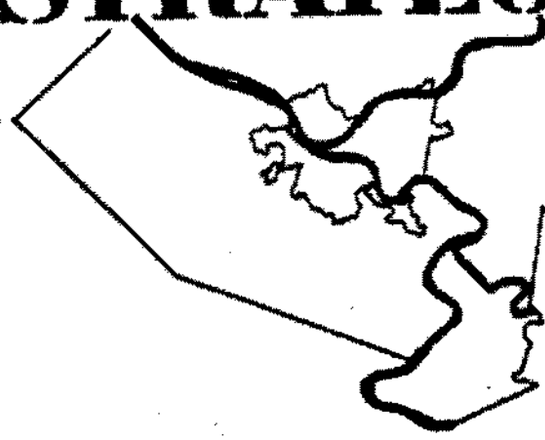
STRATEGY 21



PITTSBURGH/ALLEGHENY ECONOMIC DEVELOPMENT STRATEGY

to begin the

21st CENTURY

STRATEGY 21

PITTSBURGH/ALLEGHENY
ECONOMIC DEVELOPMENT STRATEGY
to begin the
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A PROPOSAL TO THE COMMONWEALTH OF PENNSYLVANIA

by

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The County of Allegheny
Board of County Commissioners
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June 1985

PITTSBURGH/ALLEGHENY ECONOMIC DEVELOPMENT STRATEGY TO BEGIN THE 21ST CENTURY

The Mayor of the City of Pittsburgh, the Commissioners of Allegheny County and the Presidents of the University of Pittsburgh and Carnegie-Mellon University have developed a joint strategy that is designed to transform the economy of the Pittsburgh/Allegheny region as it enters the 21st century. While the region has been known in the 20th century as a steel-making giant and a corporate headquarters capitol, the region of the 21st century must be known not only for these traditional strengths but much more. The economy of 21st century Pittsburgh must be positioned to take maximum advantage of emerging economic trends toward advanced technology and international marketing and communications systems. A diversified economic base must be created that includes light as well as heavy manufacturing, that capitalizes on the region's natural resources, and that promotes a new mix of large and small businesses marked by a renewed spirit of entrepreneurship and university-linked research and development. Such an economic base will provide the region with optimum flexibility to move in new directions as growth opportunities appear and will give its people much greater choice in how they spend their working lives.

This strategy is presented in the spirit of community-wide and indeed state-wide cooperation. It is indeed the "call to partnership" recommended by a recently published report by the Allegheny Conference on Community Development. It is hoped that the sense of collegiality that has developed in the series of meetings and communications that have led to this agreement will carry the participants and others who may wish to join them to new levels of cooperative action. Accordingly, the Pittsburgh/Allegheny partnership proposes a strategy to reach the following goals:

1. reinforce the region's traditional economic base as a center for the metals industry and an international corporate headquarters;
2. convert underutilized land, facilities and labor force components to new uses, especially those involving advanced technology;
3. enhance the region's quality of life, thereby attracting new residents and increasing tourism; and
4. expand opportunities for women, minorities and the structurally unemployed.

In pursuance of these goals, the Mayor, the County Commissioners and the University Presidents propose to expand their regional partnership to include the Commonwealth of Pennsylvania by advocating that future state funding focus on five specific project areas:

1. Greater Pittsburgh International Airport Area Redevelopment - The modernization of the Greater Pittsburgh International Airport through the construction of a new midfield terminal complex and the development

of the adjacent property in Findlay and Moon Townships made possible by the opening of the Southern Expressway would have a dramatic effect on the region's economy. It would strengthen the region's attraction as a corporate headquarters and convert seriously underutilized land to diverse, new business purposes with heavy job creation potential.

2. Allegheny Redevelopment - The projects in this area--Three Rivers Stadium, with its Center of Science and Technology; the Strip District; and Herr's Island--would serve to transform underutilized land into riverfront attractions, enhancing the region's quality of life and serving as a magnet to increased tourism. In addition, the Herr's Island project would include a corporate conference center that would reinforce the region's existing strength as a center for corporate activity, and an area for research and light manufacturing uses aimed at attracting advanced technology activities.

3. Mon Valley Redevelopment - The human toll of economic dislocation in the Mon and Ohio Valleys has made the proposed Metals Retention/Reuse Study critically important to the region's future. The study would make possible informed decisions by the public and private sectors that would provide needed support to those metals facilities with the greatest long-term potential and would assist in the conversion to new uses of those facilities which are no longer viable. This comprehensive analysis of not only Mon Valley facilities, but all those in the county and the region, would then become the basis for an action plan calling for further capital funding. Meanwhile, the immediate needs of the Mon Valley would be addressed by a series of site-specific improvement projects which would provide infrastructure essential to further development. The Pittsburgh/J&L Redevelopment project would be an early and major effort in the transformation of the Pittsburgh economy through advanced technology.

4. Transportation Improvements - Essential to making the Greater Pittsburgh International Airport a regional transportation hub and to opening up the adjacent underutilized land to economic development is the proposed 6.8 mile Southern Expressway linking the Parkway West to the Beaver Valley Expressway.

   Similarly, in order to convert underutilized Mon Valley facilities to new uses, it is essential to provide better highway linkage between these proposed new economic development areas and major inter-regional highways such as the Pennsylvania Turnpike, the Penn-Lincoln Parkway and Route 51.

5. University Advanced Technology Research - The advanced technology research projects being developed by the University of Pittsburgh and by Carnegie-Mellon University would have the multiple effect of (1) assisting in the revitalization of the metals industry through the introduction of new technology; (2) strengthening the region's attraction as a corporate headquarters by increasing the local availability of research and development expertise; and (3) capitalizing on the comparative advantage that research efforts of the Pittsburgh university community have over those of other competing universities, as demonstrated by the awarding of the $103 million Software Engineering Institute contract to Carnegie-Mellon University. The synergistic effect of these research projects would advance the economic revitalization of the entire region.

These five project areas were selected because they take maximum advantage of the comparative strengths of the Pittsburgh/Allegheny region. These comparative strengths include the demonstrated leadership of the University of Pittsburgh and Carnegie-Mellon University in advanced technology, the unparalleled beauty and economic potential of the three rivers, the competitive edge that Greater Pittsburgh International Airport has as a regional transportation hub and the proven strength and international reputation of Pittsburgh corporations. Having thus assessed the region's comparative advantages and maximized them in specific projects, the Pittsburgh/Allegheny partnership has initiated a long-term coordinated program of economic development that should take the region into the next century.

It is proposed that the five project areas be funded from different funding streams. The first three--the Greater Pittsburgh International Airport Area Redevelopment, the Allegheny Redevelopment and the Mon Valley Redevelopment--would be funded from the state capital budget to the extent of $203.65 million, the approximate equivalent of state capital funds allocated to the new Philadelphia Convention Center. The worthiness of the Philadelphia project in terms of economic benefit to the Commonwealth is clear; the partnership believes that the value of the Pittsburgh projects would equal or exceed that of the Philadelphia venture in terms of total state benefit. The Transportation Improvements and University Advanced Technology Research components, while necessarily funded from other state sources, are essential and integral parts of the Pittsburgh/Allegheny Economic Development Strategy.

This ambitious proposal has the potential importance to the region of the public/private actions that were the heart of the region's first renaissance. Much as in 1947 when Renaissance I was launched by the submission to the General Assembly of ten bills that became known as "the Pittsburgh Package," the Pittsburgh/Allegheny Economic Development Strategy is hereby initiated by the submission of these funding proposals to the Commonwealth. As the 1947 legislative proposal dealt with the construction of the Greater Pittsburgh International Airport, this 1985 proposal recommends the dramatic expansion of that facility and its environs to meet the economic development needs of 21st century Pittsburgh. As the 1947 plan stressed highway construction with regard to the Penn-Lincoln Parkway and Ohio River Boulevard, so this 1985 strategy emphasizes the necessity of constructing the Southern Expressway and improving the Mon Valley highway network. As the Renaissance I proposal highlighted the beautification and development of the riverfront properties that became Point State Park, the Pittsburgh/Allegheny Strategy places special emphasis on such projects as the Three Rivers Stadium Development, J&L and Herr's Island, capitalizing on the region's greatest natural resource---its magnificent riverfront.

By coming together in coalition in support of Strategy 21: Pittsburgh/Allegheny Economic Development Strategy, the Mayor of the City of Pittsburgh, the Commissioners of Allegheny County, and the Presidents of the University of Pittsburgh and Carnegie-Mellon University have initiated a process that should provide the strong joint leadership required for the transformation of the economy of the region as it enters the 21st century.

Just as public/private partnership is critically important to the success of this undertaking, the requested financial assistance and full participation in the partnership by the Commonwealth is absolutely essential if this strategy is to achieve its goals.

STRATEGY 21

PITTSBURGH/ALLEGHENY
ECONOMIC DEVELOPMENT STRATEGY
to begin the
21st CENTURY

Midfield Terminal
Area Redevelopment Project

GREATER PITTSBURGH INTERNATIONAL AIRPORT AREA REDEVELOPMENT

Three Rivers Stadium Development
Strip District Development
Herr's Island Redevelopment

ALLEGHENY REDEVELOPMENT

Metals Retention/Reuse Study
Pittsburgh/J&L Redevelopment
Duquesne Works Development
McKeesport Riverfront Development
Pitcairn Railyards
West Homestead Homestead/ Braddock Glassport Wilkinsburg Turtle Creek

MON VALLEY REDEVELOPMENT

Southern Expressway
Mon Valley Highways

TRANSPORTATION IMPROVEMENTS

Harmarville Research Center
Super Computer Center
Software Engineering Institute
National Center for Robotics in Manufacturing
Western Pennsylvania Biotechnology Manufacturing Center

UNIVERSITY ADVANCED TECHNOLOGY RESEARCH

STRATEGY 21

PITTSBURGH/ALLEGHENY
ECONOMIC DEVELOPMENT STRATEGY

GOALS

1 Reinforce region's traditional economic base as center for metals industry and corporate headquarters

2 Convert underutilized land, facilities and labor force components to new uses, especially those involving advanced technology

3 Enhance region's quality of life, thereby attracting new residents and increasing tourism

4 Expand opportunities for women, minorities and structurally unemployed

PITTSBURGH/ALLEGHENY ECONOMIC DEVELOPMENT STRATEGY

STATE FUNDING PROPOSALS

STATE CAPITAL BUDGET PROPOSALS

1.	Greater Pittsburgh International Airport Area Redevelopment		97.0
2.	Allegheny Redevelopment		
	2A	Three Rivers Stadium Development	36.0
	2B	Strip District Development	14.6
	2C	Herr's Island Redevelopment	6.9
			57.5
3.	Mon Valley Redevelopment		
	3A	Metals Retention/Reuse Study (County-wide)	.75
	3B	Pittsburgh/J&L Redevelopment	14.0
	3C	West Homestead Redevelopment	.5
	3D	Homestead Redevelopment	3.0
	3E	Braddock Industrial and Commercial Revitalization	2.2
	3F	Duquesne--Duquesne Works Development	5.5
	3G	McKeesport Riverfront Development	9.5
	3H	Glassport Redevelopment	1.0
	3I	Wilkinsburg--Center Redevelopment Project	1.2
	3J	Turtle Creek, Wilmerding and East Pittsburgh Flood Control Channel	1.5
	3K	Pitcairn Railyards Redevelopment Project	10.0
			49.15
		TOTAL	203.65

4.	Transportation Improvements Proposals		
	4A	Southern Expressway	76.0
	4B	Mon Valley Highways:	74.0
		Route 48 14.0	
		Route 148 10.0	
		Tri-boro Expressway 20.0	
		Routes 885 and 837 30.0	
			150.0
5.	University Advanced Technology Research Proposals		
	5A	Harmarville Research Center	3.0+
	5B	Super Computer Center	6.0
	5C	Software Engineering Institute	4.5
	5D	National Center for Robotics in Manufacturing	30.0
	5E	Western Pennsylvania Biotechnology Manufacturing Center	28.0
			71.5

Greater Pittsburgh International Airport Area Redevelopment

Project Title: GREATER PITTSBURGH INTERNATIONAL AIRPORT AREA REDEVELOPMENT

Project Description: One of the projects most important to the successful economic transition of the Pittsburgh region is the modernization of the Greater Pittsburgh International Airport. The airport has one of the finest runway systems in the country with a capacity to handle continuing increases in air traffic well into the next century. However, the capacity of the current terminal is limited. To retain the airport's role as a transportation hub for a carrier like USAir and to attract additional air carriers and air traffic, the efficiency of the airport must be increased. The proposed midfield terminal development would do this by initially providing 59 jet gates and 30 commuter positions with a possible expansion to a total of 101 aircraft positions.

The County and private interests own over 1,000 acres of property adjacent to the airfield with significant development potential. However, the potential will be unlocked only with the construction of the Southern Expressway and the installation of substantial infrastructure improvements such as local access roads and expanded water and sewer service. Preliminary analysis indicates that these areas would be attractive to a diverse range of business uses with emphasis on those employing new technologies.

Together the development of the midfield complex and the broader area surrounding the airport could generate an additional 18,000 jobs. To support these developments, $97 million in state funds are requested. This represents only a portion of the funds necessary. However, in the case of the midfield terminal, the funds would reduce the total cost to a level which could be supported by other sources of income such as airline leases at rates comparable with airports in competing regions of the country.

Major Project Components:

Site Development and Utilities	58.32
Airside and Landside Terminals	70.75
People Mover/Service Access Spine and Commuter Satellites	20.92
Central Services Building, Fuel Systems and Airmail Facility	17.20
Airfield Pavements - Aprons and Taxiways	58.28
Parking, Terminal Roadways & Local Access Road Improvements	49.29
Planning/Interior Finishes, Telecommunications, etc.	12.08
Aircraft Support Systems and Baggage Conveyors	10.81
Private Development of Office, Commercial and Light Industrial Uses	94.00
Sewer and Water Infrastructure Improvements	12.00
	403.65

State Funds Requested:	97.00

Other Sources of Funding:

Private Investment	249.87
Federal Entitlement Funds 1984-1987	14.38
Additional Federal Airport Improvement Program Funding Anticipated to be Available for the Project	36.40
Local Public Investment	6.00

Job Creation: 18,000 over fifteen years

Allegheny Redevelopment

Project Title: THREE RIVERS STADIUM DEVELOPMENT

Project Description: As part of an economic development strategy that features dramatic new uses of the region's greatest natural resource--its riverfront--the partnership is proposing that the Three Rivers Stadium site be transformed into a major new complex that would create 3,238 jobs and enhance Pittsburgh's reputation as a major tourist attraction. The Stadium project would include a Center of Science and Technology, a tech mart, a hotel, recreation retail shopping, a children's theme park, an outdoor festival area, a marina, improved parking facilities and enhanced public access to the waterfront.

The focal point of the Stadium project would be the Center of Science and Technology, symbolizing Pittsburgh's emergence as a leader in the new field of advanced technology. The Center, along with the proposed tech mart, would provide an important link between J&L and Herr's Island, the two other City riverfront projects where advanced technology uses are proposed.

Once constructed, the Center would be almost entirely self-supporting because of the exciting new Omnimax Theatre. In St. Paul, Minnesota, a city with demographics similar to Pittsburgh's, an Omnimax Theatre draws an annual audience of more than 500,000. If the Pittsburgh Center were to attract only 350,000 tourists, $17.5 million would be added to the region's economy every year.

To make possible a total project of $284.5 million, the partnership requests state capital investment of $13.8 million of the total $29 million required for the Center for Science and Technology; $12.7 million for local road and expressway ramp changes and pedestrian bridges; and $9.5 million for public space improvements.

Major Project Components:

Center for Science and Technology	29.0
Technology Mart	17.3
Children's Educational Area	4.0
Hotel (Phase 1 and 2) and Garage	51.7
Marina	1.9
Office Buildings, Garage and Retail	66.9
Local Road and Expressway Ramp Changes and Pedestrian Bridges	12.7
Public Space Improvements	9.5
Garage Replacement for West Lots	23.0
Additional Fringe Commuter Parking	32.5
Horizontal Elevator	20.0
Stadium Renovations	16.0
	284.5

State Funds Requested:	36.0

Other Sources of Funding:

Private Investment	155.0
Federal Investment	10.0
Local Public Investment - Tax Supported	22.0
Local Public Investment - Revenue Supported	61.5

Job Creation: 3,238

Allegheny Redevelopment

Project Title: STRIP DISTRICT DEVELOPMENT

Project Description: This is a mature industrial district that is the center of Pittsburgh's fresh food distribution business as well as other wholesale and manufacturing activities. A rapidly growing food retail and restaurant trade is adding new vitality to the area. Within the district is a 36-acre riverfront parcel adjacent to the wholesale produce terminal and within walking distance of downtown. A major mixed use development concept has been proposed for the site to take advantage of these locational advantages. While providing new job opportunities, the redevelopment of the area also would enhance the attractiveness of the Convention Center, increasing its competitive advantage, and generally add to tourism. Redevelopment potential of the Greyhound Bus Terminal site would also be enhanced.

The development potential in the Strip District is increased by related projects that already have been started or scheduled. Among these are the scheduled rehabilitation and conversion of Union Station for residential use, the reconstruction of Grant Street, the Crosstown Bridge to the Northside, which will make the District even more accessible, and the construction (in progress) of the Liberty Center hotel and office tower across from the Convention Center. The Liberty Center and Union Station projects involved City land assembly and transfer to private developers.

State capital funds for Strip District development in the amounts of $8.9 million for local road reconstruction, $3.9 million for riverfront stabilization and park improvements and $1.8 million for water, sewer and electrical improvements would provide the necessary infrastructure to leverage $89.9 million in private funds and increase the value of the state's prior investment in the Convention Center.

Major Project Components:

Hotel	19.0
Retail	5.9
Office	45.0
Produce Terminal Acquisition and Restoration	5.3
Local Road Reconstruction	8.9
Riverfront Stabilization and Park Improvements	3.9
Water, Sewer and Electrical Improvements	1.8
Parking	8.5
Building Reuse and Renovation	20.0
	118.3

State Funds Requested:	14.6

Other Sources of Funding:

Private Investment	89.9
Federal Investment	1.8
Local Public Investment - Tax Supported	2.5
Local Public Investment - Revenue Supported	9.5

Job Creation: 1,000

Allegheny Redevelopment

Project Title: HERR'S ISLAND REDEVELOPMENT

Project Description: This project would transform this 42-acre island in the Allegheny River, which has become the victim of industrial obsolescence and blight, into a strategically located business center with residential and recreational amenities. The site would include a corporate conference center, high technology research and light manufacturing, waterfront housing, small-scale retail, a marina and a public park.

The corporate conference center would reinforce the region's existing strength as a center for corporate activity. Its proximity to downtown corporate headquarters as well as the universities would make it an ideal location for high-level national and international conferences, particularly those on the leading edge of research and development. It would also add to the site's attractiveness for research, office and light manufacturing uses.

Waterfront housing, the marina and public park, while expanding the use of riverfront land, would also provide amenities that would further enhance the site for the conference center and business uses.

A state capital investment of $2.7 million for land acquisition and clearance, $3 million for bank stabilization and park improvements and $1.2 million toward a marina would assist in the transformation of a seriously underutilized resource into an economic generator, enhancing the region's quality of life and reinforcing the state's prior investment in this property and the North Shore.

Major Project Components:

Land Acquisition, Clearance and Relocation	7.6
Infrastructure	2.1
Access Bridge	5.2
Bank Stabilization, Park Improvements and Marina	4.2
Corporate Conference Center	24.0
Office, Research and Development, and Light Industrial	52.5
Restaurants and Retail	3.0
Housing	26.5
	125.1

State Funds Requested:	6.9

Other Sources of Funding:

Prior State Investment	5.5
Private Investment	106.0
Federal Investment	2.8
Local Public Investment - Tax Supported	3.9

Job Creation: 1,300

Mon Valley Redevelopment

Project Title: METALS RETENTION/REUSE STUDY (COUNTY-WIDE)

Project Description: For several years, the Mon-Ohio River Valleys have been in the throes of economic dislocation. Lives have been disrupted and entire communities have been placed on the edge of bankruptcy. Dependence on a single economic base--the metals industry--has jeopardized the economic survival of this region.

The partnership believes that a joint county-wide and even regional study of the metals industry would make possible informed decisions by the public and private sectors that would both reinforce the region's traditional strength in metals and provide the needed diversification of the local economy. Initially the study would analyze which metals facilities have the best potential for becoming competitive in the international market and which facilities have no long-term viability. It then would recommend a joint strategy to provide needed support to those with the greatest potential and to assist in the conversion to new uses of those facilities which are no longer viable.

The initial assessment would inventory sites, production facilities and capabilities. It would determine the age and efficiencies of major processes and evaluate the magnitude and effectiveness of recent capital investment in those processes. A regional analysis would be done to estimate a steel industry employment multiplier and establish linkages to other sectors of the local economy. Regional highway, rail and water transportation systems would be analyzed in regard to the metals industry's access needs. Finally, each facility would be evaluated in regard to its ability to become competitive in local, national and international markets, especially given the impacts of imported steel.

Possible components of a retention strategy recommended by such a study might include technological innovation assisted by the university-linked advanced technology research and development advocated by the Strategy 21 partnership; a human resources strategy for training workers in the use of new equipment and management techniques; employee stock ownership plans; public/private investment strategies; and transportation improvements.

The reuse strategy might address the potential new uses of each site, with emphasis on advanced technology applications; estimate the costs of acquisition, clearance, infrastructure and site improvements for each proposed new use; estimate job creation and tax impact potential of each new private development; develop a human resources strategy for workers displaced by the transition to a new use; and determine the potential for public access to the riverfront on reused sites including possible sites for public parkland.

The study would not be an end in itself but rather the basis for future funding proposals that would implement the recommended retention and reuse strategies. This wide-ranging analysis of the regional metals industry would result in an action plan to be jointly undertaken by the public and private sectors.

State Funds Requested:	.75

Mon Valley Redevelopment

Project Title: PITTSBURGH/J&L REDEVELOPMENT

Project Description: This project represents the very real and visible transformation of a portion of the Pittsburgh economy from heavy metals to advanced technology. Conversion of the 51 acres of former steel-producing land along the Monongahela River to the Pittsburgh Technology and Industrial Park will take advantage of the site's proximity to the Golden Triangle with its corporate headquarters as well as to the University of Pittsburgh and Carnegie-Mellon University. Stretching as it does from the Birmingham Bridge to 500 feet east of Bates Street, this project once accomplished will complete a significant portion of the partnership's strategy to both beautify the riverfront and make it economically productive.

This development will capitalize on the demonstrated leadership of Carnegie-Mellon University and the University of Pittsburgh in areas such as computer software, robotics and bio-medical engineering. Two of the projects proposed by the partnership as part of "University Advanced Technology Research" are indeed to be located on the J&L site. They are the National Center for Robotics in Manufacturing with its integration of robots into the "factory of the future" and the Western Pennsylvania Biotechnology Center with its linkage between state-of-the-art academic research and commercially profitable industrial applications. These two projects will set a high standard for the remaining research and development, office and light industrial uses.

Altogether a state capital investment of $6.4 million in site preparation and infrastructure, $.7 million in Second Avenue improvements and access, $1.9 million in bank stabilization and park improvements and $5 million in a vehicular link between the site and the universities will make possible a project that will epitomize the desired transformation of the regional economy.

Major Project Components:

Office, Research and Development and Light Industrial	79.0
Site Acquisition	4.0
Site Preparation and Infrastructure	6.4
Second Avenue Improvements and Access	2.2
Bank Stabilization and Park Improvements	1.9
Vehicular Link Between Site and Universities	5.0
	98.5

State Funds Requested:	14.0

Other Sources of Funding:

Prior State Investment	2.0
Private Investment	79.0
Federal Investment	.5
Local Public Investment - Tax Supported	2.0
Local Public Investment - Revenue Supported	1.0

Job Creation: 1,100

Mon Valley Redevelopment

Project Title: WEST HOMESTEAD REDEVELOPMENT

Project Description: After the Mesta Machine Company filed for business reorganization under Chapter 11, a number of efforts were made to market the Mesta facility to a single purchaser or portions of the complex to several smaller companies. To date, none of these negotiations have proven successful, but marketing efforts are continuing.

In order to make the facility more attractive to private investment, access and site improvements are needed in the adjoining business district to revitalize and enhance the area. It is helpful that West Homestead is already a planning-designated Enterprise Zone under the current state program.

Major Project Components:

Commercial Business and Facade Improvements	1.3
Public and Infrastructure Improvements	1.0
	2.3

State Funds Requested:	.5

Other Sources of Funding:

Prior State Investment	.5
Private Investment	.8
Federal Investment	.4
Public Investment	.1

Job Creation: 20

Mon Valley Redevelopment

Project Title: HOMESTEAD REDEVELOPMENT

Project Description: The proposed project would promote additional economic in Homestead. the proposed project area, is complete, and has seen over $2 million of private and public reinvestment. Under this new project, dilapidated structures would be acquired and removed, and IDA financing made available for business expansion. This project would also remove blighting factors that exist at the main entrance to the Homestead Works of the U. S. Steel Company, and develop an industrial park that would both maintain and create new jobs.

Major Project Components:

Commercial Revitalization	1.8
Public Improvements, Lighting and Landscaping	.7
Private Development of Cleared and Improved Land	7.2
Planning, Design and Acquisition	1.5
Relocation and Demolition	.5
Site and Infrastructure Improvements	1.0
	12.7

State Funds Requested:	3.0

Other Sources of Funding:

Private Investment	7.2
Federal Investment	2.0
Public Investment	.5

Job Creation: 200

Job Retention: 300

Mon Valley Redevelopment

Project Title: BRADDOCK INDUSTRIAL AND COMMERCIAL REVITALIZATION

Project Description: Braddock's U. S. Steel-Edgar Thompson Works is perhaps the most viable and active steel-making facility in the Mon Valley. It would appear that strong interest is present to retain this facility.

Unfortunately, Braddock itself, an Enterprise Zone planning designate, is a very depressed area. Recent county and state efforts to revitalize Braddock have included a redevelopment project for an industrial park which, in order to be attractive to business interests, must be expanded with ancillary site improvements. Approximately $500,000 in County funds have been expended in this first phase of redevelopment.

Additionally, a large former Carnegie Library is available for possible reuse as a training center, steel museum, or union headquarters. It is the first library built by the Carnegie interests and is on the State Historical Building Register. County efforts to preserve the building have included replacement of the roof and downspouts and securing the building from vandalism.

A commercial revitalization program is underway in the adjacent business district. To date, approximately $2 million has been expended to support this program.

Major Project Components:

Historic Preservation, Rehabilitation and Reuse of Carnegie Library	1.0
Industrial Park Development and Expansion, including Acquisition, Demolition and Relocation	4.2
Private Rehabilitation and New Construction	3.3
	7.5

State Funds Requested:	2.2

Other Sources of Funding:

Prior State Investment	.3
Private Investment	3.0
Federal Investment	1.5
Public Investment	.5

Job Creation: 200

Mon Valley Redevelopment

Project Title: DUQUESNE--DUQUESNE WORKS DEVELOPMENT

Project Description: The controversy surrounding the future of Dorothy Six, the blast furnace that is part of the Duquesne Works site, has clouded the redevelopment prospects for the community of Duquesne. While U. S. Steel has stated that the furnace is no longer economically viable and should be demolished, another group made up of union leaders, former employees and community supporters wishes to purchase and operate the facility as a separate and distinct operation. Whichever alternative is pursued, infrastructure and access improvements linking the site to Route 837 would be required in order to make the site more attractive to further economic development.

Prior County efforts in Duquesne have included a revitalization project in Duquesne's commercial district at a cost of $745,000.

State Funds Requested:	5.5

Job Creation: 500-1,500

Mon Valley Redevelopment

Project Title: McKEESPORT RIVERFRONT DEVELOPMENT

Project Description: Already underway is the demolition of the steel-making facilities at the National Works in McKeesport. Present planning calls for the development of a 45-acre industrial park along the Monongahela River on the cleared site by U. S. Steel Realty Company. Supporting facilities in the manner of access roads and other infrastructure will be required. Additionally, the extension of the existing Riverfront Park built at a cost exceeding $500,000 by Allegheny County and the development of a marina on the Monongahela River are in the feasibility planning stages.

Current and past efforts in McKeesport have included the construction of a regional hospital to provide care for the elderly and indigent and a regional transit center at a cost exceeding $5 million. The Regional Industrial Development Corporation is currently involved in marketing existing and available redeveloped land for light industrial and commercial uses.

Major Project Components:

Land Preparation: Demolition, Grading and Infrastructure	5.0
ROW Acquisition and Supporting Facilities	2.0
Expansion of Riverfront Park and Ancillary Improvements including Marina	2.0
Office, Heavy Commercial and Light Industrial Development	30.0
Access Roads	5.0
Facade Improvements	1.0
Utility Relocation and Reconstruction	1.0
	46.0

State Funds Requested:	9.5

Other Sources of Funding:

Prior State Investment	.5
Private Investment	31.0
Federal Investment	3.0
Local Public Investment	2.0

Job Creation: 3,000

Mon Valley Redevelopment

Project Title: GLASSPORT REDEVELOPMENT

Project Description: This proposed project provides for service access to three industrial facilities in the Borough of Glassport. Included are the Copperweld Facility, a public development, and the recently, privately-acquired Bucyrus-Erie Plant and Gilpin Loading Facility.

The Copperweld Facility is a County effort to create a series of medium-sized manufacturing condominiums in this former heavy manufacturing facility. The project is being jointly funded through EDA, Office of Human Services and Allegheny County at a cost exceeding $2 million. Recently completed in the adjoining area was a business district revitalization effort which generated over $1 million in private and public reinvestment.

Major Project Components:

Acquisition, Rehabilitation and Marketing of Facilities	7.1
Completion of Commercial Revitalization Project	.2
Access Road and Infrastructure Improvements	1.0
	8.3

State Funds Requested:	1.0

Other Sources of Funding:

Prior State Investment	.2
Private Investment	4.0
Federal Investment	2.0
Local Public Investment	1.1

Job Creation: 250

Project Title: WILKINSBURG - CENTER REDEVELOPMENT PROJECT

Project Description: As one of the five Enterprise Zone implementation communities in Pennsylvania, Wilkinsburg is the central social and business community for a large population on the eastern side of the City of Pittsburgh. It is also the home of the newly-constructed Forbes System Hospital, a major employer, as well as the eastern terminus of the PATway Transit System.

Among the activities proposed as part of its Enterprise Zone strategy is a revitalization of its Central Business District where major public improvements along Penn Avenue are needed. The County is highly supportive of this revitalization and has set aside $535,000 in Community Development funds as a match to local and state funding.

A non-profit corporation, Penn Gate, has been incorporated in the light industrial area of the Enterprise Zone to encourage rehabilitation and reuse of existing vacant structures. The City of Pittsburgh, Allegheny County and the Borough of Wilkinsburg are cooperating in this effort.

Major Project Components:

Construction and Completion of Forbes Hospital	39.0
Private Rehabilitation of Existing Buildings	1.5
New Private Construction	1.0
Repaving of Penn Avenue	.7
Enterprise Zone Improvements	.7
Access and Infrastructure Improvements	1.9
	44.8

State Funds Requested:	1.2

Other Sources of Funding:

Prior State Investment	1.3
Private Investment	41.5
Local Public Investment	.8

Job Creation: 250

Job Retention: 900

Project Title: TURTLE CREEK, WILMERDING AND EAST PITTSBURGH FLOOD CONTROL CHANNEL

Project Description: Beginning in the early 1960's, the Turtle Creek Valley underwent a massive redevelopment program intended to remove dilapidated buildings and to provide structural improvements such as elderly housing within the communities. Transportation and infrastructure improvements such as the Tri-boro Highway and the Patton Street Bridge were also funded. The latter provided improved traffic circulation and access to the area's two major employers--Westinghouse Electric Company and Westinghouse Air Brake Company. These two complexes employed some 12,000-15,000 persons during peak periods.

A problem that continued to trouble the two major employers was the periodic flooding of Turtle Creek. Therefore, a Flood Control Channel Project was initiated in 1967 and completed in 1969. Its first test came in 1972 during Hurricane Agnes. Except for some minor flooding in lowland area, the Flood Control Channel proved to be an effective deterrent. The initial cost of the Channel was $8.3 million. However, several hundred thousands of dollars had to be spent in the aftermath of Hurricane Agnes to clean up the siltation and debris that had accumulated from the 140 square mile drainage basin.

In the intervening years, the Flood Control Channel has again become clogged with siltation and debris, once again placing flood protection in jeopardy. Though employment at both the Westinghouse Electric and Westinghouse Air Brake plants is at an all-time low, these facilities represent a major private investment and tax base to the three communities. Further, any reuse or reinvestment potential for these plants is endangered unless the Flood Control Channel is restored to an effective condition.

Major Project Component:

Restoration, Rehabilitation and Removal of Siltation	1.5

State Funds Requested:	1.5

Job Retention: 4,200

Project Title: PITCAIRN RAILYARDS REDEVELOPMENT PROJECT

Project Description: Over the past year, the Municipality of Monroeville, the Township of North Versailles, and the Boroughs of Pitcairn and Wall, in conjunction with Allegheny County and the property owners, have been developing a strategy for the development of the Pitcairn Railyards and surrounding vacant lands comprising over 420 acres. This strategy includes a local, regional, and national marketing effort; the development of a secondary office park to permit existing Monroeville business to remain and expand at a reasonable cost; the attraction of those types of clean industries dependent upon rail service; the provision of substantial employment opportunities; and compatibility with the surrounding communities. To implement this strategy and to respond to the local and national market, physical planning and design for improved site access and individual parcel access is necessary. The development of a service road system, floodproofing, infrastructure, and utilities, as well as the extension of the Tri-boro Highway and improvements to Route 148 are required. In preparation for this project, a private and public investment of $800,000 has been made in the Borough of Pitcairn Central Business District. This business district will provide the support service to the adjacent project area.

Major Project Components:

Commercial Revitalization	1.0
Planning and Design	1.0
Acquisition and Development of Access and Service Roads	4.0
Floodproofing and Infrastructure	5.0
Private Development of Office, Commercial, Light Industrial and Rail-related Uses	174.0
	185.0

State Funds Requested:	10.0

Other Sources of Funding:

Private Investment	174.0
Local Public Investment	1.0

Job Creation: 9,000

Transportation Improvements

Project Title: SOUTHERN EXPRESSWAY

Project Description: The Southern Expressway is a proposed 6.8 mile limited access highway that will connect the Parkway West to the Beaver Valley Expressway. The link will be made on an alignment to the south and west of the commercial and military airports at Greater Pittsburgh International Airport as indicated on the following map. The Expressway will have grade separated interchanges at each end and several intermediate interchanges. These interchanges will provide or improve access to: the Airport's proposed midfield development, the currently inaccessible 1,000 acres of developable vacant property owned by the County and private interests in the vicinity of the Airport, and the Air National Guard Base. The Expressway would significantly improve response time for the National Guard during emergencies and disasters.

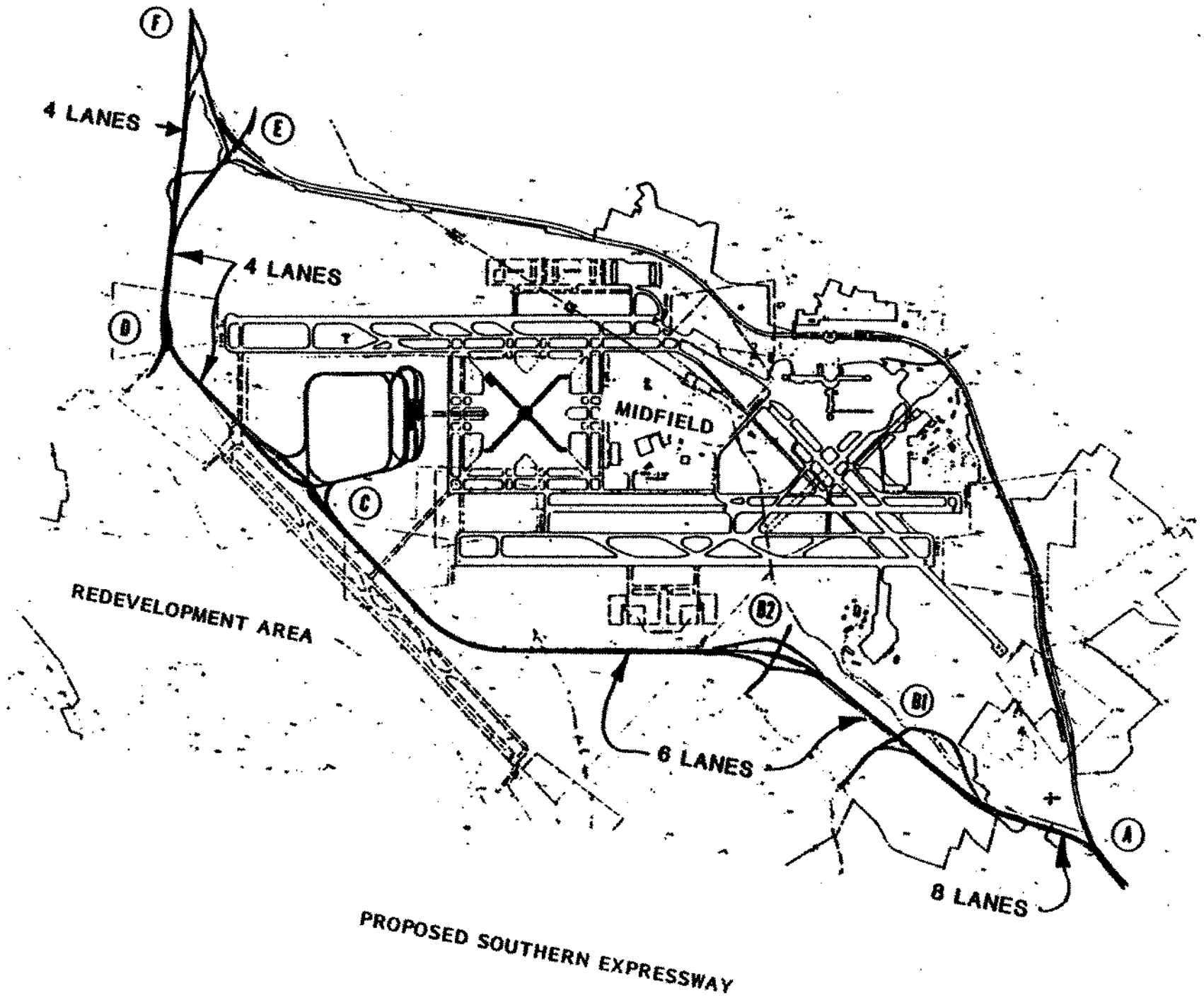
A modern commercial Airport and the potential development of large areas of land in Findlay and Moon Townships are important factors in the future economic growth of Southwestern Pennsylvania. The Southern Expressway is essential to achieving both of these goals.

A state capital investment of $76 million for the construction of the Southern Expressway would make possible a potential employment surge of 18,000 jobs predicted to flow from the Greater Pittsburgh International Airport Area Redevelopment.

Major Project Components:

Interchange A	11.6
Interchange B1	3.3
Interchange B2	5.0
Interchange A to Interchange C	13.1
Interchange C to Interchange D	17.8
Interchange E	4.0
Interchange F	9.0
Interchange D to Interchange E	7.4
Addition of Four Lanes	4.8
	76.0

State Funds Requested:	76.0


F
4 LANES
E
4 LANES
D
MIDFIELD
C
REDEVELOPMENT AREA
B2
B1
6 LANES
A
8 LANES
PROPOSED SOUTHERN EXPRESSWAY

Transportation Improvements

Project Title: MON VALLEY HIGHWAYS

Project Description: The Mon Valley Area is in a period of severe economic decline and transition due primarily to the reduction in steel and related manufacturing. Transportation has been identified as a problem and an opportunity to assist in this transition. The Mon Valley currently is served by a poor and fragmented transportation system. The need is to update the various transportation links into a system that will in turn connect to major inter-regional highways such as the Pennsylvania Turnpike, the Penn-Lincoln Parkway, and Route 51. Such updating is seen as essential to attract employment in the Valley.

Rather than propose massive new and unaffordable expressway construction, the following proposal identifies relatively modest improvements in the existing system. These improvements would remove bottlenecks and provide connections necessary to produce an inter-related highway system:

1. Reconstruct and widen Route 48 from Route 993 to Route 22. The estimates of cost for a four-lane roadway with controlled access using at-grade intersections is $14 million.

2. Reconstruct Route 148 from Route 130 in Wilmerding to Glassport and from Lysle Boulevard in McKeesport to Route 48 through minor widening, signalization, channelization, and turning lanes at intersections including other transportation system management type solutions. The estimated cost for these improvements is $10 million.

3. Extend the Tri-boro Expressway from the existing expressway, Route 130, as a four-lane, controlled access facility with at-grade intersections including jughandles. The estimated costs for this improvement is $20 million.

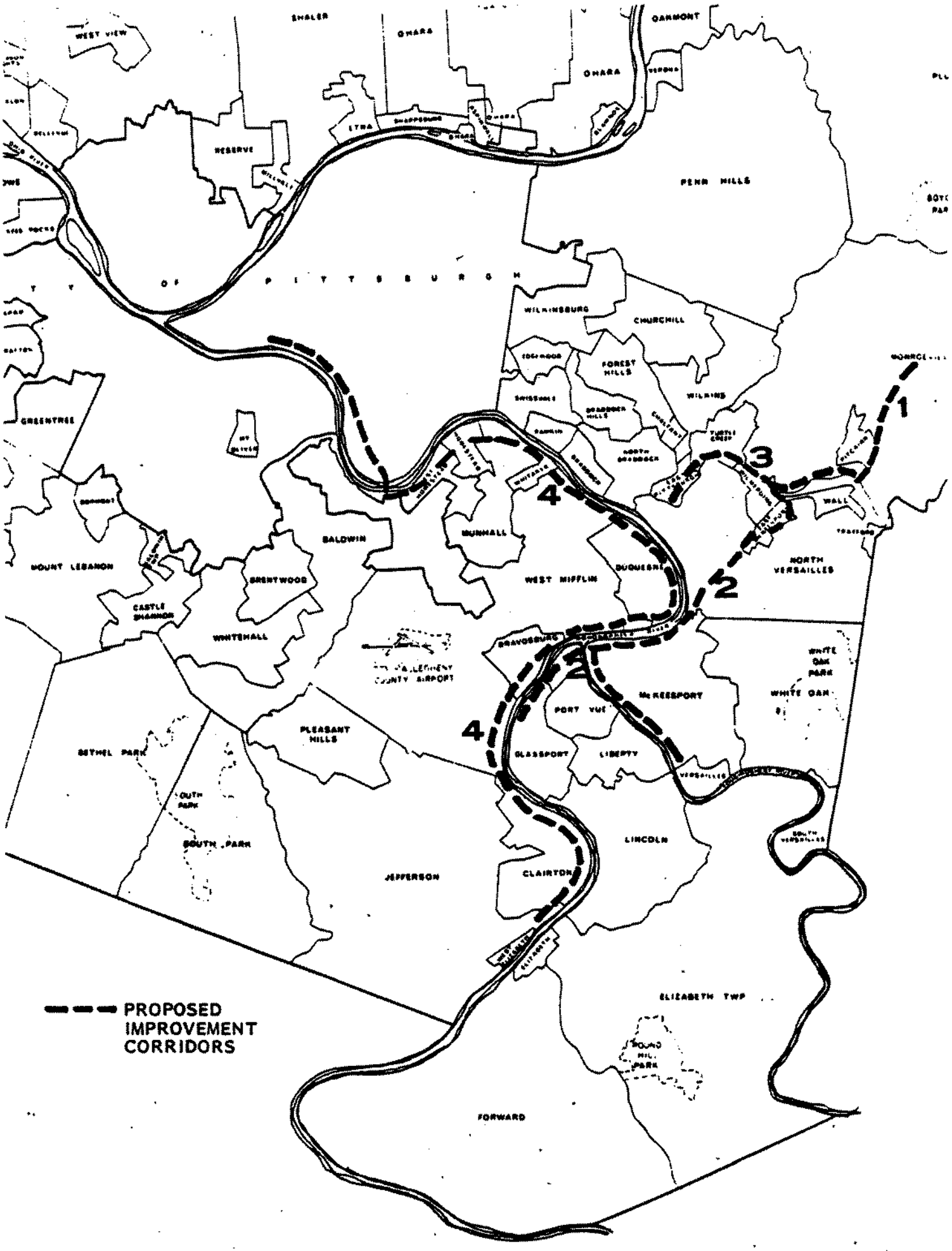
4. Improve Routes 885 and 837 from the Penn-Lincoln Parkway in the central business district of the City of Pittsburgh to Route 51 immediately south of Clairton by reconstruction, minor widening, signal coordination, intersection improvements, and minor relocations. The estimated cost of this project is $30 million.

The product of this total $74 million program will be the linking and enhancement of the present fragmented system into an integrated one which, while not providing high-level expressway standards, will provide a suitable transportation network for the economic development of the Mon Valley.

Major Project Components:

Route 48	14.0
Route 148	10.0
Tri-boro Expressway	20.0
Routes 885 and 837	30.0
	74.0

State Funds Requested:	74.0


SHALER
O'HARA
OAKMONT
WEST VIEW
RESERVE
PENN HILLS
CITY OF PITTSBURGH
WILKINSBURG
CHURCHILL
FOREST HILLS
WILKINS
GREENTREE
MOUNT LEBANON
BALDWIN
BRENTWOOD
WHITEHALL
CASTLE SHANNON
MUNHALL
WEST MIFFLIN
DUQUESNE
NORTH VERSAILLES
WALL
MONROEVILLE
PLEASANT HILLS
BETHEL PARK
SOUTH PARK
JEFFERSON
CLAIRTON
GLASSPORT
LIBERTY
PORT VUE
McKEESPORT
WHITE OAK
WHITE OAK PARK
LINCOLN
ELIZABETH TWP
FORWARD
1
2
3
4
PROPOSED IMPROVEMENT CORRIDORS

University Advanced Technology Research

Project Title: HARMARVILLE RESEARCH CENTER

Project Description: On April 1, 1985, Gulf Oil Corporation, a wholly-owned subsidiary of Chevron Corporation, announced that it was donating to the [illegible]

The purposes of the center will be to:

- provide new companies with low-rent incubator space as well as support services in the areas of management, computerization, production and marketing.
- offer research and laboratory services to established firms.
- form research groups drawn from companies with similar needs, such as research in the handling of toxic substances.
- advance the work of the University's Foundation of Applied Science and Technology, which would result in the financing and marketing of the products of advanced technologies.

The University of Pittsburgh, already the largest employer in Pittsburgh and estimated by its presence to infuse the regional economy with over a half billion dollars in expenditures for goods and services, will, through the Harmarville project, do even more to assist in the transformation of the regional economy to diversity and good health.

The request from the partnership to the Commonwealth is for $3 million to match the $3 million pledged by Chevron for conversion of the facility to new uses.

Major Project Components:

Center, including Equipment and Computers	100.0+
Conversion of Center	6.0
State Funds Requested:	3.0+

Other Sources of Funding:

Private Gift of Center, including Equipment and Computers	100.0+
Private Contribution for Conversion of Center	3.0

Job Creation: 1,200 over 5 years

University Advanced Technology Research

Project Title: SUPER COMPUTER CENTER

Project Description: A joint proposal by the University of Pittsburgh, Carnegie-Mellon University and Westinghouse Electric Corporation to establish a national supercomputer center in Pittsburgh is under very active consideration by the National Science Foundation. This center, to be operated by the universities and Westinghouse at sites in Oakland and Monroeville would be a great boon to the country and the region.

Locating such a supercomputer center in Pittsburgh would bring many local and state benefits. The center would act as a hub for a national community of researchers. An associated, high-speed data network would link the center and the region with similar centers and other universities across the nation. The region would thereby become even more attractive to advanced-tech companies, while the local pool of expertise and skilled personnel in supercomputing would satisfy an urgent need of local large corporations. Other states with supercomputers have used their availability to market their sites for projects like the General Motors Saturn project. This was recently done by the State of Illinois whose Governor Thompson, on announcing the award of an NSF supercomputer project to his state, declared, "The commitment today ... should send very powerful signals that we in Illinois are ready to do business." The Director of the new Illinois Center asserted "supercomputers will be the machine tool of the 1990's for American industry. With them we can design better cars and aircraft, build safer and more efficient factories, predict severe weather and unlock secrets of diseases like cancer."

The partnership is requesting $6 million from the Commonwealth of Pennsylvania, payable in the first two or three years, as part of the external matching funds. The money would be used toward the capital equipment budget of $25 million, built around a CRAY X-MP/48 supercomputer.

Major Project Components:

Capital Equipment Budget Built Around CRAY X-MP/48 Supercomputer	25.0+
Remaining Budget Components, Including Facilities and Operating Budget	50.0+
	75.0+

State Funds Requested:	6.0

Other Sources of Funding:

University of Pittsburgh, Carnegie-Mellon University and Westinghouse Electric Corporation	15.0+
Expected from a Major Computer Company	4.0
Federal - If Proposal Funded	50.0+

Job Creation: 45

University Advanced Technology Research

Project Title: SOFTWARE ENGINEERING INSTITUTE

Project Description: The Software Engineering Institute is the first federally-funded research and development center to be established in over twenty years. The award to Carnegie-Mellon University followed a national competition in which many states and universities pooled the broadest range of support and incentives in an effort to be selected. The Software Engineering Institute itself will generate significant growth over the first five years--250 new jobs and an annual level of expenditure of more than $30 million. Moreover, it is generally believed that this center will mark a beginning in additional economic growth for this region through supportive services, spin-out enterprises and the retention of professional and non-professional personnel and recent graduates associated with the academic institutions.

The problems perceived by the Department of Defense that led to the allocation of significant federal resources in such a research center were: rising requirements for mission-critical software, high costs of software, low productivity rates, poor management controls, inability to predict and budget software tasks, system complexity exceeding implementation ability and shortage of qualified professionals. The mission of Pittsburgh's Software Engineering Institute now becomes to solve these problems and develop systems for the production of predictably high quality software. Having this body of expertise developed locally will have inestimable benefit for the future of advanced technology in the region.

Within the proposal that led to the SEI award was the pledge that a new facility would be constructed to principally house this operation and provide the space into which it could expand over a near term schedule. The site for this project is located in the Oakland area, immediately adjacent to the Mellon Institute, itself a nationally-recognized institution for research and development. This site is close to both the University of Pittsburgh and Carnegie-Mellon University, providing a unique advantage for programmatic expansion, joint conferences and research laboratory access, all aimed at encouraging spin-out activities.

Major Project Components:

Institute Operations:	
Salaries	48.0
Expenses	24.0
Equipment, including Computers	22.5
Facility Rental	8.5
	103.0
Related Development of SEI Facility, including Parking	22.0

State Funds Requested:	4.5

Other Sources of Funding:

Department of Defense Grant	103.0
Private Financing	17.5

Job Creation: 250

University Advanced Technology Research

Project Title: NATIONAL CENTER FOR ROBOTICS IN MANUFACTURING

Project Description: The National Center for Robotics in Manufacturing would be a unique facility providing for full-scale research and training in the applications of robotics to manufacturing leading to the integration of robotic manufacturing in the "factory of the future." The facility is to be owned and operated by Carnegie-Mellon University through its Robotics Institute, and located in close proximity to the university campus on the J&L research park site.

The principal attraction of the National Center for Robotics in Manufacturing would be the synergistic environment provided by the center, the Robotics Institute, and Carnegie-Mellon University plus the industrial and research community in the remainder of the J&L technology park. Work at the center will focus on generic solutions to key problems of robotics in manufacturing. The center would provide a permanent and multidisciplinary resource for users from industry, government and universities. The physical and human "building blocks" incorporated within the center will be available to any national user for application to their individual problems. The physical concept of the center is a large research space (200,000 square feet) to be used as a flexible research and training facility where universities, industries, or government researchers can develop prototype scale applications for robotic manufacturing.

The center will become a focal point for the development of a robotics industry in this region. The concept of a robotics industry for Southwestern Pennsylvania has two elements: the use of robotics in manufacturing and the manufacturing of robots themselves. The center will focus on the first of these two objectives. The second will be a logical consequence of developing the first. It is anticipated that large industries would develop their own research and training facilities in close proximity to the center so that joint research and training projects could be undertaken.

After initial capitalization and construction, the National Center for Robotics in Manufacturing would be completely self-supporting with all direct costs and overhead being paid by users of the facility. The demand for such a facility is clearly demonstrated by the fact that current contractors, 70 percent of whom are from the private sector and 30 percent of whom are federal, are requesting that the Robotics Institute undertake larger and more expensive projects in a much larger facility.

Major Project Components:

Design, Construction and Partial Equipping of Building	40.0

State Funds Requested:	30.0

Other Sources of Funding:

University and Private	10.0

Job Creation: 75

Spin-Off Employment: 500

University Advanced Technology Research

Project Title: WESTERN PENNSYLVANIA BIOTECHNOLOGY MANUFACTURING CENTER

Project Description: Based on a long history in the area of traditional biological research which resulted in the Salk polio vaccine, synthetic insulin, and the first synthetic protein, the University of Pittsburgh is now focusing on the new field of biotechnology. This field is defined as the application and utilization of engineering principles to the investigation and solution of problems in medicine and the life sciences.

Some of the more common areas for research and development in biotechnology include: biomaterials, particularly bioceramics; image processing--CAT scanning, ultra-sound and magnetic resonance; biomechanics, especially neuromuscular control; enzyme processing; genetic engineering--work with hybridoma, development of monoclonal antibodies, gene splicing and tissue culture; prosthetic devices such as implants and artificial organs; electron microscopy; sensors and their instrumentation and computerized medical diagnosis.

The keystone to Pittsburgh's assuming national leadership in this new field is the development of a $28 million Biotechnology Manufacturing Center on the J&L site near the University of Pittsburgh campus. The project would involve the advancement of University of Pittsburgh research in biomedical engineering and molecular biology and close collaboration with Carnegie-Mellon University, which has considerable strength in these fields. The facility would support research and development efforts leading to the commercialization of new biological materials, processes, devices and equipment.

The resources that the university community brings to this initiative are considerable. They include the presence of a strong medical school along with excellent programs in engineering, management, robotics and public health. Additionally, the Biotechnology Manufacturing Center would draw on the combined resources of a broad consortium of hospitals, regional research centers and private sector firms interested in advancing this promising source of new technologies. Most significantly, the Center would have the locational advantage of proximity to the University Health Center hospitals, whose new methodologies including organ transplantation are internationally known. This cooperative approach would lessen costs for all participants and provide for the common usage of computers and specialized service laboratories. In addition, this collaborative effort would differentiate the Pittsburgh facility from other centers of biotechnology research by emphasizing the direct linkage of academic research to industrial applications through advice and demonstration.

The result of this collaboration would be the formation of new corporations providing services, performing research and manufacturing products in the many areas subsumed by the field of biotechnology. Additionally, it is expected that existing Pittsburgh corporations who currently invest millions of dollars in biotechnology research outside of Pittsburgh would invest their research dollars locally in this new Pittsburgh facility.

Major Project Component:

Construction and Design of Facility	28.0
State Funds Requested:	28.0

Job Creation: 250-300