

Southwestern Pennsylvania Commission
Minutes of the Meeting of
July 26, 2010 – 4:30 p.m.

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

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

Commission members present were: Tom Balya, Stephen Bland, Andrew Boni, Bracken Burns, Charles Camp, Daniel Cessna, Jack Cohen, Steve Craig, Joseph Dubovi, Kevin Gray, Lynn Heckman, Dana Henry, Dave Johnston, Jim Kennedy, Ted Kopas, Larry Maggi, Kevin McCullough, David Miller, William Piper, James Ritzman, Carmen Rozzi, Rod Ruddock, Robert Schiffbauer, Mark Schneider, Kelly Shroads, Michael Silvestri, Byron Stauffer, Jr., Rob Stephany, Wendy Stern, Joe Szczur, Vincent Vicites, and Norma Wintermyer.

Commission members absent were: Tony Amadio, Shirl Barnhart, Tom Ceraso, Terry Daughenbaugh, Rick DeBlasio, Karl Eisaman, Patricia Evanko, Richard Fink, David Frick, Jim Gagliano, Jr., Jessica Greathouse, John Paul Jones, Patricia Kirkpatrick, James Lokhaiser, Robert Macey, Robbie Matesic, Mary Jo Morandini, Dan Onorato, William Peduto, A. Dale Pinkerton, Luke Ravenstahl, Jim Scahill, Richard Shaw, Renee Sigel, Mark Snyder, Pam Snyder, Joe Spanik, Anthony Spossey, Letitia Thompson, Daniel Vogler, Gealy Wallwork, Jake Wheatley, Jr., Vincent Zapotosky, and Yarone Zober.

Staff: Jim Hassinger, Chuck DiPietro, Linda Duffy, Chuck Imbrogno, Tom Klevan, Vince Massaro, Marge Nalesnick, Shannon O'Connell, Matt Pavlosky, Kay Tomko, David Totten, Debbie Tritsch, Lew Villotti and Sara Walfoort.

Others: Richard Donley, Southwestern Pennsylvania Corporation Board of Directors; Rachel Duda, PennDOT District 12-0; Shawn Fox, Allegheny County; John Verbanac, SPC Consultant; Jon Schmitz, *Pittsburgh Post-Gazette*; and Matthew Santoni, *Pittsburgh Tribune-Review*.

1. Action on Minutes of the June 28th Meeting

A motion was made to approve the minutes of the June 28, 2010 meeting of the Southwestern Pennsylvania Commission by Mr. Boni which was seconded by Mr. Rozzi. The affirmative vote to approve the minutes was unanimous.

2. Public Comment

None

3. Report on Public Comment Period Response on Draft 2011-2014 TIP, 2035 Plan Administrative Amendment, Companion Air Quality Conformity Determination, and Environmental Justice Assessment

Mr. Pavlosky reported on the public comment period on the Draft TIP and related documents. Highlights of the public comment report power point presentation follow:

Public Comment Report

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

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

Summary of Comments

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

Total 84 Comments

Sample of Comments

- “*What we’ve heard...*”
 - *Indiana County Trail Connectivity Study – 9 comments*
 - *Routes 51/88 Improvements (Allegheny/City of Pittsburgh, Fayette) – 8 Comments*
 - *Complexity of Port Authority Changes in Service (City of Pittsburgh)*
 - *Continued Bridge Replacements (Allegheny, Beaver, Lawrence, Westmoreland)*
 - *Route 21 Improvements (Greene)*
 - *Continued expansion of Route 228 (Butler)*
 - *Signage/Replacement issues (Allegheny, Armstrong, Indiana, Westmoreland)*
 - *Cool Valley Development (Washington County)*
 - *Speed limit enforcement/Safety Issues on 422 (Armstrong)*
 - *Sheepskin Trail (Fayette County)*
 - *Acknowledge need for new tax/fees in regard to roads/transit....but how much?*
- Great support from partners
- Public credits early involvement & education regarding process
- Attendance numbers still up slightly 133 to 166
- Informal Q & A with PennDOT
- Held first sign-language interpreted event in Allegheny/City of Pittsburgh
- Event Quality rated by attendees as “Very Good” or “Excellent”

Mr. DiPietro then provided an overview of the public comment report in today's packet that provides a summary of the draft 2011-2014 TIP and related documents being presented to the Commission today for action. The power point presentation also highlighted the TIP Update Challenges and the Draft TIP Linkages to the 2035 Long Range Plan. Highlights of the power point presentation follow:

TIP / Public Comment Overview

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

Section I: Transit and Highway Projects

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

Section II: Public Comment

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

Section III: Environmental Justice

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

Section IV: Air Quality Conformity

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

Section V: Administrative Amendment to 2035 Plan

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

TIP Challenges

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

TIP Linkages to LRP

- 1st Stage of LRP
- Advances Plan's Regional Vision
- Places Priority on Plan Policy Statements
 - Maintenance of the existing transportation system will be a regional priority.
 - Transportation and development choices will reflect a priority on safe and secure multimodal and intermodal networks for both people and goods
 - The region's transportation system will be actively managed and operated to allow the system to function at its full potential
 - The region's transit system will connect people with resources throughout the entire region.
 - The region's infrastructure system will be designed to protect and enhance public health and the environment

4. Action on Resolution 10-10 to Approve Air Quality Conformity Determination for Draft 2011-2014 TIP and 2035 Long Range Transportation Plan

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

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

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

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

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

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

WHEREAS, the Southwestern Pennsylvania Commission (SPC), as the MPO for the Pittsburgh Transportation Management Area, is responsible under Section 134 of Title 23, U.S.C. and Section 8 of Title 49, U.S.C. for carrying out a continuing, cooperative, and comprehensive transportation planning process; Section 174 of the Clean Air Act designates this same organization as responsible for the transportation-related air quality planning within designated nonattainment and maintenance areas to achieve and maintain NAAQS; and

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

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

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

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

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

Commissioner Kennedy seconded. The affirmative vote to approve Resolution 10-10 was unanimous.

5. Action on Resolution 11-10 to Adopt the 2011-2014 Transportation Improvement Program
Commissioner Craig 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.

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

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

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

Ms. Heckman seconded.

Mr. Silvestri commented that a briefing session should be held with the full Commission at least one month in advance of a request for Commission adoption of a new TIP. They should not be asked to consider such a major transportation action without such an overview/briefing by staff. Chairman Camp responded that Mr. Silvestri's comment is noted and will be given consideration as part of the next TIP update cycle.

The affirmative vote to approve Resolution 11-10 was unanimous.

6. Action on Resolution 12-10 to Approve Administrative Amendment to 2035 Plan
Commissioner Kopas moved:

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

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

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

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

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

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

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

Commissioner Burns seconded and the affirmative vote to approve Resolution 12-10 was unanimous.

7. Action on Resolution 13-10 to Certify the Transportation Planning Process

Commissioner Rozzi 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 2011-2014 Transportation Improvement Program (TIP).

Mr. Stauffer seconded and the affirmative vote to approve Resolution 13-10 was unanimous.

8. Staff Report/Other Business/Announcements

None

9. New Business

New Business

Chairman Camp opened discussion to consider discussion of a motion related to the potential flex of bridge and highway maintenance funds to public transit.

Commissioner Burns moved that SPC communicate to the legislature that adequate mass transit funding is a matter to be dealt with by state government. We do not want to flex already reduced bridge and highway funding again as we did in previous crises leaving the overall funding unresolved.

Commissioner Balya seconded.

Discussion.

Commissioner Craig stated there are differing views on this but the spirit of it is that we have done this before and it didn't solve the problem and we should not be willing to take it up again as it appears to provide an out for those responsible for raising the funds needed in bridges and highways and transit alike.

Commissioner Camp noted the MPO is a planning body rather than a body that can raise revenue to address the issue.

Commissioner Schneider expressed concern that this action may take a tool away from the Governor which may be necessary to resolve the transit funding crisis.

Commissioner Balya said that the gap that remains in public transit cannot be filled by SPC action but needs legislative action, and flexes have not resolved it to date.

Commissioner Burns stated that this has nothing to do with the Port Authority itself. It is a very pointed statement that this cannot be delayed any further, this is a crisis, we're stepping up to the plate and stating it, calling it a crisis, and asking the legislature to do the job that they were elected to do.

Commissioner Balya added that flexing of highway and bridge funds further deteriorates infrastructure already rated poor by the American Society of Civil Engineers.

Commissioner Burns added that the non-political body that rated bridges and highways has warned us of the scary effects of allowing further deterioration.

Commissioner Bland noted he recognized that the motion is to encourage the legislature to act and asked whether we should better wait for a specific request before taking an action. We haven't been asked to flex.

Commissioner Balya cited the need to communicate our position prior to the special session rather than after.

Commissioner Camp added we do not want them to view a flex as a solution rather than other alternatives before them.

Commissioner Bland requested that we not communicate that we will no longer do the routine flexes that have been programmed as a matter of routine allocations in programs like CMAQ but rather it be clear that the "emergency flex" issue is the focus of the communication.

Commissioner Camp said the message we want to send is do not put us in this position again.

Commissioner Rozzi suggested that the communication go to each of our region's legislators. Commissioner Burns accepted the suggestion as a friendly amendment.

Commissioner Miller said that he felt that the wording of the resolution would be very important, and suggested that the resolution be drafted and presented back to the Commission at a later date for a vote so that everyone would be clear as to what they are voting on.

Commissioner Burns stated that the wording of the resolution would be very important because the last time the Commission approved a flex, we voted for it because it included the statement that the Commission would not approve another such a flex in the future, and it would be inappropriate to disregard the spirit of that resolution.

Commissioner Miller asked if that is the case, why do we need a new resolution?

Commissioner Burns added that this resolution would be broader than the question of whether or not to flex, but would be a clarion call regarding a crisis in public transportation in Pennsylvania, and a notification to the legislature that what they might be considering "Plan B" should not be an option.

Commissioner Miller said that if the resolution recognizes that we are on record from a prior vote not to flex again, then he is fine with that because he thinks it is SPC's position.

Commissioner Balya agreed that the resolution should state that we are on record with this.

Commissioner Burns stated that the overriding issue is not about flexing. It's about a crisis in funding that needs to be addressed and that we are not going to be a party to delaying that any longer.

Commissioner Bland stated that he has no issue with the resolution if the spirit of it is to remind people that "no flex" isn't a new position and that we need to recognize that there is a statewide transportation funding crisis. This isn't a Port Authority issue or even a transit issue. It's a transportation funding issue.

Commissioner Burns agreed that is the spirit of the resolution and reiterated the fact that this has nothing to do with the Port Authority itself.

Commissioner Stauffer pointed out that the vote on the last flex request was not unanimous and recommended that this resolution should reflect the prior flex action.

Commissioner Balya asked if anyone in the room thought the legislature would address and solve the transportation funding issue this year. We end up dealing with the consequences of their inaction, and that sending a communication to them still will not make them do the right thing. We just need to get on record as saying that it's time for them to do the right thing, and we've got to be prepared for dealing with a flex request.

Commissioner Ritzman stated that he would not make a prediction as to whether the legislature would act or not. The Governor is working very hard to put them in the position to make a good choice about it, and that he has met with both the House and Senate to discuss the need to recognize the seriousness of the shortfalls in transportation funding. He will begin a bus tour in the first week of August to continue to raise attention and discussion. He is not backing down, and he has a fire in his eye for this topic.

Commissioner Camp said that we are aware of the Governor bringing attention to this by calling a special session, but the feeling of the Executive Committee is that the Commission needs to make a statement because we know what might happen.

Commissioner Stephany asked if there were any terms under which we would flex, that if the legislature is prepared to do X, we will bridge Y. Meaning that if they fail to act, we fail to bridge.

Commissioner Camp responded that the Commission adjusts continually to changing conditions and that yes, we adjust to changing scenarios, but if we do not send this message now, we think the legislature will play this card and then leave for recess until November. And, we don't want to give that the Southwestern Pennsylvania Commission will pay for transit costs at the expense of repairs in highways and bridges that have been planned for a long time.

Commissioner Miller reiterated that if the resolution acknowledges our prior vote then he is comfortable with it.

Commissioner Schneider stated that he would not vote for it if it takes this tool away from the Secretary, the Governor, and us.

Commissioner Ritzman said that he wanted to caution everybody that you always want to leave room on the table for sound decision-making, especially for transportation.

The motion was approved with two against (Commissioners Schneider and Stephany. Commissioners Steve Bland and Lynn Heckman abstaining, and the 2 PennDOT votes as abstentions.

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

10. Adjourn

There being no further business to come before the Commission, the meeting adjourned at 5:30 p.m.

Respectfully submitted,

Steve Craig
Secretary-Treasurer