

Envisioning the Region



ALLEGHENY • ARMSTRONG • BEAVER • BUTLER • FAYETTE • GREENE • INDIANA • LAWRENCE • PITTSBURGH • WASHINGTON • WESTMORELAND

Southwestern Pennsylvania Commission

2006 ANNUAL REPORT

SPC Mission Statement

The Southwestern Pennsylvania

Commission is the cooperative forum

for regional collaboration, planning,

and public decision-making.

The Commission develops plans and

programs for public investments;

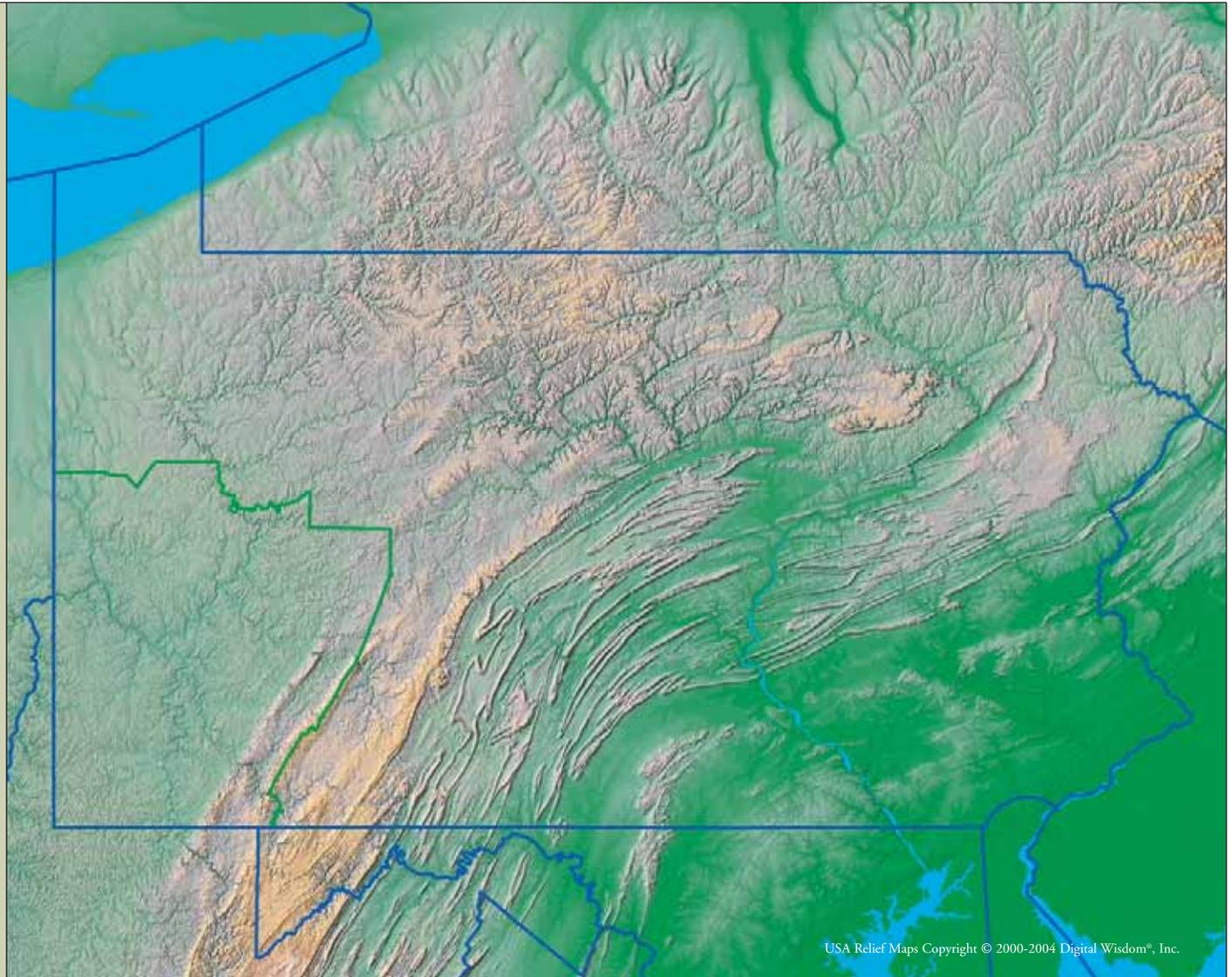
fulfills federal and state requirements

for transportation, economic

development, and local government

assistance programs; and operates

with public involvement and trust.



Working Together: Envisioning the Region

Over 2.66 Million Citizens >>> 7,112 Square Miles >>> One Region >>> One Voice

At SPC, 2006 was a year of expanding our partnerships and focusing on the future.

SPC partnered with many state, regional and local groups to lay the foundation for a new plan for Southwestern Pennsylvania—**Project Region**. In forums throughout our region we gained fresh perspectives on what it means to be a region and how to plan for our future. After listening to residents throughout the region about what was important to them, we began crafting a new way of looking at and talking about our region.

We held forums in partnership with governmental, business and non-profit leadership that focused on economic development, land use and transportation. These discussions reminded us that for many people, basic needs still are foremost in their minds—needs such as good jobs, revitalized communities, and dependable transportation.

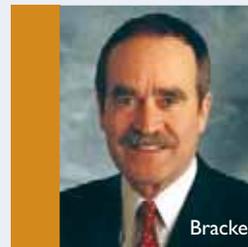
Partnering with civic groups like Sustainable Pittsburgh reinforced our belief that everyone has a stake in the new economy and everyone has something to offer in building on our region's strengths.

Much of the work of SPC is accomplished through our committees. In effect, SPC *is* the committees and the volunteers that serve diligently on them. It is these committees that develop our plans along with the highly professional staff that supports them. In this Annual Report, we have sought to present the perspectives of the committees that work through difficult choices, make recommendations, and provide a solid grounding for all decisions made by SPC.

We are proud of the true regional engagement that has fostered the progress reported herein. We look forward to the coming years as we work together to bring these plans to fruition.

“Much of the work of SPC is accomplished through our committees. In effect, SPC is the committees and the volunteers that serve diligently on them. It is these committees that develop our plans along with the highly professional staff that supports them.”

—**Bracken Burns, Chairman**



Bracken Burns, Chairman



James R. Hassinger, President, CEO

**OFFICERS AND MEMBERS
OF THE SOUTHWESTERN
PENNSYLVANIA
COMMISSION FOR 2006**

Chairman

Bracken Burns

Vice Chairman

Dan Onorato

Secretary-Treasurer

Charles Camp

Executive Director

James R. Hassinger

Allegheny County

Lynn Heckman

David Miller

Dan Onorato*

Andrew Quinn

Mark Schneider

Armstrong County

Rich Fink

Patricia Kirkpatrick

James V. Scahill*

Mark Snyder

Gealy Wallwork

Beaver County

Charles Camp**

Dan Donatella

Mark Lay

Richard L. Shaw

Joe Spanik*

Butler County

Glenn L. Anderson

David Johnston

James L. Kennedy*

Scott Lowe

Dan Santoro

Fayette County

Andrew Boni

Joseph Hardy

Terry McMillen

Vincent A. Vicites*

Angela Zimmerlink

Greene County

Karen Bennett

Dave Coder

John Gardner

Robbie Matesic

Pam Snyder*

Indiana County

David S. Frick

Dana P. Henry

Rodney D. Ruddock

Bernie Smith*

Byron Stauffer

Lawrence County

Steve Craig*

Edward Fosnaught

James Gagliano

Carmen Rozzi

Daniel J. Vogler

Pittsburgh

Patrick Ford

Bob O'Connor*

William Peduto

Dennis Regan

Jake Wheatley, Jr.**

Washington County

Bracken Burns*

Larry Maggi

Michael A. Silvestri

Anthony Spossey

Norma Wintermyer

Westmoreland County

Tom Balya*

Orlando R. Capretto

Tom Ceraso

Robert P. DeLotto

Phil Light

**Pennsylvania
Department of
Transportation**

Dan Cessna

Joseph Dubovi

Larry King*

Kevin McCullough

Joe Szczur

Governor's Appointee

Allen Kukovich*

**Pennsylvania
Department of
Community and
Economic
Development**

Ellen G. Kight*

**Port Authority of
Allegheny County**

Stephen Bland

Henry Nutbrown

Transit Operator

Larry Morris

**Federal Highway
Administration*****

James A. Cheatham

**Federal Transit
Administration*****

Susan Borinsky

**Federal Aviation
Administration*****

Vacant

**U.S. Environmental
Protection Agency*****

Eric Carlson

**U.S. Economic
Development
Administration*****

Vacant

**OFFICERS AND DIRECTORS
OF THE SOUTHWESTERN
PENNSYLVANIA
CORPORATION FOR 2006**

Chairman

Bracken Burns

Vice Chairman

Dan Onorato

President/CEO***

James R. Hassinger

Vice President***

Charles M. DiPietro

Secretary-Treasurer***

Vincent M. Massaro

Directors:

Tom Balya*

Georgia Berner*

Bracken Burns*

Steve Craig*

Richard Donley

William Hunt

James L. Kennedy*

Bob O'Connor*

Dan Onorato*

James V. Scahill*

Bernie Smith*

Pam Snyder*

Joe Spanik*

Vincent A. Vicites*

* Member of SPC

Executive Committee

** At-Large Member of SPC

Executive Committee

*** Non-voting Member

All voting members of the Southwestern Pennsylvania Commission are members of the Southwestern Pennsylvania Corporation.

**SPC DEPARTMENT
LEADERSHIP**

Finance

Vincent M. Massaro

Information Systems

Kirk Brethauer

Planning & Development

Lew Villotti

Transportation

Charles M. DiPietro

TRIBUTES



MAYOR BOB O'CONNOR

Mayor Bob O'Connor passed away on September 1, 2006 from complications from primary central nervous system lymphoma. Mayor O'Connor was 61.

Bob O'Connor served as a member of the Southwestern Pennsylvania Commission in his capacity as Mayor of the City of Pittsburgh and also as Governor Rendell's Appointee representing the Commonwealth of Pennsylvania. He served on the Commission's Executive Committee as well as its Intergovernmental Affairs Committee and

worked diligently on Southwestern Pennsylvania's priorities.

As Mayor, he moved forward energetically with plans to make his vision of the City of Pittsburgh, the central city of Southwestern Pennsylvania, a reality. He brought his skills and many years of experience acquired in his business and public service, along with his boundless enthusiasm, to all his tasks.

Bob O'Connor will be remembered for his many accomplishments, his long record of public service and his dedication to and love of the City of Pittsburgh.

COMMISSIONER BERNIE SMITH

Commissioner Bernie Smith passed away unexpectedly September 3, 2006 while visiting his daughter in Potomac, Maryland. Commissioner Smith was 67.

Bernie Smith served with distinction as an Indiana County representative on the Southwestern Pennsylvania Commission. He served on both the Commission's Executive Committee and its Intergovernmental Affairs Committee, where he was a tireless proponent of Southwestern Pennsylvania's priorities.

Commissioner Smith also served on the Board of Directors of the Southwestern Pennsylvania Corporation and its Property Committee, which oversees the development and operations of the Regional Enterprise Tower, the nation's first building of its kind dedicated as a hub for regional development. At the national level, Bernie was elected to the Board of Directors of the National Association of Regional Councils in 2002.

Bernie Smith was a champion of regionalism, and his leadership was marked with integrity, a positive spirit and fervent dedication to the people he served. He brought his skills, experience and enthusiasm to the deliberations of the Commission and gave generously of his time to the people of Indiana County and to our region.



“The people of Southwestern Pennsylvania lost two great leaders this year. Mayor O'Connor and Commissioner Smith were truly champions of our region, men who led with passion and integrity, each possessing a dedication to the people that was so strong it inspired those around them to act. It is with the greatest sorrow that we mourn their loss.”

—James R. Hassinger, SPC Executive Director

THE REGION

Project Region

The Southwestern Pennsylvania Plan

Work on Southwestern Pennsylvania's new regional plan, Project Region, was the highlight of the year at SPC. Based on extensive review of best practices in regional planning from award-winning programs around the country, it will continue to be high on the Commission's agenda through its adoption in June of 2007.

SPC staff started the year with a fresh review of current state, regional and county plans, including county comprehensive plans, for common strategies and concepts. Building on previous input at 10 public meetings held in concert with its Public Participation Panels on transportation priorities, the Commissioners reviewed and commented on these "common threads" at their annual retreat in preparation for the next step in

public engagement: a series of interactive workshops throughout the region.

In the late spring of the past year, SPC, its members and its partners, the Allegheny Conference on Community Development, the Pennsylvania Department of Transportation and the Pennsylvania Department of Community and Economic Development, hosted 11 regional Economic Development Workshops. Economic development strategies from state, regional and local partners were presented for discussion by participants, who then brainstormed on strategies of their own. SPC's interactive polling technology was used at each workshop to begin to set priorities on those strategies.

SPC also participated with Sustainable Pittsburgh in six major regional forums on community development across boundaries. Five forums were held throughout the region to discuss many of the topics that affect regional communities, which then culminated with Sustainable Pittsburgh's Annual Smart Growth Conference. SPC again played a large role in the conference, which also featured the release of the Regional Transit Vision. The outcomes of the

"One of the most compelling aspects of regional planning is that it brings together diverse people that have common issues, and gives them a mechanism to see beyond traditional boundaries and to find partnerships in new and different places."

—The Honorable Jake Wheatley, Jr., PA House of Representatives and SPC Executive Committee Member



THE REGION

five forums and the Smart Growth Conference fed directly into the new planning process.

The information gathered from the hundreds of participants in the workshops and regional meetings helped to crystallize the strategies and formed the basis of draft regional policy statements that were reviewed by SPC and its planning partners in more detailed discussions and work sessions.

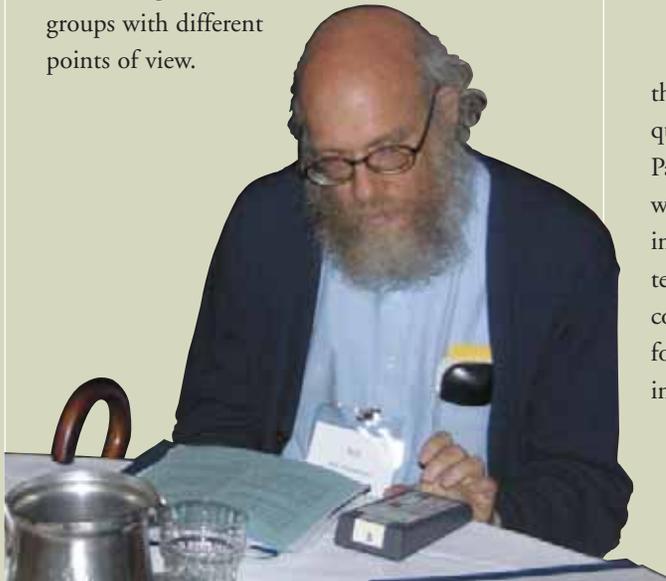
“The private sector is increasingly embracing regionalism because progress depends on both cities and suburbs, on entire regions working well together. Businesses not only need the ability to move their goods and services around, but they also need to access the workforce.”

**—Barbara McNees, President,
Greater Pittsburgh Chamber of Commerce**

To directly engage experts in the field, four Work Groups were formed. These Work Groups—Transportation Strategies, Economic Development Strategies, Financial Resources and Modeling and Forecasting—were integral in reviewing and focusing the policy statements, developing sketch scenarios of development based

on the various policies, charting transportation investment options, developing a financial picture, and developing regional forecasts and models. Their expert judgment and wealth of experience were vital to the ongoing work of Project Region.

The output of the Work Groups was shared, discussed and considered by the most ambitious collection of planning partner organization working meetings ever held by SPC, the Project Region Partners Meetings. In 2006, two such meetings were held with an attendance of over 600 participants from organizations and agencies all across the region. From professionals to citizen volunteers on partner organizations, from local public officials to regional activists, these meetings created a forum for discussion and interaction among diverse groups with different points of view.



“Focusing on common interests among communities puts us as a region in the best position to develop consensus goals and the plans and strategies to achieve great things...all the while respecting each other’s community needs and priorities.”

**—Court Gould, Executive Director,
Sustainable Pittsburgh**



The culmination of these meetings was the development of draft regional scenarios for quantitative testing, mapping and evaluation. Participants in the Regional Partners Meetings were given the opportunity to provide input into designing the variables that will eventually tell the story of each scenario for the public to compare and contrast when they are presented for even wider public engagement and discussion in development of the new regional plan.

TRANSPORTATION

SPC members coordinate both long-range and short-range regional transportation planning in their role as the Metropolitan Planning Organization (MPO).

In 2006, SPC worked to advance the region's 2007-2010 Transportation Improvement Program (TIP), which evaluates the region's projects in the context of limited resources, resulting in a prioritized list of highway and transit projects programmed for advancement over a four-year period. Individual project phases selected for the TIP are responsive to a range of empirical data, specialized studies and technical analysis.

A sample of TIP projects that progressed in 2006 include:

- *City of Pittsburgh 31st Street Bridge Rehabilitation*
- *Hot Metal Bridge*

- *City of Pittsburgh South Millvale Street Bridge*
- *East Busway Pavement Renovation*
- *South Hills LRT Station Renovations/LRT Track and Signal Rehabilitation*
- *North Shore Connector Full Funding Agreement/ Initial Construction Contracts Awarded by Port Authority of Allegheny County*
- *Homestead Grays Bridge*
- *I-79 Reconstruction, Bridgeville Area*
- *Route 65 Leetsdale Overpass*
- *Route 60 Green Garden Road Improvements and Bridge Replacement*
- *Hempfield Township Bus Maintenance Facility*

“SPC’s Transportation Technical Committee is the only place you’ll find where 10 different counties and the City of Pittsburgh, each with their own unique needs, are willing and able to reach consensus on spending \$2 billion for highway and bridge projects in ways that benefit the entire region.”

—**Jeffrey Leithauser, Environmental Manager, Washington County Planning Commission and Member of the Transportation Technical Committee (TTC)**

- *City of Butler Main Street Viaduct Bridge Replacement*
- *Route 268 Lemmon Road Interchange*
- *Route 119 Covode 3 R Betterment*
- *Route 259 Bolivar Bridge Replacement*
- *Route 22 Improvements at Penn View Summit*
- *Route 40 Yough Bridge Replacement*
- *Route 119 Uniontown Bypass/Walnut Hill Ramps*
- *I-70 Resurfacing (Claysville)*
- *Emergency Bridge Replacements over I-70 (Lakeview & North Main Street)*
- *Route 22 Improvements from Export to Delmont/New Alexandria*
- *Route 119 Widening at Westmoreland Manor*
- *Route 366 Tarentum Bridge Road Widening/ Improvements at Parnassus Triangle*

PROJECT EVALUATION

Project prioritization for the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) must consider a multitude of information, including local needs and priorities, regional needs and priorities, technical project evaluation, and financial considerations. In 2006, SPC created a Project Evaluation Process Subcommittee to develop efficient methods to incorporate technical project assessments throughout the transportation planning process to help our region's decision-makers in their difficult task of allocating scarce transportation funds.

TRANSPORTATION

In 2006, SPC completed Phase I of this project: a detailed analysis of the technical project evaluation criteria and processes associated with several types of projects. SPC also initiated Phase II and Phase III of its technical project evaluation process review. SPC anticipates completion of the Phase II and Phase III studies, as well as continued follow-ups on the recommendations of these reports in 2007. SPC is also integrating the findings of these technical project evaluation studies into its work with Project Region and the development of long-range transportation investment strategies.

TRANSPORTATION DATA

SPC members rely on a wide range of information to fulfill their responsibilities as the regional decision-making forum. SPC's transportation modeling resources provide data to help the region make better decisions, prepare effective transportation plans, manage congestion and meet air quality standards.

Data collected from major regional surveys is used to develop regional travel models. These models enhance the ability to forecast the effects of transportation system changes, allowing the region to make better-informed choices for transportation investments. This kind of information is necessary to evaluate proposals for improving the transportation system. Without good travel forecasting data, the region is disadvantaged



in competition for scarce transportation improvement dollars. And without a current plan that is supported by good data, the region does not qualify for federal transportation improvement funding.

2006 Travel Survey Highlights

- **Regional Travel Survey.** *The Regional Travel Survey included origin-destination or O-D surveys, which are a method of determining and documenting traffic patterns by surveying the automobile and truck traffic using a particular roadway system. Travel models are used to estimate existing and*

future conditions; measuring the actual origins and destinations of an area's traffic helps to enrich the models by providing information not only about the number of travelers in a given area, but also about the patterns of those travelers. Over 30,000 surveys were distributed to automobile and truck drivers during this research.

- **Regional Transit Users & Non-Users Survey.** *These surveys were conducted in partnership with the region's Transit Operators. Transit user information was collected through on-board surveys of the region's fixed-route transit service providers. Transit non-user*

TRANSPORTATION

information was collected through telephone interviews of randomly selected households. In addition to providing SPC the data necessary to update its travel demand model, the surveys will provide the Transit Operators a snapshot of their service area, including data showing ridership demographics, ridership patterns and household characteristics. Over 35,000 surveys were distributed or conducted during this research.

“The work of SPC touches the lives of everyone in the region. SPC has the ability to make the region a better place to live, work and play by making the air more breathable, the water more drinkable and sprawl and traffic less destructive. I’m proud to be part of SPC’s mission, which recognizes that protecting public health and the environment are absolute requirements to growing our 21st Century economy.”

**—Heather Sage, Director of Outreach,
Citizens for Pennsylvania’s Future (PennFuture)
and Allegheny County PPP Co-Chair**



AIR QUALITY/TRANSPORTATION MODELING

In 2006, SPC completed the air quality conformity assessment for the 2007-2010 TIP and the 2030 Regional Plan. The conformity assessment demonstrated that the region’s transportation plans and programs are consistent with federal clean air standards.

In July, the Commissioners approved the conformity finding for the TIP and Plan under the PM2.5 and 8-hour ozone air quality standards.

SPC’s modeling resources and tools were enhanced in 2006 to provide analysis needed for Project Region.

TRANSPORTATION

PUBLIC INVOLVEMENT

Public involvement is the cornerstone of an effective transportation planning process. SPC conducts an open process that actively involves all affected individuals, groups and communities from the earliest stages, including identifying needs and resources, developing alternatives, and deciding to implement solutions. SPC gives the public an active role by bringing planning directly to residents in each county through Public Participation Panels (PPPs), which reflect the diverse needs and perspectives of our communities.

In 2006, SPC took public involvement to a higher level through Project Region. Using a wide range of community engagement techniques, from regional Economic Development Workshops to Project Region Partners Meetings that were broadcast live on the Internet, more individuals and organizations in our region participated in the planning process than ever before. Public input gathered throughout the year is being used to develop Southwestern Pennsylvania's new regional plan, Project Region.

PUBLIC TRANSPORTATION

In 2006, SPC worked with our regional partners to advance five transit planning projects:

- **Regional Transit Vision.** Completed in conjunction with the region's Transit Operators, the *Regional Transit Vision* examines how public transportation

relates to our regional development and suggests investments that would be needed to match aspirations of a region that is better connected by public transportation. The goal of the study was to preserve existing transportation and land use investments while making future investment decisions that enhance the quality of life and the economic viability of Southwestern Pennsylvania.

The Transit Vision: The region will be connected with a high-quality, well balanced, fiscally responsible public transportation system.

- **Regional Transit Assessment.** Launched in 2006 at the direction of the SPC Executive Committee and with the cooperation of the region's Transit Operators, this effort will research public transportation coordination in the region including funding, service delivery, workforce, and organizational structure.
- **Eastern Corridor Transitional Assessment.** Completed in September in partnership with the Westmoreland County Transit Authority and Allegheny County, this study identified "locally preferred" alternatives from the investment strategies recommended in the 2003 Eastern Corridor Transit Study. The locally preferred alternatives were derived from public comment and technical analysis. They include recommendations for further study of major transit improvements between downtown Pittsburgh and Oakland; extension of the East Busway from Swissvale to Monroeville; and consideration of two commuter rail lines, one between

downtown Pittsburgh and New Kensington and one between downtown Pittsburgh and Greensburg.

- **JARC Assessment.** Conducted by SPC on behalf of the Access to Work Interagency Cooperative (ATWIC), the goal of this assessment was to measure and continue to improve performance of the regional Job Access Program.
- **Washington County Transit Study.** Begun in 2006 in partnership with the Mid-Mon Valley Transit Authority, the Washington County Transit Authority, and the City of Washington, this study will examine public transportation resources currently deployed in Washington County, identify future demand and unmet need for public transportation service in the county, and provide recommendations for improving transit service delivery to county residents and businesses.

"SPC is where we work together as a region on the common issues and challenges we all face."

—Charles Camp, SPC
Secretary-Treasurer



TRANSPORTATION

FREIGHT FORUM

Effective freight movement is essential for economic vitality and the overall health and efficiency of our region's transportation system. SPC's Freight Forum works with the freight community to coordinate strategies for the safe and efficient movement of goods to enhance the region's economic competitiveness.

Partnerships among the different freight modes—air, rail, waterways and trucking—are crucial to the effective planning of freight transportation needs. In 2006, SPC worked with railroads on the planning and funding of rail

"I find the SPC Freight Forum meetings to be informative and engaging. They bring together diverse groups of professionals and interested parties to discuss a wide range of issues facing freight transportation in the region. It is refreshing that an MPO is focused on freight issues."

—**Jerry Vest, Vice President,
Government & Industry Affairs,
Buffalo & Pittsburgh Railroad
and Freight Forum Member**



infrastructure needs, and continued to work with the U.S. Army Corps of Engineers and the Port of Pittsburgh Commission in the evaluation of the long-term infrastructure needs of the inland navigation system.

In the spring, the Freight Forum hosted William Shaefer of the Norfolk Southern Corporation, who discussed the major issues related to the Port Perry Bridge, a key connection across the Mon River that carries Norfolk Southern rail traffic into and out of the Pitcairn Intermodal Facility. In the fall, Forum members reviewed the findings of the Pennsylvania Mobility Study and its impacts for freight.

Other activities underway in 2006 included updating the SPC Freight Guidebook, a directory of freight handlers and haulers in the 10-county region.

TRANSPORTATION OPERATIONS & SAFETY

SPC took a significant step toward both streamlining and mainstreaming transportation operations and safety planning in the region by combining its Intelligent Transportation Systems (ITS) Steering Committee and its Interagency Task Force on Congestion Management to create a comprehensive regional Transportation

Operations and Safety Committee. This committee works to integrate congestion management, intelligent transportation systems, and safety planning within a broader operations outlook.

Key Highlights in 2006

- **Congestion Management Process (CMP).** In 2006, SPC completed the transition from a triennial paper-based reporting system to a semi-annual Internet-based reporting system on SPC's website. This provides CMP stakeholders with increased access to CMP data and analysis and allows for more frequent updates of CMP information. Other efforts in 2006 included developing a framework for implementing local CMP stakeholder groups and public involvement into the regional process. SPC and its regional Transportation Operations and Safety Committee also conducted a comprehensive assessment of the CMP monitoring network this year.
- **FHWA Bottleneck Initiative.** SPC responded to a request by the Federal Highway Administration to identify two regional transportation bottlenecks causing significant congestion that can be addressed through physical capacity improvements, operational solutions, or a combination of the two in coming years. SPC was the first MPO in the Commonwealth to answer this request, due in large part to the effectiveness of the regional CMP and its ability to provide data for such analyses.

TRANSPORTATION

- **Congested Corridor Improvement Program (CCIP).** PennDOT's Bureau of Highway Safety and Traffic Engineering conducted two CCIP studies in the SPC region in 2006—Philadelphia Street in Indiana Borough and White Township, Indiana County; and Penn Avenue/Ardmore Boulevard in Wilkesburg Borough and the City of Pittsburgh in Allegheny County. SPC and members of its Transportation Operations and Safety Committee were involved in these studies and helped identify potential solutions to ease congestion and improve safety in these corridors.
- **Regional Traffic Signal Program.** Traffic signals in Pennsylvania are permitted by PennDOT, but are owned, operated and maintained by local municipalities. Many municipalities could benefit from more coordinated operation and maintenance of traffic signals, as well as mechanisms to coordinate traffic signals across municipal boundaries. In 2006, SPC initiated a multi-year program to address the financial, institutional and operational issues that impact traffic signal operations. Phase I of this program, which focuses on improving traffic signal asset management capabilities and developing outreach materials and processes to raise awareness of these issues, is currently underway.
- **Regional Operations Plan.** In 2005, PennDOT developed and adopted a statewide Transportation Systems Operations Plan (TSOP), which covers a range of statewide strategies and initiatives intended to enhance operational efficiencies, improve public



safety and security, and reduce traveler delay. The TSOP defines the general statewide direction for operations planning and builds on previous efforts to establish Regional ITS Architectures. One of the TSOP's goals is for PennDOT and its Planning Partners to adapt these statewide directions to their own specialized needs through the creation of Regional Operations Plans (ROPs). The Southwestern Pennsylvania ROP will define the strategic transportation operations program for

the region and will expand cooperative relationships between regional transportation operators and planning agencies. It will also help to achieve compatibility with other regions and will specify and prioritize regional operations projects. SPC was the first region in the Commonwealth to initiate the ROP process and is well underway with its development. The Southwestern Pennsylvania ROP is anticipated to be completed and adopted by SPC in 2007.

TRANSPORTATION



12

INTERMODAL INITIATIVES

SPC's intermodal initiatives include modal planning in the areas of pedestrian and bicycle facilities, airports and rail infrastructure, as well as other activities that enhance the movement of people and goods between modes throughout the transportation system.

In 2006, SPC's Pedestrian-Bicycle Committee continued its work with trail groups to enhance linkages within the region's network of pedestrian and bicycle trails. SPC also worked with Bike Pittsburgh, the City of Pittsburgh and others to

promote bicycle commuting in the region. To help gather information on the pedestrian and cycling needs of the region, SPC established a series of web-based survey forms for cyclists and pedestrians to provide information to the Pedestrian-Bicycle Committee on road or trail hazards or missing links, as well as other topics and suggestions.

A strong emphasis was placed on pedestrian activities in 2006, with mobility studies underway in Robinson/North Fayette and the Oakland Area, and the initiation of a sidewalk plan in Moon Township.

Airport planning activities completed in 2006 include technical assistance on the update of Airport Master Plans at Allegheny County, New Castle Municipal, Beaver County, Greene County and Rostraver Airports. SPC also provided technical assistance to the PennDOT Bureau of Aviation on the update of the State Aviation System Plan.

TRANSPORTATION ENHANCEMENTS, HOMETOWN STREETS & SAFE ROUTES TO SCHOOL

The Transportation Enhancements (TE) program strives to integrate the transportation system with the communities it serves by focusing on pedestrian and bicycle facilities, scenic and historic byways, landscaping and beautification, transportation museums, and other non-traditional projects. In 2004, Pennsylvania established its Hometown Streets/Safe Routes to School Program (HS/SRTS), which targeted a portion of TE funds toward projects that help revitalize downtown areas of existing communities and improve children's walking and cycling routes to school.

Efforts in 2006 focused on the establishment and implementation of a regional project tracking database as well as a semiannual Internet-based progress reporting system. Both of these tools have proven to be effective means for improved information-sharing and communications between project sponsors, SPC, PennDOT,

TRANSPORTATION

and member Planning Partners; as a result, many approved projects are nearing completion.

COMMUTEINFOSM

Dedicated to increasing the number of commuters in Southwestern Pennsylvania sharing a ride to work, CommuteInfoSM is a program of the Southwestern Pennsylvania Commission, operated in partnership with transportation management associations, transportation providers, businesses and non-profit service organizations throughout the region. The program offers a core set of services, including a toll-free number (1-888-819-6110) and a website (www.CommuteInfo.org) for information and referrals; vanpool/carpool rider matching; employer consultations on company relocations, as well as their employees' transportation needs; and transit/biking/walking resources and information about park-n-ride facilities.

The CommuteInfoSM Program launched two new services in 2006—the Emergency Ride Home and Parking Discount programs. The Emergency Ride Home service is designed to provide a contingency option for commuters participating in a registered carpool or vanpool in the event of an unexpected personal or family emergency, personal illness, unscheduled overtime, or other eligible event. CommuteInfoSM and ALCO Parking developed a partnership that allows registered carpool and vanpool

groups to save 20% off of the regular monthly lease rate at three designated lots in the downtown Pittsburgh area.

2006 CommuteInfoSM Program Highlights

- **860** new commuters registered with the program.
- Responded to **1,020** calls from commuters, providing information on transit, vanpools, carpools, bikepools and park-n-ride facility locations.
- **400** commuters participated in the regional vanpool program (34 vanpools, 89% occupancy of available seats).
- **519** commuters participated in the regional carpool program (236 carpools, an average occupancy of 2.2 people per carpool).
- **36** participants registered for bikepool matching.
- **Six** trips were provided through the regional Emergency Ride Home service.
- **100,747** people visited the CommuteInfo.org website.
- A new vanpool was established to help the employees of a company that relocated with their new commute from Greensburg to East Butler.
- The Pittsburgh Downtown Partnership sponsored a special CommuteInfoSM promotion to encourage commuters to register with the program.
- The program was featured in a special segment for the WQED OnQ radio program.



“A lot of people focus on the cost savings associated with ridesharing, and those are important—but I think it’s the company that matters most. You get to know people, and it makes the commute go quickly—a 35-minute ride can feel like five minutes. I hope CommuteInfoSM grows so more and more people can find matches. It’s a real win-win.”

**—Rod Frisk, Administrative Law Judge,
Pennsylvania Liquor Control Board and
CommuteInfoSM Vanpool Rider**

PLANNING AND DEVELOPMENT

SPC members promote regionally integrated, cooperative planning and development activities for communities throughout Southwestern Pennsylvania in their Local Development District role.

SPC combines management of community assistance, financial assistance, export and government procurement assistance, and special enterprise development activities with delivery of other state and federal programs to help our region become increasingly competitive in national and global markets.

STATE AND FEDERAL PARTNERSHIPS

SPC is designated by the U.S. Appalachian Regional Commission (ARC) as the Local Development District and by the U.S. Department of Commerce, Economic Development Administration (EDA) as the Economic Development District for Southwestern Pennsylvania. SPC members play a lead role in identifying priority needs of local communities by working with their citizens to foster economic development, to target and meet the most pressing needs, and to build community cohesion and leadership.

In 2006 the Commonwealth designated SPC as its official regional representative for the new Transportation and Land Use for Economic Development initiative. Through Project Region, SPC worked with local, state and federal partners to initiate a regional dialogue on development strategies. The continuing progress of Project Region, the region's growth and development plan, will further advance the linkages between transportation and economic development in Southwestern Pennsylvania.

As the region's Local Development District (LDD), SPC members work together through the Area Development Program to advance a wide range of projects, including education and workforce training programs; Appalachian Highway System Program projects and industrial access improvements; water and sewer system construction; leadership development programs; small business start-ups and expansions; and development of healthcare resources to meet the Area Development goals.

“The Area Development Committee is an excellent example of regional cooperation, and that is SPC’s true strength. The members come together and get behind each others’ projects to advance those local Appalachian Regional Commission projects that have real impact. It’s not about what’s best for me, it’s about what’s best for the region.”

**—Frank Mancini, Jr., Director,
Beaver County Planning Commission and
Area Development Committee Member**



PLANNING AND DEVELOPMENT

In 2006, SPC's LDD efforts resulted in grants from the Appalachian Regional Commission (ARC) awarded to three projects in Southwestern Pennsylvania:

- *The Lower Ten Mile Joint Sewer Authority Plant Expansion project received a grant to provide design plans and permits necessary to expand the existing capacity of the sewage treatment plant and service area of Lower Ten Mile Joint Sewer Authority system.*
- *The Visiting Nurse Association of Indiana County received a grant for its Telehealth Monitoring of Diabetic Patients project. The grant will be used to expand its Telehealth Monitoring Program to treat diabetic patients, including those from the northwestern townships of West Mahoning, East Mahoning, and South Mahoning. The agency seeks to acquire 27 new monitoring units with glucometer cables, specifically for the transmission of blood sugar level readings, in order to bring these patients' symptoms under control and to reverse the deterioration of their health.*
- *The Indiana County Development Corporation received an access road grant for the Joseph Land Development Project. The Indiana County Development Corporation, through the Indiana County Commissioners and with project administration by PennDOT District 10, is proposing to construct an access road and related infrastructure to develop approximately 50 acres of property in Center Township that has been designated as a Keystone Opportunity Zone.*



A UNIFIED REGIONAL VOICE

SPC members established the Intergovernmental Affairs Committee (IGA) to advance regionalism in Southwestern Pennsylvania. The Committee's function is to continuously improve the region's process and position in obtaining needed resources from state and federal funding sources; to develop funding goals and reach consensus on funding priority projects that implement the regional plan; to coordinate strategies to maximize impact; and, through its membership, to present Southwestern Pennsylvania's official priority funding requests to

the state legislators and congressional delegation via a single, unified voice.

In 2006, SPC members continued to work together through the IGA to develop a process for creating a unified legislative agenda for the region in response to Congressional Member requests for an official list of priority projects in Southwestern Pennsylvania. SPC members reached consensus on the region's priority projects through a prioritization process facilitated by the IGA.

After developing the region's prioritized list of projects for state and federal funding requests,

PLANNING AND DEVELOPMENT

SPC members worked in cooperation with the Greater Pittsburgh Chamber of Commerce to coordinate strategies that encourage consideration of the regional project list and maximize impact.

A delegation of SPC Commissioners attended a trip to Washington, D.C. to present the region's priority projects to federal officials. SPC Commissioners met with the region's congressional delegation as well as representatives from the White House to discuss the importance of our region's federal funding requests for transportation, economic development and water/sewer projects. SPC continues to be commended by both state and federal officials for our regional efforts to comprehensively identify and prioritize regional projects in response to their requests for clear priorities, which aids in their job of securing much needed funds for the region.

In 2006, the IGA also participated in the ongoing discussion on transportation funding in Pennsylvania and had several high-level briefings on the findings of the Governor's Transportation Funding and Reform Commission.

BUSINESS FINANCE

SPC's Business Finance Program helps entrepreneurs create business opportunities by acting as a public partner to reduce risk for local private sector lenders. SPC works with industrial development corporations and community-based development departments to create comprehensive loan packages that encourage economic investment in Southwestern Pennsylvania. Small businesses come to SPC to obtain low-interest loans for working capital, machinery and equipment, or real estate to increase business and employment opportunities.

Currently, SPC's loan portfolio contains more than 159 loans totaling a principal balance of \$16.3 million, and drawing on funds from nine different state and federal business finance programs. In 2006, SPC used these funds to leverage approximately \$10 million in new projects for the region, matching investments with state and federal low-interest loans. SPC closed 21 loans in 2006 and added another \$3.2 million to its loan portfolio. Also in 2006, the program helped SPC members retain 453 jobs and create 169 new positions in the region.

SPC carefully reviews every business applying for assistance, analyzing numerous business plans each year. Where we spot problems, our Business Finance Renewal and Turnaround Assistance Program can recommend solutions. This program offers small companies affordable access to experts who can help them with strategic planning, reorganizations, debt restructuring and crisis management.

SPC has a work/fee sharing arrangement with many of our county partners. Our partners meet with the prospective client, discuss the loan programs, and assist the client in submitting applications and working with us to complete the application process. This process keeps the overall program close to the member communities.

“SPC plays a significant economic development role in our region as a conduit for low-interest loans for machinery, equipment, land and buildings to support growth in local businesses. The SPC staff is a quality, technically trained staff that works well with community-based economic development agencies like the CDC. Being a member of the SPC Loan Review Committee is a rewarding experience that allows me, like SPC, to serve both Butler County and the region.”

—Diane Mintus Sheets, Executive Director, Community Development Corporation of Butler County
and Loan Review Committee Member

PLANNING AND DEVELOPMENT

PENNSYLVANIA BUSINESS RETENTION AND EXPANSION PROGRAM (PBREP)

As the regional coordinator for the Commonwealth's Pennsylvania Business Retention and Expansion Program, SPC coordinates and facilitates the program objectives for state government to directly address the needs of businesses in the region. This government-to-business outreach program helps to enhance the state's business climate at the local level by connecting business owners with local economic development professionals.

Through on-site meetings with business owners, we help to identify government-related programs that can best address a company's needs. Customer Action Plans (CAP) are then developed, providing possible solutions utilizing regional economic development resources. The perspectives of business owners in the region are also formally collected and communicated for the development of future policies and programs.

During the 2005-06 fiscal year, SPC's Business Retention and Expansion Program completed 1,266 calls. For the 2006-07 fiscal year, SPC will again complete over 1,260 calls to businesses in targeted industries set forth by the DCED.

GOVERNMENT PROCUREMENT ASSISTANCE

SPC's Government Procurement Assistance Program helps hundreds of companies in the



region in their efforts to market to and contract with federal, state and local government agencies. We provide one-on-one counseling and training with an emphasis on small businesses with minority, female, or service-disabled veteran owners to facilitate their participation in this market.

SPC shares a Department of Defense (DOD) Cooperative Agreement Grant with Indiana University of Pennsylvania and the Private Industry Council of Westmoreland/Fayette that

enables maximum effectiveness with limited resources. This year, the following organizations assisted in our Government Procurement Assistance Program:

- *Department of Defense (DOD)*
- *U.S. Small Business Administration*
- *Minority Purchasing Council*
- *Minority Business Opportunity Committee*
- *PA Department of General Services*

PLANNING AND DEVELOPMENT



- *PA Department of Community and Economic Development*
- *Local Small Business Development Centers*
- *Department of Energy (DOE)*
- *National Center for Defense Robotics*

In 2006, staff participated in 15 programs to discuss opportunities for local businesses to increase sales through participation in the government market. By collaborating with other business development organizations, SPC is able to provide greater service to individual businesses across the region.

Benefits to the Region in 2006

- *Client businesses received 250 government contracts with a value of \$65.1 million.*
- *380 businesses received individual procurement assistance, increasing their understanding of the government marketplace and the bid process to win government opportunities. SPC also responded to initial inquiries from 90 companies for specific information or to evaluate the potential of the government marketplace.*
- *Client businesses that received government contracts in 2006 are credited with the creation of 2,156 jobs in Southwestern Pennsylvania.*

EXPORT DEVELOPMENT

In 2006, SPC's Export Development Program achieved and surpassed the annual goals set forth by the Commonwealth for the region. During the year, the program was officially recognized for Achievement in Trade by the U.S. Department of Commerce, and responded positively to budget cuts at the state level through increased collaboration with our regional partners.

We worked with 137 companies in the region, providing assistance ranging from market identification and penetration; international market and industry research; export documentation; trade event participation; and other technical assistance to help with the export development process. In 2006, 18 companies who received our assistance reported 90 successful export transactions and \$19.5 million generated in international sales.

SPC enhanced its export assistance efforts this year to stimulate the regional economy. With the support of the Network team, we also:

- *Co-organized a trade mission to lead nine local companies to four fast-growing cities in China. The event was well received by all participating members, with successful results already reported from three participating companies.*
- *Generated 279 overseas requests to assist local companies with export-related activities.*
- *Co-sponsored five educational seminars for over 100 business professionals.*

PLANNING AND DEVELOPMENT

- Co-hosted PA International Week in the region with 71 local companies participating in the event.
- Hosted and co-hosted seven Pennsylvania Overseas Trade Representatives visits and arranged customized meetings for 28 companies in our region.
- Helped 22 expanding companies in the region apply for Commonwealth Market Access Grants to showcase their wares internationally.

KEYSTONE OPPORTUNITY ZONES

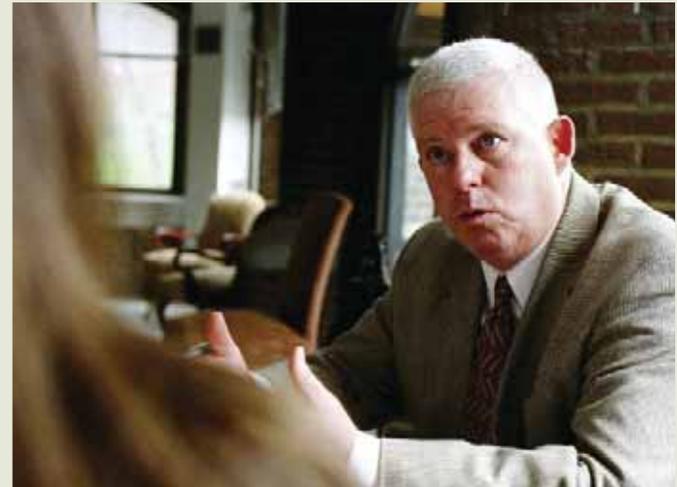
SPC is the regional manager of the Commonwealth's Keystone Opportunity Zone (KOZ) Program, which encourages businesses and residents to locate in economically distressed areas by offering exemptions on various state and local taxes for a designated period of time. The SPC region contains over 6,000 KOZ acres throughout 22 subzones.

In 2006, 297 applications were processed, a 13% increase from 2005. Of these applicants, 24 were new business applicants including business start-ups, expansions and relocations. Furthermore, this year saw a substantial increase in the number of resident applications, with 25 new resident applications filed.

In 2006, KOZs in Southwestern Pennsylvania created 2,100 jobs, and continued to leverage public and private investments that have totaled over \$1 billion since the program's inception in 1999.

“As the phenomena of globalization continue to cause fundamental shifts in the world economy, it becomes even more critical that Southwestern Pennsylvania’s small- and medium-sized businesses be prepared to compete in an increasingly flat world. It would be difficult to overstate the contribution of the Southwestern Pennsylvania Commission in supporting our region’s entrepreneurs as they struggle to understand market dynamics that didn’t even exist 15 years ago. The last several years have been particularly gratifying, as I have witnessed firsthand how our clients have gained a much more strategic and focused understanding of global commerce. Much of this can be directly attributed to the education, information and individual management consulting provided through the combined efforts of SPC and the Saint Vincent College Center for Global Competitiveness.”

**—James Kunkel, Executive Director,
Saint Vincent College Center For
Global Competitiveness**



INFORMATION SYSTEMS

SPC members have worked together to assemble an unparalleled data arsenal capable of highlighting relationships and commonalities across the region, as well as unique assets and opportunities.

Throughout 2006, SPC continued to broaden one of the most comprehensive data repositories for Southwestern Pennsylvania. SPC's data resources are continually updated and refreshed to reflect changes in the human, built, and natural environment. As we consistently improve and expand our use of empirical data, SPC provides these resources to our partners at all levels of government to help our region make informed decisions by examining past activity and planning for future growth.

The region's Geographic Information Systems (GIS) data affords perspectives at the regional and local level regarding the region's transportation, development and utility infrastructure, and aids in multi-level analyses throughout the planning process.

APPLYING REGIONAL EFFORTS AT THE LOCAL LEVEL

SPC shares data and provides technical assistance to local governments, state agencies, planning

partners and private companies throughout the region and state. In 2006, SPC provided data and technical analysis to over 60 municipalities across the region. From multi-municipal plans to water resource studies, SPC's data aided local governments by eliminating the need to gather and assemble data for their individual jurisdictions, allowing faster completion of projects and studies. By making high-quality regional data available with consistency across jurisdictions, SPC provides the region's municipalities with access to the data necessary for informed decision-making. Similar to watersheds, plans and projects often involve many different communities, and SPC's data resources are crafted and designed for applicability in all areas of Southwestern Pennsylvania.

Building on past successes, SPC again hosted GIS software training for local governments in 2006. In cooperation with the Land Analysis Laboratory at Penn State University, SPC provided two training sessions on the latest software

and methods for over 40 participants from municipalities throughout the region.

PLACING LOCAL DATA INTO THE REGIONAL SPOTLIGHT

Over the past year, SPC has compiled major planning elements and information from local sources to form a broad picture to aid our partners in regional analyses. GIS data on streets and roads across our region were compiled for submittal to the U.S. Census Bureau for use in the upcoming 2010 Census. SPC also submitted volumes of highly accurate elevation data to state agencies to support future aerial photography missions that will be used to aid local decision-making.

SPC continued to support statewide efforts by the PA Mapping and Geographic Information

“SPC is where the region's local public officials work together on critical issues, reach out to many constituencies and endeavor to improve this region for all.”

—Dan Onorato,
SPC Vice Chairman



INFORMATION SYSTEMS



Consortium to establish spatial data standards for use at local and regional levels. By joining forces with other regions and partner organizations, SPC helped to advance initiatives that increase region-to-region collaboration in the further evolution and use of geo-spatial data and applications. In 2006, SPC's GIS staff joined forces with other Local Development Districts in

Pennsylvania to promote the use of GIS and spatial data with a particular focus on economic development initiatives for small business marketing and tourism.

“SPC is a great source of GIS expertise and regional data. GIS data made available from SPC has helped our Township to be able to function more effectively.”

COVERING OUR REGION WITH DATA AND TRENDS

In 2006, SPC completed the most detailed land cover inventory ever undertaken for Southwestern Pennsylvania. Derived from GIS data, confirmed with recent aerial photography, and rectified to its exact location on the ground, this data helps to paint a picture of where our citizens live, work, and play across our region. By adopting proven standards established by the federal government, the region's landscape was digitized into 15 compendious, yet highly accurate classifications. Following a peer review by planning partners, complete collections of this important data were provided to every member county and applied to numerous multi-municipal plans and transportation projects. This critical data is applicable to a diverse range of projects at SPC and our member governments, from land use plans and environmental studies to identifying development trends and forecasting our future.

PULLING IT ALL TOGETHER FOR PROJECT REGION

SPC's GIS and data capabilities have played a crucial role in moving forward with Project

—Art Gazdik, P.E., Ross Township Engineer

INFORMATION SYSTEMS

Region and the development of the Long Range Transportation and Economic Development Plan for Southwestern Pennsylvania. Demographic and employment data were tabulated and assigned at various geographic levels across our counties to paint an authentic picture of the region's development. By combining transit service and transportation statistics with residential and workplace employment data, travel patterns across the region began to emerge. When this spatial data is combined, numerous scenarios can be created to help illuminate how important policy decisions could affect the growth and development of Southwestern Pennsylvania. By incorporating public water and sewer investments, these scenarios offer potential pictures of how our region may change, and how municipalities may be impacted when important policies are initiated. Most importantly, scenarios show different views from different directions, helping our region to craft the best transportation and economic development strategies for the future of Southwestern Pennsylvania.

“Regionalism is the most practical solution for planning scenarios that cross traditional boundaries and require the consensus of many entities. This is particularly true for small communities. SPC, by providing data and technical support, has made Geographic Information Systems affordable. In turn, GIS has enabled planners to envision most of their issues along with possible solutions. This visualization process has made giant strides in helping Zelienople and our municipal neighbors make informed decisions regarding transportation, fire-police-emergency response, infrastructure, zoning, flood impact and land-use issues. Thank you SPC for giving us the tools and data to accomplish this.”

—Russell E. Robertson, Vice President of Council, Borough of Zelienople



FINANCIALS

SPC's administrative arm is the Southwestern Pennsylvania Corporation, a non-profit 501(c)(3) corporation with a staff of 52. Its operations, based at the Regional Enterprise Tower, are funded through a combination of federal and state grants, SPC member contributions, in-kind service contributions, and grants from private foundations to support various special projects.

The Corporation's resources are applied to three core functions: SPC's daily administrative operations; management of the Regional Enterprise Tower; and agency Work Programs, which include numerous transportation planning and economic development studies and projects.

Federal and state government agencies are the largest sources of funding support for SPC. Excluding revenues associated with the Regional Enterprise Tower operations, SPC's primary operating revenues totaled approximately \$8.1 million during the 2005-06 fiscal year.

SPC's fiscal year runs from July 1 through June 30; the accompanying financial information is for the fiscal year ending June 30, 2006. The financial records of SPC are recorded on an accrual basis in accordance with generally accepted accounting principles. The audit report, for the reporting period, expresses an unqualified opinion with no reportable findings related to the financial statements and federal awards.

Regional Enterprise Tower

SPC owns and operates the Regional Enterprise Tower, a 31-story, one-stop center for regional collaboration and economic development. As of June 30, 2006, tenant occupancy was approximately 86%. Building finances continue to be positive in relation to the building one-year and five-year business plans. The building financials include a drawdown of \$500,000 from the earnings of the ALCOA Building Endowment to support operating expenses and capital improvements to the building. The total market value of the endowment at June 30, 2006 was \$4,765,368. Oxford Development Company and GVA Oxford are under contract to manage building operations and tenant leasing activities for the property.

Special Thank You to Our 2006 Foundations

The following foundations and organizations have generously provided support that helps make many of our programs possible.

The Heinz Endowments

Howard Heinz Endowment

Richard King Mellon Foundation

The Pittsburgh Foundation

The McCune Foundation

The Claude Worthington Benedum Foundation

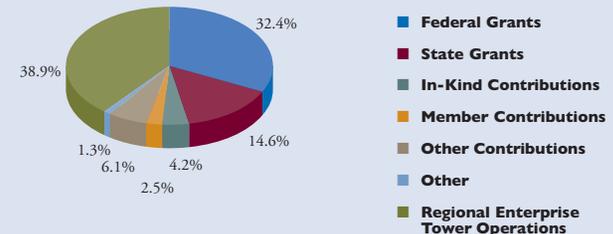
REVENUES

Federal Grants	\$4,306,190
State Grants	\$1,936,106
In-Kind Contributions	\$553,330
Member Contributions	\$332,155
Other Contributions	\$815,913
Other	\$171,036
Subtotal	\$8,114,730
Regional Enterprise Tower Operations	\$5,161,658
Total	\$13,276,388

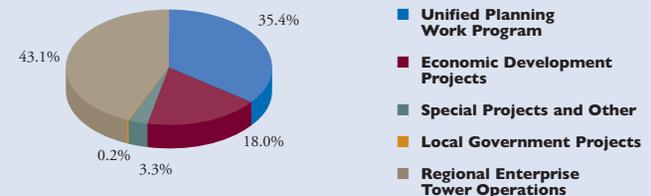
EXPENDITURES

Unified Planning Work Program	\$4,729,441
Economic Development Projects	\$2,412,705
Special Projects and Other	\$442,144
Local Government Projects	\$26,404
Subtotal	\$7,610,694
Regional Enterprise Tower Operations	\$5,768,933
Total	\$13,379,627

REVENUES



EXPENDITURES





Southwestern Pennsylvania Commission

Southwestern Pennsylvania Corporation

Regional Enterprise Tower

425 Sixth Avenue, Suite 2500

Pittsburgh, PA 15219-1852

412-391-5590

www.spcregion.org

Nonprofit Org
U.S. Postage
PAID
Pittsburgh, PA
Permit No. 164