

10th Annual Southwestern Pennsylvania Smart Growth Conference

REGIONAL COLLABORATION:
Investing in Sustainable Communities

October 15, 2010

Conference Summary

For this 10th anniversary, the conference was a milestone for the high stakes surrounding the region's capacity building for smart growth. Focus was on alignment with the Interagency Partnership for Sustainable Communities (comprising federal DOT, EPA, and HUD) in supporting integration of housing, transportation, water infrastructure, energy conservation, and land use planning and investment. As such, this one-day, conference identified barriers and solutions to cross-jurisdictional coordination for regional smart growth and sustainable community development policy and implementation. Secretary of Housing and Urban Development Shaun Donovan hit home the need and opportunity of our times in recently stating, "Our challenge now is to bring that holistic view of community development into the mainstream -- to help build sustainable neighborhoods, communities and regions that are as interconnected as the challenges they face."

Many thanks go to the graduate students from Carnegie Mellon University and the University of Pittsburgh who were on hand to take notes and contributed to this conference summary.

Top Level Summary

Peter Calthorpe

- The urban form is the critical regional organizing approach
- Need a regional focus
- Need to add up projects for people... you can't pit projects against each other... need a holistic view of smart growth and costs/savings

Allen Biehler

- Develop a regional joint vision and pledge to follow it
- Keep score on progress toward the regional vision and broadcast success
- Reframe global issues as regional issues

John Hanger

- Must come to grips with the reality that we need to spend more money... it's not just about alternative ways to spend
- Pursue energy efficiency in all forms including locally produced energy

Steve Bland

- Reliable and dedicated funding for public transportation
- State enabling legislation for local funding for public transportation

John Schombert

- Regional approach to governance for water issues -- regional, watershed, utility
- Green infrastructure and job training
- Update codes
- Need to levy adequate fees locally

Liz Hersh

- Invest in existing housing stock in order to address lack of affordable housing
- Subsidy for housing needs to be re-aligned to focus on existing stock via repair and rehabilitation with help for owner occupants
- Focus on housing efficiency via energy efficiency and transportation access
- More investment per state Housing Trust Fund
- Remind people that earlier generations invested in infrastructure

Doug Hill

- Multiple impacts of Marcellus with little local control
- Form a regional Marcellus Task Force
- Counties and local government need to get ready to address impacts

Keynote – Global and Domestic Context – Raising the Bar for Smart Growth and Sustainable Communities

Peter Calthorpe, Principal, Calthorpe Associates - Urban Designers, Planners, Architects

Urbanism in the age of climate change

Over the last 50 years, the carbon footprint of the United States has gone up five times, yet the population has only doubled. What does this mean for Smart Growth and Regional Planning? Carbon issues miss urban design, says Calthorpe, urban designer and architect, who opened the conference with his keynote address, “Raising the Bar for Smart Growth and Sustainable Communities.” According to Calthorpe, regional planning focused on the urban form and the nexus between transportation, land use, housing, etc. are the most profound and often overlooked avenues to address transition to a new energy economy, save money, and reduce greenhouse gas emissions. The U.S. has relied too long on an automobile monoculture, as compared to other countries, like those in Europe. In his address he outlined the importance of “Smart Growth” and showcased successful examples of smart growth practices in three U.S. cities.

Households resultant from sprawl have VMT rates near (annual Vehicle Miles Traveled) 30,000 while urban households average only 7,300. Not to mention, there is a huge economic value for homes with a high walk-score; the market is already changing to reflect this. The housing crisis proved that we sold too much of the wrong thing; the only way people could sell large lot houses was with mortgage “gimmicks.” It is not advisable to continue building houses that “no longer fit our lifestyle or economic potential.”

Portland, Oregon had a great deal of sprawl growth in the 1980s. When Portland received money earmarked to continue a ring highway through the valley, and instead invested the money in light rail, they decidedly altered the way Portland would continue to grow as an urban place. Since designing a comprehensive development plan in 1989, Portland’s VMT has been decreasing while the national average continues to climb.

Another example of Smart Growth and smart planning is in Salt Lake City, Utah. By choosing design and development principles that incorporated Smart Growth, the city not only saved \$15.5 billion in infrastructure costs, but also maintained its beautiful natural surroundings. Key recommendations by Calthorpe:

- Map out environmental open spaces and land to preserve
- Identify centers and corridors
- Identify areas for in-fill development

In the case of Los Angeles, California, the city identified economic zones (high density, industrial, trade routes) and mapped mobility currently in place (commuter train, rail, bus rapid transit). LA developed COMPASS Opportunity Areas around transit lines. In describing L.A.’s growth patterns, Calthorpe highlighted ribbon urbanism and how it can be near to suburban areas as well. California is also pursuing state-wide growth initiatives. The Golden State required each region to develop plans to reduce carbon emissions and VMTs (Senate Bill 375).

Q & A with Peter Calthorpe

Question and Answer

- 1) What can communities do to capitalize on market forces?
 - There is an increase in market demand for new urban housing, but new housing will still need to be absorbed. There will be a lag.
 - Communities need to have plans for the next generation of growth. The window is about five years to get it done. We don’t have urban design plans in most places.

- You will always have NIMBYs. It still is one of the biggest obstacles. A community process is needed to undertake common good.
- 2) What can be done about the suburban structure?
- 1st step: take ribbons, redevelop them to mix-use (without touching a single square foot of housing) (people can just move down the street in their same community)
 - Then urban ribbon running down into suburban; slowly can go into subdivisions
- 3) What is the role of leadership?
- This is connected to the need for scenario planning, which was first developed by the military, in order to measure consequences (do not think ideologically).
 - People who are local leaders need to see large perspective and long-term future.
- 4) What can we do about urban education as a major deterrent to moving into urban community?
- You need a great urban environment to attract people in the first place. People are looking for great urbanism.
- 5) What are the opportunities of urban agriculture?
- First, stop paving over the farms (need for zoning control)
 - Local farms and fresh food has to be part of the mix
- 6) Question about growth boundaries
- Importance of keeping land cost affordable to the middle class
 - On the regional level: regional planning has to step up to the plate; have a plan that has focused areas of investment, zoning control
 - This is a good complex question: how do we solve all our problems?
- 7) What [realistic] policies are needed to achieve smart growth?
- The “silver bullet” question
 - Who knows what is possible in government
 - Language of “Transportation dollars” instead of “highway dollars”
 - Addition of simple stipulation in funding: Show us a regional plan that reduces VMT (has health impacts, affordance, dependence on foreign oil)
- 8) What is the role of regional plan and infrastructure?
- Regional plan → infrastructure → zoning → growth
- 9) Question about American Dream
- Before denying the American Dream, we must define it. It used to be bungalow, older people move into an apartment in the same community, no driving, kids ride their bikes
 - Is “3 car lot out in the country” the real American dream?
 - We are stuck in 1950s/60s dream but our demographics have changed so drastically
 - Common to say that the market votes with its feet; but there are not choices for people to vote on
- 10) Transportation, water, sewer infrastructure has a high price tag. Any suggestions?
- Most effective are cost investment; Save money, then raise money
 - Of course we have to make investments in our future; it will not happen magically
 - We want to make sure our investments do not cause other problems
 - Freeway networks have caused public health problems, accidents, etc.
 - These are hidden costs that are not being taken into account
 - Where do you get the money? In the end, it comes from us. We better figure out the best way to invest it.

Going Forward

- In the conversation about efficiencies, too often people do not realize the core importance of how the shape of our cities affects how much energy we use.
 - Auto culture is expensive, both in terms of resources and pocketbooks
- Our demographics have changed, but the market is not providing all the choices that people now demand
 - Only 23% of households are married couples with children
 - The “3 car lot out in the country” is not necessarily the American Dream
 - We need to dial up housing stock in a way that is more appropriate
- The market is starting to change to reflect new market demand
 - Walk-ability score is now a commodity
 - Developers are already seeing this
 - There is about a five year window to create a new urban plan to incorporate this new generation of demand
- People want great urbanism, and will come if it is there
 - Despite public educational shortfalls
- By presenting alternative analysis, anyone can support smart growth policies
 - In Salt Lake City, the main catch was land preservation
 - In L.A., residents would see \$13,000 savings by 2050 with smart growth plan
- Quality Growth Strategies:
 - Map out environmental open spaces and land to preserve
 - Identify centers and corridors
 - Identify areas for in-fill development
- Need for state or federal level policies to require plans to reduce VMTs
 - Current State law in California
 - Develop alternative analysis in order to persuade people in the community
 - When creating a regional plan:
 - Use a computer model to map out transportation routes, economic routes, and social and fiscal data
 - Identify spaces to preserve, important centers and corridors, and areas that are available to redevelop for in-fill
 - We need a regional plan that addresses these concerns. We have about five years before the market starts changing, and developers should be ready with a plan that meets the demand.
 - Advocate for state or federal policies that require reductions in emissions.

***Federal Perspective on Sustainable Community Development:
“What regions need to do”***

Mariia Zimmerman, Deputy Director, Office of Sustainable Housing and Communities, Housing and Urban Development (HUD)

Main take-away points

Deputy Director Zimmerman stressed that regional planning be a “*place-based strategy*” and cited organizations that took advantage of the character of their region— like in Miami, where they incorporated neighborhood faith-based organizations, or in Kansas where they focused on economic development. Small town economies need to be part of the regional development plan and connected with regional development agencies. She asserted that for plans to be successful, policy makers need to understand that, “change occurs in places not in plans.” Inclusion and social equity need to be a part of the growth model. Zimmerman proposed an approach to advancing regional development by addressing impediments to fair housing, including low-income communities, and incorporating plans that will elevate economic development of entire the region.

Zimmerman spoke about two new grant programs within HUD: the *Sustainable Community Regional* grant and the *Community Challenge* grant. The Sustainable Community Regional grants had \$120 million in funding, with 45 regional winners, 13 regions with a population under 2000. Pittsburgh was not a winner but recognized for the developments going on in the region. In total, there were 225 applicants from every state including Puerto Rico and Guam. A total of \$75 million was available for the Community Challenge grants (\$40 million combined with \$35 million in funds from Dept. of Transportation for capital funding and planning— part of Tiger II Discretionary program). Localized winners will be announced later in the fall. Grants were awarded to *innovative, integrated* proposals featuring *new transportation investments* including high-speed railways, inter-motor facilities, and bike trails. Ultimately, HUD is using these grant programs to encourage integrating housing, economic development and transportation.

The HUD perspective within the Office of Sustainability is to engage in the sustainability movement by aligning missions of the federal agency along the tenets of affordable housing, energy efficiency, and integrated transportation. In working to increase energy efficiency, HUD will be creating priority points for communities to build standards that incorporate implementation of “Green” building designs, including using LEED standards. *These priority points should be embedded all sustainability programs.*

The Office of Sustainability is focused on assessing programs already in place and improvements to be made at the federal level to aid in the coordination, collaboration of these programs. Zimmerman largely advocated for the important of locality when designing and implementing project plans. How do regions identify barriers at the ground level to help alleviate impediments in receiving federal assistance, and how can they take advantage of and find opportunities to better integrate local/regional programs? In the next couple months, the office is looking to provide learning and support networks for sharing best practices and successful strategies. The learning network will connect with communities and regions who can build on and learn from each other’s experiences; both successes and mistakes. The office encourages applicants and interested parties to contact field offices to work through issues to identify opportunities for assistance. Zimmerman also recommended reaching out to national organizations like the *American Planning Association* and the *Smart Growth Leadership Institute* for insight to approaches on matters of Smart Growth.

HUD sees its efforts as an incentive approach, offering funding without requiring set standards, but trying to offer bonus points to applicants that are moving forward with sustainable regional plans. Certain applicants might even be considered to have preferred sustainability status.

The decision to extend this kind of funding is up to Congress. There is funding in the Appropriations bill that is not yet passed by Congress. Zimmerman is hopeful that funding will remain in the bill. If passed, there will be a 2nd round of grants. HUD hopes to work with the National Association of Development and PolicyLink to help create webcasts and webinars in

getting the word out, including FAQs on their websites. Another unique offering of the HUD Office of Sustainability is that non-funded regions were offered the chance to debrief, to discuss the review process for making a stronger application in the next round.

Recommendations for Future Applications

Regions need to focus on sustainability around the principles of “People, Places and Planning.”

Future applicants must continue to focus on regional solutions, forging collaborative partnerships regardless of funding. Regions should take note that development requires the public and private sectors, as well as community groups and faith-based organizations. Regions need to leverage existing funding like block grants and strengthen existing relationships. Applicants should utilize DOT, EPA and HUD websites.

To get feedback and case studies, email sustainablecommunities@HUD.gov. Other resources for future applicants include Urban Land Institute, Center for Neighborhood Technology, Brookings Institution, and other high-speed transportation organizations.

Federal Perspective on Sustainable Community Development:

“What Regions Need To Do”

Beth Osborne, Deputy Assistant Secretary for Transportation Policy, US Department of Transportation (DOT)

The main takeaways from this session are that DOT now has discretionary funds for Transit Oriented Development (TOD) grants. They are now using cost-benefit analyses to decide on funding, and are looking for certain criteria such as environmental sustainability and community livability. This is coming at a key time as constituent requests have become more common due to demographic changes.

Communities should feel free to contact DOT for feedback and submit their projects for next year taking the general criteria of sustainability, community livability and competitiveness into account in their proposals.

- Previously, DOT used a revenue sharing model but thanks to stimulus money, DOT now has discretionary funds.
- DOT has been pleased with the good ideas they are receiving from state and local governments as to how they can be more effective
 - High Speed Rail and inner city rail initiatives
- Some characteristics DOT looks for in a proposal:
 - Improving safety
 - Enhance a region's economic competitiveness
 - Improve a community's livability
 - Good for the environment / low impact
- DOT now has proposed a Capacity Building grant program
 - Local communities need to have the capacity to implement and support the programs in the long run.
 - They need to use long-range planning.

- From the DOT's TIGER (Transportation Investment Generating Economic Recovery) Fund award list, released in February:
 - 51 Projects
 - 1/2 focused on community livability
 - Many involved environmental sustainability
 - Many integrated transportation / land use concerns
- DOT Formula Funds now use a performance-based model. Along with TIGER funds, they are now using a cost-benefit analysis, which will take into account access issues, housing affordability, and environmental impact.
- Why is DOT looking to fund these projects? There are 3 issues:
 1. To save constituents money so they can spend less on transport and more on other things
 2. Saves the Government money in a time of stricter budget allotments
 - a. Note that Salt Lake City saved \$4.5 Billion over 10 years
 3. Give the people what they want
- Millennials (Gen Y, or approx. 1980 to 2000) are very vocal
 - Have brought up these issues to the Secretary of Transportation
 - They drive less than Gen X or Boomers
 - Cars are more expensive
 - They like to stay connected through mobile internet which is hard and unsafe to do when driving
 - Less having children
 - 10 Years ago 30% of public wanted walkable mixed-use neighborhoods. Millennials will vastly increase that number
- The Federal Railroad Administration (FRA) and HUD have found that property developers will quickly buy property along any proposed route and build expensive developments
 - Federal departments are hoping to avoid this in the future.

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What is still unclear is how long this discretionary funding will continue (2011 was confirmed).

Communities should feel free to contact DOT for feedback and submit their projects for next year taking the general criteria of sustainability, community livability and competitiveness into account in their proposals.

Federal Panel

Facilitated by: Caren Glotfelty, Environment Program Director, The Heinz Endowments

Times of economic distress breed collaboration and innovation. Federal funds can provide seed money, but in the end, communities have to work together to decide what is important to them and how they will sacrifice to invest in it. The Department of Transportation, Housing and Urban Development, and Environmental Protection Agency all have their own missions, but have realized that their work is interconnected and most have a focus on disadvantaged communities. Now is

time to bring that partnership and effort to the Southwestern Pennsylvania region. Without smart growth investment, cities will continue to face serious budget deficits.

1) Caren Glotfelty: Beth, in addition to joint programs, you mentioned other grant programs in the agency. John and Mariia, can you tell us some other grant programs in your respective agencies?

Mariia Zimmerman: Secretary Donovan has been working on the agency's 5-yr strategic plan that is being formulated this year. In it, there are performance objectives around development and promoting sustainable communities, reducing combined cost of housing and transportation, and objectives to retrofit 159 million units of housing over the next five years.

Beth Osborne: The wide array of funding projects – examples in New Orleans; Portland; Glacier, Montana; and Burlington, Vermont

2) Caren Glotfelty.: Can you talk about the role of equity in the field of sustainability?

Mariia Zimmerman: Sustainability should not be limited by someone's zip code. The objective of the agency contains layers of issues. There are people who are disadvantaged by concentrated poverty. In the regional context, we can ask questions such as: can we provide affordable housing in other areas of the region? Where are the jobs, schools, transportation investments, etc? That is why there is serious consideration given to regional planning in the grant program. This encourages regions to look into issues such as the number of students on Free and Reduced Lunch as well as racial and income distribution. You need to bring the disadvantaged community into the conversation and planning process. In the grant program, we have seen extraordinary measures being taken in the communication process. There are innovative strategies out there to bring in different voices and establish grassroots efforts. Hanging a flyer for a town-hall meeting is not enough.

John Frece: What we found when all the agencies got together to go over priorities was that the lists of the three agencies were almost identical. A core issue for everyone was supporting disadvantaged communities. The Office of Environmental Justice is publishing a guidebook that will hopefully be out in February. There is sometimes hostility between smart growth and disadvantaged communities (i.e. gentrification), and with this guidebook we hope to address these problems, issues, and disagreements as well as give communities a set of tools. An important question is how do you build capacity in these communities and establish sustainable and equitable financing?

Beth Osborne: We now make sure that transportation does not divide neighborhoods and cause some of these problems we are talking about. We are also thinking about the most affordable forms of transportation— fifty years ago, highway investment was one transportation option *among many*. But in the last 50 years, we have been sweeping away other options and leaving only the most expensive, i.e. having to own a car. It often seems as if these policies do not affect equity, but in reality, they have left other things to crumble. In the Department of Transportation, equity is not central to the mission, but we are finally seeing it as an important piece.

4) Caren Glotfelty: With the development of the Marcellus Shale Natural gas resources, how is the EPA looking at development of these deep natural gas wells when impacts are often unclear?

John Frece: My office does not deal with the Marcellus Shale; and will only be involved to make sure that whatever is decided at the state or local level is consistent with sustainable community development.

5) Caren Glotfelty: This is the elephant in the room question. The share of federal funds for infrastructure has decreased; the state share has increased. How should we be thinking about our shortage of money to address the most pressing issues?

Mariia Zimmerman: I think of Robert Puentes, of the Brookings Institute, who says “Now we're out of money. Now let's think.” Yes, times are bad. But the sustainable collaboration in the federal government was born out of this context. There is a need for creativity, innovation, and a need to prioritize. What is fundamental? How can we maximize investments? How best can we preserve the assets we have and grow in a way that best aligns with resources that we have. We have to get rid of

local barriers (outdated zoning, economic environment, etc.) and see new energy sources as economic development resources. When we think of economic development strategies, we have to think about livability. A top priority is people getting a paycheck. Federal seed money can be used to pull together the framework. One thing is sure – no one has the money right now – and that is why you need to find the best option for the largest number of people.

John Frece: Referring again to Cuyahoga County (Cleveland) and the exodus from the city limits— We have to realize it is economic suicide for a city and for its people to move out of the city center. Pittsburgh is not the only place dealing with this problem. The Smart Growth Implementation Assistance program¹ is the newest round of technical assistance grants to help localities. It will address questions of how to finance Transit Oriented Design (TOD) and urban development.

Going Forward

- Look out for the Environmental Justice publication out in February.
- Apply to the Smart Growth Implementation Assistance grant program.
- Involve all people in your community to create a plan.
- Encourage constituents and local leaders to be creative with plans, ideas, and investments for the future.
- Persuade your local community to invest in infrastructure that will do the most good and save the most amount of money in the future.

Developing an Action Agenda-Regional To Do List

Peter Calthorpe • Allen Biehler • John Hanger • Steve Bland • John Schombert • Doug Hill • Elizabeth Hersh

Pittsburgh is on the right track to sustainable development in the region; however, there is a lot of work ahead. Below are a number of regional issues to be addressed in order to achieve smart growth and economic vitality. These experts identified priorities that call for actionable measures to ensure robust outcomes. Over the course of the conference federal and state-level policy officials made clear the importance of cross-jurisdictional relationships. *High on the list of priorities is developing better regional relationships* with accountability and astute creativity at the forefront of these efforts.

(Caren Glotfelty) How are you thinking about our current transport crisis?

(Steve Bland)

- Immediate transportation funding crisis is state wide
 - Objective for funding management; reliability-focused and inflation-sensitive
 - Size of program is less relevant than sensitivity to market
 - Put a lot more focus on market forces
 - Looking to have service improvements to high market areas
 - Using market data to determine what areas to use
 - Our capital investment program, has moved into “Fix it First”
 - There is not a single expansion project on the books for Port Authority
 - Port Authority did receive a grant replacing buses

¹ <http://www.epa.gov/smartgrowth/sgia.htm>

- What role does the state play in planning and financing?
 - Transportation is regulated by state not so much area or city
 - They have limited statutory power to do what Minnesota did
 - It gets tougher every time to go to a rural state legislator for money
 - If we want to take transportation to the next level, the region will have to do something

(State Secretary Biehler's) Response:

- He is exactly right, the Port Authority of Allegheny County deserves credit as no other transportation authority has had a more thorough review of its system
- There is a level of ignorance of how important it is for a region to look at these systems together
- There is no reason why Southwestern Pennsylvania can't figure out the means of sustainable transportation funding
- It will have take time and requires serious support

(Peter Calthrope's) Response

- The economics of funding transportation is always contentiously debated
- The numbers are around now that show the power of investment
 - It creates livability, as well as a robust tax base

(Caren Glotfelty) What does our region need to do to ensure future water security?

(John Schombert)

- There are so many municipalities that are involved
- It requires regional mapping and regional resources
- Not a lot of accessible information on the "How tos" of this issue
- Philly has been the leader in this
- Reduction in crime because there are nicer areas
- Need to overcome the issue of governance
- Looking to consolidate studies
- There is a sticker shock associated with the costs of funding infrastructure improvements

(Caren Glotfelty) What is State's EPA perspective on John's green's infrastructure approach?

(State Secretary Hanger)

- Philly received a ton of money for its green infrastructure planning

- EPA has played a role in that
- A lot of mindsets have changed whereas too many people start from: it doesn't work
- Keyword: Sticker Shock
- Our parents and grandparents had invested in this stuff and it was not cheap
- If we had our priorities in order then we could have first class water and sewer
 - Most of the dollars have to come locally

(Caren Glotfelty) Give us a status report on where affordable housing is doing, what do we need to do?

(Elizabeth Hersh)

- Two components: person who lives in the house *and* the house
 - They have a relationship to one another; have to think of them separately
- One factor that affects people who live here
 - Poverty and age of people
 - Extreme shortage of rental properties that are affordable for people who are making 22,000
 - At 30,000 only 2/3 available as affordable
 - The affordability gap has increased
- It is said that Pittsburgh is affordable, but that is a relative term
- Housing stock, dominant issue is age
 - 50-60 years old
 - More supply than demand
 - Quality of the housing and the price
 - There is a mismatch in supply and demand
 - What it takes to buy it, etc.
 - What does it mean?
- Good news: policy shift that needs to happen, we don't have to build our way out of it
- Need incentives to remodel rather than keep creating new satellite developments
- Low income housing tax created, section 8, choice housing, mix income
- Incentives in capital need to be realigned in how do we use the existing stock
- A lot of owner occupants who are senior citizens, bought it when it was cheap
 - Don't fix them up for a variety of reasons
 - A lot of services to let someone age in place
 - Helping them keep it renovated for the next generation of owners
- Rental repair
 - Code enforcement

- Most rental properties are small in number
 - There is no revenue stream to keep things maintained
 - Need a realignment in housing dollars to help either owner or renter and community
- Integration with where we live, and transit, and energy efficiency
 - Feds are leading the way on this
- This is the future of the housing market
 - Building is expensive, but we can make houses energy efficient and save money
 - As people move out of urban centers for cheaper affordable housing
 - But has also affected their micro economies
- Regional Action Plan
 - Repair and Rehab for owner occupied and rental properties
 - Reinvest in existing stock
 - Integration
 - State funded Trust fund
 - Very powerful job creator
 - As we spend money on those things it will have a positive impact on local economy
 - Though we are not growing, we need to overcome attitudinal obstacles
 - The crash in housing market has evoked a lot of opposition
 - Progress on policy level, Westchester County, NY
 - CDBG money was preventing multi-family housing, and kept out fair housing
 - But now they are paying the price
- Now there are incentives to work against prejudices with Federal dollars and programs in place

(Caren Glotfelty) With the escalation of Marcellus Shale, what is local government concerned about, and what are they doing to be prepared regarding these concerns?

(Doug Hill)

- Talking about distributional aspects and zoning
- Shale is going to inject millions of dollars into the economy

- Municipal level impact
 - Road deterioration- because of the need of many, many trucks to transport materials to site
 - PennDot has highway maintenance agreement, and municipalities use this model to work this out with business
- County level: they are working on emergency response teams, etc.
- Traditional models of Zoning are hard to apply to this
 - Light, noise, and municipality does not have opportunity to regulate these
 - Surface owners get lease values of several hundred dollars
 - And they get 12% royalties
 - Environmentalists and paid surface owners are on different sides
- County offices are having a wide variety of issues because there is a surge of investors
- Emergency response plans
 - Have to plan for all sorts of events
 - Worker injury
 - Need street naming, closest highway
 - Cell phone reception: satellite phone obstacles
- Job creation
- Skilled work for the wells do not come from Pittsburgh
- When workforce comes from distant places, there tend to be problems
 - Crime, domestic abuse
 - Housing
 - All hotels were booked and affected tourism
 - Affordability issues
 - Industrialized issues
- Social stratification
 - Areas that have been depressed for so long but now have some land owners that are making significant amount more

- County level: they are working on emergency response teams, etc.
- Getting ready for more transient populations
- Many counties have had a success to developing Marcellus committees

(Caren Glotfelty) Secretary Hanger said for us to be successful in this work we have to be spending at a higher level in order to maintain infrastructure. What can we do to increase public support?

(John Schombert)

- 2% is a guideline for affordability for utilities
 - This is becoming a governance issue
 - Utilities are under scope of municipalities makes things complicated
 - Really need to look at problem regionally
 - Make this more cost-effective
 - Use our resources more effectively

(Liz Hersh)

- Everyone hates their legislature but loves their legislator
- Success sells success
- We get mired in the problems and that can bog you down
- Sharing success stories really does work
- Good news is that reminding ourselves, reminding others of the successes that get people to think
- Very doable

(Peter Calthorpe)

- You have to think of this area as one region not many municipalities
- Needs to be a mechanism that we need to look at the region long term
- Professionals work at that scale, not the everyday person
- Leadership has something to do with it
- People want to do this

- New Orleans: everyone wanted to look at what was happening as a regional perspective because transportation with swamps made it difficult to escape hurricane
- You can't pursue the future if you don't have a vision

(Secretary Hanger)

- Without vision people will perish
- We are kidding ourselves if we think that everyone wants to do this
- Environmental groups are great visionaries but crummy followers
- Not enough revenue going to these things

(Peter Calthorpe)

- Don't pit projects against each other
- Substantiate progress with facts that sum up what is going on
- Mormon church liked this pathway because it allowed everyone to stay there, thus they came on board
- Until you create a vision and calculate all of the potential obstacles you won't be able to break through this issue