

Southwestern Pennsylvania Commission
Minutes of the Meeting of
June 27, 2011 – 4:30 p.m.
31st Floor • Regional Enterprise Tower • 425 Sixth Avenue • Pittsburgh, PA 15219

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

Commission members present were: Andrew Boni, Bracken Burns, Charles Camp, Tom Ceraso, Daniel Cessna, Jack Cohen, Steve Craig, Jim Gagliano, Jr., Lynn Heckman, Dave Johnston, Jim Kennedy, Robert Macey, Kevin McCullough, David Miller, Carmen Rozzi, Rod Ruddock, Dan Shimshock, Kelly Shroads, Michael Silvestri, Pam Snyder, Joe Spanik, Rob Stephany, Wendy Stern, and Norma Wintermyer.

Commission members absent were: Tony Amadio, Tom Balya, Shirl Barnhart, Stephen Bland, Terry Daughenbaugh, Rick DeBlasio, Joseph Dubovi, Karl Eisaman, Patricia Evanko, Richard Fink, David Frick, Joe Grata, Kevin Gray, Jessica Greathouse, Dana Henry, Patricia Kirkpatrick, Ted Kopas, James Lokhaiser, Larry Maggi, Robbie Matesic, Mary Jo Morandini, Dan Onorato, William Peduto, A. Dale Pinkerton, Luke Ravenstahl, James Ritzman, Jim Scahill, Mark Schneider, Richard Shaw, Renee Sigel, Mark Snyder, Anthony Spossey, Byron Stauffer, Jr., Joe Szczur, Letitia Thompson, Archie Trader, Vincent Vicites, Daniel Vogler, Gealy Wallwork, Jake Wheatley, Jr., Vincent Zapotosky, and Yarone Zober.

Staff: Jim Hassinger, Kirk Brethauer, Chuck DiPietro, Linda Duffy, Chuck Imbrogno, Vince Massaro, Marge Nalesnick, Shannon O'Connell, Matt Pavlosky, Evan Schoss, Kay Tomko, Debbie Tritsch and Lew Villotti.

Others: Robert Johnson, Governor's Office; Jon Smith, Allegheny County Transit Council; and Matt Smoker, FHWA.

1. Action on Minutes of the April 25th Meeting

A motion was made to approve the minutes of the April 25, 2011 meeting of the Southwestern Pennsylvania Commission by Commissioner Spanik, which was seconded by Commissioner Kennedy. The affirmative vote to approve the minutes was unanimous.

2. Public Comment None

3. County Project – Lynn Heckman

ACTIVE ALLEGHENY
A Commuter Bicycle, Pedestrian & Complete Streets
Transportation Plan for Allegheny County

ALLEGHENYPLACES
The Allegheny County Comprehensive Plan:

- Established a vision & a roadmap to accomplish the plan
- ‘Transportation Element’ has general actions for commuter bicycle & pedestrian accommodation & complete streets

ACTIVEALLEGHENY:

- Enriches the Transportation element of ALLEGHENYPLACES
- Identifies & prioritizes Active Transportation action items
- Advances ALLEGHENYPLACES vision in a ‘placemaking’ context
- Enhances ‘Places’ where people live, learn, work, invest & play

Sustainability – through PLACEMAKING for the County’s bright, vibrant & sustainable future by integrating new & redevelopment activities into our established communities, while maintaining & respecting their character & history

SMART TRANSPORTATION components must integrate & connect with many land use elements: Environment; Economic Development; Housing; Parks, Open Space & Greenways; Community Facilities; Sustainable Energy Resources; Historic & Cultural Assets; Equity & Diversity Considerations

ACTIVEALLEGHENY

Provides for sustainable travel choices to destinations;

It is a blueprint for improved access & choices connecting people to communities, work sites, transit, schools, attractions & residences

Goal – to integrate non-vehicular modes of transportation, specifically walking and biking into the transportation system through creation of an ACTIVE Transportation Plan.

Primary Objective – to accommodate and encourage walking and biking as an integral part, and common means, of getting around in Allegheny County

BENEFITS & REWARDS OF ACTIVE TRANSPORTATION

- Vehicle, fuel & maintenance cost savings
- Reductions in congestion & emissions
- Low-cost exercise & healthier lifestyles
- A more vibrant & safe community with neighbors out-on-the-street
- An increase in neighborhood vitality, value, desirability & development activity
- To attract new investment

- Themes
 - Connectivity
 - Access
 - Mobility
 - Health

- Specialized Components
 - Commuter Bicycle Plan
 - Pedestrian Plan (Walk & Roll)
 - Complete Streets Plan
 - Action Plan
 - Related Maps

Five Elements of the Plan Linking Transportation, Planning, Environment & Land Use, is Key

Bike Allegheny – Dedicated or shared commuter bikeway connections to activity centers and other transport modes. Major arterial bicycle corridors & routes are identified. Facilitates incremental actions, by various groups, to connect individual neighborhoods or sites & then connect all those facilities to a main bike network system

Walk & Roll Allegheny – Improved walking routes to increase connectivity & mobility, including ADA access. Many gaps where pedestrian accommodation is needed are included.

Other Active Transportation – Access for all modes: kayaks, skateboards...

Complete the Street – Provides prototypes for three “Complete Streets” projects that accommodate pedestrians, bicyclists, transit, cars & other vehicles.

Action for Active Transportation – The implementation action plan, with prototype cost estimates & suggested funding opportunities.

LINKING TRANSPORTATION, PLANNING, ENVIRONMENT & LAND USE, IS KEY TO ACHIEVE CONNECTIVITY & TO ACCOMMODATE ACTIVE TRANSPORTATION

Sustainability – ACTIVE ALLEGHENY:

- Resource for upgrades accommodating non-motorized travel modes
- It integrates ALLEGHENY PLACES guiding principles
- It integrates “PA Smart Transportation Principles”
 - Cost-effective solutions
 - Context-sensitive design
 - Local network upgrades/LOS benefits
 - Safety benefits
 - Intermodal connectivity
 - Leverage/preserve existing investments
 - Quality of life benefits
 - Partnership opportunities
 - Implementation tracking

Resource Manual Developing the plan is a design resource manual for active transportation initiatives.

Each plan element discusses:

- Potential opportunities
- Recommend system improvements
- Proposes policies, models & programs for use by agencies, governments & interest groups

DEVELOPING THE PLAN...

First Document Existing Conditions; then Find out What County Residents want.

PUBLIC OUTREACH

Website

Many Committee, Stakeholder & Public Meetings

Input by Planners & Disability Advocates

Facebook Page

Online 'SurveyMonkey' Survey

Wherever People Gathered

Booth to Collect Data On:

Bicycle Facilities Needs

Origin & Destination data

Pedestrian facilities needs

Safety concerns

What 'KIDS' want

Access people want

OUTCOME HIGHLIGHTS

Priority BIKING travel upgrades:

- Penn Avenue - Pittsburgh
- Allegheny River Boulevard - Penn Hills
- Route 19 - Mt Lebanon, Pittsburgh, McCandless & Pine

Priority PEDESTRIAN travel upgrades:

- Route 19 - Mt Lebanon, Pittsburgh, West View & Ross
- Frankstown Road - Penn Hills
- Braddock Avenue - Braddock & North Braddock

COMMUTER BICYCLE IMPROVEMENTS

Mapped proposed bike network:

- Suburban spokes link to City bike routes from all directions
- 90-mile 'bike beltway' route linking County parks
- Connectivity to busway stations
- Connectivity to commuter trails
- Bike amenities & facilities

Advice on:

- Improved safety
- Road diets
- Barrier-separated bike lanes
- Traffic calming
- Bike sharing
- Ciclovía event
- Bike-friendly employer
- Car-free days

PEDESTRIAN IMPROVEMENTS

Types of Pedestrians

Children

Adults (Age 19-65)

Older Adults (Age 65+)

Pedestrians with Impairments
Ambulatory, hearing, Vision & Cognitive

Pedestrian Needs

Crosswalks, Signals, Signs,
Continuous Sidewalks, Public Steps or
Ramps, Transit Access & Safety

⇒ When Designing Facilities Consider Safety, Walking Speed, Equity, Spatial Needs & Mobility

COMPLETE THE STREET

Complete Street – A road that enables safe travel by all users: Walkers, Bikes, Transit & Motor Vehicles

Criteria for Complete Street

- Arterial or collector roadway
- Average daily traffic over 5,000 cars
- Traffic volume not at capacity
- At least minimal walking activity
- On a proposed bike route
- On an existing transit route
- Current ped/bike facilities poor quality
- In an economic growth area

⇒ Plan has a Customizable Complete Streets Model Ordinance

COMPLETE STREET PILOT / PROTOTYPE PROJECTS:

- South Braddock Ave – Swissvale
- Broadway Ave – Beechview/Pittsburgh
- Freeport Rd – Blawnox & O’Hara

PLAN TOOLBOXES – Are reference guides defining physical elements for designing & engineering with recommended policy & actions.

- Bicycle Facilities Toolbox
- Walk & Roll/ADA Toolbox
- ‘KIDS’ Recommendations
- Complete Streets Toolbox

Implementation activity:

MOVING PEOPLE NOT CARS

Gil Penalosa ‘8-80 Cities’; International livability expert; Founder Ciclovía

Panel

Bike-Pittsburgh
County Health Dept
ACED/ACTIVEALLEGHENY

Next Steps

IMPLEMENTATION

Requires actions by many agencies & stakeholders working together to achieve a more walkable & bikeable transportation system.

Our topography is famously challenging; so creativity will be key to success.

ACTIVEALLEGHENY is pleased to be the recipient of a PennDOT Pennsylvania community Transportation Initiative Grant & Airport Corridor Transportation Association (ACTA) 2011 Exemplary Achievement in Planning Award.

The ACTIVE ALLEGHENY plan is on-line at www.activeallegHENY.com. Links are on Allegheny County Website Homepage ALLEGHENYPLACES e-Library.

4. Staff Profile – Kirk Brethauer/Evan Schoss

Mr. Brethauer introduced staff member Evan Schoss.

Mr. Schoss gave a short presentation on his work activities at SPC as a GIS Technician, including Land-Use/Land Cover Mapping, the Regional Traffic Signal Database and Mapping Tool, and the HPMS (Highway Performance Monitoring Survey) Program. He also shared some of his personal hobbies, including fishing and making his own lures by hand.

5. Financial Report – Vince Massaro

Commissioner Camp reported that the ownership of the Regional Enterprise Tower was successfully transferred to First Commonwealth Bank and SPC is no longer a property owner.

Mr. Massaro reported that the financial report reflects the fiscal period July 1, 2010 to May 31, 2011, 92% of the fiscal year completed. This report reflects the operations of the Corporation, the Commission, and the Regional Enterprise Tower.

Total project revenues to date are \$9,418,341 or 63.91% recognized compared to a revised budget of \$14,737,233. Current project revenues include UPWP projects and any carryover projects from prior fiscal year, and the operations of the Regional Enterprise Tower. It also includes projects for the Enterprise Development Program.

Revenues relating to the operations of the building ended at \$3,558,959.

Total project expenditures reported and encumbered to date are \$11,733,815 versus a revised annual budget of \$14,737,233 or 85.96% of the budget expended and encumbered to date.

6. Report on Public Comment Period Response to 2040 Transportation and Development Plan for Southwestern Pennsylvania and Companion Documents – Chuck DiPietro

Mr. DiPietro provided the following background information for the 2040 LRP Adoption:

- Report on Public Comment Period/Response
- Air Quality Conformity (Resolution 7-11)
- LRP Action (Resolution 8-11)
- Environmental Justice Benefits and Burdens
- Southwestern Pennsylvania Public Transit Human Services Coordinated Transportation Plan Update

Public Comment Report

- ▶ 30 Day Public Comment Period
 - Wednesday, May 18 – Friday, June 17
- ▶ 10 PPP Public Meetings
- ▶ Presentation support by SPC Partners
 - PennDOT
 - Member Planning Departments
 - 10 Transit Agencies, TMAs
- ▶ 89 total comments
- ▶ 144 attendees

LRP Challenges/Requirements

- ▶ Overall Difficult Climate for the Plan Update
 - Transportation Funding Crisis
 - Uncertain Federal and State Funding Levels
 - Changing priorities at the Federal Level (new Congress)
 - Changing priorities at the State Level New State Administration
- ▶ The 2040 Plan meets Federal Requirements
 - 20 year planning horizon
 - Fiscally Constrained
 - Public Involvement
 - Air Quality Conformity Determination
 - Environmental Justice Benefits and Burdens
 - Multi-modal aspects

Statewide Funding Challenge
Annual Statewide Need (Millions)

	<u>2010 Need</u>	<u>2020 Need</u>	<u>2030 Need</u>
Highway & Bridge	\$2,576	\$4,693	\$6,545
Public Transportation	\$484	\$1,383	\$3,063
Local Government	<u>\$432</u>	<u>\$670</u>	<u>\$1,092</u>
TOTAL	\$3,492	\$6,746	\$10,700

(Source: Pennsylvania State Transportation Advisory Committee)

2040 Long Range Plan Continues to Advance the Region’s Vision...

Transportation and land use that supports and enhances the regional economy and the communities within it.

Regional Places – Regional Connections – Regional Activities

Region’s Plan Policy Statements

Reaffirm Our Region’s 16 Plan Policy Statements...

Regional Places (3)

- Revitalization and redevelopment of the region’s existing communities is a priority.
- Investment in infrastructure improvements will be coordinated and targeted at the corridor level to optimize the impact of the investment.
- The region will focus on the identification and development of industrial sites with special attention given to well-situated brownfield locations.

Regional Connections (6)

- 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 entire region will have access to broadband communications infrastructure.
- The region’s infrastructure system will be designed to protect and enhance public health and the environment.

Regional Activities (7)

- The region will place a priority on business development with a focus on existing business retention and expansion.
- The region will support initiatives designed to improve both the quality and quantity of the region's workforce to meet emerging industry demands.
- The region will support identified strategic industry clusters.
- The region will place a priority on programs and services to attract and retain a diverse population with a particular focus on young adults and immigrants.
- The region will proactively support the emerging role of colleges and universities in economic development.
- The region will preserve, promote and develop the tourism and hospitality industries by capitalizing historic, cultural, recreational and ecological assets.
- The region will preserve and develop its agricultural industry.

2040 Long Range Transportation and Development Plan

- Identifies regional priorities and allocates money to the project categories
- Links Transportation with Economic Development and Land Use
- Takes into account transportation shortfalls
- Identifies investment strategies
- Links Regional Assets
 - Places
 - Connections
 - Activities

Air Quality Conformity Determination for the Pittsburgh Transportation Management Area

- ▶ Testing and Modeling performed on the regional air quality impact of the LRP
- ▶ Projects are evaluated to determine the air quality impact to the region
- ▶ Results of testing shows that the implementation of the 2040 LRP will not have an adverse impact on regional air quality

Assessment of Transportation Benefits and Burdens (Report on Environmental Justice)

- ▶ Evaluates the "fairness" of the transportation program
- ▶ Examines project location and investment based on factors such as race and income
- ▶ Determination is that draft 2040 LRP is nearly evenly into EJ and non-EJ communities

Public Transit Human Services Coordinated Transportation Plan Update

- ▶ Assess and document transportation needs for individuals with disabilities, older adults, and persons with limited incomes
- ▶ Identify and inventory available services across the region and identify areas of redundancy and gaps in service
- ▶ Implement strategies for more efficient utilization of resources
- ▶ Establish a prioritization and selection process for qualified projects
- ▶ NOTE: This is an update to the current HSCTP Plan. The additions made are meant to supplement the Plan, not replace it.

Plan Implementation: Funding

State Transportation Commission Hearings (STC)

Southwestern PA Region:

- ▶ “Save the Date”: August 25, 2011
- ▶ Event location: To be Determined
- ▶ Guidelines available: www.dot.state.pa.us
- ▶ SPC will connect you with further updates

Plan Implementation: Funding

Pennsylvania Transportation Funding Advisory Committee

- ▶ Established: April 21, 2011 by Governor Corbett
- ▶ Purpose: To develop a comprehensive, strategic proposal for addressing the transportation funding needs of Pennsylvania.
- ▶ Responsibilities:
 - Provide interim reporting to the Governor, as determined to be appropriate by the Commission chair, as well as a Final Report, due on or before August 1, 2011
- ▶ For more information: www.tfac.pa.gov
- ▶ Public Comments: tfac@state.pa.us

Environmental Addendum for the 2040 LRP

- Introduction
- Regulatory Context
- Agency Consultation
- Resource Inventory
- Existing State Conservation Plans and Maps
- Environmental Screening
- Potential Environmental Mitigation
- Summary and Next Steps

Key LRP Environmental Consultation Activities

- ▶ Agency Consultation Plan review and Assistance with FHWA
- ▶ Coordination with PennDOT District Environmental Managers
- ▶ Early Contact & Consultation with Regulatory Agencies (including PHMC)
- ▶ Consultation Website with latest versions of mapping & text for agency review.

Plan Implementation: Advance Linking Planning and NEPA Initiative

- ▶ Project delivery benefits of LPN & “earlier identification of issues”:
 - Predictability
 - More Appropriate Solutions
 - Context Sensitivity
 - Clearer Scope
 - Better Cost Estimate/Budget
 - More Accurate Schedule

Public Comment Overview

- ▶ Public Comment Responses
 - Clinton Township RSAs
 - Thompson Road/Cranberry Township
 - Allegheny/ North Hills, Route 19 & Sewickley Road
 - SPC Neighboring Region Responses
 - Input to Document Text and Graphics

2040 LRP Adoption/Background

- Report on Public Comment Period/Response
- Air Quality Conformity (Resolution 7-11)
- LRP Action (Resolution 8-11)
- Environmental Justice Benefits and Burdens
- Southwestern Pennsylvania Public Transit Human Services Coordinated Transportation Plan Update

7. Action on Resolution 7-11 to Make a Finding of Air Quality Conformity for 2040 Transportation and Development Plan for Southwestern Pennsylvania and for the 2011-2014 Transportation Improvement Program (TIP) – Chuck DiPietro

Commissioner Snyder motioned to approve Resolution 7-11 to make a finding of conformity that the 2040 Transportation and Development Plan (the 2040 Plan) and the 2011-2014 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area (TMA) are consistent with the requirements of the federal Clean Air Act (as amended):

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 2040 Plan and the continued conformity of the 2011-2014 TIP 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 18, 2011 through June 17, 2011 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 2040 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 2040 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 2040 Plan contradict in a negative manner any specific requirements or commitments of applicable State Implementation Plans (SIPs).

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.

Mr. Silvestri seconded.

In response to a question asked by Mr. Miller on the public comments received, Mr. DiPietro pointed to the wide range of public comment received from interested parties that is part of today's agenda packet. Mr. Miller commented that SPC is the logical organization to grasp and lead the region's response to the changing future impact and policy decisions facing southwestern Pennsylvania. Commissioner Burns remarked the most efficient way to get return on investment is the traffic signalization project. Ms. Heckman also pointed out that it's the county's job to document air quality.

The affirmative vote to approve Resolution 7-11 was unanimous.

8. Action on Resolution 8-11 to Adopt the 2040 Transportation and Development Plan for Southwestern Pennsylvania and Companion Documents – Chuck DiPietro

Mr. Ceraso motioned to approve Resolution 8-11 to adopt the 2040 Transportation and Development Plan for Southwestern Pennsylvania, including the region's Southwestern Pennsylvania Public Transit – Human Services Coordinated Transportation Plan and Comprehensive Economic Development Strategy.

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), as extended, continues the requirements established in earlier federal legislation that Metropolitan Planning Organizations (MPOs) conduct a comprehensive transportation planning process that includes developing and maintaining a Long Range Transportation Plan consistent with federal metropolitan and statewide transportation planning regulations promulgated by the United States Department of Transportation (USDOT) and published in the February 14, 2007 Federal Register; and

WHEREAS, the Safe, Accountable, Flexible Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) requires that projects funded under the Elderly Individuals and Individuals with Disabilities, Job Access and Reverse Commute (JARC), and New Freedom (NF) Federal Transit Administration funding programs be derived from a locally developed, coordinated public transit human services transportation plan and that the plan be developed through a process that includes representatives of public, private and non-profit transportation and human service providers, as well as members of the public; and,

WHEREAS, The Pennsylvania Department of Transportation (PennDOT) has established that the local coordinated public transit human services transportation plan boundaries correspond to boundaries of the transportation planning organizations across the Commonwealth and for Southwestern Pennsylvania SPC is the designated transportation planning organization for the 10-county region made up of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland Counties; and,

WHEREAS, the Economic Development Administration Reform Act of 1998 requires economic development districts to develop a Comprehensive Economic Development Strategy (CEDS) to qualify for assistance under most Economic Development Administration (EDA) programs; and,

WHEREAS, EDA will continue to direct its investments based on strategies resulting from locally controlled participatory planning processes established to develop and maintain the Comprehensive Economic Development Strategy (CEDS); and,

WHEREAS, SPC is the Metropolitan Planning Organization and the Economic Development District for the region; and,

WHEREAS, SPC developed the 2040 Transportation and Development Plan for Southwestern Pennsylvania satisfying the requirements of federal law and the regulations promulgated by USDOT and EDA; and,

WHEREAS, the Accessible Transportation and Workforce Cooperative (ATWIC), with oversight from SPC, the Port Authority of Allegheny County and the Three Rivers Workforce Investment Board developed the Public Transit Human Services Transportation Plan satisfying the requirements of FTA regulations governing the JARC and NF funding programs; and,

WHEREAS, updated population, household and employment forecasts were prepared by SPC staff to support development of the 2040 Plan and are included as part of the Plan; and

WHEREAS, in accordance with the requirements of the Clean Air Act (as amended) and the Transportation Conformity Rule, qualitative and quantitative analysis of the 2040 Plan has demonstrated that the 2040 Plan conforms to the provisions of the Clean Air Act and the applicable criteria and procedures of the Transportation Conformity Rule, with the resultant conformity finding approved by Commission Resolution 7-11; and

WHEREAS, SPC's Environmental Justice Benefits and Burdens Assessment for the 2040 Plan report summarizes multiple analyses, outcomes, and activities that have been conducted as part of the region's planning process in accordance with environmental justice; and,

WHEREAS, SPC released the ten-county 2040 Transportation and Development Plan for Southwestern Pennsylvania for public review and comment in May consistent with SPC's established public review procedures; the ATWIC public outreach process for the Human Services Plan was held concurrent with the Long Range Plan public review process; the public review period has passed, and public comments on the Plan and responses to them have been presented to the Commission and final revisions to the Plan and associated documents have been recommended; and,

WHEREAS, SPC's Transit Operators Committee and SPC's Transportation Technical Committee recommend Commission adoption of the 2040 Transportation and Development Plan for Southwestern Pennsylvania including the coordinated Public Transit - Human Services Coordinated Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission adopts the ten-county "2040 Transportation and Development Plan for Southwestern Pennsylvania" as the Long Range Transportation Plan required by USDOT and as the Comprehensive Economic Development Strategy required by EDA.

Mr. Boni seconded and the affirmative vote to approve Resolution 8-11 was unanimous.

9. Action on Resolution 9-11 to Approve and Endorse the Region's Area Development Project Priority Listing and Authorize Submission of an Application for Funds – Lew Villotti

Mr. Villotti explained the process of the ARC Area Development Program:

ARC Project Evaluation

- ARC grant programs are competitive
- Projects are evaluated and ranked by the Economic Development Strategy Committee
- Recommendation to the Commission
- ARC is not obligated to adhere to ranking, but it is “strongly considered”

ARC & EDA Project Evaluation

- Committee ranks ARC projects in two categories:
 - Sec. 201 Local Access Road projects
 - Sec. 214 Construction and Sec. 302 Non-Construction projects

Mr. Shimshock motioned to approve Resolution 9-11 to approve and endorse the region's Area Development project priority listing, and authorizing submission of application for funds.

WHEREAS, the Appalachian Regional Commission (ARC) provides funding for projects through the 201 Local Access Road program; and,

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 Economic Development Strategy Committee, on May 26th, 2011 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 6-11 and Southwestern Pennsylvania Commission Executive Committee Resolution 3-11 on April 25, 2011 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 201 Local Access Road projects, priority-ranked by the region's Economic Development Strategy Committee, include:

1. Meadow Ridge Business Park Access Road, Greene County

This project will extend an access road into additional acreage in the Meadow Ridge Business Park.

WHEREAS, the 214 Construction and 302 Non-Construction projects, priority ranked by the region's Economic Development Strategy Committee, include:

1. Porcelain Park, Westmoreland County

This project includes demolition and site prep of a former Westinghouse facility to be reused for light industrial businesses.

2. Be ONE Business Plan Competition, Butler County

This project will conduct a search for new business ideas and provide needed start-up capital to identified businesses.

3. Indiana Head Start Consolidation, Indiana County

This project involves the acquisition and renovation of an 8,000 sq foot facility to serve as Indiana County Head Start's headquarters and will be the consolidation of three existing Head Start facilities.

4. Lower Ten Mile Sewer – Phase II, Greene County

This project will eliminate hydraulic and organic overloading conditions at the Mather and Williamstown wastewater treatment plants and malfunctioning onlot systems in portions of Morgan Township tributary to the Mather plant.

5. Beaver County Minority Coalition Incubator, Beaver County

The project includes renovation of 20,000 square feet into a minority incubator and community center in Beaver Falls.

6. McClaren Road Site Prep, Allegheny County

This project will create a shovel ready site adjacent to Pittsburgh International Airport.

7. Kendi Property Planning and Engineering, Fayette County

This project covers planning and engineering for a proposed business park in Fayette County to accommodate the demand for additional business park acreage.

8. Victory Road Storm Water Overflow, Butler County

This project covers engineering costs for replacement of a deteriorating steel storm water pipe that handles outflow from Victory Road Business Park.

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

Mr. Ceraso seconded and the affirmative vote to approve Resolution 9-11 was unanimous.

10. Action on Resolution 10-11 to Adopt Commission Policy Position on Uses of Potential Shale Gas Revenue – Steve Craig

Commissioner Craig, Chairman of the Regional Policy Advisory Committee, reported the Committee wishes to establish a position on the revenues shale gas exploration and extraction will produce.

WHEREAS, The Southwestern Pennsylvania Commission, or SPC, is the region's forum for collaboration, planning, and public decision-making and is the official Metropolitan Planning Organization (MPO) for the ten-county region including the City of Pittsburgh and the counties of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland, SPC is responsible for planning and prioritizing the use of all state and federal transportation funds allocated to the region; and,

WHEREAS, The Commission has the authority and responsibility to make decisions affecting the 10-county region and as the Local Development District (LDD) and Economic Development District for southwestern Pennsylvania (as designated by the U.S. Appalachian Regional Commission and the U.S. Department of Commerce), SPC establishes regional economic development priorities and provides a wide range of public services to the region; and,

WHEREAS, per our mission, the Southwestern Pennsylvania Commission's member jurisdictions have a vested interest in maintaining the existing regional infrastructure to provide both a safe and effective transportation system and improved water quality; and,

WHEREAS, Southwestern Pennsylvania has over 16,700 miles of locally owned roadway and over 1,300 locally owned bridges over 20 feet in length, 32% of which are classified as structurally deficient; and,

WHEREAS, the cost of needed water quality project for Southwestern Pennsylvania is estimated at \$8 billion dollars.

NOW, THEREFORE, BE IT RESOLVED, that it is the position of the Southwestern Pennsylvania Commission that if the Commonwealth establishes any revenue enhancement (either tax or fee) derived from the shale gas exploration and extraction industry that said revenue should be used for county and local municipal transportation and sewer and water infrastructure.

Discussion/Questions:

Commissioner Burns commented that the language should be broader rather than sounding exclusive to the shale gas. There should be language that states that a legacy fund should be established to deal with future issues arising from shale gas exploration and extraction.

Commissioner Ruddock commented that he felt that the resolution as stated would allow for this. Mr. Boni moved for approval to amend Resolution 10-11 as stated. Mr. Rozzi seconded.

Questions:

Dr. Miller suggested that the resolution be amended to read as follows:

NOW, THEREFORE, BE IT RESOLVED, that it is the position of the Southwestern Pennsylvania Commission that the Commonwealth should establish a revenue enhancement (either tax or fee) derived from the shale gas exploration and extraction industry that said revenue should be used for county and local municipal transportation and sewer and water infrastructure.

Commissioner Kennedy asked what was the revised amendment. The revised amendment was re-read by Dr. Miller. Commissioner Kennedy stated that the state is currently discussing the same issue. Commissioner Craig said it was a recommendation.

The affirmative passed. Dan Cessna abstained.

Next, Commissioner Burns moved to amend the revised amendment stating that the amendment should also include the wording “a significant portion of”...

Mr. Macey motioned to approve the final amended resolution to read:

NOW, THEREFORE, BE IT RESOLVED, that it is the position of the Southwestern Pennsylvania Commission that the Commonwealth *should* establish a revenue enhancement (either tax or fee) derived from the shale gas exploration and extraction industry that *a significant portion of* said revenue should be used for county and local municipal transportation and sewer and water infrastructure.

Mr. Stephany commented on the timing of our proposal. Commissioner Burns said that Harrisburg is not waiting for this. We are just sending out our proposal. Commissioner Craig stated that this is a unique opportunity.

Mr. Macey moved for final approval of Resolution 10-11 as amended and Mr. Silvestri seconded. The affirmative vote passed. Nay votes were received from Ms. Eisenreich, Mr. Stephany and Mr. Kennedy.

11. Action on Resolution 11-11 to Adopt a Meeting Schedule for 2011-2012- Jim Hassinger

Mr. Cessna motioned to approved Resolution 11-11 to adopt a Meeting Schedule for 2010-2011.

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.

Mr. Cohen seconded and the affirmative vote to approve Resolution 11-11 was unanimous.

12. Other Business/Announcements

Commissioner Camp announced that the University of Pittsburgh Institute of Politics Infrastructure Policy Committee and Traffic21, a transportation research initiative of Carnegie Mellon University will be conducting a special two-day forum on Transforming Transportation: The Role of Intelligent Transportation Systems on Thursday, August 18th and Friday, August 19th at Alumni Hall on the University of Pittsburgh campus in Oakland.

Commissioner Ruddock mentioned that this was the last meeting for Commissioner Kennedy who is moving forward to accept the position of Regional Director of the Western Pennsylvania Department of Agriculture.

Next Meeting Date – July 25th

13. New Business – None

14. Adjourn

There being no further business to come before the Commission, the meeting adjourned at 6:00 p.m.

Respectfully submitted,

Steve Craig
Secretary-Treasurer