

Southwestern Pennsylvania Commission
Minutes of the Meeting of
June 30, 2008 – 4:30 p.m.
31st Floor – Regional Enterprise Tower – 425 Sixth Avenue – Pittsburgh, PA 15219

The sixty-ninth meeting of the Southwestern Pennsylvania Commission was called to order by Vice Chairman Charles Camp.

Commission Members present were: Tom Balya, Shirl Barnhart, Peter Behrman, Bracken Burns, Charles Camp, Tom Ceraso, Daniel Cessna, Dave Coder, Karl Eisaman, Patricia Evanko, Richard Fink, Kevin Gray, Lynn Heckman, Dana Henry, David Johnston, James Kennedy, Patricia Kirkpatrick, Jack Machek, Robbie Matesic, Kevin McCullough, David Miller, Larry Morris, Bill Piper, James Ritzman, Carmen Rozzi, Rodney Ruddock, Daniel Santoro, Mark Schneider, Robert Schiffbauer, Kelly Shroads, Michael Silvestri, Mark Snyder, Pam Snyder, Byron Stauffer, Jr., Joe Szczur, Vincent Vicites, Norma Wintermeyer, Vincent Zapotosky, Angela Zimmerlink, and Yarone Zober.

Commission Members absent were: Tony Amadio, Stephen Bland, Eric Carlson, Steve Craig, Terry Daughenbaugh, Rick DeBlasio, Joseph Dubovi III, Patricia Evanko, Patrick Ford, David Frick, James Gagliano, Michael Herron, Allen Kukovich, James Lokhaiser, Larry Maggi, Dan Onorato, William Peduto, Dale Pinkerton, Andrew Quinn, Luke Ravenstahl, James Scahill, Richard Shaw, Joe Spanik, Anthony Spossey, Letitia Thompson, Daniel Vogler, Gealy Wallwork, and Jake Wheatley, Jr.

Others: Alan Bailey, PennDOT 12-0; Shawn Fox, Allegheny County; Stacey Rabatin, PennDOT 12-0; Matt Smoker, FHWA; David Stragar, ATWIC; and John Verbanac.

Staff: Jim Hassinger, Chuck DiPietro, Ken Flack, Chuck Imbrogno, Tom Klevan, Vince Massaro, Marge Nalesnick, Dee Pamplin, Matt Pavlosky, Kay Tomko, Debbie Tritsch, Carol Uminski, and Lew Villotti.

1. Action on Minutes of the April 28th Meeting

A motion was made to approve the minutes of the April 28, 2008 meeting of the Southwestern Pennsylvania Commission by Commissioner Balya which was seconded by Mr. Rozzi.

2. Public Comment – None

3. Financial Report

Mr. Massaro gave a summary of the total line items for July 1, 2007 to May 31, 2008. The report reflects operations of the Southwestern Pennsylvania Corporation and Commission and operations of the Regional Enterprise Tower. Actual to date revenues is \$6.8M versus the annual revised budget of \$9M or 76% percent of the budget expended for the reporting period. Actual encumbrance to date is 86% of the budget expended. Current year project revenues there are two projects that will carryover into the new fiscal year that are in this year's UPWP. One is the Project Planning and Evaluation for \$130,000, and the Multi-Jurisdictional Transportation and Land Development Planning for \$117,000. Total carry-over project revenues \$226,000 versus the annual revised budget of \$305,000 or 74% of the budget expended for the reporting period. Another carry-over line item is the Port of Pittsburgh Commission, the Water Assessment Study of which \$0 has been expended for the year. The total budgeted amount was \$70,000 and the Port of Pittsburgh Commission has asked for an extension from USDOT to expend these funds. Regional Enterprise Tower operations \$4.8M in rents have been recorded against a budget of \$5.5M or 87% of budget utilized. As of May 31, 2008, the building tenant occupancy is 87%. To date, \$150,000

has been drawn down from the Endowment. Project expenditures to date \$6.9M versus the revised budget of \$9M or 76% of the budget expended. There are two line items in the financial report where the expended encumbrance amounts are drastically over the budgeted amounts. There were consultant services that were not going to be expended and we had an opportunity under SAFETEA-LU to purchase 450 safety kits for the CommuteInfo Program and that addressed the safety and security requirements under SAFETEA-LU. There was also a need to purchase a database subscription for the 10-county region

4. Report on Public Comment Period Response on the Draft 2009-2012 TIP, 2035 Plan Amendment, Companion Air Quality Conformity Determination, and Environmental Justice Assessment

Chuck DiPietro gave background on the TIP process that started over a year ago. PPP meetings were held in May/June, 2007. The draft TIP was submitted to the State Transportation Commission for review on August 29, 2007. Technical work began with the CMAQ Evaluation Committee last July. The Transit Operators Committee developed a draft transit part of the program called Title 3 last fall. The Transportation Technical Committee met monthly and also directed outreach meetings at member planning departments to develop the draft. The public comment period began May 27th and ended on June 25th. Over 300 comments were received on the four TIP-related documents.

A table in the Agenda packet titled Changes to the Draft TIP in Response to Public Comment. This table highlights a dozen changes proposed today to the Draft TIP in response to the public comment.

5. Action on Resolution 9-08 to Approve the Air Quality Conformity Determination for the Draft 2009-2012 TIP and Companion 2035 Plan

Chuck DiPietro reported that Conformity Determination on the Draft 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.

Commissioner Burns moved:

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 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 nonattainment area; and the Clearfield-Indiana nonattainment 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 the 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 2009-2012 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 May 27, 2008 through June 25, 2008 including ten public meetings; responses to all public comments have been compiled and made available for review by Commission members.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission finds that the region's 2035 Long Range Transportation Plan and the 2009-2012 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 2009-2012 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.

Commissioner Balya seconded and the affirmative vote was unanimous.

6. Action on Resolution 10-08 to Adopt the 2009-2012 Transportation Improvement Program

Chuck DiPietro explained that this resolution requests authorization to submit the Draft TIP, including the changes highlighted in the table, and all the companion documents must be submitted to the appropriate authorities and agencies.

Commissioner Burns moved:

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.

NOW, THEREFORE, BE IT RESOLVED that the 2009-2012 TIP meets all applicable federal requirements and the Southwestern Pennsylvania Commission approves and adopts the 2009-2012 Transportation Improvement Program (TIP) for the Pittsburgh Management Area, and

BE IT FURTHER RESOLVED that the 2009-2012 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.

Mark Schneider questioned the plan that we adopted how has that changed the TIP from what we invested by adopting the plan it's changed the way we've invested transportation dollars. Show me where the plan has had an impact in terms of the Transportation Technical Committee.

Mr. DiPietro responded that the plan was a dramatic change in direction when we adopted it. The Plan had a very hard look on anything that was brand new. That direction is dramatically followed in this TIP. This TIP very heavily emphasized taking care of existing community roadways, bridges, and transit infrastructure vehicles. It is also heavy in doing safety improvements. A lot of the discussion at the work sessions basically focused on keeping existing systems up and running.

Dan Cessna commented if you ran a number of amount of dollars doing a system preservation this TIP versus the last TIP from any previous you should get a much greater percentage and certainly a huge investment in bridges.

Joe Szczur commented that when you look back at the previous TIP and all the projects that were delivered we have made a good foundation for economic development. Every county can attest to 2 or more projects that have laid that foundation for economic development to occur. At the same time, this TIP is focused on even more maintenance and preservation on both our existing roads and bridges. We surely don't want what happened in Minnesota to happen here. Through Dan Cessna and Joe DuBovi and our districts collective success in being able to deliver projects and actually bring additional dollars through SPC's cooperation and every county here to a large extent we've proved that we are able to deliver projects and the number that Chuck DiPietro threw out about the discretionary funds and Spike funds coming into the region and interstate maintenance funds is a testament to that success of the region – for the last 2 or 3 TIP cycles for sure.

Mark Schneider questioned is there a calculus that you used that said this new capacity project moves to the front because of the Plan and this new capacity project moves to back. Mr. DiPietro responded that most of the new capacity projects that are on the Draft TIP have been there and are in advanced states of delivery. Mr. Schneider said that essentially right now the plan that we adopted hasn't affected new capacity projects that are on this TIP. Mr. DiPietro said what new capacity in the plan that remains on the TIP through our collaborative efforts must be delivered. Mr. Schneider asked how the process is developed when other regions have talked about a scoring sheet that might essentially implement the principles of the plan that we adopted in the new capacity projects. I would like to see how that plays out. I understand that everything in the pipeline has to be built or guess it does. Dr. Hassinger said that the projects that were already on the Plan were developed on the basis of policies that were in the Plan. The TIP emphasis on maintenance and new projects not coming into the TIP is a reflection of impact on the TIP process.

Bill Piper said he is going to vote against the Draft TIP because I think we are allocated around 70%, District 12-0 or SPC, to bridges. I think that, if that figure was closer to 65%, we could finish some of the projects on the current TIP and also concentrate on some bad areas regarding safety, economic development, and traffic congestion. A few projects are the New Salem Project which SPC listed as in its early stages, but it is actually in its final stages. Its in final design, they have a right-of-way consultant, and hoping that it could be let next year or no later than 2010. That project is now on the urban system when they changed the boundaries in 2000 that area of Fayette County is in the urban area. Urban monies cannot be switched to bridge monies. I am asking PennDOT to take a look at possibly getting urban money to finish the construction of that project as soon as possible when those monies become available. There are resurfacing projects that won't happen, a large betterment project around Penn State that isn't going to happen. PennDOT has done a Traffic Safety Study on I-51 to I-70 and around the Everson Area to the Westmoreland County line. There are several intersections that need corrected. The Uniontown Bypass – Route 40 and 119 traffic backs up causing accidents—that is a project where you need to start the studies for \$200,000 because it's probably a 10-year project. In that regard, I am going to vote against it. It will proceed and hopefully we can work out something in the future to at least get the New Salem Road Project finished.

Jack Machek asked about the various classes of projects. There is \$92M set aside for construction of betterment projects countywide in several counties. What kind of projects would those be and who would be eligible? Mr. DiPietro responded that the general intent of those is a line item to do roadway repairs, a basic equivalent of the system of roads. The districts would come up with the projects as needed and the

specific jobs would come back to the TTC through the TIP cycle. Between TIP updates, we would talk about those projects and they would go through an amendment procedure to the TIP document before you.

Jack Machek also questioned projects that some other MPOs having created an economic development fund to maintain flexibility if some investment opportunity or development project came along to take advantage of. Is there any thought to creating something like that. Mr. DiPietro responded that through the TIP process line items, what type of line items should we have and many discussions of different areas we should consider them. An option like that could be up for discussion in future TIP development.

Bob Schiffbauer commented that it's a foregone conclusion that the TIP will be adopted. My concern is the overemphasis on bridges. A better prioritization of the bridges can be made which would allow more room for monies for safety and economic development. He is worried for his county that in the future they will have to turn people away. PennDOT, the Governor, and SPC have to make a better attempt to help encourage and accommodate economic development versus bridge maintenance.

Commissioner Burns responded that he agrees, but suggests that the real culprit is the state legislature. The Governor has led the charge for additional funding for transportation and put together a proposal that called for \$1.2 billion a year and the legislator responded by giving \$400,000. That didn't work because there simply isn't enough money on the table for transportation in Pennsylvania. The culprit is the state legislature.

Vice Chairman Camp said that while SPC has programming authority through the TIP, the raising of the money is the duty of the legislature.

Mike Silvestri commented that maybe there is another role SPC and other MPOs can play to assist the legislature. Can we can come up with an idea or broker a funding initiative that could be considered by the state, that might allow them to have the latitude to vote for something that they see there is support from the entire state through the regions and MPOs. Vice Chairman Camp said that the SPC Intergovernmental Committee is working on issues of that nature, and we will convey those comments to that Committee.

Bryon Stauffer commented that the Etna Interchange Phase 5 Project is a desperately needed project for the region. I fully support additional funding into the TIP, but the information provided is vague. Can you disclose the sources of those dollars? Chuck DiPietro said that additional obligation authority is being made available this fiscal year through the end of September. Jim Ritzman continued saying that the majority of that money was associated with Chairman Oberstar in Congress as a result of the Minneapolis disaster. He led a charge to appropriate additional bridge authority across the country. A few bridges in the region, this being one, received approval recently so we were able to tie that up this year rather than next year. This is federal money not Spike or Act 44.

David Miller commented we have put together a plan for the region. This is the first opportunity for us to ask the question of how do we use this plan in order to guide us and deal with questions about funding? I would request that we get a response that tells us how we have used this plan to help us guide and make the decisions that we have to make. I am glad to see that we are channeling more money into fix it first projects and less to new ones. I think we have an obligation to those people that participated in the Region's Plan Project that we inform them how we are using the plan and where we expect to use it in the future. Working our way through projects with long term commitments we have to finish. We should be able to go into the region and tell people how we've used this plan in order to make those decisions.

Vice Chairman Camp said that we will address the questions raised by Mark Schneider and Dave Miller at the next SPC Executive Committee and Corporation Board of Directors meeting. We will look at how we analyze the plan and meet those goals.

Commissioner Vicites commented that he wants to see New Salem Road completed, he is 100 percent for it. It does help our economic development efforts for our new county business partner. I have also pushed for bridge funding for years. We are in line again for bridge funding for the Masontown Bridge; hopefully, this time we will get the \$60M. In addition, funding for the Memorial Bridge in Connellsville and the Evans Manner Bridge in North Union Township both need upgrades.

Commissioner Ceraso thanked SPC and PennDOT staffs. It was a hard process with the bridge maintenance needs this year. As part of the public, I wanted to thank everybody that worked together to get some projects back on for Westmoreland County.

Jim Ritzman said one thing that should be noted is the right-of-way was obligated on the current 2007 TIP in federal fiscal year 2009 that was obligated this year. We are in a good position to move that project forward. It is important to note it is one of the things we'll continue to do. A living document and we recognize Fayette's desire to have that project advance and we'll work hard to try and get it done.

Commissioner Coder seconded and the majority of those present voted to adopt the 2009-2012 Transportation Improvement Program. Bill Piper and Bob Schiffbauer voted against.

7. Action on Resolution 11-08 to Adopt the 2035 Plan Amendment

Chuck DiPietro said there is a need to consider amending the region's 2035 Long Range Transportation and Development Plan (2035 Plan) to reflect the updated project costs and schedules identified in SPC's 2009-2012 Transportation Improvement Program (TIP).

Commissioner Ceraso moved:

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to amend the region's 2035 Long Range Transportation and Development Plan (2035 Plan) to reflect the updated project costs and schedules identified in SPC's 2009-2012 Transportation Improvement Program (TIP).

WHEREAS, the Commission has been requested to adopt the Draft 2009-2012 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 amendments maintains overall LRP 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 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 amendment to the 2035 Plan.

Commissioner Heckman seconded and the affirmative vote was unanimous.

8. Action on Resolution 12-08 to Certify the Transportation Planning Process

Chuck DiPietro said this action certifies the Transportation Planning Process conducted at SPC throughout the year. That it's 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.

Commissioner Snyder moved:

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 2009-2012 Transportation Improvement Program (TIP).

Commissioner Rozzi seconded and the affirmative vote was unanimous.

9. Action on Resolution 13-08 to Amend the Unified Planning Work Program to include the City of Washington's "Planning Study: Needs Assessment/Feasibility downtown Park and Ride Lot".

Chuck DiPietro said this resolution is to amend the region's Unified Planning Work Program (UPWP) to include the City of Washington's "Planning Study: Needs Assessment/Feasibility Downtown Park and Ride Lot."

Commissioner Burns moved:

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorizes funding and support of transportation planning, research and demonstration activities; and

WHEREAS, the SPC 2008-2009 Unified Planning Work Program (UPWP) is the federally-required planning document that identifies transportation-related planning tasks to be initiated between July 1, 2008 and June 30, 2009 in the Southwestern Pennsylvania Transportation Management Area; and

WHEREAS, the following new transportation planning project is proposed for funding in the 2008-2009 Program by the City of Washington:

1. "Planning Study: Needs Assessment/Feasibility Downtown Park and Ride Lot" - The City has completed Phase I of a Needs Assessment and Feasibility Study for potential park-n-ride lots on Chestnut Street near the parking garage in Washington and at the Cross Roads Project at the corner of Beau Street and Franklin Street. The Phase I work was meant to help the City determine how best to integrate its transit operations with the downtown redevelopment construction then taking place. This new study will continue the assessment and feasibility work to further evaluate the preferred site of the Chestnut Street parking garage for a potential 100-space park and ride lot. The work will be done in cooperation with the Washington Redevelopment Authority. This project is expected to be completed by June 2009.

WHEREAS, the members of the Transit Operators Committee acted at their May 14, 2008 meeting to include the project on the 2007-2010 Transportation Improvement Program for FY 2008 funding; 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 2008-2009 UPWP to include the project "Planning Study: Needs Assessment/Feasibility Downtown Park and Ride Lot."

Mark Schneider seconded and the affirmative vote was unanimous.

10. Action on Resolution 14-08 to Adopt a Meeting Schedule for 2008-2009

Dr. Hassinger said this resolution is to adopt the meeting schedule which we use to publish for media websites so the public knows in advance when the Commission meetings occur.

Mark Schneider 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 Kennedy seconded and the affirmative vote was unanimous.

11. Action on Resolutions 15-09 and 16-08 to Honor the Services of Commissioners Orlando Capretto and Robert DeLotto

Commissioner Balya recognized the services of Orlando Capretto and Robert DeLotto.

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to honor the services of Orlando Capretto.

WHEREAS, Orlando Capretto was instrumental in the formation of the Southwestern Pennsylvania Regional Planning Commission; and, on October 29, 1962, he participated in its organizational meeting representing Westmoreland County; and,

WHEREAS, he brought his skills, experience and enthusiasm to the deliberations of the Commission for 45 years and worked diligently on Southwestern Pennsylvania's priorities; and

WHEREAS, he gave graciously of his time by attending countless Committee and Commission meetings, and

WHEREAS, he was honored by award of Commissioner Emeritus status in 2007 recognizing his decades of participation in the Commission,

NOW, THEREFORE, BE IT RESOLVED that the Officers, Members and Staff of the Southwestern Pennsylvania Commission extend their heartfelt and sincere sympathy to his daughter Addie and other members of his family, colleagues, and friends and express their appreciation for his many years of extensive service and faithful commitment to the Commission and Westmoreland County.

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to honor the services of Robert DeLotto.

WHEREAS, Bob was instrumental in the formation of the Southwestern Pennsylvania Regional Planning Commission (SPRPC); and, on October 29, 1962, he participated in its organizational meeting representing Westmoreland County; and,

WHEREAS, Bob served as the Commission's Chairman from 1970-72 stressing the importance of cooperative relationships. Throughout his career, and with numerous changes at the local, state and federal levels – including seven Governors, one thing remained constant: Bob's drive to promote the concept of regionalism; and

WHEREAS, Bob served in many capacities at SPC, such as serving on the Nominating, Future Programming, Affiliate Membership, Program Revision, Housing, Citizen Participation, Penn Central Passenger Service, Special Finance and Comprehensive Health Planning Committees; and

WHEREAS, Bob labored to promote planning beyond the traditional areas of transportation and economic development and moved into innovative areas, such as housing and public health issues; and

WHEREAS, Bob witnessed monumental changes in federal legislation and personally helped the region implement its mandates through SPC; and

WHEREAS, Bob brought his skills, experience and enthusiasm to the deliberations of the Commission for 45 years and worked diligently on Southwestern Pennsylvania's priorities; and

WHEREAS, Bob gave generously of his time by attending countless meetings associated with his appointments; and

WHEREAS, on the National level Bob received the John Bosley Leadership Award, recognizing outstanding service and contributions by an individual with at least 10 years of service in a regional council, at the National Association of Regional Councils (NARC) Annual Convention hosted by SPC in Pittsburgh in 2003. Bob also chaired the Convention Arrangements Committee when SPRPC hosted one of the most successful NARC Annual Conferences in 1985.

WHEREAS, Bob will be remembered, too, for his many accomplishments, his long record of public service and his dedication to and love of New Kensington.

NOW, THEREFORE, BE IT RESOLVED that the Officers, Members and Staff of the Southwestern Pennsylvania Commission extend their heartfelt and sincere sympathy to his wife Marie, his daughters Karen and Cheryl, and other members of his family, colleagues and friends, and express their appreciation for his many years of extensive service and faithful commitment to the Commission and Westmoreland County.

Commissioner Burns seconded and the affirmative vote was unanimous.

12. Staff Report/Other Business/Announcements

Next meeting date – July 28th.

13. New Business

Vice Chairman Camp welcomed new members Commissioner Vincent Zapotosky, Chairman of Fayette County Board of Commissioners and Peter Behrman, Port Authority of Allegheny County.

Jim Ritzman thanked the Commission for taking action on the 2009 TIP but, that there is a real issue with the highway trust fund balance. It is still projected to be in the negative starting in federal fiscal year October 1, 2009. Right now the projected decrease for Pennsylvania is \$543M which is about a third of the program from the federal funding side. Also, the latest Governor's budget office evaluation was motor license funds would be down \$100M for the next fiscal year. Trucking firms are not renewing licenses for many vehicles.

Commissioner Burns asked Jim Ritzman to comment on what impact it would have if the federal tax on gasoline was eliminated for the summer. Jim said it would be devastating as well.

14. Adjourn

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

Respectfully submitted,

Rodney Ruddock
Secretary-Treasurer