

SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 6-06

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to concur with changes to the scope of the North Shore Connector LRT project and to make technical modifications to the 2030 Transportation and Development Plan for Southwestern Pennsylvania.

WHEREAS, the North Shore Connector project is identified in the adopted 2030 Transportation and Development Plan for Southwestern Pennsylvania and the adopted 2005-2008 Transportation Improvement Program for completion by 2009; and

WHEREAS, the North Shore Connector LRT Project is being undertaken by Port Authority of Allegheny County at a total cost not to exceed \$393 million and includes two extensions to the Light Rail transit system; a 1.2 mile extension from the existing Gateway Station in Downtown Pittsburgh to the Carnegie Science Center in the North Shore via a tunnel under the Allegheny River and three new stations (the Gateway Line), and a 0.3 mile underground extension from the existing Steel Plaza Subway Station in Downtown Pittsburgh to the Convention Center located in the northeast end of the Golden Triangle, including a new station at the Convention Center (the Convention Center Line); and

WHEREAS, prior to entering into construction, a Full Funding Grant Agreement (FFGA) between Port Authority and the Federal Transit Administration (FTA) is required; and

WHEREAS, due to higher than expected increases in the inflation rate, the cost of construction materials, and other factors the total cost of the project has increased beyond the budget of \$393 million which precludes FTA approval of a Full Funding Grant Agreement; and

WHEREAS, Port Authority of Allegheny County has proposed significant revisions to the project scope that still satisfy the project need and address project goals; the revised project scope is to complete the Gateway Line within the \$393 million project budget with revenue operation to start in 2010, and to defer construction of the Convention Center Line until funding may become available for the deferred elements of the project; and

WHEREAS, Port Authority has prepared an Environmental Report in accordance with the National Environmental Policy Act (NEPA) to inform Port Authority, Federal Transit Administration (FTA), and the public in understanding the changes in environmental impacts for the North Shore Connector project and to provide analysis required by FTA to determine if construction and operation of the revised North Shore Connector Project will result in impacts significantly different from those described in the North Shore Connector Final Environmental Impact Statement (FEIS), approved by FTA in 2002; and

WHEREAS, Port Authority released the Environmental Report for public review and comment from December 27, 2005 through January 18, 2006, all comments have been noted, and Port Authority Board action on January 27, 2006 authorized construction of the Gateway Line to proceed upon receipt of acceptable bids and signing of a Full Funding Grant Agreement by FTA;

WHEREAS, the proposed project revisions were presented and discussed at the SPC Transit Operators Committee meeting on January 18, 2006, and at the SPC Transportation Technical Committee meeting on January 19, 2006 with both committees recommending SPC concurrence with the proposed revisions to the scope of the North Shore Connector LRT project and approval of technical modifications to the region's Long Range Transportation and Development Plan; and

WHEREAS, technical modification of the Plan would entail replacing the North Shore Connector LRT project with two separate projects: “North Shore Connector Project – Gateway Line” (\$393 million total cost) for the Available Resources Element (ARE) of the Plan for completion by 2010, and “North Shore Connector Project – Convention Center Line” to be deferred to the Future Resources Element (FRE) of the Plan to maintain fiscal constraint.

NOW THEREFORE BE IT RESOLVED that the Southwestern Pennsylvania Commission (SPC) concurs with the proposed revisions to the scope of the North Shore Connector LRT project to defer the Convention Center Line.

RESOLVED FURTHER that the Southwestern Pennsylvania Commission approves technical modifications to the 2030 Transportation and Development Plan for Southwestern Pennsylvania to replace the North Shore Connector LRT project with two separate projects: “North Shore Connector Project – Gateway Line” (\$393 million total cost) for the Available Resources Element (ARE) of the Plan for completion by 2010, and “North Shore Connector Project – Convention Center Line” to be deferred to the Future Resources Element (FRE) of the Plan to maintain fiscal constraint.

I, Charles Camp, HEREBY CERTIFY that I am Secretary-Treasurer of the SOUTHWESTERN PENNSYLVANIA COMMISSION; that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 30th day of January 2006, a quorum being present; and that said resolution is now in full force and effect.

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

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Secretary-Treasurer