

Southwestern Pennsylvania Commission  
Minutes of the Meeting of  
April 25, 2005  
Regional Enterprise Tower - 425 Sixth Avenue - Pittsburgh, PA 15219  
4:30 p.m.

The forty-seventh meeting of the Southwestern Pennsylvania Commission and the fifty-fifth meeting of the Executive Committee was called to order by Chairman, Dave Coder.

Commission Commissioners present were: Tom Balya, Bracken Burns, Andrew Boni, Tom Ceraso, Dave Coder, Robert DeLotto, James Gagliano, Jr., Susan Golomb, David Johnston, James Kennedy, Ellen Kight, Larry King, Larry Maggi, Robbie Matesic, David Miller, Terry McMillen, Henry Nutbrown, William Peduto, Andrew Quinn, Carmen Rozzi, Rodney D. Ruddock, Mark C. Schneider, Larry Shifflet, Michael A. Silvestri, Bernie Smith, Pam Snyder, Anthony Spossey, Byron Stauffer, Jr., Vincent Vicites, Gealy Wallwork, Joseph Widmer, Norma Wintermyer.

Commission Commissioners absent were: Glenn Anderson, Karen Bennett, Susan Borinsky, Charles Camp, Eric Carlson, Orlando Capretto, James Cheatham, Steve Craig, Dan Donatella, Richard Fink, Edward Fosnaught, David Frick, John Gardner, Joseph Hardy, Dana Henry, Karl Ishman, Richard Hogg, Jay Jabbour, Patricia Kirkpatrick, Allen Kukovich, Scott Lowe, Larry Morris, Tom Murphy, Michael O'Barto, Dan Onorato, Daniel Santoro, James Scahill, Richard Shaw, Paul Skoutelas, Mark Snyder, Joe Spanik, Joe Szczur, Sala Udin, Daniel Vogler, Charles Zappala, and Angela Zimmerlink.

Others: Laura Beres, South Side Local Development Company; Georgia Berner, Berner International Corporation; Robert Bolich, STV Inc.; Nicolas Bosanetto, Allegheny County; Cecelia Cagni, Allegheny Conference; H. Daniel Cessna, PENNDOT; Mike Coonley, Armstrong County; Shawn Fox, Allegheny County Executive Office; Dave Ginns, Sustainable Pittsburgh, Lynn Heckman, Allegheny County Economic Development Department; Jeff Karr and Cheryl Moon-Sirianni, PENNDOT; William Piper, W.E. Piper Consulting, Inc.; Dean Roberts, PENNDOT; James Saylor, Regional District Council of Carpenters; Marilyn Skolnick, Sierra Club; John Verbanac, SPC Consultant; and Lisle E. Williams, DMJM Harris/AECOM.

Staff: Jim Hassinger, Kirk Brethauer, Chuck DiPietro, Vince Massaro, Lew Villotti, Ken Flack, Chuck Imbrogno, Shannon O'Connell, Kay Tomko, Debbie Tritsch, Lisa Kay Schweyer, and Linda Duffy.

1. Action on Minutes of the January 31<sup>st</sup> and March 10<sup>th</sup> Meetings:

The minutes of the January 31, 2005 meeting of the Southwestern Pennsylvania Commission and the minutes of the Special Meeting of March 10, 2005 were approved on a motion by Commissioner Smith which was seconded by Commissioner Burns. The affirmative vote was unanimous.

2. Public Comment:

Ms. Skolnick reminded everyone that the predictable public transportation funding issue was not settled and she urged everyone to write the legislature, particularly of the Republican persuasion, and get them to pass legislation so that we don't have to go through what we went through last month.

3. Financial Report:

Mr. Massaro presented the combined revenue and expense statement for the nine-month period from July 1, 2004 to March 31, 2005. It is for the Corporation, Commission and Regional Enterprise Tower. There were revenues pertaining to the UPWP and the economic development program activities and they continue to move forward as budgeted. Total project related revenues recognized for the period were \$5.7 million or 64% of the revised annual budget. Carryover projects and the revenues related to those projects pertain to the UPWP program activities. They also continue to move forward as budgeted. It is anticipated that the Transportation Model Development Program Year 4 and the two Port of Pittsburgh Commission projects will be extended into the Fiscal Year 2005-2006. Rents related to the building operations reflect annual rents collected and recorded. Accounts receivables from rents total \$3.4 million. There were expenditures pertaining to the UPWP and the economic development program activities and they also continue to move forward as budgeted. Total project related expenses are \$5.7 million or 64% of the budget. The carryover projects related to expenses also pertaining to the UPWP program activities, also continue to move forward as budgeted. It is also anticipated that expenditures for the Transportation Model Development Program Year 4 will also be extended into the Fiscal Year 2005-2006. Expenses related to the building operations were \$3.4 million or 74% of the budget. Building management staff are currently working on a revised budget for the building operations which should reflect anticipated costs savings of at least 5%. The revised budget will be presented to the Property Committee at their next meeting.

Mr. Miller asked whether the surplus shown from the operations on the Regional Enterprise Tower was attributed to the new management company coming on board as of January 2005. Mr. Massaro replied no, but since Oxford Development came on board at the beginning of January, they've been working closely with different service vendors, for cleaning, supplies, utilities, etc. They've been renegotiating those contracts. Revised contracts have been in place as of April 1<sup>st</sup>, so once they present their revised budget, those numbers will be incorporated into the financials and the budget, and we will see about a 5% deduction or savings in the operating costs. The budget numbers right now are the old numbers that Grubb & Ellis were working on submitting. In May, the new numbers will be reflected on those budgets. The majority of the savings are on the renegotiated contracts.

Commissioner Vicites introduced two new members from Fayette County – Mr. Andrew “AJ” Boni and Mr. Terry McMillen.

4. Action on Resolution 5-05 to Proclaim CommuteInfo Commute Options Awareness Month – May 2005

Mr. DiPietro directed the Commissioners attention to May activities being advanced to increase participation in SPC's Commute/Info Program and the range of commuting options it promotes and supports. Nationally, May includes a range of travel choices and health/Fitness events. Today's agenda packet also includes background on bike activities for the third week of May. Staff will aggressively promote awareness activities in May for commute info programs, including biking.

Commissioner Smith moved:

WHEREAS, approximately sixty percent of the Southwestern Pennsylvania region's 1.5 million workers travel outside their resident municipality to work; and

WHEREAS, commuting options are an integral part of the region's employers and workers life; by reducing the number of people driving to work alone benefits of less traffic congestion on area

roadways and better air quality; and

WHEREAS, it is important that all commuters be aware of the various commuting options available to them; and

WHEREAS, CommuteInfo, celebrates over 25 years of promoting commuting options in the region by providing information on transit, sponsoring vanpools, helping arrange carpools and providing biking and walking resources through the program website [www.commuteinfo.org](http://www.commuteinfo.org) or by calling toll-free 1-888-819-6110; and

WHEREAS, the month of May includes National Transportation Week, National Bike to Work Day, National Employee Health and Fitness Day, National Try Transit Week, and National Clean Air Week;

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission, encourages the citizens of this region to welcome and emphasize the value of ridesharing, and offers support by declaring May 2005 as "CommuteInfo Commute Options Awareness Month" in Southwestern Pennsylvania.

Mr. Wallwork seconded and the affirmative vote was unanimous.

5. Action on Resolution 6-05 to Program Additional FY 2005 Federal and State Funding on the TIP per March 10th Commission Action in Response to Governor's Request to Flex Highway Funds

(See Item 14, "New Business".)

6. Action on Resolution 7-05 to Recommend East Carson Street as a Pennsylvania Byway

Mr. DiPietro explained that two years ago in April 2003, SPC successfully endorsed a very similar proposal, the request to advance the Mt. Washington Scenic Byway. It was approved by PennDOT in December 2003 as a scenic byway. Right now that group, the Mt. Washington Scenic Byway, is seeking national designation. Work is now underway to put together a corridor management plan for the Mt. Washington Scenic Byway. Southwestern Pennsylvania also has two other very visible scenic byways, the Laurel Highlands in Fayette County and Westmoreland County and also the Historic National Road, U.S. Route 40 in Washington and Fayette County.

The request before us today is adding East Carson Street to the Pennsylvania Scenic Byways. The project is on the South Shore of the Mon River in the City of Pittsburgh and runs from the Mt. Washington Scenic Byway on the west at McArdle Roadway and 10<sup>th</sup> Street, east about 3 miles to Becks Run Road. Mr. DiPietro recognized Laura Beres, of the South Side Local Development Company.

Support documentation includes resolutions of support from the key government entities, Allegheny County and the City of Pittsburgh; also letters of support from local elected officials in hand include City Council, County Council and Mayor Murphy. Letters of support are also in place from Planning Organizations, Development Groups, like City Planning, the South Side Planning Forum, the Greater Pittsburgh Convention & Visitors Bureau, and Friends of the Riverfront. Letters of support have also been assembled from the affected members of the Pennsylvania Legislature as required by the process. They include State Senators Costa and Wagner, and State Representatives Diven, Readshaw and Wheatley.

Mr. DiPietro pointed out the range of qualities that you have to demonstrate as you are proceeding and how well a match the East Carson Street project is to this program. Scenic elements include the historic South Side shopping district to the panoramic views of the slopes of the South Side and the Pittsburgh Downtown and the Bluff areas. Historical elements include a 16-block National Historic District, a 21-block Local Historic District, an 1891 Market House, a 1915 Oliver Bath House and the Hot Metal Bridge. Cultural elements of the project are numerous churches and social clubs that represent a wide range of immigrants that have settled in the South Side over time. It's one of only five districts nationwide to have received the National Trust's "Great American Main Street" award. Recreational elements are the three miles of walking, running, and biking trails which eventually will be connecting to Washington, DC. There's a Riverfront Park, a South Side Park and Market House, Art Gallery, shops, and an extensive network of public steps. Natural elements range from the South Side Slopes/Coal Hill to the Mon River to the South Side Park to the Community Gardens. Finally, the East Carson Scenic Byway is a regional economic community development strategy that will enhance tourism and heritage and could assist with the South Side Works, a \$9 million public space improvement plan for sidewalk replacement, reduction of visual clutter and traffic calming activities.

Commissioner Balya moved:

WHEREAS, the Commonwealth of Pennsylvania State Byways Program (patterned after the federal Scenic Byways program) identifies transportation corridors with scenic, natural, historic, and cultural features and provides assistance in preserving and promoting these community assets; and

WHEREAS, East Carson Street offers a unique and noteworthy historic corridor in the City of Pittsburgh with an abundance of scenic, natural, cultural and historic features and amenities; and

WHEREAS, the Southside Local Development Company has submitted an application to the Pennsylvania State Byways Program that meets program requirements for designation as a scenic byway and has gained endorsement of their application by the City of Pittsburgh; and

WHEREAS, SPC endorsement of this application does not commit or obligate the current or future uses of any federal or state funding streams under the authority of the Commission.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission heartily endorses and supports designation of the East Carson Street Byway as an official Pennsylvania State Byway.

Mr. Schneider seconded and the affirmative vote was unanimous.

7. Action on Resolution 8-05 to Amend the Unified Planning Work Program – City of Washington Needs Assessment and Feasibility Study for Potential Park & Ride Lots

Mr. Imbrogno said the City of Washington through their transit operator, GG&C Bus Company Inc., is requesting a study to be added to the UPWP to investigate the feasibility of park and ride lots in downtown Washington. Funding is from the City's available allocation of Federal Transit Section 5307 Program funds, matched locally by the County Redevelopment Authority. The Transit Operators Committee acted to add this project to the TIP at their February meeting and recommends adding it to the UPWP today.

Commissioner Burns moved:

WHEREAS, the Transportation Equity Act for the Twenty-First Century (TEA-21) authorizes funding and support of transportation planning, research and demonstration activities; and

WHEREAS, the following new transportation planning project is proposed for funding in the 2004-2005 Program:

1. "Park-n-Ride Needs Assessment and Feasibility Studies" at a total cost not to exceed \$100,000 (\$80,000 Federal Section 5307 Formula Program funds; \$20,000 non-federal match) for potential Park-n-Ride lots in the City of Washington on Chestnut Street near the existing parking garage and at the Cross Roads Project at the corner of Beau Street and Franklin Street. These studies are intended to help the City of Washington integrate its transit operations with the downtown redevelopment construction that is taking place.

WHEREAS, the Transit Operators Committee acted at its February 9, 2005 meeting to include the project on the 2005-2008 Transportation Improvement Program for funding in FY 2005; and

WHEREAS, planning projects must also be included on an approved Unified Planning Work Program before federal funding can be approved.

NOW THEREFORE BE IT RESOLVED that the Southwestern Pennsylvania Commission approves revisions to the 2004-2005 UPWP to include the planning project "Park-n-Ride Needs Assessment and Feasibility Studies" as requested by the City of Washington.

Commissioner Maggi seconded and the affirmative vote was unanimous.

8. Action on Resolution 9-05 to Adopt the Program of Projects for Job Access Reverse Commute

Mr. Imbrogno said that the Job Access Reverse Commute Program is a Federal Transit Administration funded program. Funds to this region are earmarked through congressional action to the Port Authority of Allegheny County. The way the project has been administered locally, is about every two years an action is taken to program two years worth of funds. Federal fiscal year 2002 and 2003 funds were acted on by SPC in August of 2002. Federal fiscal year 2004 and 2005 funds are now available. There has been a process underway to solicit Letters of Interest from project sponsors. Those recommended projects appear as the attachment to the resolution. There is just over \$12.5 million in federal funds available that when matched 50/50, results in a \$25 million program. The Job Access and Reverse Commute Program guidelines require that planning organizations, i.e. MPOs, program the JARC projects on the TIP and that MPOs also select the grantee. The list of candidate projects before you is from the solicitation from Letters of Interest and the action is to amend the TIP to include those projects and select the Port Authority of Allegheny as the grantee. About half the money is for Port Authority related projects, and the other half is for non-Port Authority projects. Many of the projects are multi-county projects outside of Allegheny County. The Transit Operators Committee has reviewed the list of projects and recommends approval.

Commissioner Widmer moved:

WHEREAS, Section 3037 of the Transportation Equity Act for the Twenty-First Century (TEA-21) established the Job Access and Reverse Commute Program to provide funding for up to 50% of the total cost of projects for transportation services designed to increase access to jobs and employment-related activities; and

WHEREAS, under the Job Access and Reverse Commute Program, Metropolitan Planning Organizations (MPOs) are responsible for selecting applicants for federal Job Access and Reverse Commute Program funding; determining that Job Access and Reverse Commute projects are consistent with the regional long-range transportation plan; and endorsing and subsequently programming Job Access and Reverse Commute projects on the Transportation Improvement Program; and

WHEREAS, any project proposed for funding must also be identified in, or consistent with, an Area-Wide Job Access Transportation Plan resulting from a coordinated public transit and human services transportation planning process; and

WHEREAS; in Resolution 20-02 (August 26, 2002) SPC endorsed the region's Area-Wide Job Access Transportation Plan; and

WHEREAS, collaborative planning efforts in the region by coalitions of local stakeholders including representatives from public housing authorities, local workforce investment boards, public assistance offices, chambers of commerce, faith-based organizations, social service agencies, job developers, planning agencies and transportation service providers have identified priority projects that will connect concentrations of welfare recipients and low-income persons with jobs and employment support services, and have recommended that those projects be implemented with available Job Access and Reverse Commute Program funds allocated to the region in FY 2004 and FY 2005; and

WHEREAS, the identified priority projects are listed on Attachment 1 to this Resolution and are proposed for inclusion on the Transportation Improvement Program; and

WHEREAS, the proposed TIP changes will maintain year-to-year fiscal balance; and

WHEREAS, the proposed TIP changes will not interfere with the implementation of any project identified in Pennsylvania's air quality State Implementation Plan (SIP); and

WHEREAS, approval of the proposed TIP changes will not alter the finding of conformity with the federal Clean Air Act for the 2030 Long Range Plan and 2005-2008 TIP since the affected projects are categorized by EPA's Transportation Conformity Rule (40 CFR Part 93) as having a neutral effect on regional emissions; and

WHEREAS, the Transit Operators Committee has reviewed the proposed JARC Program of Projects and recommends Commission approval.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission endorses the work of the local stakeholders and recognizes that the 17 projects listed on Attachment 1 to this Resolution is consistent with the Job Access and Reverse Commute Area-Wide Plan.

Commissioner Kennedy seconded.

Mr. Miller inquired about the status of moving forward with a solution to the public transportation crisis, and especially, the need for action by the general assembly.

Commissioner Burns replied that the Regional Policy Advisory Committee met on Friday. Regarding the possible timing of the Governor's next highway flex request, the need for the general

assembly to find a long term solution that supports more adequate and predictable funding for public transportation, and when and how to approach our legislative delegates. Discussion will continue at the June meeting of the Regional Policy Advisory Committee.

The affirmative vote was unanimous.

9. Action on Resolution 10-05 to Find an Air Quality Conformity Determination for the TIP and Plan under the Eight-Hour Ozone Standard

Mr. Imbrogno explained that the EPA has recently revised their quality standards for ozone. They replaced the old standard which was established in 1979 with the new standard which was effective about a year ago, June 15, 2004. Non-attainment areas were designated. There are actually three non-attainment areas in our region: a seven-county region comprised of Allegheny, Beaver, Butler, Armstrong, Washington, Westmoreland and Fayette; a separate non-attainment area comprised of Greene County; and a third non-attainment area comprised of Indiana County. We are required to demonstrate conformity to the new eight-hour ozone standard by June 15 of this year. We have completed the technical report. We have completed a 30-day public comment period including public meetings on April 4. We received no comments regarding the conformity findings. The report is complete and waiting for approval.

Mr. Silvestri moved:

WHEREAS, the Congress of the United States enacted the Clean Air Act of 1964 (CAA) and amended the Act in 1977 (CAAA 77) and 1990 (CAAA 90); and

WHEREAS, the 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 is implementing a new NAAQS for ozone, the 8-hour Standard, to replace the 1-hour ozone NAAQS which will be revoked by EPA on June 15, 2005; and

WHEREAS, the EPA, in the "Air Quality Designations and Classifications for the 8-Hour Ozone NAAQS" (40 CFR Part 81), published as a Final Rule in the April 30, 2004 Federal Register and effective on June 15, 2004, designated three ozone nonattainment areas in southwestern Pennsylvania; these included the Pittsburgh-Beaver Valley nonattainment area (comprised of the seven counties: Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, and Westmoreland); the Greene County nonattainment area; and the Indiana County nonattainment area; 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 under the 8-hour ozone Standard for the Pittsburgh-Beaver Valley, Greene County, and Indiana County ozone nonattainment areas 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 2005-2008 TIP and the region's 2030 Long Range 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.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission finds that the region's 2030 Long Range Plan and the 2005-2008 TIP conform to the Clean Air Act (as amended) by supporting its intention of achieving and maintaining the NAAQS.d

Mr. King seconded and the affirmative vote was unanimous.

10. Action on Resolution 11-05 to Authorize Submission of an Application to the U.S. Department of Commerce Economic Development Administration for a Planning Assistance Grant

Mr. Villotti stated that through this grant we receive \$52,000 a year and is for the development and monitoring of the Comprehensive Economic Development Strategy which we must update at least every five years and monitor annually and is part of the on-going plan process. We will be using these funds to assist in the development of the Economic Development Strategy which will be incorporated in the Regional Plan.

Commissioner Balya moved:

WHEREAS, the Commission serves as the Economic Development District (EDD) for nine counties of southwestern Pennsylvania; and

WHEREAS, an EDA Planning Grant will enable the Commission to plan for the transportation, land use, and economic development strategies within one regional overall development plan; and

WHEREAS, the Commission will develop the regional Comprehensive Economic Development Strategy (CEDS) in cooperation with an array of economic development organizations, economic

development practitioners, workforce development professionals, elected officials, and area leaders including members of the business community.

NOW, THEREFORE, BE IT RESOLVED that the SOUTHWESTERN PENNSYLVANIA COMMISSION authorizes the Officers and staff of the Southwestern Pennsylvania Corporation, on its behalf, to submit an application to the U.S. Department of Commerce Economic Development Administration for a Planning Assistance Grant and to enter into all necessary contracts pursuant thereto.

Mr. Quinn seconded.

Mr. Rozzi asked that since the resolution stated nine counties, is Lawrence not a part of the Economic Development District.

Mr. Villotti replied that is correct. The Economic Development District designation is officially nine counties and does not include Lawrence County.

The affirmative vote was unanimous.

11. Action on Resolution 12-05 to Authorize Submission of an Application to the Pennsylvania Department of Community and Economic Development and to the Appalachian Regional Commission for Financial Assistance to Support the 302(b) Enterprise Development Program of the Local Development District

Mr. Villotti explained that the Enterprise Development Program is the core program of the LDD. It is comprised of three core components – Business Finance, Export Assistance and Government Procurement. In addition, it does a Municipal Technical Assistance Program and a PennSTEP program. He was proud to say that the Southwestern Pennsylvania Commission in a recent study done by Lockwood Greene had the best cost benefit of any Local Development District in using these dollars. For every \$1.00 that was spent in cost, \$38.00 in benefit was recouped.

Mr. Gagliano moved:

WHEREAS, the Southwestern Pennsylvania Commission (SPC), as the Local Development District, carries out a multi-purpose 302(b) Enterprise Development Program (EDP) that benefits businesses and the communities of southwestern Pennsylvania; and

WHEREAS, the benefits of the Enterprise Development Program are annually growth in sales of local businesses, growth in employment opportunities, technological advancement of communities, increased regional economic competitiveness, improved quality of life, development of local infrastructure, success in bridging the digital divide, local leadership growth, and capacity development of staff and practitioners; and,

WHEREAS, the Southwestern Pennsylvania Commission has again been invited to apply for the 302(b) EDP grant for fiscal year 2005-2006.

NOW, THEREFORE, BE IT RESOLVED that the SOUTHWESTERN PENNSYLVANIA COMMISSION hereby authorizes the Officers and staff of the Southwestern Pennsylvania Corporation, on its behalf, to submit all necessary applications to the Pennsylvania Department of Community and Economic Development and the Appalachian Regional Commission for financial assistance to undertake a multi-purpose 302(b) Enterprise Development Program and to enter into all necessary agreements and contracts pursuant thereto.

Commissioner Kennedy seconded.

In a response to a question, Mr. Villotti replied that the DCED grant will be put in for roughly \$600,000. However, that number is relative to change based upon the Governor's final approval of the budget. The ARC federal portion always remains constant at \$400,000.

The affirmative vote was unanimous.

## 12. Project Region Update

Mr. Villotti explained that we recently concluded all ten of the Public Participation Panel Workshops. He is happy to say that over 120 people have participated across the region, in an effort to look at the survey, look at the planning process, tweak it, and to give us their comments on what they think needs to be changed. It's been a very successful process. All of those comments have been incorporated. By the time we got through the survey at the last meeting, we got fewer and fewer comments, so most of the comments we've incorporated have been very helpful. We've also recently taken the regional viewpoints touch screen survey which many of you saw at Nemaquin, and have added enhancements to that based on the input that you gave us at the retreat. We've enhanced that greatly with touch screen capabilities. In addition, we were looking at Decision Support Software. Brian Betlyon from FHWA, a Metropolitan Planning Specialist, came in for two-days. We reviewed the software that is being used nationally in scenario modeling. Staff is evaluating the applications of that software as to which one would be the most cost effective and the most beneficial for the region. In addition to that, staff continues to refine the budget. PennDOT has approved \$100,000 supplemental UPWP task on the Long Range Plan. We recently met with the Heinz Endowments and submitted a \$50,000 initial grant application which we are hopeful will be received favorably. Next steps are to continue to pursue funding commitments from other foundations; continue to improve community engagement techniques based on input from Commissioners and planning partners; finalize the recommendation on decision support software; and to prepare for first stage of community engagement.

## 13. Staff Report/Other Business/Announcements

Commissioner Coder announced that there were two resolutions not on the agenda.

Dr. Hassinger explained that these two resolutions were very important to the Commission. First he recognized the past services of Mr. Marshall Bridgewater who has passed away.

Commissioner Smith moved:

WHEREAS, H. Marshall Bridgewater spent the majority of his professional career on the staff of the Southwestern Pennsylvania Commission and its predecessors, having joined the agency in 1961; and

WHEREAS, his exceptional service to the agency spanned four decades, which measured the agency's evolution from the Pittsburgh Regional Planning Association to the present Southwestern Pennsylvania Commission, and four Executive Directors; and

WHEREAS, he was actively involved in regional planning in his position as Public Relations Officer; and

WHEREAS, he enthusiastically approached the region's transportation and economic development issues; and

WHEREAS, he served with distinction as a consultant providing minutes for the Commission and its Executive Committee, and the Corporation and its Board of Directors and Loan Review Committee; and

WHEREAS, he gave generously of his time and experience.

NOW, THEREFORE, BE IT RESOLVED that the Officers, Members and Staff of the Southwestern Pennsylvania Commission express in the official minutes of the organization their appreciation for his exceptional service throughout his career and honor his memory as a distinguished colleague and friend.

Commissioner Balya seconded and the affirmative vote was unanimous.

Dr. Hassinger said that he had the pleasure of the company of Eloise Hirsh. She has recently stepped down and will be moving back home to New York.

Ms. Golomb moved:

WHEREAS, Eloise Hirsh has served as a City of Pittsburgh representative on the Southwestern Pennsylvania Commission and its predecessors from 1983 to 2004; and

WHEREAS, she has served as a Director on the Southwestern Pennsylvania Corporation from 1994 to 2004; and

WHEREAS, she has served as the Secretary-Treasurer of the Southwestern Pennsylvania Commission from 1996 to 2004, and as the Secretary-Treasurer of the Southwestern Pennsylvania Regional Development Council from 1994 to 1998; and

WHEREAS, her good judgment and professional expertise have been positive influencing factors in the development of regional transportation and development plans; and

WHEREAS, she has given generously of her time and energy in exercising her responsibilities and has brought vigor, enthusiasm and good grace to setting direction and priorities for regional planning in Southwestern Pennsylvania; and

WHEREAS, she has stepped down as a representative.

NOW, THEREFORE, BE IT RESOLVED that the Officers, Members and Staff of the Southwestern Pennsylvania Commission express their appreciation for her years of dedicated service and wise counsel, and wish her the best in all of her endeavors.

Commissioner Balya seconded and the affirmative vote was unanimous.

Dr. Hassinger announced that we have a few new members and we have scheduled on May 9 on the 23<sup>rd</sup> floor, an orientation for new members and a reorientation for any existing members who would like an update or refresh themselves. We will start with lunch. Commissioner Burns wanted to clarify that this was not just for new members here today, but for anybody who has never had the benefit of orientation. It's been a few years since we've had one. Dr. Hassinger asked that everyone interested just RSVP to Kay Tomko.

Dr. Hassinger said the SPC Corporation Board has moved its next meeting up to 8:30 a.m. in Westmoreland County to allow time for Commissioners to attend another event and he requested the Executive Committee also move its meeting to that same time.

#### 14. New Business

Commissioner Coder then went back to agenda number 5. Mr. DiPietro said that staff was distributing a resolution that is a key companion action to the March 10 Special Commission meeting when the Commissioners responded to Governor Rendell's request to flex highway funds to the Port Authority to provide interim assistance for the Port Authority's budget crisis. As you recall, there was extra highway money available across the State, over \$500 million statewide. Of that amount, \$128.8 million comes to us, the SPC region. It is now critical to identify the use of all new funding, as it must be spent by September 30, the end of the federal fiscal year. That's why the urgency to move forward to closure today. From the \$128.8 million, about \$25.3 million has already been flexed to the Port Authority. There are also two set-aside pots of money -- Transportation Enhancement Program funds (\$1.6 million) and Rail Safety Program dollars (almost \$300,000). This leaves \$101.6 million to share between the ten counties.

The attachment details the recommendations through April 14 Transportation Technical Committee meeting and follow-up discussions with all the members. The list is by county and shows the individual projects proposed. For Allegheny County it includes a line item for \$7.233 million that will soon be jointly defined by PennDOT District 11-0 and Allegheny County as their part of the closure. The rest of the program recommendation reflects the input we received from the member planning departments and from the PennDOT Districts. We are seeking approval to submit the full list and to then proceed quickly to filling that \$7 million plus line item in Allegheny County. This is new funding to the region, it maintains fiscal balance and it satisfies the various TIP procedures and policies of the program.

Mr. Spossey questioned the basis of projects selected, and in particular, was consideration first given to current TIP projects. Mr. DiPietro responded that yes, we did first look at projects currently programmed on the TIP and if any new phases of these projects could be advanced by the September 30th deadline. The key check was projects of project phases that are ready to advance by the end of the current fiscal year.

Mr. Spossey moved:

WHEREAS, Governor Rendell has identified \$128,846,000 in federal and state highway, bridge and other transportation funding that is available for programming on transportation projects in southwestern Pennsylvania. Part of this funding was already committed by the Commission in a March 2005 action, approval of a \$25.3 million "flex" for the Port Authority of Allegheny County to provide interim assistance for the Port Authority's operating budget crisis. The Transportation Technical Committee (TTC) has established line items for two restricted funding sources: Enhancement Program (\$1,636,000) and Rail Safety (\$287,000). The remaining funds, \$101,623,000 are being programmed in the SPC 2005-2008 TIP;

WHEREAS, SPC's TTC members and PennDOT Districts have worked together carefully to develop a list of projects in need of immediate funding and have provided the attached project list for Commission review and action;

WHEREAS, the project list includes a line item for County/PennDOT-sponsored projects in Allegheny County where specific projects still need to be identified for assignment into the fiscally-constrained line item;

WHEREAS, the proposed amendments meet SPC's TIP amendment policies and public involvement process; and

WHEREAS, the proposed amendments are funded by adding new revenues to the region's TIP and continue to maintain overall TIP fiscal balance; and

WHEREAS, the proposed amendments will not interfere with the implementation of any STIP project; and

WHEREAS, approval of this amendment to the 2005-2008 TIP will not alter the finding of conformity between 2005-2008 TIP and the Clean Air Act Amendments of 1990.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission approves the requested amendment to the 2005-2008 TIP.

Mr. DeLotto seconded and the affirmative vote was unanimous.

15. Adjourn

There being no further business to come before the Commission or the Executive Committee, the meeting adjourned at 5:17 p.m.

Respectfully submitted,

Dan Onorato  
Secretary-Treasurer