

Southwestern Pennsylvania Commission
Minutes of the Meeting of
April 30, 2012 – 4:30 p.m.
31st Floor • Regional Enterprise Tower • 425 Sixth Avenue • Pittsburgh, PA 15219

The ninety-sixth meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Rod Ruddock.

Members present were: Tony Amadio, Alfred Ambrosini, David Battaglia, Robert Brooks, Daniel Cessna, Tyler Courtney, Steve Craig, Richard Fink, Joe Grata, Lynn Heckman, Robert Macey, Larry Maggi, Jeff Marshall, Robbie Matesic, William McCarrier, Kevin McCullough, David Miller, Mary Jo Morandini, Dennis Nichols, Rich Palilla, A. Dale Pinkerton, James Ritzman, Rod Ruddock, Kelly Shroads, Pam Snyder, Joe Spanik, Wendy Stern, Angela Zimmerlink, and Yarone Zober.

Members absent were: Charles Anderson, Shirl Barnhart, Stephen Bland, Robert Bower, Robert Carson, Tom Ceraso, Brigid Hynes-Cherin, Jack Cohen, Albert D'Alessandro, Terry Daughenbaugh, Joseph Dubovi, Mary Ann Eisenreich, Patricia Evanko, David Frick, Rich Fitzgerald, Jim Gagliano, Jr., Dana Henry, Dave Johnston, Fred Junko, Bruce Mazzoni, Laura Mohollen, William Peduto, Luke Ravenstahl, Carmen Rozzi, Mark Schneider, Richard Shaw, Harlan Shober, Renee Sigel, Robert Del Signore, Michael Silvestri, Mark Snyder, Byron Stauffer, Jr., Rob Stephany, Joe Szczur, Archie Trader, Diana Irey Vaughan, Daniel Vogler, Christopher Wheat, and Jake Wheatley, Jr.

Others: Kathleen Hogan, Allegheny County; Tom Halloran for Rob Stephany, Urban Redevelopment Authority; and Jon Smith, Allegheny County Transit Council.

Staff: Jim Hassinger, Kirk Brethauer, Chuck DiPietro, Chuck Imbrogno, Vince Massaro, Marge Nalesnick, Dee Pamplin, Matt Pavlosky, Shannon O'Connell, Kay Tomko, Lew Villotti and Sara Walfoort.

Chairman Ruddock welcomed everyone to the Southwestern Pennsylvania Commission meeting saying that it is good to see so many members here today.

1. Action on Minutes of the January 30th Meeting

A motion was made to approve the minutes of the January 30, 2012 meeting of the Southwestern Pennsylvania Commission by Commissioner Pinkerton which was seconded by Mr. Macey. The affirmative vote to approve the minutes was unanimous.

2. Public Comment – None

3. Fayette County Project – Joe Grata

Mr. Grata began with greetings from Fayette County. He continued saying that it was a pleasure to drive up Route 51 and run the obstacle course represented by 32 traffic lights before

you get to the Allegheny County line and just as many after. Today we're showing a video that shows an alternative way to get part of the way here via the Mon-Fayette Expressway. This 60 continuous mile expressway is to open in July. Mr. Grata introduced Matt Pavlosky, the "Steven Spielberg of SPC", to narrate a PowerPoint presentation on the Mon-Fayette Expressway.

Matt presented the following facts on the Mon-Fayette Expressway. The ribbon cutting ceremony on this 60 continuous mile highway is between Cheat Lake, WV and Route 51 in Jefferson Hills, Allegheny County. Decades of construction. Traffic on the expressway has doubled south of Uniontown since July 2011 to more than 5,000 motorists per day. Traffic north of I-70 in Washington County averages 12,250 motorists per day, while south to California, PA it averages nearly 11,000 motorists per day with the highest numbers occurring on weekdays. With the rapidly emerging businesses in the corridor, more jobs and traffic are sure to come.

State and local leaders may find the financing and someday see the wisdom of finishing the Southern Beltway and feasible sections of the Mon-Fayette Expressway.

Now interest is focused on the 60 miles of the expressway that represent a public investment of more than one billion dollars. Turnpike 43 is the largest new highway in the region since I-279 to the North Hills in 1980, and the Beaver Valley Expressway, Turnpike 60, and Greensburg Bypass, Turnpike 66 in the 1990s. The seven mile piece nearing completion today includes a \$95 million bridge over the Mon River south of Brownsville on the Turnpike System. The bridge is a time saving money saving route linking two east interstates, I-68 and I-70. Fayette County is connected to them with interstate standards. The expressway eliminates travel on hilly and winding two-lane highways with a speed limit of 40 mph vs. 60 mph, and 19 traffic lights vs. zero traffic lights.

The Mon-Fayette Expressway is evolving into a first class highway with a 21st century purpose. Fayette County is proud to be part of that future.

Joe added that he was there in February 1973 when Governor Milton Shapp and Transportation Secretary Jacob Kassab broke ground in the lower hill area near Brownsville for this project, and here we stand today with 60 continuous miles completed of the 200 mile Turnpike toll road in the 10 counties that is embraced by the SPC. It took a long time and I hope somebody here sees it connected to Monroeville someday.

4. Staff Profile – Darin Alviano

Chuck DiPietro introduced new staff member, Darin Alviano, who has been with SPC for seven weeks and serves in the role of Transportation Planner. Darin is originally from Canada; coming to the US in 2005. We thank the Armstrong County Planning and Development Department where Darin previously worked.

Darin briefly gave an account of his background and education. He is currently enrolled in IUP's Executive Track MBA program at their Monroeville Campus with an expected graduation date of December 2012. He received a B.A. with a major in geography from Ohio University in Athens, Ohio. In his four years working at Armstrong County Planning and Development as a county planner, he managed the liquid fuels tax program and served as the county's representative on SPC's TTC. He also assisted in the administration of the county's subdivision and land development ordinance.

His responsibilities at SPC include the coordination and development of the highway component of the TIP with PennDOT and member counties. He provides staff logistical support to the TTC and maintenance and administration of the TIP. He monitors the status of the TIP during the fiscal year and shares program information with stakeholders.

Darin gave highlights of where we are on the 2013-2016 TIP Schedule:

- **April/May** - conduct air quality conformity & EJ analysis
- **May/early June** - Conduct 30 day public comment period on Draft TIP
- **June 25th** – Request Commission adoption of 2013-2016 TIP
- **October 1, 2012** - 2013-2016 TIP becomes effective with FHWA/FTA Joint Approval

He gave a summary of the TIP development process. SPC conducted seven work session meetings in each PennDOT district. At those meetings, the counties, PennDOT and SPC discussed projects to be included on the Draft TIP.

He summarized some of the challenges facing the TIP Highway Component Overview the main one being lack of funding:

- 2009-2012 TIP – \$1.833 billion
- 2011-2014 TIP – \$1.523 billion
- 2013-2016 TIP – \$1.254 billion 32% Reduction
- By the Numbers:
 - **2,505** - Miles of state-maintained roads in poor condition
 - **\$2 billion** – Backlog of road repairs needed
 - **>1,400** - Structurally deficient bridges
 - **\$5 billion** – Backlog of bridge repairs needed

He concluded with a breakdown of the number of projects on the 2013-2016 TIP:

Draft 2013-2016 Transportation Improvement Program: Highway Component

	No. of Projects
Bridge	230
Highways	88
Enhancements	11
Intermodal	13
Line Items	<u>25</u>
Total	367

5. Financial Report – Vince Massaro

Mr. Massaro reported that the financial report is for the nine-month period July 1, 2011 through March 31, 2012 and reflects the operations of the Southwestern Pennsylvania Corporation and the Commission. The detailed report shows sources of funds under revenues are federal grants, state grants, in-kind service match, Commission member dues, Corporation general contributions, and loan program fees.

Revenues: Total Project Related Revenues:

- Actual and encumbered revenues to date are \$10.4 million vs. the revised annual budget of \$13.3 million or 78.36% of that budget recognized to date.

Total Carryover: Project Related Revenues:

- These are expenditures we link back to the Traffic Signal Program Phase I, \$1.3 million recognized, recorded and encumbered vs. the revised budget of \$1.3 million or 100% of that budget recognized and encumbered for the reporting period.

Expenditures: Total Project Related Expenditures:

- Actual and encumbered expenditures to date are \$10.4 million vs. the revised annual budget of \$13.3 million or 78.36% of the budget recognized and encumbered to date.
- Traffic Signal Program Phase I, \$1.3 million recognized, recorded encumbered vs. the revised budget of \$1.3 million or 100% of that budget recognized to date.

6. Report on Public Comment Period for Draft 2013-2016 Transportation Improvement Program

Chuck DiPietro filled in Darin's introduction on the Draft 2013-2016 TIP comment period:

Draft 2013-2016 TIP

Open Comment Period:

- Mid-May 2012 – Monday, June 18

Public Meeting Date/ Location:

- Tuesday, May 15 – Lawrence County Courthouse, 6pm
- Wednesday, May 16 – Butler County Government Center, 6pm
- Thursday, May 17- Westmoreland County Courthouse, 6pm
- Tues, May 22- Greene County, Waynesburg University, 6pm
- Wednesday, May 23 or June 6 - Indiana County, TBD
- Thursday, May 24-Allegheny County/City of Pitt., Trust Arts Education Center, 6pm
- Wednesday, May 30- Armstrong County Courthouse Annex, 6pm
- Thursday, May 31- Washington County Courthouse, 5pm
- Tuesday, June 5- Beaver County Courthouse, 5pm
- Thursday, June 7- Fayette Chamber of Commerce, 5pm

David Miller commented on the Public Participation process, asking how we measure the levels of participation relative to other MPOs, do we do it better than others or is there room for us to improve.

Chuck replied there is always room for us to improve. We think we are state of the art. We're looking for better practices and ways to improve what we do. We talk to our sister organizations and we attend national forums to get educated on what others do. We go to work groups that PennDOT convenes and talk about public involvement approaches.

7. Action to Endorse the Governor's Transportation Funding Advisory Commission Report (TFAC)

Chairman Ruddock presented the following facts on the TFAC report that was discussed by SPC staff members and Commission members who attended a trip to Harrisburg to meet with executive director of the Keystone Transportation Funding Coalition. It's a group to bring out the importance of roads, bridges and other infrastructure work that creates jobs. We also met with Jason Wagner, Managing Director of the Pennsylvania Highway Information Association and talked about how to create strategies to move the state forward. SPC has a role to present what the issues are, and if we don't do something in Pennsylvania we are going to have difficulties in economic development. People of this region need to know what the issues are. They are concerned about getting to their jobs across roads and bridges safely and promptly, and that's SPC's role to plan for that. One thing that was decided at our meeting in Harrisburg was that we need to be open to dialogue. And that begins with the Governor's TFAC report. As an organization let's talk about how important it is to move forward with this TFAC report and make it a working document.

Dr. Hassinger commented that SPC is a body whose heart and soul is about allocating funding through deliberative process to do the right thing on each mode. The state and the nation face this situation now—a backlog of transportation needs that is more significant here than it is in the rest of the country. The state has about \$5 billion backlog in bridges and \$2 billion backlog in pavement that we have to deal with. We appreciate the impetus for dialogue about transportation funding and more effective methods of doing it and appropriate levels of funding discussions from the state. We seek to endorse and support the state's effort. Our funding in the new TIP is substantially down from where it was. We have 2,500 miles of bad road, because we have hilly, rough terrain and so much water to cross and not enough resources to keep it up. We need and appreciate the state's help and their understanding of the situation. We want to find a way for SPC as an MPO to fulfill its mission by engaging people further in this dialogue about our needs and express our appreciation and support for the dialogue the state has initiated.

Steve Craig commented that it was a very productive meeting. We realize that to carry this process forward we need to link arms with like minded people across Pennsylvania that are in motion to have transportation funding addressed by our legislature and our governor. We are recommending the governor's report which was done in August 2011. We would be the first MPO to endorse this report. It is going to require diligence on SPC's part.

Bob Macey asked what about sidewalks, safety for school children, and rails-to-trails; I think all of that should be a part of this bill. Some of that transportation bill should take a look at those areas as well.

Commissioner Amadio motioned to support a transportation funding solution at the state level that ensures an adequate, dedicated, predictable and growing source of funding of \$2.5 billion in additional annual funding proposed by Pennsylvania's Transportation Funding Advisory Commission (TFAC).

WHEREAS, a multimodal and intermodal transportation network that safely and efficiently moves people and goods into, out of and through the region is a key component of the region's economic competitiveness and overall quality of life; and,

WHEREAS, the TFAC report emphasizes the need to put transportation funding on track for a comprehensive, lasting solution; and,

WHEREAS, the TFAC report promotes the creation of tens of thousands of jobs in Pennsylvania; and,

WHEREAS, a solution to the transportation funding issue is necessary to enhance the safety and economic competitiveness of our transportation system that is needed to get people to work, children to school, and products to the marketplace; and,

WHEREAS, failure to address the transportation funding issue will likely result in thousands of lost jobs for Pennsylvanians; and,

WHEREAS, if no additional transportation funding is provided, the backlog of deficient highways and bridges will continue to grow, vehicle repair costs will be higher, highway safety will be compromised, economic competitiveness will decline, and costs to maintain and repair the transportation system will grow; and,

NOW, THEREFORE, BE IT RESOLVED, that the Southwestern Pennsylvania Commission supports a transportation funding solution with adequate, dedicated, predictable, and growing resources, \$2.5 billion annually, proposed by the TFAC report.

Commissioner Pinkerton seconded the motion.

Dave Miller said there are two different messages being sent. The message is that this bill is not going anywhere near to solving the transportation problem. Many people would agree that this is an inadequate representation of the fiscal needs of Pennsylvania. What I heard said is we're going to hold our nose and move forward. There is nothing in this bill that says we are holding our nose or say something to the effect, that we should be doing this, but it does not solve the problem. If we adopt the recommendations here, 5 years from now we'll still be talking about a funding crisis. Is there some language that can talk about the enormity of the fiscal crisis and that our belief is that we should start some place, but we don't want to create the impression that if we do this that we will solve the transportation funding crisis.

Commissioner Craig responded I don't think the partners think that this is the answer to transportation funding in Pennsylvania. Some parts of the bill are disagreeable to us in terms of how funding is pulled together. But we need a sense of forward momentum on funding and perhaps this will move us forward. Right now, there are no funding proposals under discussion.

Chairman Ruddock said he doesn't see this as a bill, but as a funding strategy for the state to move forward. We can make a modification in this resolution. The modification states:

WHEREAS, the need is greater than the starting point in this resolution.

Bob Macey motioned to approve the modification of Resolution 7-12 and Commissioner Nichols seconded the motion. The affirmative vote to approve the amendment to Resolution 7-12 was unanimous.

Joe Grata remarked that he hopes that once the resolution is passed that SPC spreads the word quickly and engages other MPOs and makes it available to the proper people.

The affirmative vote to approve the original Resolution 7-12 with the modification was unanimous.

Mary Ann Eisenreich and Albert D'Alessandro, PA Department of Community and Economic Development abstain from vote on Resolution 7-12.

8. Action on Resolution 8-12 to Adopt SPC's Public Participation Plan Update – Chuck DiPietro

Chuck DiPietro said that SPC intends to use the updated Public Participation Plan process with the TIP update that we are taking out public comment starting in mid-May.

Key Update Items

- Federal Transit Administration (FTA)
 - “Program of Projects” criteria meets FTA standards for disclosure of information
 - Response to 2011 FTA Triennial Reviews
- Update of Tribal Liaisons list for SWPA
 - 14 tribes in PA, 4 with interest in SWPA
- Expanded language regarding methods of submission for public comment
 - Specific to expanded use of electronic media for SPC activities

Public Comment Report

Open Comment Period: (45 days) Monday, March 5th – Friday, April 20

Advertisement:

- Pittsburgh Post Gazette, Pittsburgh Tribune Review, The New Pittsburgh Courier, La Jornada Latina
- SPC Website: www.spcregion.org
- Ads distributed and announcements at various regional partner meetings
- Invites sent to Public Participation Panel members/resources

Public Review of Documents:

- SPC Regional Partners Network (10 Counties, and City of Pittsburgh Offices)
- SPC Regional Libraries Network
- SPC offices and website
- **Additional Outreach:** Video Preview of Draft Public Participation Plan/SPC Website

Public Meeting Date/ Location: March 28, 2012

- Meetings: 12-2pm and 5-7pm
- Open House Format with Video Presentation

Comments Received (Verbal, Written, Fax, e-mail): (4 comments)

- 4 comments received, related to transportation projects
- Recommend comments for forwarded to the draft TIP Comment Period

Commissioner Battaglia moved to approve Resolution 8-12 SPC's Public Participation Plan Update.

WHEREAS, the Southwestern Pennsylvania Commission has a shared obligation with the public to identify, define, evaluate and address the objectives, needs and alternatives for all modes of the region's transportation system; and

WHEREAS, communication with the public contributes to more effective and innovative transportation planning that is representative of and responsive to the needs of the entire region; and

WHEREAS, a defined public Participation Plan is necessary and desirable as it provides a framework for the Southwestern Pennsylvania Commission to conduct an open process that elicits the input and active involvement of all affected individuals, groups and communities from the earliest planning stages; and

WHEREAS, the procedures described in the updated Public Participation Plan help ensure that regional planning efforts "include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuous involvement of the public in developing plans" (23CFR 450.316(b)(1)); and

WHEREAS, it is necessary and desirable to coordinate, when appropriate, public involvement activities with other transportation planning agencies; and

WHEREAS, the Commission recognizes that a Public Participation Plan is a required element of the Long Range Plan and the Transportation Improvement Program under the provisions of federal transportation planning legislation; and

WHEREAS, the Commission recognizes "Public involvement processes shall be periodically reviewed by the MPO in terms of their effectiveness in assuring that the process provides full and open access to all" (23CFR 450.316(b)(1)(ix)); and

WHEREAS, an approved draft updated Public Participation Plan has been made available for public review and comment for a period of 45 days, a public meeting was held, and comments were received and considered as required by federal transportation planning legislation and SPC's existing Public Involvement Policy.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission hereby adopts the updated Public Participation Plan dated April 2012.

Commissioner Maggi seconded. The affirmative vote to approve Resolution 8-12 was unanimous.

9. Action on Resolution 9-12 to Proclaim May as CommuteInfo Commute Options Awareness Month – Chuck DiPietro

Mr. DiPietro explained that this is an annual action that we've taken for several years. We've labeled May CommuteInfo month where we try to bring up awareness of alternatives of driving alone. We picked May to coincide with other national activities and local happenings.

Commissioner Craig motioned to approve Resolution 9-12 to proclaim May 2012 as "CommuteInfo Commute Options Awareness Month" in Southwestern Pennsylvania.

WHEREAS, over 75 percent of the 1.2 million workers in the SPC region travel alone to work; and

WHEREAS, the region will have less traffic congestion and improved air quality if more commuters shared a ride to work; and

WHEREAS, sharing a ride to work will save commuters money; and

WHEREAS, the goal of SPC's CommuteInfo Program is for commuters within the 10-county SPC region to choose ridesharing at least twice a week; and

WHEREAS, over 660 commuters already ride to work daily in CommuteInfo's 53 registered vanpools and 525 commuters ride to work daily in the 241 carpools registered with CommuteInfo; and

WHEREAS, to ensure that all employers and commuters in the region are aware of all available commuting options CommuteInfo, in addition to sponsoring volunteer vanpools and arranging carpools, provides information about transit, promotes biking and walking, provides commuter safety information, and provides information about the region's park-n-ride facilities through the program website www.commuteinfo.org or by calling toll-free 1-888-819-6110; and

WHEREAS, several events are scheduled in May that independently promote alternatives to driving alone including National Transportation Week (as declared by Presidential proclamation), National Bike to Work Day (sponsored by the League of American Bicyclists), National Employee Health and Fitness Day (sponsored by the National Association for Health and Fitness), and National Clean Air Week (sponsored by the U.S. Environmental Protection Agency and the National Oceanic and Atmospheric Administration's National Weather Service); and

WHEREAS, CommuteInfo is planning a series of events in May to emphasize the value of ridesharing to the region, and to promote increased awareness of CommuteInfo and its services when national attention is being focused on alternatives to driving alone.

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission encourages the citizens of the region to welcome and emphasize the value of ridesharing by choosing ridesharing at least twice a week, and offers its support by proclaiming May 2012 as "CommuteInfo Commute Options Awareness Month" in Southwestern Pennsylvania.

Bob Macey seconded and the affirmative vote to approve Resolution 9-12 was unanimous.

10. Staff Report/Other Business/Announcements – Dr. Hassinger

a. SPC'S Regional Freight Conference

Dr. Hassinger reported on SPC's Freight Conference which was held on April 12, 2012. It was produced for purposes of engaging a larger audience particularly those working in freight and having responsibilities in various modes of freight and rail, and in river and trucking, particularly in river freight. The turn-out was good with about 100 participants. Of particular note is that the our economy relies very much on the 23 locks and dams that are operated and maintained by the Corps. Without these locks and dams commercial navigation on the Mon, Allegheny and Ohio rivers wouldn't be possible. These are the oldest facilities along the entire Ohio system and they are rated the most likely facilities to fail. The Emsworth Lock and Dam on the Ohio River is at a high risk of failure. Where water transportation is available, it costs less to move heavy freight along it. It's 50 to 70% less cost to move it by water. If the locks and dams fail here, the river level would likely return to its original level of about 2 feet effectively ending commerce in the Pittsburgh pool. Locks and dams are very important for commerce and economic development.

b. Recommendations of Bylaws Subcommittee

Commissioner Craig explained that for the articles other than Article 13 (by-laws) potential amendments must be submitted for member's approval, meaning each local governing board must vote on the articles for them to be changed. Recommended changes:

Article 2. Inserting Definition of MPO
(Requires Member Boards Vote)

Article 2. Inserting the Definition of MPO. MPO is referenced under Article 2.19, "FEDERAL TRANSPORTATION AND PLANNING LAWS, and ARTICLE 5.2 under "FUNCTIONS" because the federal transportation law itself defines MPO, however, the definition itself would not be subject to the local government bylaws voting process required for Article 2 amendments. All the definitions of the entities referenced in the Article do refer to the authorizing legislation regardless rather than constituting definitions themselves, but a reference to the authorizing (defining) legislation could be inserted, if desired, by a vote of the local government boards.

Potential Change:

ADD NEW: 2.1.1X MPO - A Metropolitan Planning Organization as defined in 23 U.S.C. § 450.310.

Article 4. Geographic Area SPC as a ten county organization
(Requires Member Boards Vote)

Article 4. Geographic Area here refers to which counties are eligible to be a member of SPC. Any county (and the City of Pittsburgh) in Southwestern Pennsylvania or a county contiguous to a MEMBER shall be eligible to join the COMMISSION as a MEMBER.

Potential Change: Article 4 – Geographic Area

The ten counties in Southwestern Pennsylvania (Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland) and the City of Pittsburgh shall be eligible to join the COMMISSION as a MEMBER.

Article 9. Terms of Commissioners
(Requires Member Boards Vote)

The committee recommends that terms of office for COMMISSIONERS should run on a four year cycle just like the election cycle.

Article 9: Potential Change:

EXISTING: ARTICLE 9: TERMS OF COMMISSIONERS AND NON-VOTING COMMISSIONERS; REMOVAL

9.1 Terms of COMMISSIONERS: The terms of COMMISSIONERS shall be for three years, however, the MEMBERS shall endeavor to stagger terms to avoid simultaneous termination. Upon the expiration of their term, each COMMISSIONER shall continue to serve until their successor is appointed.

9.2 Removal: The appointing MEMBER or entity may with or without cause remove at will any COMMISSIONER so appointed.

REVISED: ARTICLE 9: TERMS OF COMMISSIONERS AND NON-VOTING COMMISSIONERS; REMOVAL

9.1 *Terms of COMMISSIONERS: The terms of COMMISSIONERS shall be for four years, to run concurrently with local election cycles, however, the MEMBERS shall endeavor to stagger terms to avoid simultaneous termination. Upon the expiration of their term, each COMMISSIONER shall continue to serve until their successor is appointed.*

9.2 *Removal: The appointing MEMBER or entity may with or without cause remove at will any COMMISSIONER so appointed.*

Chairman Ruddock then asked for a motion to have these articles prepared with legal counsel assistance to be sent out to the eleven member bodies of SPC for approval. Commissioner Fink made the motion which was seconded by Commissioner Maggi. The affirmative vote was unanimous.

Commissioner Craig continued explaining the by-law items in Article 13 that need to be updated, but can be acted on by a two-thirds vote of the SPC Commission as a body and do not require submission to each member government board:

Article 13.1. Change office address or make place of business more generic.
(Requires Commission two-thirds majority vote)

Article 13.1 This article currently provides the address as 425 Sixth Avenue, Pittsburgh, Pennsylvania 15219 **or** such other place or places as the EXECUTIVE

COMMITTEE may determine from time to time. This is ok in the interim because of the “or” word, but can be amended to the new address when the Commission chooses.

Potential Change:

Update after an office move is completed to reflect new address.

Article 13. Section 13.4 Officers to be elected to two year terms
(Requires Commission two-thirds majority vote)

Article 13.4 This article states the terms of Officers. Later, Article 13.17 controls the terms of the members of the executive committee itself and this would need to be changed also to provide for two year terms in order to permit the officers to be elected to two year terms as all the executive committee members and officers are all currently elected for one year terms at the annual meeting on recommendation of the nominating committee. The nominating committee is currently charged with making nominations for one year terms, such that the executive committee terms would need to be changed in Article 13.17 to two years as well in this Article, and perhaps skip an annual nominating/election process for the executive committee in order to conform all the articles to permit the officers to be elected to two-year terms. This would be effective for officers following those currently serving.

Potential Change:

EXISTING: 13.4 Officers of the COMMISSION: The officers of the COMMISSION shall be the Chairman, Vice Chairman, and Secretary-Treasurer. Each officer shall hold office for a term of one year or until their successor has been elected.

REVISED: 13.4 Officers of the COMMISSION: The officers of the COMMISSION shall be the Chairman, Vice Chairman, and Secretary-Treasurer. Each officer shall hold office for a term of two years or until their successor has been elected.

EXISTING: 13.17 Terms: The COMMISSIONERS at their annual meeting shall elect an EXECUTIVE COMMITTEE. Each COMMISSIONER shall be elected for a term of one year and shall hold office until his successor shall have been elected and has qualified.

REVISED: 13.17 Terms: The COMMISSIONERS at alternate annual membership meetings shall elect an EXECUTIVE COMMITTEE. Each COMMISSIONER shall be elected for a term of two years and shall hold office until his successor shall have been elected and has qualified.

Article 13. It should be clearer that the chairman may appoint ad hoc committees as he or she sees fit.
(Requires Commission two-thirds majority vote)

The below language mirrors CCAP by-laws as a model for more specifically authorizing the chairman to create ad hoc committees, and it conforms to Roberts Rules which the SPC has previously adopted as it pertains to authorization of new committees.

Potential Change:

ADD NEW: 13.2X Ad Hoc Committees: The Chairman may, from time to time, as he or she deems necessary, or shall, as directed by action of the Executive Committee, appoint Ad Hoc Committees. The creation of ad hoc committees, except by direction of the Commission, shall be ratified by the Executive Committee. Ad hoc committees may be continued by succeeding Chairmen, but upon every third anniversary of such committee the Executive Committee shall review its mission and recommend that the Committee be dissolved, continued as an ad hoc committee, or made a permanent standing committee by amendment to these bylaws.

- c. Next Meeting Date – June 25, 2012.

11. Adjourn

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