

Southwestern Pennsylvania Commission
Minutes of the Meeting of
March 29, 2010 – 4:30 p.m.
31st Floor • Regional Enterprise Tower • 425 Sixth Avenue • Pittsburgh, PA 15219

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

Commission members present were: Tony Amadio, Tom Balya, Shirl Barnhart, Stephen Bland, Andrew Boni, Bracken Burns, Charles Camp, Tom Ceraso, Daniel Cessna, Dave Coder, Terry Daughenbaugh, Kevin Gray, Dave Johnston, John Paul Jones, Jim Kennedy, Robert Macey, Jack Machek, Larry Maggi, Kevin McCullough, David Miller, Mary Jo Morandini, William Peduto, A. Dale Pinkerton, William Piper, Luke Ravenstahl, Carmen Rozzi, Rod Ruddock, Robert Schiffbauer, Kelly Shroads, Pam Snyder, Joe Spanik, Rob Stephany, Vincent Vicites, Gealy Wallwork, and Norma Wintermyer.

Commission members absent were: Jack Cohen, Steve Craig, Rick DeBlasio, Joseph Dubovi, Karl Eisaman, Patricia Evanko, Richard Fink, David Frick, Jim Gagliano, Jr., Jessica Greathouse, Lynn Heckman, Dana Henry, Donald Kinosz, Patricia Kirkpatrick, James Lokhaiser, Robbie Matesic, Dan Onorato, James Ritzman, Jim Scahill, Mark Schneider, Richard Shaw, Renee Sigel, Michael Silvestri, Mark Snyder, Anthony Spossey, Byron Stauffer, Jr., Wendy Stern, Joe Szczur, Letitia Thompson, Daniel Vogler, 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, Tom Straw, Kay Tomko, Debbie Tritsch, Lew Villotti, and Sara Walfoort.

Others: Lynn Manion, Airport Corridor Transportation Association; Jon Smith, Allegheny County Transit Council; Mavis Rainey, Oakland Transportation Management Association; Deborah Suci-Smith, Federal Highway Administration; Ken Wolfe, Representative Jake Wheatley’s Office; and John Verbanac, SPC Consultant.

1. Action on Minutes of the January 25th Meeting

A motion was made to approve the minutes of the January 25, 2010 meeting of the Southwestern Pennsylvania Commission by Commissioner Ceraso which was seconded by Commissioner Amadio. The affirmative vote to approve the minutes was unanimous.

2. Public Comment

None

3. County Project

Commissioner Camp mentioned that one of the things he’d like to introduce to Commission meetings is to bring more attention to individual projects in SPC member jurisdictions to highlight on a more specific level the progress that results from what SPC does as an organization. Commissioner Camp

then provided a slide presentation and video clips of the Veterans Memorial Bridge project in Bridgewater Borough/Rochester Township in Beaver County.

At the conclusion of the presentation, Commissioner Camp said next month he would like one of the other counties or the city to pick a project and give a little highlight on it so that we will be able to better understand our projects from each county. Each member will have a chance to speak on a project.

4. SPC Staff Profile – Tom Straw

Commissioner Camp explained that the next thing he wants to do is talk about our staff. We have 52 employees. Sometimes we think only of Shannon, Kirk, Jim, Chuck, but this is a big organization. It's a lot of people and lot of professions, too. He then asked Shannon to introduce her guest.

Shannon O'Connell profiled staff member, Tom Straw. Tom is our website developer, webcasting producer and he's also our photographer. One of Tom's big projects was to develop the webcasting technology used for the online Regional Town Meetings that were featured as part of Project Region, as well as working on the individual webcasting station equipment SPC has provided to each member government. Tom has worked for SPC for seven years. He came to us from the City of Pittsburgh where he worked for Mayor Murphy and co-designed their website. He was born in Baltimore and was raised in Ohio. He has a bachelor's degree in English from Kent State University and a Masters in Multimedia and Professional Writing from Carnegie Mellon. He is married to his wife, Jen, and has two sons, Elijah, 4, and Rowan, 2. In his spare time, Tom enjoys reading, writing, softball and biking. Tom has even written a children's book. Tom is responsible for all of the impressive photography that is used in SPC's publications, websites, videos and presentations.

Tom Straw then navigated through SPC's new website for the Commission Members, highlighting the significant changes such as enhanced navigation and an expanded presence for each SPC member government, including extensive photo galleries, demographic information and GIS maps.

5. Financial Report

Mr. Massaro reported that the financial report reflects the operations of the Corporation, the Commission, and the Regional Enterprise Tower and is for the eight-month period July 1, 2009 to February 28, 2010 which represents 67% of the fiscal year completed.

The revenues for the current fiscal year include federal grants, state grants, in-kind service match, commission member dues which is used as program match, contributions from foundations to support the planning activities, pass-through funding, loan program fees, and revenues for the operations of the Regional Enterprise Tower.

Total project related revenues recognized to date, including encumbrances, are \$6,308,531 or 52.34% vs the annual budget of \$12,053,646 or 38.77%. Total carry-over project related revenues, including encumbrances are \$131,070 or 52.79% of the revised annual budget. The three carry-over projects which were approved by PennDOT and continue into the new fiscal year include the Project Planning and Evaluation Project, the Truck Parking Study, and the West Busway TOD Study. All projects are due to be completed by June 30, 2010. Total project revenues, including encumbrances, are \$6,439,602 or 52.35% vs the annual budget of \$12,301,917.

Total project revenues relating to the operations of the RET to date total \$3,404,147 or 68.22% vs the annual budget of \$4,989,714. Total revenues to date are \$9,844,070 or 56.93% of the annual budget of \$17,291,631. Mr. Massaro reported that at the Property Management Committee meeting earlier today, the building leasing agent reported that occupancy for the building was at 80.0%. The leasing agent continues to market space in the building reporting that the current marketing program is being conducted on a direct basis to three primary target audiences – Brokers, Non Profit Direct Mailing, and General Office Direct Mailing. The 2010 lease renewals continue with a number of tenants renewing their space as is. A number of prospects have toured the building in addition to other buildings.

Mr. Massaro also reported total project related expenditures of \$6,343,237 or 52.36% vs the annual budget of \$12,115,559. Project expenditures to date are consistent with the budget for the reporting period. He further stated that the Regional Traffic Signal Design and Services Project construction contracts with the three PennDOT district offices have all been executed and project work has begun. Carry-over project related expenditures are \$99,918 or 53.62% vs the annual budget of \$186,358. Regional Enterprise Tower expenditures before amortization or depreciation are \$3,358,678 or 69.02% of the budgeted amount of \$4,866,098.

6. Action on Resolution 4-10 to Approve the Proposed Amendments to the 2009-2012 Transportation Improvement Program – 2010 Anticipated Stimulus Transportation Funding

Mr. DiPietro reported that PennDOT's Secretary Biehler provided recent insight in February to statewide partners to get ready to move candidate projects onto TIPs statewide as soon as possible in anticipation of a second round of transportation stimulus funds. This was provided due to his close connections to Washington DC as past president of American Association of State Highway and Transportation Officials (AASHTO) and likewise direct insight from Governor Rendell as President of National Association of Governors. He said the word to all MPOs across the state is move now and get ready.

Mr. DiPietro pointed out that Philadelphia acted to approve a list of candidate stimulus projects at its March 25th Board meeting. York did the same at its February 25th Board meeting. Harrisburg has also taken action. We anticipate our other 19 sister MPO/RPO agencies are also rapidly moving forward.

Mr. DiPietro indicated that the feeling is let's be proactive in anticipation of a next round of transportation stimulus funding for "shovel ready" projects – this likely means projects ready to advance within a 50 day timeline per the latest insight we hear. He said we may have only 50 days from signing of the anticipated bill for individual project design to be complete, so a contract can be awarded within 90 days. Some media reports that stimulus efforts may intensify when Congress returns from its two week Easter break on April 12th, and that then efforts will intensify to pass another transportation stimulus bill which could include significant funding for existing highway, transit, and aviation programs among other infrastructure related provisions.

Mr. DiPietro further explained we have screened such a list through work sessions with the SPC member planning departments in each District (March 8th, 12th, and 15th), and with our Transit Operators Committee. Projects in today's packet pass the test of being ready if additional funding comes our way.

Mr. DiPietro then reported that projects in Pennsylvania did extremely well with the first round of stimulus and southwestern Pennsylvania also did extremely well statewide. Pennsylvania was the top ranked large state for speed of delivery under first stimulus program and it was third overall for stimulus

speed of delivery, only behind Maine and Wyoming – but looking at it another way, Pennsylvania received four times the total stimulus funding to manage and deliver than Maine and Wyoming received combined.

Mr. DiPietro noted that the strategy presented today is to be ready if and when a next round of stimulus funding is available – with strong track record of stimulus delivery in both Washington DC and in Harrisburg. Let's again position ourselves aggressively for potential Congressional and President Obama action.

Projects in today's agenda packet also are a consistent match with our 2035 Transportation and Development Plan's 16 policy statements. As visible examples, maintenance of the existing system will be a regional priority; The region's transportation system will be actively managed and operated to allow the system to function at its full potential; Investment in infrastructure improvements will be coordinated and targeted at the corridor level to optimize the impact of the investments; Transportation and development choices will reflect a priority on safe and secure multimodal and intermodal networks for both people and goods; and the region's transportation system will connect people with resources throughout the region.

Today's agenda packet also includes detail on the public comment period underway that extends through April 9th – the first public meeting was held last Thursday in the Regional Enterprise Tower. Additional public meetings are scheduled for tomorrow night in Armstrong County and Wednesday night in Washington County. Display graphics being used at each public meeting are in the corridor outside the room tonight – one graphic presents the Port Authority candidate projects and their locations – three graphics are also available tonight by PennDOT District that display the location of each candidate highway project.

Mr. DiPietro said US DOT has distributed a series of Questions & Answers to State DOTs throughout the country. Some of the key phrases in the responses are:

- Work as soon as possible to ensure your candidate projects are on your region's TIP so they are ready and available.
- MPOs should consider their ability to act expeditiously in taking actions.
- Any necessary public involvement work should have already begun, and if it has not, it should be started immediately.
- MPO policy boards may amend their TIPs even before the bill is signed by the President.
- Funds expected from an anticipated next stimulus bill can be used to demonstrate fiscal constraint, that is it will be treated as additional funding to individual regions, and it can be regarded as "available" when a bill is signed into law by President Obama.

Mr. DiPietro then explained that the third piece in the packet is a listing of all candidate highway projects by county, including description/location, type of work, and the stimulus dollar request amount – stimulus one was 100% funding with no state match. Also included is a letter from Port Authority's Steve Bland detailing 20 candidate projects for consideration on a next round of stimulus funding. Included also is a resolution for your consideration today that seeks approval of the high cost projects that require Commission approval due to their total cost. Lower cost projects in the detailed tables have already been approved as projects to submit as stimulus candidates at the March meetings of the Commission's Transit Operators Committee and Transportation Technical Committee. We have included the detail of these lower cost projects in today's packet for your information and background use.

Today's request for action, if approved is contingent on approval of a next round of federal stimulus funding legislation and is also contingent on the close of our public comment period currently underway through April 9th, with any additional comments received to be shared with the full Commission membership, including responses to any comments received.

Commissioner Ceraso moved:

WHEREAS, the Transportation Technical Committee recommends the following amendments to the Title I Component (Surface Transportation Program) of the region's 2009-2012 Transportation Improvement Program (TIP) in anticipation of a potential next round of Transportation Stimulus funding:

1. Judge Graff Bridge - \$16,500,000 federal stimulus funds for total construction costs in FFY 2010. The project includes bridge preservation activities on the structure carrying US 422 over the Allegheny River on SR's 3001 and 2011 and the B&P Railroad in North Buffalo Township, Armstrong County.
2. Liberty Tunnel Phase 3- \$24,000,000 federal stimulus funds for total construction costs in FFY 2010. The project includes the repair of structural concrete, conduit and hanger systems, and the inspection of signal supports. It is located on SR 3069 from Liberty Bridge over the Monongahela River to SR 51 in the City of Pittsburgh, Allegheny County.
3. Route 28 Widening from 31st^{Street} Bridge to Millvale- \$20,000,000 federal stimulus funds for construction in FFY 2010 to complete total funding for this \$35,000,000 dollar project. The project includes widening the existing four lanes, a median barrier and grade separation at the 31st Street Bridge and 40th Street Bridge intersection in the City of Pittsburgh, Allegheny County.
4. Route 28 Widening from Troy Hill Road to 31st Street Bridge- \$30,000,000 federal stimulus funds for construction in FFY 2011 to complete total funding for this \$55,000,000 dollar project. The project includes widening the existing four lanes, a median barrier and grade separation at the 31st Street Bridge intersection. Located on Troy Hill Road through the 31st Street Bridge to the City of Pittsburgh, Allegheny County.
5. Birmingham Bridge- \$31,000,000 federal stimulus funds for total construction costs in FFY 2010. The project will replace joints and include zone painting to the Birmingham Bridge on SR 2085 in the City of Pittsburgh, Allegheny County.
6. US 19 Pine Creek to Wallace- \$14,800,000 federal stimulus funds for total construction costs in FFY 2010. The project includes resurfacing of SR 19 and arterial improvements including, center turning lanes, widening of the existing lanes, and traffic signal improvements to channelize the intersections. Located from Pine Creek Hill to Wallace Road in Pine & McCandless Townships, Allegheny County.
7. I-376 Bridge Preservation (7 Bridge Structures) \$30,000,000 federal stimulus funds for construction in FFY 2010 on the Interstate Management portion of the TIP. This project involves the repair and replacement of existing expansion dams, deck repair and latex overlay, along with joint, bearing, and structural steel repairs and full painting on seven interstate structures. The project is located on I-376 (previous designation- SR 60), in Hopewell and Brighton Townships in Beaver County.

WHEREAS, the Transit Operators Committee recommends the following amendments to the Title III Component (Public Transportation) of the region's 2009-2012 Transportation Improvement Program (TIP) in anticipation of a potential next round of Transportation Stimulus funding:

1. Port Authority of Allegheny County (PAAC): Warrington Track and Pavement Replacement – (\$13,000,000 federal) This project would reconstruct the reinforced concrete embedded tracks and pavement on Warrington Avenue between Haberman Avenue to Arlington Avenue. The work would also include replacement of the curb, deck, and concrete slabs at the base of the catenary poles on the south side of the street.
2. PAAC: East Liberty Garage Roof & Exhaust Fan Replacement – (\$3,736,000 federal) This project would replace the roof of the East Liberty Bus Garage with a 3-ply Built-up Roof (BUR) System and all new flashing throughout. The existing roof is approximately 25 years old and has exceeded its useful life. Additionally, the roof-mounted exhaust fans would be replaced, as they do not function properly and pose a health concern to garage workers.
3. PAAC: Neville Ramp Bridge Deck Replacement – (\$10,000,000 federal) This project would replace the Neville Bridge deck and repaint the steel girders. The bridge spans approximately 1,000 linear feet and connects the East Busway to Centre Avenue in North Oakland. The bridge is over 25 years old and is in need of rehabilitation.
4. PAAC: West Mifflin Maintenance Hoist Replacement – (\$4,000,000 federal) This project would replace all 3-post maintenance hoists in the West Mifflin Bus Garage with new similar style lifts. The existing units are approximately 22 years old, have exceeded their useful life and frequently require repair to keep them operational.
5. PAAC: Tassy Hollow Bridge Deck Replacement – (\$3,500,000 federal) This project would replace the Tassy Hollow Bridge deck and repaint the steel girders. The bridge spans approximately 500 linear feet over Tassy Hollow in North Braddock. The bridge exhibits significant structural deficiencies and is in need of rehabilitation.
6. PAAC: Negley Avenue Pedestrian Bridge - (\$2,000,000 federal) This project would replace Negley Avenue Pedestrian Bridge which is located on the East Busway and provides access to the Negley Station from the Negley Avenue Bridge. The approximately 25 year old bridge exhibits substantial deterioration and has been closed due to safety concerns.
7. PAAC: Busway Radio System Replacement - (\$4,500,000 federal) This project would replace the 16 year old Bus Radio System which serves mobile radios in revenue service buses, non-revenue maintenance vehicles and Port Authority Police vehicles. The system is antiquated and doesn't comply with the FCC-mandated narrow band requirements.
8. PAAC: Manchester Roof & Drain Rehabilitation – (\$4,200,000 federal) This project would repair the approximately 40 year old concrete roof slab and storm drain plumbing above the Manchester Main Shop maintenance area. The deteriorated concrete slab and leaking cast iron roof drain plumbing has led to concrete debris and water in the maintenance shop.
9. PAAC: Allegheny Station Transit Center – (\$5,500,000 federal) This project would incorporate a 9-bus transit center into the ground level of the new Allegheny Station, currently under construction on the Authority's North Shore Connector Light Rail extension project. When complete, this facility (including passenger waiting facilities) would serve as an intermodal transfer point between the Authority's bus and rail system.
10. PAAC: Replacement Buses/Hybrid – (\$120,425,000 federal) This project would replace 165 Port Authority buses currently eligible for replacement with 25 — 60' articulated buses (BRT configuration); 40 — 40' buses (BRT configuration); and 100 — 40' buses (standard configuration).
11. PAAC: Operating Assistance – (\$12,790,000 federal) This project exists in the event operating funding is permitted on an emergency basis to sustain transit. It is calculated based upon the extraordinary level of pension contributions required since the financial market meltdown deteriorated assets within the Authority's pension fund investment portfolios.

WHEREAS, the sources of funds for the proposed TIP amendments are in anticipation of a potential next round of federal Transportation Stimulus funding and therefore would be additional funds to the region; and

WHEREAS, there is no assurance that any individual project would receive federal funds, only that these projects would be eligible to receive federal funds under the potential next round of Transportation Stimulus funding. When federal legislation is completed, the actual number of candidate projects advanced on the TIP will be subject to any final legislated funding limits and directives; and

WHEREAS, the proposed TIP amendments will maintain overall TIP fiscal balance and will not interfere with the implementation of any projects, commitments, or requirements of applicable State Implementation Plans (SIPs); and

WHEREAS, approval of the proposed amendments to the 2009-2012 TIP will not alter the finding of conformity with the federal Clean Air Act for the 2035 Long Range Plan and 2009-2012 TIP since the affected projects are categorized by EPA's Transportation Conformity Rule (40 CFR Part 93) as being exempt from regional emissions analysis; and

WHEREAS, the proposed amendments have been made available for public review and comment consistent with SPC's established public review procedures (continues through April 9th) including three public meetings on March 25th, March 30th, and March 31st; and

WHEREAS, documentation of the public review and comment period, including any public comments received on the TIP amendments will be distributed to the Commission members; and

WHEREAS, the proposed amendments were reviewed on March 18th at the Transportation Technical Committee and on March 24th at the Transit Operators Committee and are recommended for approval in accordance with SPC's approved TIP amendment procedures; and

WHEREAS, the projects under \$10,000,000 for highway and bridges and under \$2,000,000 for transit were approved by the Transportation Technical Committee and Transit Operators Committee at their meetings on March 18th and 24th respectively, and in accordance with SPC's approved TIP amendment procedures (see attachments).

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission approves these amendments to the 2009-2012 TIP and that this action is contingent on approval of a next round of federal stimulus funding legislation; and

BE IT FURTHER RESOLVED, that this action for projects detailed in this resolution is contingent on the close of the public comment period on April 9th, with any additional comments received to be shared with the full Commission membership, including responses to any comments received.

Commissioner Burns mentioned that resolution 4-10 shows 18 items on it. What is the difference between the listing of projects and the list on the resolution?

Mr. DiPietro said the listing is of all candidate highway projects by county presented for stimulus one. The lower cost projects have already been approved by the Commission's TOC and TTC as projects to

submit as stimulus candidates. The highlighted projects are the higher cost projects that require Commission approval (per our current TIP amendment procedures) that are detailed in the resolution.

Extensive discussion followed to clarify the request before the Commission today. Comments and/or questions followed from Commissioners Ruddock, Burns, Balya and Spanik, and from Commission members Mr. Peduto and Mr. Johnston. Clarifications and responses were provided by Mr. DiPietro, Mr. Cessna and Mr. Bland.

Commissioner Amadio seconded and the affirmative motion carried to approve the proposed amendments to the 2009-2012 Transportation Improvement Program with 2010 anticipated stimulus transportation funding. Commissioner Burns and Mr. Schiffbauer voted against the amendment.

7. FHWA and FTA Joint Certification Review of Pittsburgh Metropolitan Area Transportation Planning Process – US DOT Review Team Presentation of Summary of Findings

Deborah Suciu-Smith of the Federal Highway Administration made a presentation to the Commission Members on the Joint Findings of the 2009 Pittsburgh Metropolitan Area Planning Process Certification Review by the FHWA and FTA. She explained that the final report was issued on January 28th. Highlights of Ms. Suciu-Smith’s presentation follow:

Findings
of the 2009
Pittsburgh Metropolitan Area Planning Process
Certification Review
Presented by Deborah Suciu Smith, FHWA
to Southwestern Pennsylvania Commission
Monday, March 29, 2010

What is a Certification Review?

- Analysis conducted jointly by FHWA & FTA
- Evaluates whether transportation planning process complies with Federal planning requirements:
 - 23 USC 134 - Metropolitan Planning
 - 23 CFR 450 - Subpart C - Metropolitan Transportation Planning & Programming
- Required every 4 years

Steps of a
Certification Review

- The Federal (FHWA/FTA) Review Team:
 - Conducts desk review of planning products & processes
 - Issues desk review findings
 - Conducts on-site field review
 - Holds verbal close out
 - Publishes final Certification Report

On-site Review Topics of the
2009 Certification Review
Outcomes of a
Certification Review
(Part 1)

- Findings include:
 - Commendations – Great job! Best practice!
 - Recommendations – Change desired, not as serious as Corrective Action
 - Corrective Actions – Failure to meet requirements, change required, deadlines established

Outcomes of a
Certification Review
(Part 2)

- Transportation planning process will be:
 - Certified
 - Certified subject to certain corrective actions
 - Certified for use of only certain construction funding categories

Results of the 2009 SPC Certification Review

- 9 Commendations
- Assorted Recommendations
- 2 Corrective Actions

Commendations:

- Role of TOC
- Public/Private/Civic/Philanthropic Outreach
- Use of Technology to Engage
- CMAQ Program Processes

Commendations:
(Continued)

- Tools to engage & educate
- Operations & Management

- Road Safety Audit (RSA) Program
- Freight Planning
- Air Quality improvements

Corrective Action 1:
DBE Goals

- PennDOT shall provide DBE guidance & support to SPC
- Process utilized when selecting projects that should have DBE goals
- Discontinue practice of assigning goals to each project
- Deadlines:

Corrective Action 2:
Good Faith Efforts review

- Follow procedure & DBE regulations
- SPC acceptance of good faith efforts when goal of contract not satisfied by low bidder/contractor
- SPC policy and DBE regulations to occur immediately
- Deadlines:

Recommendations:
Highlights

- Common Themes:
 - Public Involvement Techniques
 - ITS (Intelligent Transportation Systems)/CMP (Congestion Management Program)
 - Project Selection Methods
 - PEL (Planning & Environment Linkages)
 - Integrating Freight Considerations

Commissioner Camp asked if these results are typical of MPOs across the nation? Ms. Suciu-Smith said that it varies widely across the country.

Commissioner Camp congratulated staff.

Under other business, Commissioner Ruddock after closer reading of Resolution 4-10 approved earlier in the agenda (Amend TIP for Anticipated Stimulus funding), expressed serious problems with the action on project 11 under the Transit Operators Committee action – PAAC Operating Assistance. Commissioner Ruddock referred to this project funding as a “pension bailout”, and he does not support this part of Resolution 4-10. Mr. Bland explained the rationale behind this resolution. The last time there was a stimulus package, essentially on the transit side, what they did was have to have a provision

that up to 10% of funds available could be used for operating assistance purposes. This would be a stop gap. We were actually asked by Federal Transit Administration to make such a provision. Basically we included that in the event a similar provision were applied in another round of stimulus funding.

8. Staff Report/Other Business/Announcements

Mr. Brethauer brought the Commission Members up-to-date with the United States Census 2010. April 1, 2010 is “Census Day”, and members were asked to encourage their constituents, family and friends to complete and submit the 2010 Census form and also to visit www.2010.census.gov to track response rates in their county. Mr. Brethauer also presented the current response rates from the Census Bureau.

Response rates for Census 2010 - Today

- Percentage of households who have already completed & returned their Census form:

Nationally	34%	Highest State Response:	
		<i>North Dakota</i>	47%
Pennsylvania	40%	Lowest State Response:	
Maryland	35%	<i>Florida</i>	26%
New Jersey	33%		
New York	29%		
Ohio	35%		
West Virginia	35%		

In 2000, the National Response Rate was 67%
 Census saves approximately \$89 million for every 1% increase in response

Response rates for Census 2010 - Today

- Percentage of households who have already completed & returned their Census form:

Allegheny	39%	Highest Response at	
Pittsburgh	32%	Municipality In Region:	
Armstrong	43%		
Beaver	42%	<i>Dunlevy Borough</i>	61%
Butler	46%	<i>(Washington County)</i>	
Fayette	39%		
Greene	41%		
Indiana	40%	Bragging Rights	
Lawrence	45%	Philadelphia	27%
Washington	41%	Harrisburg	25%
Westmoreland	43%	Cleveland	16%

Timeline

- April 1, 2010 – Census Day
- May – July 2010 – follow up with households that did not return questionnaires
- December 31, 2010 – Census delivers counts to the President

Check Response Rates: www.2010.census.gov see “Take 10 Map”

Mr. Brethauer explained that Take 10 means it takes 10 minutes to fill out the form for the 2010 Census.

Next Meeting Date – April 26, 2010.

Other Business

Commissioner Balya encouraged members to bring any items of concern directly to the Commission when a question arises about how SPC does business. Commissioner Peduto encouraged SPC to consider a procurement threshold for formal competitive process at a level lower than currently in place. Dr Hassinger was asked to comment on the current practice. He reported that SPC does competitive procurement process in the form of written quotes from at least three sources between \$3,000 and \$100,000. Above \$100,000 the organization uses newspaper-advertised RFP process. Retainer agreements originate in competitive process and are renewable. We are in compliance with the adopted thresholds. We regret any misunderstandings about how contracting is handled.

Commissioner Camp commented that SPC is audited and reviewed by federal authorities and is within the guidelines. Also, questions from Commissioners are respected and we will be responsive to them.

9. Adjourn

There being no further business to come before the Commission, the meeting adjourned at 6:10 p.m.

Respectfully submitted,

Rodney Ruddock
Secretary-Treasurer