

Southwestern Pennsylvania Commission
Minutes of the Meeting of
July 20, 2005
Regional Enterprise Tower - 425 Sixth Avenue - Pittsburgh, PA 15219
4:30 p.m.

The forty-ninth meeting of the Southwestern Pennsylvania Commission was called to order by the Secretary-Treasurer, Dan Onorato.

Commission Commissioners present were: Andrew Boni, Eric Carlson, Dan Cessna, Tom Ceraso, Steve Craig, Robert DeLotto, Richard Fink, James Gagliano, Jr., John Gardner, Susan Golomb, David Johnston, James Kennedy, Ellen Kight, Larry King, Patricia Kirkpatrick, Allen Kukovich, Larry Maggi, Robbie Matesic, Kevin McCullough, David Miller, Larry Morris, Tom Murphy, Henry Nutbrown, Dan Onorato, William Peduto, Andrew Quinn, Carmen Rozzi, Daniel Santoro, James Scahill, Mark C. Schneider, Richard Shaw, Michael A. Silvestri, Paul Skoutelas, Mark Snyder, Pam Snyder, Anthony Spossey, Sala Udin, Vincent Vicites, Gealy Wallwork, Joseph Widmer, Norma Wintermyer and Charles Zappala.

Commission Commissioners via conference call were: Glenn Anderson, Tom Balya, Karen Bennett, Bracken Burns, Charles Camp, Dave Coder, Dan Donatella, Dana Henry, Jay Jabbour, Scott Lowe, Michael O'Barto, Rodney D. Ruddock, Joe Spanik and Byron Stauffer, Jr.

Commission Commissioners absent were: Susan Borinsky, Orlando Capretto, James Cheatham, Edward Fosnaught, David Frick, Joseph Hardy, Richard Hogg, Terry McMillen, Bernie Smith, Joe Szczur, Daniel Vogler and Angela Zimmerlink.

Others: John Verbanac, SPC Consultant; Steve Donahue, Save Our Transit; Marilyn Skolnick, Sierra Club; Connie Berger, Citizen; Karen Warman & Linda Warman, Save Our Transit; Paul Dick, Citizen; Connie Berger, Citizen; Peggy Walsh, Citizen/Committee for Accessible Transit; Bill Buckley, Allegheny Transit Council; Stuart M. Strickland, Citizen; Richard LeGrande, Citizen; Dave Ginns, Pennsylvania Alliance of Public Transportation Advocates; Joe Wausser, Citizen; Eugene Barton, Committee for Accessible Transportation, and President for PA Council of the Blind; Charles Hitt, Golden Triangle Council of the Blind; Evelyn Spula, Committee for Accessible Transportation; Jonathan Robison, Bellefield Area Citizens Association; Glenn A. Walsh, Citizen; Rick Johnson, Citizen; Jon Smith, Citizen; Anissa Teneware, Pittsburgh Transportation Equity Project; Mary Vitaubio, Citizen; Les Johnson, Citizen; Joyce Driben, Citizen; Sue Eders, Citizen; Aloma Arter, Rock Star Tours; and Joe Grata, Pittsburgh Post –Gazette.

Staff: Jim Hassinger, Kirk Brethauer, Stan Caldwell, Donna Costantino-Riling, Chuck DiPietro, Vince Massaro, Lew Villotti, Chuck Imbrogno, Shannon O'Connell, Prue Larson, Carol Uminski, Kay Tomko, Debbie Tritsch, Kristen Mitten, Marge Nalesnick, Mary Brangan and Dee Pamplin.

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1. Action on Minutes of the June 30th Meeting

The minutes of the June 30, 2005 meeting of the Southwestern Pennsylvania Commission were approved on a motion by Commissioner Craig which was seconded by Commissioner Maggi. The affirmative vote was unanimous.

2. Public Comment

Steve Donahue, co-founder of Save Our Transit

Going on four years now we've been fighting for the State of Pennsylvania to come up with dedicated and reliable funding for public transit in the Commonwealth. As co-founder of Save Our Transit we have worked tirelessly and with no pay to beg the Legislature to deal with this problem. We've gone to Harrisburg and held rallies and marches here in Pittsburgh; we've done petition drives, post card campaigns, we've nagged gubernatorial candidates, we've slept on the sidewalk and fasted from food. More recently we've been rallying with public transit riders. No one at save our transit thinks that what you are asked to approve today is a long-term viable solution to what ails public transit. But it is nevertheless an extremely important solution. Without this stop gap we might not have a public transit system worth fighting for in a couple of years. The sacrifices that you and the citizens of your counties are being asked to make are real. I deeply resent the state Legislature and the Governor of this state for putting us in this situation. Should you approve this additional stop gap measure we will not take that as a sign to relax our efforts to see the Legislature fix the funding structural deficiencies that plague public transit. Grateful to members of this Commission and the people of Pennsylvania for the sacrifices made on behalf of public transit. As long as I live in this state and as long as we have a public transit system worth fighting for, I promise to keep on fighting for adequate and dedicated funding needed to make these stopgap measures a thing of the past.

Marilyn Skolnick, Transportation Chair, Sierra Club on a state level and the local group.

All of our members individually and collectively have been lobbying for predictable funding for transit. I hope you hold your noses and pass this flex funding. It's something that we hope we won't ever have to come back and ask you to do again.

Karen Warman, Save Our Transit

The Washington County buses are just as worse off as the ones in Pittsburgh. If we keep going the way we're going now, Pennsylvania will not have bus service at all. We need to have dedicated funding for transit. Please figure out a way we can have our funding and help other places too.

Linda Warman

I am not only here on behalf of myself, other transit riders, but also for fast food workers of this city. Ninety percent of the people who work in my store ride public transit. Changes have already been done on routes going to Hazelwood. We've lost the last run of the evening on two buses. If we don't have this flexible funding then we're going to lose a lot more buses. I am asking again, for you gentlemen and ladies to please vote for this flex funding. As for myself I will keep going to Harrisburg and keep meeting with other transit riders of this state and keep on doing this until there is dedicate, reliable funding and we don't have to do this again.

Paul Dick, Citizen

Thirty-five years ago a group of consumers put together the first paratransit system in this part of the country, and ran it mostly as volunteers. Some of the things proposed that might happen if we don't have this funding, would take us back to less service than we had 35 years ago. Difficult to see a transit system facing what amounts to trashing if we cannot eventually get permanent funding. Many of us have been fighting tooth & nail and will continue to do that and lead the way to get that type of funding. Dependents on public transit for a healthy Pittsburgh is absolutely vital. It's important that Pittsburgh has a viable public transit system. A regional system is the only thing that makes sense in the long run.

Connie Berger, Citizen

Strongly suggest and recommend to SPC some other type of funding source so that cutbacks on week-ends do not happen. If proposed cutbacks on ACCESS go through, it will be devastating. Ask SPC for future support and any other stopgap measure that Governor Rendell might propose. Important that we find reliable and dedicated funding for Pennsylvania's public transit.

Peggy Walsh, Citizen,

I am a member of the Accessible Transportation across disability group of volunteers who have been working with the Port Authority and ACCESS to keep the Pittsburgh system the premier system that it wants to be. I empathize with the Commissioners' embarrassing position of being told to vote for or against something that should be managed by the Legislators. You have our support and our thanks for all that you can do by flexing highway funds.

Bill Buckley, Allegheny Transit Council

Thanks SPC for their willingness to approve the flex funding program to date. By allowing this funding to go forward transit riders have received continual transit service that has not been devastated by serious cuts. Since the Legislature has not passed bills for permanent funding for transit, we must ask again that you flex dollars so that transit continues at the level riders deserve. Your approval of this funding is the only way that we can prevent immediate and serious reduction in transit services. Thank you for your past assistance, we will appreciate your continuing support.

Stuart Strickland, Citizen

As you make your decision, please remember who it has an effect on. The car less of our service economy, students of all ages riding to schools and colleges and the car owning middle age worker who rides the bus. We know the problem and the solution is the responsibility of the Pennsylvania State Legislature. Please approve this flex.

Richard LeGrande, Citizen

We have a problem that should have been solved in the 20th Century by the state Legislature that didn't happen. We are here today to put another band-aid on it. Public transportation is a vital part of our regional infrastructure. We are asking you to participate in trying to keep this transit system working until we can get the Legislature to move ahead and come up with a 21st Century solution for this 20th Century problem.

Dave Ginns, Pennsylvania Alliance of Public Transportation Advocates

As you move forward in working with the Legislature let them know the residents of this region are one hundred percent behind you not only for the Port Authority but also for other transit agencies in this region.

Joe Wauser, Citizen

It's too bad that our state Legislature seems to be as blind as I am. They've not been able to solve the terrible economic problems of the region some of which stem from the fact of poor transportation. We will continue to bombard the Legislature and I thank SPC for bailing us out in March. I hope that you see fit to do so again.

Eugene Barton, Committee for Accessible Transportation, and President for PA Council of the Blind

The Pennsylvania Council of the Blind has for years struggled with the issue of transportation. Transportation is our lifeline to work. We have been trying to get transportation in rural areas through ACCESS or shared ride programs. We can't stand by and see mass transportation destroyed in the larger cities while we are trying to build rural areas so our folks can move where they want to instead of being isolated in larger populated areas. We stand behind efforts to continue to put pressure on for dedicated funding and would appreciate the support of the SPC.

Charles Hitt, PA Council of the Blind

Ask that SPC think carefully and to please vote to pass the flex funding for mass transit.

Evelyn Spula, Committee for Accessible Transportation

During my trips to Harrisburg during the last three years, I have been talking to many Legislators requesting that they help us with the funding situation. Many of my disabled colleagues and friends cannot come to speak. We are asking that you support us and give us the funding that we need. We are part of Allegheny County and we help support the region. We understand that roads and bridges are important to many of the people across the state. Please vote yes to help us so we won't have to come back another year to ask for funding.

Jonathan Robison, Bellefield Area Citizens Association and Oakland Community Council

Many people have complained that this should have been done by the Legislators. Flex funding is not a solution it's a band-aid. Some times band-aids are necessary to stop the bleeding, that's why we need approval of the flex funding.

Glenn A. Walsh, Citizen

Again you will consider a short-term solution to the financial problems of the Port Authority of Allegheny County. Governor Ed Rendell has proposed to "flex" \$113.5 million in funds, originally proposed for highway spending, for Port Authority operating needs. This time, instead of a three-month "fix," this will resolve PAT's operating problems for a year and a half. Only the General Assembly can effect long-term changes to assist PAT and other transit agencies in this state, and this change will take time. Vote yes on the \$113.5 million in flex funds as requested by Secretary Biehler on behalf of Governor Rendell.

Rick Johnson, Citizen

I would like to see the flex funding approved and 24-hour service restored, public transit expanded and the free zone expanded. In other regions of the country a billion dollars was approved for public transit, in another area they have public restrooms on the buses. Why are other areas able to do this? And why is it that here we have to constantly beg for funding for public transit. Is it possible to catch up with other regions of the country and have better standards for public transit?

Jon Smith, Citizen

This is the wrong question, the wrong solution asked of the wrong people. I hope you vote yes anyhow and not leave people standing on the corner waiting for a bus that won't come. The tragedy of the situation is that there is a solution to many of our region's transit needs; it's fast, flexible and cheap.

Anissa Tenware, Pittsburgh Transportation Equity Project

Our mission is to engage, educate and empower African American residents, groups, and community and faith leaders to become active players in transportation policy equity issues, investments in regional planning. Sixty-seven percent of respondents from a survey of African American communities rely on public transportation to get to work, school and to worship. Eliminating or reducing transit service will have serious consequences. We ask that SPC approve the flex funding and sincerely hope that this is the last time we come before you. We will continue to work in alliance with other organizations throughout the state in an effort to secure a dedicated source of funding for public transit from the Pennsylvania Legislature.

Mary D'Ottavio, Citizen

Encourages SPC to allow flex funding to go through again to give us more time to work with the Legislators.

Les Johnson, Citizen

We are at a crossroad where people have to make a decision. It seems that this area is either going to become a series of villages or a metro area. If you cut the transportation system down while other areas spend billions of dollars obviously the philosophies are much different. They have a good idea of where they want to go as opposed to this area that wants to shut down the buses. At one time you talked of having MAGLEV in this area, now you want to shut down public transit. You also want to have the young people stay in Pittsburgh. But if you close down all the fun things, they've stopped building and now transportation. It seems to me that you can't have it both ways. You'll have old people sitting on porches or young people staying because it's a viable economic area. Otherwise they'll be on airplanes going somewhere else where there are more jobs, more fun and more transportation. Funds for transportation need to be expanded for the entire region.

Joyce Driben, Citizen

Avid user of fixed route and paratransit system for many years. One of Pittsburgh's strengths is its medical care. Without good public transit a lot of nurses and paraprofessionals who staff hospitals would not be able to get there. Sincerely request that you consider continuing the flex funding. Thank you for your past vote, but consider passing the funding because we need as many positives as we can get.

Sue Eders, Citizen

I work at the Blind and Rehabilitation Services of Pittsburgh and I have a two-hour commute daily. The bus is my way of making a living. Please flex the funding. Thank you from the Golden Triangle Council of the Blind and Pennsylvania Council of the Blind and the Committee on ACCESS Transportation.

Aloma Arter, Rock Star Tours

This sight seeing company was started because tourists couldn't get around town. How does the city expect to attract and retain young professionals without a proper transportation system? Cutting buses, and having a partial T that goes to part of the city. The new river taxi goes a few places. Transportation is needed by everyone and we can't live in a city with no transportation. Please come to a resolution to flex the funding for transit.

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4. Action on Resolution 18-05 to Amend the Region's 2005-2008 Transportation Improvement Program (TIP) to Fund Identified Transit Capital and Maintenance Projects

The issue before the Commission is to authorize additional flexing of federal highway and bridge funds to transit. The letter from Secretary Biehler on behalf of Governor Rendell, requests that the SPC take action to amend the TIP to flex \$344 million in federal funds to transit to be implemented only if there was no positive action from the General Assembly. We believe this is the last and only option to keep a vibrant public transit presence in Pennsylvania.

Commissioner Craig motioned and it was seconded by Commissioner Vicites:

WHEREAS, by letter dated June 7, 2005 Pennsylvania's Secretary of Transportation, on behalf of the Governor, requested that available FY 2006 federal highway program funds be programmed for identified transit capital and maintenance projects statewide, and

WHEREAS, this is the fourth in a series of requests to SPC to fund ongoing transit capital and maintenance projects with available statewide reserves of federal surface transportation funds; SPC having approved three previous actions, totaling \$38.8 million, in November 2003, January 2005 and March 2005, and

WHEREAS, the Governor had previously reserved \$344 million from FY 2006 federal highway program funds, as detailed in SPC Resolution 4-05 (March 10, 2005), in anticipation of the need for this fourth action to fund transit capital and maintenance projects statewide through the surface transportation programs, and

WHEREAS, the need for a long-term, predictable, dedicated source of transportation funding has been recognized by the Governor, who has created the Transportation Funding and Reform Commission by Executive Order to investigate transportation funding and financing issues and to report on its findings and recommendations by November 2006, and

WHEREAS, the June 7, 2005 letter noted that PennDOT would only request the transfer of funds from the Federal Highway Administration to the Federal Transit Administration for the identified projects on an as needed cash flow basis through December 31, 2006, and would consult with the affected MPOs prior to each such fund transfer request, and

WHEREAS, the Governor has identified \$115,793,008 from the additional \$344 million FY2006 federal highway program funds as additional resources to the region and has requested that SPC amend the region's 2005-2008 TIP to fund the following projects:

- 1) The Beaver County Transit Authority (BCTA Preventive Maintenance, \$1,577,640; BCTA Bus Replacement, \$720,000),
- 2) The Mid Mon Valley Transit Authority (MMVTA Preventive Maintenance, \$145,368), and
- 3) The Port Authority of Allegheny County (PAAC Preventive Maintenance FY 2006, \$80,750,000; PAAC Infrastructure Safety Renewal Program, \$24,800,000; PAAC Vehicle Overhaul Program, \$4,000,000; and PAAC Mid-life Light Rail Vehicle Overhaul, \$3,800,000).

WHEREAS, a 30-day public comment period was held consistent with the SPC Public Involvement Policy and did not identify any adverse issue requiring a response by the Commission, and

WHEREAS, the proposed action conforms with SPC's TIP amendment policies and public involvement process, does not change TIP fiscal balance, does not affect any SIP project, or affect the region's air quality conformity determination.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission, recognizing first its collective interests in the well-being of its residents and in the continued effective operations of the overall transportation system, amends the 2005-2008 TIP to fund the identified \$115,793,008 in transit capital and maintenance projects for Beaver County Transit Authority, Mid Mon Valley Transit Authority and the Port Authority of Allegheny County from available statewide reserves of federal surface transportation funds.

BE IT FURTHER RESOLVED that SPC's approval stipulates that PennDOT will request the transfer of funds from FHWA to FTA only after consultation with SPC and only on an as needed cash flow basis through December 31, 2006 so as to preserve the opportunity to return these funds to highway/bridge use should the General Assembly and the Governor enact a long-term, predictable and dedicated source of transit funding for Pennsylvania.

RESOLVED FURTHER that SPC, recognizing that enactment of an adequate, long-term, predictable and dedicated source of transit funding for Pennsylvania is in the hands of the General Assembly and the Governor, offers its assistance to the Governor and General Assembly and to the appointed Transportation Funding and Reform Commission which has been created by Executive Order to investigate transportation funding and financing issues and to report on its findings and recommendations by November 2006.

Discussion on the motion followed.

Commissioner Jim Kennedy, Butler County said the problem was created in Harrisburg but not fixed in Harrisburg. They passed a 16 percent pay raise in the middle of the night, and here we are, fixing their problem.

Commissioner Jim Scahill, Armstrong County, commented that the SPC is just letting the Legislature off the hook. We're throwing out money and not getting a solution. We're buying 18 months of time. The irony is the lawmakers who should be in the room today aren't here. We asked for a solution last year, but we voted for flex funding again, again and again.

Commissioner Kukovich, Governor's Office, noted that many who testified today expressed the belief that the federal government and the state legislature has abdicated its responsibility, and by doing that can potentially hurt people and the regional economy. We might not have the power to correct that today, but we should have the power to prevent that pain. We collectively have to rise above what has happened at the federal and state level. By doing that, maybe we can set a standard that will make this change before we hit the month of December 2006.

Commissioner Camp, Beaver County, noted he has talked to several legislators from both parties and they've all indicated they have no intention of addressing the transit funding issue in the near future.

Commissioner Coder, Greene County, thanked Commissioner Onorato for chairing the meeting.

Commissioner Ceraso, Westmoreland County, commented that today we are in a position where there is no other way to fund public transit. There are gaps in everything we get from the state and the gaps keep getting bigger. If we ever hope to get transit in Armstrong County or get more transit in Westmoreland County and the rural counties the last thing we want to do as a region is break the system that we have. By voting no today and not passing this action we will do that. We cannot afford to do this.

Commissioner Onorato said he thinks Harrisburg sent us a signal on what they want us to do. They didn't do anything on fixing it long-term that was the signal. We might not agree that this is the way to spend federal transportation money, but it is the plan the state gave us.

Mr. Massaro called the roll by county with final count of 38 yes votes and 10 no votes (from Armstrong (3), Indiana (3), Butler (2), Fayette (1) and Westmoreland (1).

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3. Action on Resolution 17-05 to Approve Area Development Program Projects

Mr. Villotti informed the Commission that this program is funded by the federal government through the Appalachian Regional Commission. The project recommendations are through the Area Development Committee which is made up of a member from each of the county planning departments. They meet twice a year, once to review projects and once to vote on them. The projects upon Commission approval will be submitted to the state for review and submitted to ARC for funding. The Executive Committee reviewed and recommended this resolution for Commission approval.

Commissioner Widmer moved:

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 Area Development Committee, comprised of the Planning Directors in each county, on July 7, 2005 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 12-05 on April 25, 2005 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 214 Construction and 302 Non-Construction projects, priority ranked by the region's Area Development Committee, include:

1. Lower Ten Mile Joint Sewer Authority Plant Expansion, Greene County - \$250,000
This project will provide design plans and permits necessary to expand the existing capacity of the sewage treatment plant and service area of Lower Ten Mile Joint Sewage Authority system.

2. Hope for the Homeless in Our Community, Fayette County - \$80,000
This project will provide permanent housing to the homeless.
3. Telehealth Monitoring for Diabetes, Indiana County - \$40,000
This project will acquire a minimum of 25 new telehealth monitors and 25 glucometer cables in order to expand our services to high-risk, homebound diabetics.
4. Aliquippa Industrial Park Sanitary Sewers, Beaver County - \$250,000
This project will provide sanitary infrastructure to develop 72 acres in the Aliquippa Industrial Park, a brownfield site of the former LTV Steel Company.
5. Indiana County Small Business Incubator Renovation Project, Indiana County - \$200,000
This project will partially fund the renovation of approximately 43,000 square feet of the existing Robertshaw Building that houses the Indiana County Small Business Incubator program.
6. Midland KOZ Business Park, Beaver County - \$250,000
This project will develop 70 acres in the Midland KOZ Business Park, a brownfield site of the former Crucible Steel Company.

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

Commissioner Maggi seconded and the affirmative vote was unanimous.

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5. Travel View's Cordon Line Survey

Mr. Imbrogno commented that SPC's transportation planning process does have to comply with a number of state and federal regulations. One requirement is the ability to forecast travel. With the growth of SPC from six to ten counties, new forecasting models are needed to cover the entire region. A multi-year program is being followed to complete that model expansion process. As you may recall from discussion of this year's Unified Planning Work Program, Cordon Intercept Surveys are scheduled to be conducted this year. The "cordon" is the boundary of the region. Surveys of this type are fairly common – so much so that Federal Highway Administration has developed guidance for designing and conducting them. The consultant will follow FHWA guidance on the proper administration of this type of survey. This type of survey is needed to give us detailed trip "origin-destination" data at the perimeter of the new regional boundary. The consultant has conducted this kind of survey previously and has been in contact with other agencies that have recently conducted this kind of survey, such as DVRPC, Ohio DOT, Chicago and Dallas-Fort Worth. Information for the model will be collected by the consultant through roadside interviews of motorists at 23 locations at the outside border of the region. One or two sites per day would be used. The survey is designed to provide a statistically valid sample of these specific locations at the outside edge of the region. It is expected that about 50,000 motorists will be surveyed over a seven week period. Only motorists exiting the region would be asked potentially to participate. Typically, a motorist exiting the region on their way home from work during this period would have about a 1 in 3,000 chance of being asked to take a survey or mail-back card. The project is expected to be completed next spring with delivery of final databases and survey results from the consultant. Like any other highway work zone, there will be warning signs, cones and safety equipment. A police presence, typical of that at many highway work zones, is desirable to help ensure a safe work environment for the survey workers and a safe

operating environment for motorists. Where police may be present, they would not be conducting any of the surveys, or stopping traffic. The consultant has been in contact with police about providing a presence where needed. Some of you may have received a letter from the consultant recently asking about any special events that may cause abnormal traffic patterns for them to avoid.

6. Update on Transportation Enhancements and Hometown Street/Safe Routes to School Programs

Mr. DiPietro reported that the highly visible Transportation Enhancements and Hometown Streets/Safe Routes to School Programs will be run concurrently during the 2005-06 funding cycle, with one seamless process for project sponsors to follow. These projects will be selected through a rigorous regional project evaluation process, which will also recommend projects for funding at the statewide level. Four workshops are scheduled through the region to help give one-on-one help to project sponsors in your communities. The application deadline is September 30th with Commission action scheduled for January 30, 2006. Statewide, this program is directed by the Commonwealth's Transportation Enhancements Advisory Committee. The State Transportation Commission will act on the final list of projects at their April 6, 2006 meeting.

7. Other Business/Staff Report /Announcements

Dr. Hassinger advised the Commission on an Executive Committee request for staff to update SPC's Public Involvement Policy to better reflect both current practice and a clear statement of the federal guidelines from which it derives. Copies are being passed out and it will be posted. We are opening a 45-day public comment period on the draft, which is required for formal action on this policy, following which we will consider comment, make any further amendment that may be in order as a result and bring back for action.

8. New Business

No new business.

9. Adjourn

There being no further business to come before the Commission the meeting adjourned at 6:10 p.m.

Respectfully submitted,

Dan Onorato
Secretary-Treasurer