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Officers:

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Chairman

Indiana County
Rodney Ruddock
Vice-Chairman

Lawrence County
Steve Craig
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Executive Committee:

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Dan Onorato

Armstrong County
Patricia Kirkpatrick

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Tom Balya

At-Large
Charles A. Camp
Tom Ceraso
Jake Wheatley

Governor's Office
John Paul Jones

PA Dept. of Transportation
James D. Ritzman

Executive Director
James R. Hassinger

Southwestern Pennsylvania Commission

4:30 p.m. - July 26, 2010
31st Floor – Regional Enterprise Tower

AGENDA

1. Action on Minutes of the June 28th Meeting
2. Public Comment
3. Report on Public Comment Period Response on Draft 2011-2014 TIP, 2035 Plan Administrative Amendment, Companion Air Quality Conformity Determination, and Environmental Justice Assessment
4. Action on Resolution 10-10 to Approve Air Quality Conformity Determination for Draft 2011-2014 TIP and 2035 Long Range Transportation Plan
5. Action on Resolution 11-10 to Adopt the 2011-2014 Transportation Improvement Program
6. Action on Resolution 12-10 to Approve Administrative Amendment to 2035 Plan
7. Action on Resolution 13-10 to Certify the Transportation Planning Process
8. Staff Report/Other Business/Announcements
9. New Business
10. Adjourn

Next Meeting Date – September 20th at 4:30 p.m.

Southwestern Pennsylvania Commission
Minutes of the Meeting of
June 28, 2010 – 4:30 p.m.

31st Floor • Regional Enterprise Tower • 425 Sixth Avenue • Pittsburgh, PA 15219

The eighty-fourth meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Charles Camp.

Commission members present were: Tony Amadio, Andrew Boni, Bracken Burns, Charles Camp, Tom Ceraso, Dave Coder, Terry Daughenbaugh, Joseph Dubovi, Kevin Gray, Lynn Heckman, Patricia Kirkpatrick, Ted Kopas, Robert Macey, Robbie Matesic, Kevin McCullough, Luke Ravenstahl, Carmen Rozzi, Rod Ruddock, Kelly Shroads, Michael Silvestri, Pam Snyder, Joe Spanik, Byron Stauffer, Jr., Gealy Wallwork, and Norma Wintermyer.

Commission members absent were: Tom Balya, Shirl Barnhart, Stephen Bland, Daniel Cessna, Jack Cohen, Steve Craig, Rick DeBlasio, Karl Eisaman, Patricia Evanko, Richard Fink, David Frick, Jim Gagliano, Jr., Jessica Greathouse, Dana Henry, Dave Johnston, John Paul Jones, Jim Kennedy, James Lokhaiser, Larry Maggi, David Miller, Mary Jo Morandini, Dan Onorato, William Peduto, A. Dale Pinkerton, William Piper, James Ritzman, Jim Scahill, Robert Schiffbauer, Mark Schneider, Richard Shaw, Renee Sigel, Mark Snyder, Anthony Spossey, Rob Stephany, Wendy Stern, Joe Szczur, Letitia Thompson, Vincent Vicites, Daniel Vogler, Jake Wheatley, Jr., Vincent Zapotosky, and Yarone Zober.

Staff: Jim Hassinger, Chuck DiPietro, Linda Duffy, Chuck Imbrogno, Vince Massaro, Cort McCombs, Marge Nalesnick, Shannon O'Connell, Matt Pavlosky, Kay Tomko, Debbie Tritsch, and Lew Villotti.

Others: Jon Smith, Allegheny County Transit Council; John Verbanac, SPC Consultant; Rich Lord, Pittsburgh Post-Gazette; Matthew Santoni, Tribune Review; and Mitch Margaria, Pitt-GSPIA.

Commissioner Camp welcomed Ted Kopas as a new commission member of SPC. He represents Westmoreland County where he has replaced Tom Ceraso as County Commissioner. Commissioner Kopas explained that he is a graduate of Allegheny College in Meadville and was the former chief of staff for Commissioner Tom Balya.

1. Action on Minutes of the April 26th Meeting

A motion was made to approve the minutes of the April 26, 2010 meeting of the Southwestern Pennsylvania Commission by Commissioner Coder which was seconded by Commissioner Amadio. The affirmative vote to approve the minutes was unanimous.

2. Public Comment

None

3. County Project – Patty Kirkpatrick

Commissioner Kirkpatrick reported on the Climax Bridge project. It is located on T-970 over Redbank Creek in Mahoning Township, Armstrong County very close to the border of Clarion County. Highlights include:

Original Bridge Facts

- Constructed in 1898
- The structure was a three-span deck truss bridge
- The span length was 253 feet
- Donated by the Climax Fire Brick Company to Armstrong and Clarion Counties in 1957 after deterioration forced its closing
- After assuming ownership, the Counties repaired the bridge and reopened it to traffic
- Major structural repair was again completed by the Counties in 1974

New Bridge Construction

- Contractor is Francis J. Palo of Clarion PA

New Bridge Facts

- Constructed in 2010
- The structure is a two-span steel girder bridge
- The span length is 260 feet
- The width is 15 feet curb to curb
- The bridge is jointly owned by Armstrong and Clarion Counties
- Total cost of construction \$1.9 million

4. SPC Staff Profile – Cort McCombs

Commissioner Camp introduced SPC staff member, Cort McCombs. Cort is a GIS Analyst reporting to Kirk Brethauer. He grew up in Ernest, PA, Indiana County. He graduated from Indiana University of PA in 2005 where he majored in Geography/GIS/Cartography. He worked in Washington DC for the Department of Defense before coming to Pittsburgh to work for SPC. He currently resides in Shadyside. His responsibilities include working with Tom Klevan on TOC and Transit Updates; with Tom Straw on the Parking Application; with Sara Walfoort on the Trails Update; and he designed a wall map for the G-20 that is currently displayed in the Regional Enterprise Tower's lobby.

5. Financial Report – Vince Massaro

Mr. Massaro reported that the financial report is for the 11-month period ending May 31st and includes the operations of the Corporation, the Commission, and the Regional Enterprise Tower.

The planning projects continue to move forward for completion as scheduled. Some projects, because of their funding and contractual obligations, are expected to carry-over into next fiscal year. One project for example is the Regional Traffic Signal Design and Construction project that is currently underway.

With 92% of the fiscal year completed, total project related revenues recognized and recorded to date, including encumbrances, are \$7,484,679 vs. the annual revised budget of \$12,053,646 or 62.09% of the budget. Federal CMAQ (Traffic Signals) funds along with project match (cash and in-kind) account for approx 25% of the budgeted funding that will carry-over into next fiscal year.

Total carry-over project related revenues recognized and recorded to date, including encumbrances, are \$136,269 vs. the annual revised budget of \$248,271 or 54.89% of the budget. The carry-over projects include the Project Planning and Evaluation and West Busway TOD Study projects, which are expected to be completed by June 30th. The Truck Parking Study has been extended into FY 2010-11.

Revenues relating to the operations of the RET, total revenues from operations are \$4,631,928 vs. the fiscal year revised budget of \$4,989,714 or 92.83% of the budget. Mr. Massaro mentioned that Building tenant occupancy remains at nearly 80.00% and that the leasing agent continues to pursue prospective tenants and continues to negotiate current tenant renewals.

Total project expenditures recorded and encumbered to date are \$7,524,656 vs. the annual revised budget of \$12,115,559 or 62.11% of the annual budget utilized and are proceeding as budgeted for the reporting period. The Traffic Signal Design/Services project, that is, the SINC and SINC-UP projects are proceeding as scheduled and there are a number of agreements in place with local municipalities to begin the preliminary design work. As mentioned earlier, the Traffic Signal project unexpended costs will carry-over into next fiscal year.

Mr. Massaro further reported that total carry-over project related expenditures, recorded and encumbered to date, are \$99,918 vs. the annual revised budget of \$186,358 or 53.62% of the budget recognized. Included in the carry-over projects are the Project Planning and Evaluation project, the Truck Parking Study, and the West Busway TOD Study.

Expenses related to the operations of the RET, before depreciation and amortization expense, \$4,448,716 vs. the annual revised fiscal budget of \$4,866,098 or 91.42% of the budget expended.

6. Action on Resolution 8-10 to Approve and Endorse the Region's Area Development Project Priority Listing and Authorize Submission of an Application for Funds – Lew Villotti

Mr. Villotti explained:

ARC Project Evaluation

- ARC grant programs are competitive
- Projects are evaluated and ranked by the Economic Development Strategy Committee
- Recommendation to the Commission
- ARC is not obligated to adhere to ranking, but it is “strongly considered”

ARC & EDA Project Evaluation

- Committee ranks ARC projects in two categories
 - ARC
 - 201 Local Access Road projects

- 214 Construction and 302 Non-Construction projects

A map was presented showing the location of the selected projects within the region.

- 201 Local Access Road projects
 1. Murtha Drive Extension, Greene County
- 214 Construction and 302 Non-Construction projects
 1. West Newton Town Square, Westmoreland County
 2. Be ONE Business Plan Competition, Butler County
 3. Local Economy Initiatives, Fayette County
 4. Aliquippa Downtown Revitalization Project, Beaver County
 5. Leslie House K-12 Project, Fayette County
 6. Victory Road Storm Water Overflow, Butler County
 7. Stowe Business District Streetscape, Allegheny County
 8. Catfish Creek Stormwater Management Project, Washington County

Mayor Ravenstahl asked if there were projects submitted in the City of Pittsburgh. Mr. Villotti said that because Pittsburgh is located in Allegheny County, in the past Allegheny County was designated an attainment county and therefore projects were ineligible for funding. This is the first year that Allegheny County carries a competitive designation and projects can now compete for funds. Pittsburgh did not submit any projects for this round of funding.

Commissioner Coder moved:

WHEREAS, the Appalachian Regional Commission (ARC) provides funding for projects through the 201 Local Access Road program; and,

WHEREAS, the Appalachian Regional Commission (ARC) provides funding for projects through the 214 Construction and 302 Non-Construction programs; and,

WHEREAS, it is the responsibility of the Local Development District (LDD) to establish a process for submitting construction and non-construction projects to ARC for funding; and,

WHEREAS, this is a competitive process for limited funding wherein county projects are prioritized and submitted to the State. Projects from across Pennsylvania compete for prioritization and are submitted to ARC for funding; and projects from all thirteen states in the Appalachian region compete for ARC funds; and,

WHEREAS, the eligibility and the ratio of funding is dependent upon the level of economic distress, as determined by ARC, of the county in which the project is located; and,

WHEREAS, SPC facilitated a meeting of its Economic Development Strategy Committee on June 11, 2010 to establish a ranked regional project list; and

WHEREAS, SPC's regional Enterprise Development Program (EDP) approved by Southwestern Pennsylvania Corporation Board of Directors Resolution 7-10 and Southwestern Pennsylvania Commission Executive Committee Resolution 4-10 on March-29, 2010 is the top regional project

for ARC's 302 Non-Construction funds and will provide direct hands-on assistance to businesses through international trade assistance, low interest loans, government procurement, and electronic commerce, and will provide direct assistance to communities through economic planning and research, and technology assistance; and,

WHEREAS, the Section 201 Local Access Road projects, priority ranked by the region's Economic Development Strategy Committee, include:

1. Murtha Drive Extension, Greene County

This project will develop an access road to the southern side of the Greene County Airport providing access to new commercial parcels.

WHEREAS, the Appalachian Regional Development Act, Section 214 Construction and the Appalachian Regional Development Act, Section 302 Non-Construction projects, priority ranked by the region's Economic Development Strategy Committee, include:

1. West Newton Town Square, Westmoreland County

This project will increase economic opportunities and commercial revitalization for West Newton by connecting the downtown area with the Great Allegheny Passage (GAP). This development will capitalize on the growing tourism market.

2. Be ONE Business Plan Competition, Butler County

This project will conduct a search for new business ideas and provide needed start-up capital to identified businesses.

3. Local Economy Initiatives, Fayette County

This program will promote a locally driven economy, via environmental sustainability projects through the production and purchasing of locally made and grown products in the areas of agriculture, commercial goods, energy, etc.

4. Aliquippa Downtown Revitalization Project, Beaver County

The City of Aliquippa will acquire and demolish structures in the Franklin Avenue Corridor to remove blight and assemble acreage for new residential and commercial uses.

5. Leslie House K-12 Project, Fayette County

The project entails program money for tutoring as part of a comprehensive after school program for at-risk youth.

6. Victory Road Storm Water Overflow, Butler County

This project covers engineering costs for replacement of a deteriorating steel storm water pipe that handles outflow from Victory Road Business Park.

7. Stowe Business District Streetscape, Allegheny County

This project includes streetscape improvements to Downtown Stowe that will focus investment on the commercial town center, as well as support investment going into the restoration of historic buildings on Broadway Avenue.

8. Catfish Creek Stormwater Management Project, Washington County

This project entails construction of stormwater management zones in the City of Washington in order to prevent flooding and improve water quality.

NOW, THEREFORE, BE IT RESOLVED that the Members of the Southwestern Pennsylvania Commission adopt and approve the aforementioned lists and projects, and authorize the Commission's Executive Director and the Corporation President to submit all necessary applications and enter into all agreements and contracts pursuant thereto.

Mr. Macey seconded and the affirmative vote to approve Resolution 8-10 was unanimous.

7. Transportation Funding Crisis Public Hearings – Joe Dubovi

Mr. Dubovi, District Executive of PennDOT District 10-0, gave a presentation from Secretary Biehler titled "The State of Our Transportation Infrastructure". He said he also gave this Secretary Biehler presentation on June 17th in Clairon, and Dan Cessna made the presentation on June 18th in Monroeville at the PA House of Representatives Transportation Funding Crisis Public Hearings.

Mr. Dubovi showed photos of bridges across the state that are structurally deficient and are not currently scheduled to be fixed due to funding constraints. Mr. Dubovi then showed photos of some roadways across the state that are deteriorating and cannot be repaired due to funding constraints.

The presentation next highlighted the 20-year history of three inflation indices – Construction Cost Index, PennDOT's Bid Price Index, and Consumer Price Index. We have been hit hard since 2003 due to inflation. Over the past several years our key materials have been increasing at a rate higher than that of inflation which affects our buying power.

On the highway maintenance side, we have not only seen a decline in the amount of revenue, but also a loss of buying power due to steep inflation. Since 2002, the loss equals about \$1.6 billion in funding that could have been put on the roads, equivalent to a little more than a year's worth of statewide funding.

Mr. Dubovi next noted that 74% of the Motor License Fund highway and bridge operating budget is spent on contracts with private industry. This supports our local and state economy. Capacity adding projects have dropped from 25% of the 2001-2004 TIP to 5% of the 2009-12 TIP. Our Transportation Improvement Program reflects this shift in focus as we have dramatically reduced the number of capacity adding projects over the past three TIP updates. Though we know we need to build capacity adding projects in certain places across the state to reduce congestion, we also have a network of over 40,000 miles of roadway and 25,000 state-owned bridges that are in need of repair, and we are committed to fixing the existing system as our first priority.

In response to the Funding and Reform Commission, the General Assembly adopted Act 44 in July 2007 and provided, on average, an additional \$950 million per year for highways, bridges and public transportation. This funding was provided by the PA Turnpike Commission and required approval from the Federal Government to toll Interstate 80. Act 44 mandated that if I-80 was not approved for tolling, funding for highway and transit dropped on July 1, 2010 to a total of \$450

million and remains constant for the next 46 years. Mr. Dubovi presented graphics that displayed the dramatic drop in highway/bridge and public transit Act 44 funding without I-80 tolls.

Over the past two decades, we have focused on paving and are seeing a downward trend in poor roadways across the Commonwealth. However, a slight rise in deficient roadways in 2009 is a concern.

From FY 2002 through FY 2008 the amount of structurally deficient bridges increased. We finally turned the corner in 2009, but cannot waiver from our focus on structurally deficient bridges. In both 2009 and 2010 there is a significant decline. But the 2010 number of structurally deficient bridges is still higher than in 2002. A statewide map was shown indicating 441 highway and bridge projects at risk of not being funded.

A graphic was then presented depicting the dramatic impact of reduced Act 44 funding on structurally deficient bridges. Over time, without sufficient funds to improve our bridges, Pennsylvania's infrastructure will continue to deteriorate.

The scope of that unmet transportation need in Pennsylvania was laid out in detail by the Transportation Funding and Reform Commission – in its November 2006 report. At that time, the bi-partisan commission estimated the annual transportation funding shortfall at \$1.7 billion. In May 2010, the Transportation Advisory Committee released its funding study and found that the needs have more than doubled to \$3.5 billion. Mr. Dubovi said that more detailed information can be found at www.fundpatransportationnow.com.

8. TIP Update: Status Report on Public Comment Period – Matt Pavlosky

Mr. Pavlosky reported:

The Strategy: Get the Word Out

“This is going to be a difficult TIP Cycle”

- ▶ Facing diminished revenues: Down 22% to 28%
- ▶ “Maintenance” TIP / Projects deferred or delayed
 - Rehabilitation of the Current System
 - Continued Bridge Maintenance
 - No new infrastructure
- ▶ New Revenue Sources Must Be Found
 - Tolls
 - Taxes
 - User Fees
 - Bond Financing

The Strategy: Tell the Story

- ▶ November 2009-June 2010:
- ▶ Include Public Participation Panel Chairs in 1st round of District Planning Sessions
- ▶ Launch first video to PPPs/public via SPC Website Introducing 2011-2014 Draft TIP
- ▶ Inform PPPs in each County:

- Confirm PPP Chairperson Participation
- Work to confirm PPP roster
- Establish Chain of Communication

The Strategy: Tell the Story

- ▶ Begin Series of PPP Meetings in the Region
 - At minimum, Two (2) meetings per County
 - First Session: Education, Background, Training
 - Second Session: 2011-2014 Draft TIP/County Testimony
- ▶ Potential “Stimulus 2” (March 2010)
 - Meetings held in each PennDOT District
 - Armstrong (Kittanning)
 - Washington (Washington)
 - Allegheny (Downtown)
 - Discuss potential legislation
 - Outline Success of 2009 Stimulus
 - Forecast issues of Draft TIP
- ▶ Focused Outreach
 - Regional COGs Network
 - Regional Disabilities Task Force
 - Regional Low-English/Literacy Groups

Challenges

- ▶ Extensive Infrastructure/Basic Maintenance Needs
 - Bridge Conditions (both State & Local)
 - Continued Maintenance of Roads (State & Local)
 - Construction Costs are up 80% from 2003-2008
- ▶ Limited State & Federal Funds
 - No adjustment in funding levels since 1993
 - Federal Authorization Pending (currently under extension)

TIP Challenges: Overview

- ▶ By the Numbers: Transportation
 - **7,000** – Number of miles of state-maintained roads in very poor condition
 - **\$3 Billion** – Backlog of road repairs needed
 - **5,646** – Structurally deficient bridges
 - **50** – Average age of state-owned bridge
- ▶ By the Numbers: Transit
 - **\$484 million** – Additional **funding** needed to maintain public transit systems
 - **400 million** – Rides given in PA commuters each year.
 - **10** Fixed Route Transit Providers in SWPA
 - **Transit isn’t “just buses”:**
 - Bridges
 - System Maintenance
 - Buildings

- Fare Collection

State Transportation Hearings

Thursday, June 17, 2010:

PENNDOT Districts 1 and 10

- PennDOT District 10-0 Executive, Joseph P. Dubovi III, P.E.
- Commissioner Rod Ruddock (Indiana, SPC Vice-Chairman)

Friday, June 18, 2010:

PENNDOT Districts 11 and 12

- PennDOT District 11-0 Executive, H. Daniel Cessna, P.E.
- PennDOT District 12-0 Executive, Joseph Szczur, P.E.
- Commissioner Charles Camp – (Beaver, SPC Chairman)
- Commissioner Patty Kirkpatrick
- Commission Member Mary Jo Morandini
- Five (5) County PPP Members

What are we hearing?

- ▶ 8 of 10 Regional PPP Meetings Complete
 - Lawrence, Indiana (June 10)
 - Fayette (June 15)
 - Washington (June 16)
 - Beaver (June 17)
 - Greene, Butler (June 23)
 - Allegheny (June 24)
 - Armstrong (June 29)
 - Westmoreland (June 30)
- ▶ 30 written comments, 10 verbal testimonies
 - Concern over future priorities
 - Fees or Taxes: “Yes: but how much will it cost?”
- ▶ Comment Period Ends: Tues. July 13, @ 4pm

9. Action on Resolution 9-10 to Adopt a Meeting Schedule for 2010-2011 – Jim Hassinger

Dr. Hassinger said that at this time of year we advertize our meetings for July through next June. We did our best to accommodate conflicts and this schedule reflects our best efforts to accommodate that.

Commissioner Spanik moved:

WHEREAS, the Pennsylvania Sunshine Law 84 requires that a Schedule of all Commission, Executive Committee and Advisory Committee Meetings for the fiscal year be adopted.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission adopts the attached Meeting Schedule.

Commissioner Amadio seconded and the motion to approve Resolution 9-10 was unanimous.

10. Staff Report/Other Business/Announcements

Dr. Hassinger provided an update on the status of the Regional Enterprise Tower.

On the recommendation of the Southwestern Pennsylvania Corporation Regional Enterprise Tower Property Committee, the Executive Board authorized issuance of an RFP soliciting proposals for the potential sale of the property that could allow further advancement of the property as a regional resource center.

Oxford Development is assisting in the process. They have conducted a pre-bid conference for prospective buyers who were notified through direct mail by Oxford, newspaper advertisement and the SPC web site where the RFP has been a downloadable document. They have also arranged for a new appraisal of the property to be available to the SPC prior to any decision. We anticipate that we may have a recommendation for action for the July Corporation meeting.

While SPC is not a real estate company, it accepted the challenge of getting the concept off the ground, nevertheless, and after a decade of building ownership, the required multi-tenant renovations were completed, the building is now occupied by a mix of public, private and civic tenants working across sectors on a multitude of projects and programs that intersect for the common good of the region, the 23rd floor was rebuilt as a conference center with multiple meeting rooms, catering facilities and new conferencing technologies. The 31st floor was transformed from an executive office to a dramatic event location with a sweeping panoramic view of the Pittsburgh skyline, the first floor was converted to an information center and a major sustainability retrofit is now complete. The building may be sufficiently prepared to consider returning all the ownership responsibilities as well as the day-to-day responsibilities of real estate management, leasing, landlord-tenant matters back to the private sector. We are making a determination about the best potential ownership structure for this regional resource going forward. The board has authorized SPC to consider alternative ownership options for the Regional Enterprise Tower (RET) with an eye toward continuing to advance the function of the building.

Constructed in 1952 as the ALCOA Headquarters the building was offered to SPC in 1997, when ALOA began work on its new headquarters, with the intent of the property becoming a “Regional Resource Center.” Following discussions with ALCOA, the Allegheny Conference and other regional partners, who sponsored the “Working Together Consortium,” the Consortium recommended the purpose, initial ownership structure and transition arrangements, and identified SPC as the optimal organization best suited at that time to move forward what was not only a generous gift, but also a great challenge. The building had been listed for sale, but the private sector was largely uninterested at that time in taking on the task of converting one of the most unique corporate headquarter buildings into a multi-tenant property. The building required over 10 million dollars in renovation at its transfer to convert it to multi-tenant functioning.

SPC agreed to accept this great responsibility, and worked with our regional partners to begin the transition. SPC obtained the required \$10 million in funding for capital improvements to convert the floors into multi-tenant office space. SPC recently committed to improving the efficiency of the building and reinventing what was once an architectural vanguard into a vanguard of sustainability. In 2008, SPC embarked upon a \$3.1 million investment in building upgrades and improvements in

lighting, temperature control, restroom facilities and energy conservation—the Regional Enterprise Tower Conservation and Sustainability Project. This project featured energy conservation measures including:

- a complete lighting system retrofit to upgrade all lighting in the building to environmentally-friendly CFL and LED lighting
- installation of water conserving fixtures that save millions of gallons of water each year
- improvements to the building envelope and window seals that will enhance comfort and save electricity
- upgrading the building automation system to maximize energy conservation
- installation of the first rooftop 56-panel photovoltaic solar panel array in our downtown in order to generate clean, sustainable power from the sun’s energy for years to come

If proposals are received for purchase of the building, the Property Committee will meet to review them and the Corporation may be asked to consider a recommendation at their next meeting in July.

Dr. Hassinger said there are number of parties that have shown an interest per Oxford.

Commissioner Camp announced that the next meeting date is July 26th.

11. New Business

None

12. Adjourn

There being no further business to come before the Commission, the meeting adjourned at 5:35 p.m.

Respectfully submitted,

Steve Craig
Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 10-10

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to make a finding of conformity that the 2011-2014 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area (TMA) and the region's 2035 Long Range Transportation Plan are consistent with the requirements of the federal Clean Air Act (as amended).

WHEREAS, the federal Clean Air Act authorizes the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS), to define the boundaries of areas not in attainment of the Standards, and to establish criteria and procedures for attaining and maintaining the Standards; and

WHEREAS, the EPA has designated three nonattainment and maintenance areas in the SPC planning region for the 8-Hour Ozone NAAQS; these include the Pittsburgh-Beaver Valley nonattainment area (comprised of the seven counties: Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, and Westmoreland); the Greene County maintenance area; and the Clearfield-Indiana maintenance area (comprised of Clearfield County, which is outside of SPC's planning area, and Indiana County which is within SPC's planning area); and

WHEREAS, the EPA has designated three nonattainment areas in the SPC planning region for both the daily and annual PM 2.5 NAAQS; these include the Liberty-Clairton nonattainment area (comprised of five municipalities within Allegheny County); the Pittsburgh-Beaver Valley nonattainment area (comprised of Beaver, Butler, Washington, and Westmoreland counties in their entirety and portions of Allegheny, Armstrong, Greene, and Lawrence counties); and the Johnstown nonattainment area (comprised of portions of Indiana County within SPC's planning area, and all of Cambria County which is in the planning area of the Johnstown MPO); and

WHEREAS, the EPA has designated a maintenance area in the SPC planning region for the PM 10 NAAQS consisting of five municipalities within Allegheny County; and

WHEREAS, the EPA has designated a maintenance area in the SPC planning region for the Carbon Monoxide (CO) NAAQS consisting of the City of Pittsburgh's central business district; and

WHEREAS, the EPA, in the Transportation Conformity Rule (40 CFR Part 93), as amended, provides criteria and procedures to be followed by Metropolitan Planning Organizations (MPOs) in making conformity determinations regarding transportation plans, programs, and projects within designated nonattainment and maintenance areas; and

WHEREAS, the Transportation Conformity Rule and Sections 174 and 176(c) and (d) of the Clean Air Act (Sections 7504 and 7506(c) and (d) of Title 42 U.S.C.) require that the MPO not approve any plan, program, or project which does not conform with the Clean Air Act; and

WHEREAS, the Southwestern Pennsylvania Commission (SPC), as the MPO for the Pittsburgh Transportation Management Area, is responsible under Section 134 of Title 23, U.S.C. and Section 8

of Title 49, U.S.C. for carrying out a continuing, cooperative, and comprehensive transportation planning process; Section 174 of the Clean Air Act designates this same organization as responsible for the transportation-related air quality planning within designated nonattainment and maintenance areas to achieve and maintain NAAQS; and

WHEREAS, SPC has conducted a qualitative and quantitative analysis for the designated PM 2.5, PM 10, CO, and 8-Hour Ozone nonattainment and maintenance areas within the SPC region in accordance with the applicable criteria and procedures of the Clean Air Act (as amended) and the Transportation Conformity Rule, and has demonstrated conformity of the 2011-2014 TIP and the region's 2035 Long Range Transportation Plan to the Clean Air Act; and

WHEREAS, the results of the conformity analysis were made available for public review and comment consistent with SPC's established public review procedures from June 9, 2010 through July 13, 2010 including ten public meetings; responses to all public comments have been compiled and made available to Commission members for review.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission finds that the region's 2035 Long Range Transportation Plan and the 2011-2014 TIP conform to the Clean Air Act (as amended) by supporting its intention of achieving and maintaining the NAAQS; and

BE IT FURTHER RESOLVED that the region's 2035 Long Range Transportation Plan and the 2011-2014 TIP are consistent with the Clean Air Act (as amended) and Transportation Conformity Rule; no goals, directives, recommendations, or projects in the TIP or Long Range Plan contradict in a negative manner any specific requirements or commitments of the applicable State Implementation Plan (SIP).

RESOLVED FURTHER that assessment of the designated PM 2.5, PM 10, CO, and 8-Hour Ozone nonattainment and maintenance areas within the SPC region demonstrates that the transportation plans, programs, and projects for those areas conform to the provisions of the Clean Air Act and the applicable criteria and procedures of the Transportation Conformity Rule.

I, Steve Craig, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION; that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 26th day of July 2010; and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 11-10

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to adopt the 2011-2014 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area, and to authorize the submission of the TIP and its companion documents to the appropriate authorities and agencies.

WHEREAS, Section 134 of Title 23 U.S.C., Part 450.220 of Title 23 CFR and the Federal Transit Act 49 U.S.C. 5323(k) requires that Metropolitan Planning Organizations (MPOs) conduct a comprehensive transportation planning process and develop and maintain a Long Range Plan and a Transportation Improvement Program; and

WHEREAS, federal law requires that regional transportation plans and programs be developed by MPOs and approved by the Governor of the state and to be reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA); and

WHEREAS, federal law requires the state to develop statewide transportation plans and programming subject to review by the Secretary of the United States Department of Transportation (U.S. DOT); and

WHEREAS, SPC's established process for public involvement in the planning process was followed during TIP development. A review of public involvement in the regional transportation planning process and the resultant Transportation Improvement Program demonstrated that the benefits of the regional transportation planning process accrue to both Environmental Justice (EJ) and Non-EJ communities. Low-income and minority populations are not disproportionately impacted and are beneficiaries of the transportation planning process in Southwestern Pennsylvania.

WHEREAS, the proposed TIP will not interfere with the implementation of any SIP project; and

NOW, THEREFORE, BE IT RESOLVED that the 2011-2014 TIP meets all applicable federal requirements and the Southwestern Pennsylvania Commission approves and adopts the 2011-2014 Transportation Improvement Program (TIP) for the Pittsburgh Management Area, and

BE IT FURTHER RESOLVED that the 2011-2014 TIP and companion documents are approved for submission to the appropriate authorities and agencies: 1) to the Secretary of the Pennsylvania Department of Transportation (PennDOT) for approval by the Governor, 2) to PennDOT for inclusion in the state transportation plan and program, with referral to US DOT, and 3) to FTA and FHWA for review.

I, Steve Craig, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 26th day of July 2010, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 12-10

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to approve an Administrative Amendment to the region's 2035 Long Range Transportation and Development Plan (2035 Plan) to reflect the updated project costs and schedules identified in SPC's 2011-2014 Transportation Improvement Program (TIP).

WHEREAS, the Commission has been requested to adopt the Draft 2011-2014 TIP as the official transportation program for southwestern Pennsylvania; and

WHEREAS, the TIP is the first four years of the 2035 Plan; updated costs and schedules for TIP projects may result in changes to the costs and schedules identified in the 2035 Plan; and

WHEREAS, updated 2035 Plan project tables (attached) identify changes in costs and schedules for projects identified in the 2035 Plan as a result of the TIP Update. No new projects are being added to the 2035 Plan, and no changes have been made that are not a result of changes in the TIP Update; and

WHEREAS, the proposed changes maintain overall LRP fiscal balance; and

WHEREAS, the proposed administrative amendment will not interfere with the implementation of any SIP project; and

WHEREAS, approval of this administrative amendment to the 2035 Plan will not alter the finding of conformity between 2035 Plan and the Clean Air Act Amendments of 1990.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission approves this administrative amendment to the 2035 Plan.

I, Steve Craig, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 26th day of July 2010, a quorum being present and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

Secretary-Treasurer

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 13-10

RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to certify that the transportation planning process is being carried out in conformance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

WHEREAS, the U. S. DOT Safe, Accountable, Flexible, Efficient Transportation Equity Act : A Legacy for Users (SAFETEA-LU) legislation requires a Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; and

WHEREAS, the Federal regulations specify that the transportation planning process be in conformance with Title 23 U.S.C. Section 134, 23 CFR Part 450.220 and the Federal Transit Act Title 49 U.S.C. 5323(k), which require that a continuing, cooperative and comprehensive planning process be carried out by the State and Local officials; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under Section 324 of Title 23 and under Section 794 of Title 29 have been met and the requirements of Executive Order #12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations) are being addressed; and

WHEREAS, the requirements of Section 1101 of TEA-21 (Public Law 105-178) regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects (Section 105(f), Public Law 97-424, 96 Stat. 2100; 49 CFR Part 23) have been met; and

WHEREAS, the provisions of the Americans with Disabilities Act of 1990 (Public Law 101- 336, 104 Statute 327, as amended) and U.S. DOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met; and

WHEREAS, the Transportation Improvement Program (TIP) continues to be financially constrained as required by Section 450.216 of the Final Rulemaking issued on October 28, 1993, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circular 7008.1; and

WHEREAS, the provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) have been met for non-attainment and maintenance areas; and

WHEREAS, SPC's established process for public involvement in the planning process was followed during TIP development. A review of public involvement in the regional transportation planning process and the resultant Transportation Improvement Program

demonstrated that the benefits of the regional transportation planning process accrue to both Environmental Justice (EJ) and Non-EJ communities. Low-income and minority populations are not disproportionately impacted and are beneficiaries of the transportation planning process in Southwestern Pennsylvania.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission, the Metropolitan Planning Organization (MPO) for the Pittsburgh Transportation Management Area (TMA) certifies that the planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs, including the FFY 2011-2014 Transportation Improvement Program (TIP).

I, Steve Craig, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 26th day of July, 2010, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Secretary-Treasurer.

Secretary-Treasurer

Southwestern Pennsylvania Commission

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



July 26, 2010



July 26, 2010
Agenda Item No. 1

Action

Meeting Minutes
June 28, 2010



July 26, 2010
Agenda Item No. 2

Public Comment

- We ask that everyone wishing to address the Commission be signed in on the Public Comment Sign-In sheet
- Out of respect for everyone's time, please keep your comments to three (3) minutes

Thank You!



July 26, 2010
Agenda Item No. 3

Report

**Public Comment Period for
Draft 2011-2014 TIP, 2035 Plan
Administrative Amendment, Air Quality
Conformity Determination, and
Environmental Justice Assessment**



Public Comment Report

- **Public Comment:**
June 9 - July 13, 2010 (35 days)
- **Advertisement in 11 Regional Newspapers**
- **67 Regional libraries**
- **Introduction to 2011-2014 TIP video**
- **Additional Outreach**
 - ALCO-City of Pittsburgh Task Force
 - TRIPIL of Washington County
 - SW PA COGs network

NOTICE OF PUBLIC COMMENT PERIOD AND PUBLIC MEETINGS

DRAFT 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM AND RELATED DOCUMENTS

The Southeastern Pennsylvania Commission on Transit (SPC) is seeking the public on the following important draft documents that will impact the region's transportation system:

- Draft 2011-2014 Transportation Improvement Program (TIP), which identifies the priority highway and transit improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment for the Draft 2011-2014 TIP
- An Quality Conformity Determination for the Draft 2011-2014 TIP and 2035 Plan
- Amendment to the 2035 Transportation and Development Plan for Southeastern Pennsylvania (2035 Plan) to reflect project pricing and cost information included in the Draft 2011-2014 TIP

Beginning June 9, 2010, these draft documents will be available for public review on the internet at www.spcpa.org, and at the offices of the Southeastern Pennsylvania Commission, at the Pittsburgh Department of City Planning, at County Planning Departments, and at many public libraries in Southeastern Pennsylvania.

SPC will also be accepting any preliminary input on the development of the next long-range transportation and development plan update, which will occur over the next year.

SPC's Public Participation Panels encourage you to attend a public meeting to learn more about the draft documents. Meetings will be open houses in formal open-air informational presentation format, 90 minutes after starting time. There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit agencies, and planning departments, and submit your comments.

Please note that all meetings begin at 6:00 p.m., and that individuals affecting testimony should sign in upon arrival.

- June 10, Lawrence County Dist. Center, Commissioners Meeting Room, 432 Court Street, New Castle
- June 10, Indiana County, Highways at Indian Springs, 202 Indian Springs Road, 2nd Floor, Indiana
- June 10, Fayette County Courthouse of Conemaugh, 40 East Main Street, Uniontown
- June 10, Washington County Room 104, Courthouse Square, 102 West Beas Street, Washington
- June 10, Butler County Courthouse, Commissioners Meeting Room, 410 Third Street, Sharon
- June 23, Greene County Weyersburg University, Third Floor, Steiner Hall, Weyersburg
- June 23, Butler County Dist. Center, 1st Floor, Public Meeting Room, 124 W. Diamond St., Butler
- June 24, Allegheny County/City of Pittsburgh, Regional Enterprise Tower, 27th Floor, Civic Plaza, 422 South
- June 24, Philadelphia, Montgomery County Courthouse Conference Room, 403 Market Street, Allentown
- June 25, Westmoreland County Courthouse, Commissioners Meeting Room, 2 East Main Street, Greensburg

Verbal and written comments will be taken by SPC representatives at any meeting. Written comments can also be submitted online at www.spcpa.org by email to SPC Comments, 425 South Avenue, Suite 2000, Pittsburgh, PA 15210, by fax to 412-381-6160, or by email to comments@spc.org.

All comments must be received by 4:00 p.m. Tuesday, July 13, 2010.

The Southeastern Pennsylvania Commission will consider these draft documents for action at their meeting on July 20, 2010 at 4:30 p.m., Regional Enterprise Tower, 425 South Avenue, 31st Floor, Pittsburgh, PA 15210.

SPC is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting location is accessible to persons with disabilities. With advance notification, accommodations may be provided for those with special needs related to language, sight or hearing. If you have a request for a special need, such as for a translator, or require additional information, please contact Matt Parkinsky at (412) 381-6300, extension 301 or mparkins@spc.org.

Questions? Please call Matt Parkinsky at 412-381-6300, extension 301.

TRANSIT SERVICE AND COORDINATION

For transit information, please visit www.commuterlink.org, www.ata.org, or call 1-888-610-6110. This notice satisfies the program of origin requirements of the Intermodal Area Formula Program of the Federal Transit Administration.



Public Comment Report

- **Results:**
 - 10 County meetings
 - 166 attendees
 - 84 comments
 - 7 press articles
 - Full staff support from PennDOT, transits, and planning partners





Summary of Comments

- General – 2
- Transit – 3
- LR Plan– 7
- Trail/Ped/SR2S/HS– 22
- PennDOT – 50

Total 84 Comments



Sample of Comments

- “What we’ve heard...”
 - *Indiana County Trail Connectivity Study- 9 comments*
 - *Routes 51/88 Improvements (Allegheny/City of Pittsburgh, Fayette) - 8 Comments*
 - *Complexity of Port Authority Changes in Service (City of Pittsburgh)*
 - *Continued Bridge Replacements (Allegheny, Beaver, Lawrence, Westmoreland)*
 - *Route 21 Improvements (Greene)*
 - *Continued expansion of Route 228 (Butler)*
 - *Signage/Replacement issues (Allegheny, Armstrong, Indiana, Westmoreland)*
 - *Cool Valley Development (Washington County)*
 - *Speed limit enforcement/Safety Issues on 422 (Armstrong)*
 - *Sheepskin Trail (Fayette County)*
 - *Acknowledge need for new tax/fees in regard to roads/transit....but how much?*



Public Comment Report

- Great support from partners
- Public credits early involvement & education regarding process
- Attendance numbers still up slightly 133 to 166
- Informal Q & A with PennDOT
- Held first sign-language interpreted event in Allegheny/City of Pittsburgh
- Event Quality rated by attendees as “Very Good” or “Excellent”



Public Comment Report

- TIP / Public Comment Overview
- Section I: Transit and Highway Projects
- Section II: Public Comment Highlights
- Section III: Environmental Justice
- Section IV: Air Quality Conformity
- Section V: Administrative Amendments to 2035 Plan

Draft 2011-2014 TIP
and Related Documents

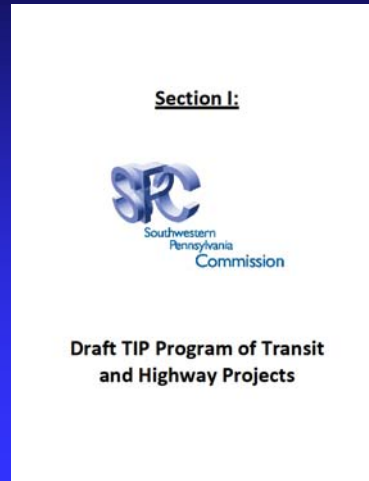


Public Comment Period
Overview



Public Comment Report

- Section I: Transit and Highway Projects
- List of Transit Projects by Transit Property
- Highway & Bridge Projects listed by County (Including mapping)



Public Comment Report

- Section II: Public Comment
 - 30 Day Public Comment Period
(June 9, 2010 thru July 13, 2010)
 - First Video Presentation / Intro to Draft TIP
(November '09, SPC Web Launch)
 - 10 County meetings
 - 84 Comments Received
 - > General – 2
 - > Transit – 3
 - > Long Range Plan- 7
 - > Trail/Pedestrian/SR2S/Streetscape – 22
 - > PennDOT- 50
 - > 7 Press Articles





Public Comment Report

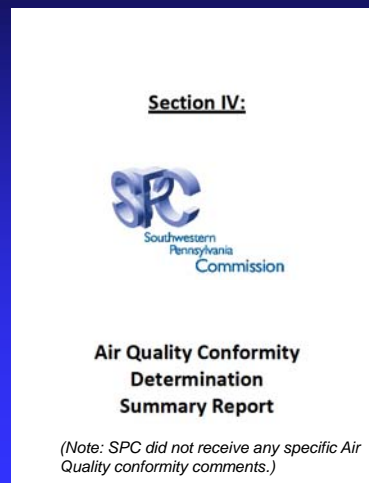
Section III: Environmental Justice

- 8 Step Process
 - Demographic Analysis Using Census Data
 - Map Low Income and Minority Populations
 - Identify / Map all Transit / Non-Transit Projects
 - Compare *Number of Projects* located within/outside to measure benefits/burdens
 - Compare *Investment Value* located within/outside to measure benefits/burdens
 - Calculate benefits & burdens in community for disproportionate assessment of benefits or burdens
 - Enhance outreach with specialized involvement
 - Prepare report of EJ Benefits and Burdens
- *No disproportionate benefit or burdens found. (42% of the population in EJ Communities)*
 - With **51% of all** mappable projects occurring in EJ Communities.
 - 58% of total investment value of all mappable projects in EJ Communities



Public Comment Report

- Section IV: Air Quality Conformity
 - In accord with Clean Air Act of 1990
 - Air Quality criteria summarized:
 - Determination will be consistent with the State Implemented Program (SIP)
 - Assurance that no projects or programs will impact these findings in a negative manner
 - Control measures should be implemented expeditiously
 - Everything based on the most recent regional, statistical data
 - Program contributes to the overall reductions in emissions, and does not increase the severity of any existing violations
 - TIP & Plan in conformance with Federal Clean Air Act as amended.
 - TIP & Plan satisfy applicable conformity criteria under
 - 8 Hour Ozone Standard
 - PM 2.5 Air Quality Standards
 - PM 10 Standard
 - Carbon Monoxide Standards

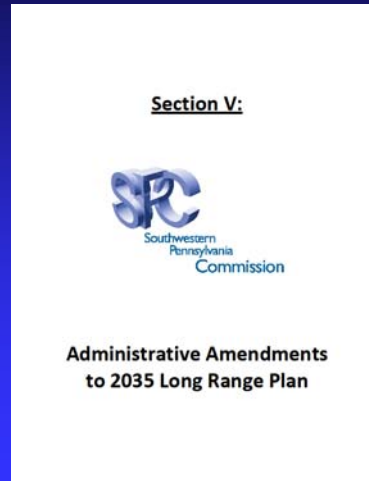




Public Comment Report

Section V: Administrative Amendment to 2035 Plan

- To reflect 2011-2014 new TIP, first stage of Long Range Plan
- Reflect updates to project cost, line-item drawdown schedules, consistent with new adopted TIP
- Goals, objectives, and policy guidelines of Long Range Plan remain unchanged



TIP Challenges

- Transit TIP Challenge
 - Act 44/I-80 toll rejection impact
- Highway TIP Challenge
 - Current TIP - \$2.65 billion
 - Draft TIP- \$1.8 billion
 - 32% reduction overall (or -\$850 million)
 - Act 44 gap due to no I-80 tolling
 - No Round 2 ARRA stimulus



TIP Linkages to LRP

- 1st Stage of LRP
- Advances Plan's Regional Vision
- Places Priority on Plan Policy Statements



TIP Linkages to LRP



- *Maintenance of the existing transportation system will be a regional priority.*
- *Transportation and development choices will reflect a priority on safe and secure multimodal and intermodal networks for both people and goods*
- *The region's transportation system will be actively managed and operated to allow the system to function at its full potential*
- *The region's transit system will connect people with resources throughout the entire region.*
- *The region's infrastructure system will be designed to protect and enhance public health and the environment*



July 26, 2010
Agenda Item No. 4

Action
Resolution 10-10

Approve Air Quality Conformity
Determination for Draft 2011-2014 TIP
and 2035 Long Range Transportation
Plan



July 26, 2010
Agenda Item No. 5

Action
Resolution 11-10

Adopt the 2011-2014
Transportation Improvement Program
(TIP)



July 26, 2010
Agenda Item No. 6

Action
Resolution 12-10

Approve Administrative Amendment to
2035 Plan



July 26, 2010
Agenda Item No. 7

Action
Resolution 13-10

Certify the Transportation Planning
Process



July 26, 2010
Agenda Item No. 8

Staff Report
Other Business
Announcements

Next Meeting Date:
September 20, 2010



July 26, 2010
Agenda Item No. 9

New Business