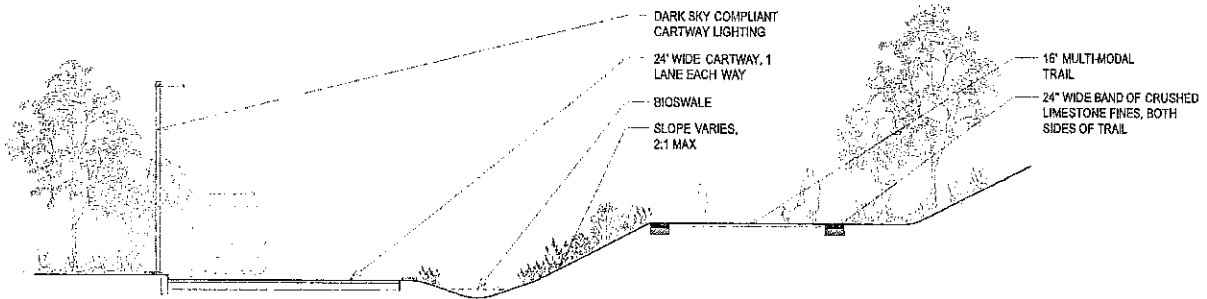




# Junction Hollow Connector

## Conceptual Transit and Trail Improvements in Schenley Park

Below: Limited access cartway open only to carbon-neutral transit vehicles and qualifying shuttle busses. Included in the project are improvements to the Junction Hollow trail, including a wider bike and pedestrian path, linear bioswales and improved plantings.



# EXHIBIT 7

7/29/2015

Real Estate | General Information | Allegheny County

Parcel ID : 0028-M-00175-0000-00  
Property Address : BOUNDARY ST  
PITTSBURGH, PA 15213

Municipality : 104 PITTSBURGH - 4TH WARD  
Owner Name : CITY OF PITTSBURGH

School District :	City Of Pittsburgh	Neighborhood Code :	10403
Tax Code :	Taxable	Recording Date :	5/23/2008
Owner Code :	Corporation	Sale Price :	\$1
State Code :	Residential	Deed Book :	13618
Use Code :	VACANT LAND	Deed Page :	361
Homestead :	No	Abatement :	No
Farmstead :	No	Lot Area :	2.9000 Acres

## 2015 Full Market Value

Land Value	\$57,100
Building Value	\$0
Total Value	\$57,100

## 2015 County Assessed Value

Land Value	\$57,100
Building Value	\$0
Total Value	\$57,100

## 2014 Full Market Value

Land Value	\$57,100
Building Value	\$0
Total Value	\$57,100

## 2014 County Assessed Value

Land Value	\$57,100
Building Value	\$0
Total Value	\$57,100

## Address Information

Owner Mailing :  
CITY-COUNTY BUILDING  
414 GRANT ST RM 200  
PITTSBURGH, PA 15219-2409

Parcel ID: 0028-S-00230-0000-00  
 Property Address: BOUNDARY ST  
 PITTSBURGH, PA 15213

Municipality: 104 PITTSBURGH - 4TH WARD  
 Owner Name: CITY OF PITTSBURGH

School District:	City Of Pittsburgh	Neighborhood Code:	51C18
Tax Code:	Exempt	Recording Date:	5/23/2008
Owner Code:	Corporation	Sale Price:	\$1
State Code:	Commercial	Deed Book:	13618
Use Code:	VACANT COMMERCIAL LAND	Deed Page:	361
Homestead:	No	Abatement:	No
Farmstead:	No	Lot Area:	5.6100 Acres

## 2015 Full Market Value

## 2015 County Assessed Value

Land Value	\$293,300	Land Value	\$293,300
Building Value	\$0	Building Value	\$0
Total Value	\$293,300	Total Value	\$293,300

## 2014 Full Market Value

## 2014 County Assessed Value

Land Value	\$293,300	Land Value	\$293,300
Building Value	\$0	Building Value	\$0
Total Value	\$293,300	Total Value	\$293,300

## Address Information

Owner Mailing: CITY-COUNTY BUILDING  
 414 GRANT ST RM 200  
 PITTSBURGH, PA 15219-2409

Parcel ID : 0028-5-00250-0000-00  
 Property Address : BOUNDARY ST  
 PITTSBURGH, PA 15207

Municipality : 114 PITTSBURGH - 14TH WARD  
 Owner Name : CITY OF PITTSBURGH

School District :	City Of Pittsburgh	Neighborhood Code :	11401
Tax Code :	Exempt	Recording Date :	5/23/2008
Owner Code :	Corporation	Sale Price :	\$1
State Code :	Residential	Deed Book :	13618
Use Code :	VACANT LAND	Deed Page :	361
Homestead :	No	Abatement :	No
Farmstead :	No	Lot Area :	2.4240 Acres

## 2015 Full Market Value

## 2015 County Assessed Value

Land Value	\$172,400	Land Value	\$172,400
Building Value	\$0	Building Value	\$0
Total Value	\$172,400	Total Value	\$172,400

## 2014 Full Market Value

## 2014 County Assessed Value

Land Value	\$172,400	Land Value	\$172,400
Building Value	\$0	Building Value	\$0
Total Value	\$172,400	Total Value	\$172,400

## Address Information

Owner Mailing : CITY-COUNTY BUILDING  
 414 GRANT ST RM 200  
 PITTSBURGH, PA 15219-2409



Parcel ID : 0028-S-00250-0000-00  
 Property Address : BOUNDARY ST  
 PITTSBURGH, PA 15207

Municipality : 114 PITTSBURGH - 14TH WARD  
 Owner Name : CITY OF PITTSBURGH

School District :	City Of Pittsburgh	Neighborhood Code :	11401
Tax Code :	Exempt	Recording Date :	5/23/2008
Owner Code :	Corporation	Sale Price :	\$1
State Code :	Residential	Deed Book :	13618
Use Code :	VACANT LAND	Deed Page :	361
Homestead :	No	Abatement :	No
Farmstead :	No	Lot Area :	2.4240 Acres

## 2015 Full Market Value

## 2015 County Assessed Value

Land Value	\$172,400	Land Value	\$172,400
Building Value	\$0	Building Value	\$0
Total Value	\$172,400	Total Value	\$172,400

## 2014 Full Market Value

## 2014 County Assessed Value

Land Value	\$172,400	Land Value	\$172,400
Building Value	\$0	Building Value	\$0
Total Value	\$172,400	Total Value	\$172,400

## Address Information

Owner Mailing : CITY-COUNTY BUILDING  
 414 GRANT ST RM 200  
 PITTSBURGH, PA 15219-2409

Parcel ID: 0029-H-00238-0000-00  
 Property Address: BOUNDARY ST  
 PITTSBURGH, PA 15213

Municipality: 104 PITTSBURGH - 4TH WARD  
 Owner Name: CITY OF PITTSBURGH

School District:	City Of Pittsburgh	Neighborhood Code:	51C18
Tax Code:	Exempt	Recording Date:	5/23/2008
Owner Code:	Corporation	Sale Price:	\$1
State Code:	Government	Deed Book:	13618
Use Code:	MUNICIPAL GOVERNMENT	Deed Page:	361
Homestead:	No	Abatement:	No
Farmstead:	No	Lot Area:	5.3300 Acres

## 2015 Full Market Value

## 2015 County Assessed Value

Land Value	\$422,100	Land Value	\$422,100
Building Value	\$0	Building Value	\$0
Total Value	\$422,100	Total Value	\$422,100

## 2014 Full Market Value

## 2014 County Assessed Value

Land Value	\$422,100	Land Value	\$422,100
Building Value	\$0	Building Value	\$0
Total Value	\$422,100	Total Value	\$422,100

## Address Information

Owner Mailing: CITY-COUNTY BUILDING  
 414 GRANT ST RM 200  
 PITTSBURGH, PA 15219-2409

Parcel ID : 0029-H-00320-0000-00  
 Property Address : BOUNDARY ST  
 PITTSBURGH, PA 15207

Municipality : 114 PITTSBURGH - 14TH WARD  
 Owner Name : CITY OF PITTSBURGH

School District :	City Of Pittsburgh	Neighborhood Code :	11401
Tax Code :	Exempt	Recording Date :	5/23/2008
Owner Code :	Corporation	Sale Price :	\$1
State Code :	Residential	Deed Book :	13618
Use Code :	VACANT LAND	Deed Page :	361
Homestead :	No	Abatement :	No
Farmstead :	No	Lot Area :	4.3200 Acres

## 2015 Full Market Value

Land Value	\$198,900
Building Value	\$0
Total Value	\$198,900

## 2015 County Assessed Value

Land Value	\$198,900
Building Value	\$0
Total Value	\$198,900

## 2014 Full Market Value

Land Value	\$198,900
Building Value	\$0
Total Value	\$198,900

## 2014 County Assessed Value

Land Value	\$198,900
Building Value	\$0
Total Value	\$198,900

## Address Information

Owner Mailing : CITY-COUNTY BUILDING  
 414 GRANT ST RM 200  
 PITTSBURGH, PA 15219-2409

#### Exhibit 8: List of Permit Approvals

Based on size/scale of this project, the URA of Pittsburgh presumes the following permits will be needed for this project:

Allegheny County Conservation District – General NPDES permit

City of Pittsburgh – Site Plan Approval (including stormwater review, roadway review, & Operations & Maintenance Agreement)

City of Pittsburgh – Zoning Approval (since this would be an improvement to a “Paper Street”)

EXHIBIT 9



CITY OF  
PITTSBURGH

Department of City Planning

William Peduto  
Mayor

Raymond W. Gastil, AICP  
Director

PA Department of Community and Economic Development  
Center for Business Financing – Grants Division  
Multimodal Transportation Fund  
Commonwealth Keystone Building  
400 North Street, 4<sup>th</sup> Floor  
Harrisburg, PA 17120-0225

July 30, 2015

RE: **Junction Hollow Transit Connection**  
Application for Multimodal Transportation Funds

To whom it may concern:

On behalf of Pittsburgh's Department of City Planning (DCP), I would like to express support for the Junction Hollow Transit Connection Project application for Multimodal Transportation Funds. The Department of City Planning is partnered with the Urban Redevelopment Authority of Pittsburgh and the Regional Industrial Development Corporation in pursuit of bicycle, pedestrian and transit improvements.

The Urban Redevelopment Authority has recently submitted an application through the Multimodal Transportation Fund for the Junction Hollow Transit Connection Project. The project is located in the Central Oakland, South Oakland and Hazelwood neighborhoods of the City of Pittsburgh. Per the requirements of the program, this letter is to certify the proposed project is in compliance with the approved land use plans.

If you have any questions, please contact me at [REDACTED] or [REDACTED]

Sincerely,

Raymond W. Gastil, AICP LEED ND AP  
Director of City Planning

cc: Kryn Hoyer-Winfield, URA  
Corey Layman, Zoning Administrator

## EXHIBIT 12



Urban  
Redevelopment  
Authority  
of Pittsburgh

412.255.6600  
200 Ross Street  
Pittsburgh, PA 15219  
ura.org

July 29, 2015

The Honorable Rich Fitzgerald  
County Chief Executive Office  
101 Courthouse  
436 Grant Street  
Pittsburgh, PA 15219

Dear Mr. Fitzgerald:

The purpose of this letter is to provide notification of a \$3 million Multimodal Transportation Fund grant application through the Department of Community and Economic Development to go towards a new shuttle-only roadway that runs through the Junction Hollow.

This project will accomplish four goals:

1. Connect the large, undeveloped Almona site with Oakland and its robust academic institutions.
2. Reduce the travel time of Hazelwood residents who use transit to get to Oakland.
3. Allow the Pittsburgh Technology Center to improve its connection with Oakland and (as well as shifting its shuttles off of Bates Street).
4. Provide bicycle commuters a bridge over a set of railroad tracks that currently truncate a highly traversed bike route.

This project is vital to the economic success of the city. The amount of available land in the Oakland neighborhood is limited, and this project will allow development opportunities for firms wishing to locate near world-class academic institutions. It also improves the ability of Hazelwood residents to access employment opportunities throughout the Oakland area.

Please call if you have any questions regarding this Multimodal Transportation Fund Program grant application or general engineering for this project.

Sincerely,

Robert Rubinstein  
Acting Executive Director

## EXHIBIT 12



Urban  
Redevelopment  
Authority  
of Pittsburgh

412.255.6600

200 Ross Street  
Pittsburgh, PA 15219

[ura.org](http://ura.org)

July 29, 2015

The Honorable William Peduto  
Mayor, City of Pittsburgh  
414 Grant Street  
Pittsburgh, PA 15219

Dear Mr. Peduto:

The purpose of this letter is to provide notification of a \$3 million Multimodal Transportation Fund grant application through the Department of Community and Economic Development to go towards a new shuttle-only roadway that runs through the Junction Hollow.

This project will accomplish four goals:

1. Connect the large, undeveloped Almono site with Oakland and its robust academic institutions.
2. Reduce the travel time of Hazelwood residents who use transit to get to Oakland.
3. Allow the Pittsburgh Technology Center to improve its connection with Oakland and (as well as shifting its shuttles off of Bates Street).
4. Provide bicycle commuters a bridge over a set of railroad tracks that currently truncate a highly traversed bike route.

This project is vital to the economic success of the city. The amount of available land in the Oakland neighborhood is limited, and this project will allow development opportunities for firms wishing to locate near world-class academic institutions. It also improves the ability of Hazelwood residents to access employment opportunities throughout the Oakland area.

Please call if you have any questions regarding this Multimodal Transportation Fund Program grant application or general engineering for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "R Rubinstein", written over a horizontal line.

Robert Rubinstein JWH  
Acting Executive Director

Exhibit 14

A resolution confirming the request of funds from the Department of Community and Economic Development for \$3,000,000 to be used for the Oakland Connector Project will be adopted by the URA board at its next meeting on (August 13<sup>th</sup>) and submitted shortly afterwards.



SECRETARY'S CERTIFICATE

I, Mary E. Roytas, hereby certify that I am Assistant Secretary of URBAN REDEVELOPMENT AUTHORITY OF PITTSBURGH, and as such am in charge of the records and minute books of said Authority.

AND I DO FURTHER CERTIFY that the following is a true and correct copy of Resolution Number 248 duly adopted by the Board of said Authority at the Annual/Regular Meeting of the Members held August 13, 2015 at which meeting a quorum was present and voting throughout that the same remain in full force and effect at the date of this Certificate.

RESOLUTION NO. 248 (2015)

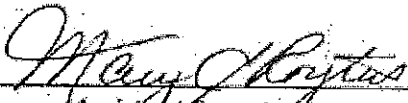
RESOLVED: That the action of the Chairman, Vice Chairman, Executive Director, Acting Executive Director or Director of Finance, on behalf of the Authority, in filing for a Multimodal Transportation Fund Grant application with the Commonwealth of Pennsylvania Department of Community and Economic Development (DCED) and/or the Commonwealth Financing Authority (CFA) for Junction Hollow Project, in the amount not to exceed \$3,000,000.00, and to be used to improve transit connection between Oakland and Hazelwood, better bike infrastructure to connect through the hollow and into Schenley Park, direct connection between the Almono site and CMU/Pitt, and the ability to take the existing PTC-Oakland shuttle off the crowded Bates Street corridor and onto a faster alignment, and to execute any other assurances or requirements necessary in connection with said Application, is hereby ratified, and that the action of the Secretary or Assistant Secretary in attesting same and affixing the seal of the Authority thereto, is hereby ratified; and

RESOLVED FURTHER: That the Chairman, Vice Chairman, Executive Director, Acting Executive Director or Director of Finance, on behalf of the Authority, is hereby authorized to execute a Contract with the Commonwealth of Pennsylvania Department of Community and Economic Development (DCED) and/or the Commonwealth Financing Authority (CFA) not to exceed \$3,000,000.00, to be used to improve transit connection between Oakland and Hazelwood, better bike infrastructure to connect through the hollow and into Schenley Park, direct connection between the Almono site and CMU/Pitt, and the ability to take the existing PTC-Oakland shuttle off the crowded Bates Street corridor and onto a faster alignment, and to

execute any other assurances or requirements necessary in connection with said Contract, and the Secretary or Assistant Secretary is authorized and directed to attest same and affix the seal of the Authority thereto.

IN WITNESS WHEREOF, I hereunto affix my signature and the seal of the Urban Redevelopment Authority of Pittsburgh this 25th day of September, 2015.

(SEAL)

  
Assistant Secretary