

MPOs and Ports

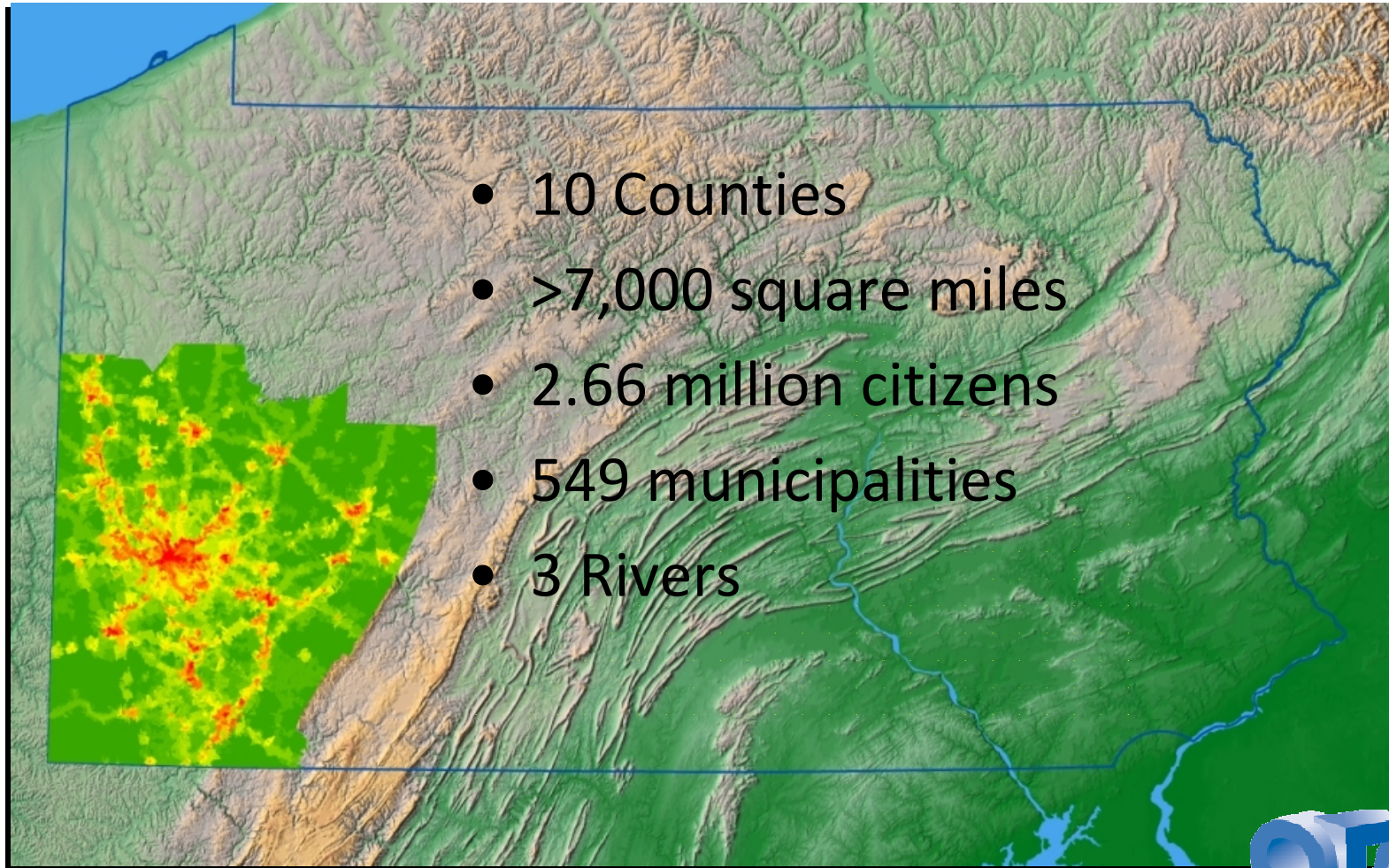
The View from Pittsburgh



Southwestern Pennsylvania



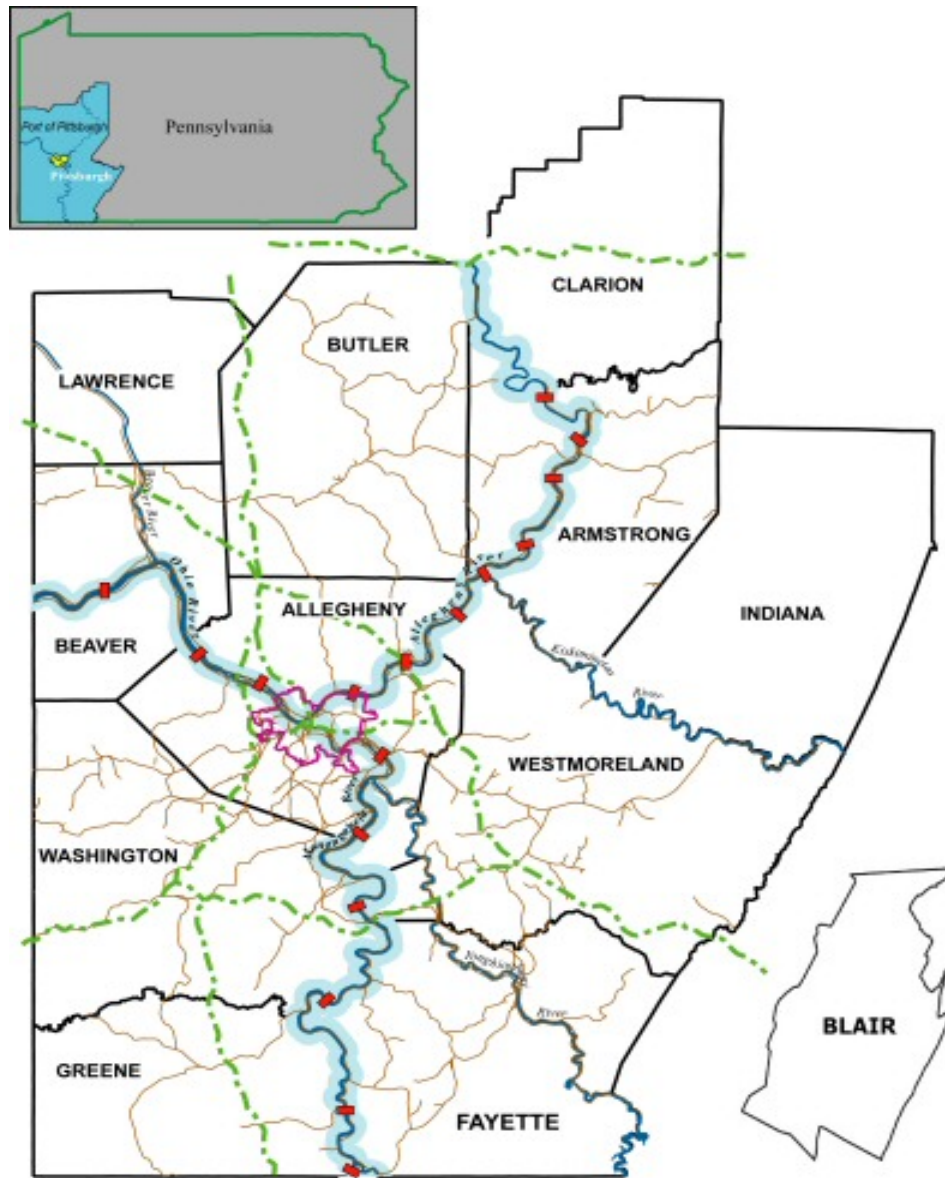
Southwestern Pennsylvania Commission



The Commission

- 61 voting, 5 non-voting members
- 5 voting members from each of 10 Counties & City of Pittsburgh (55)
- Other voting members – PennDOT (2), PA DCED, Governor's Office, Port Authority of Allegheny County, 2nd Transit Operator
- Non-voting members – FTA, FAA, FHWA, USEPA, USEDA

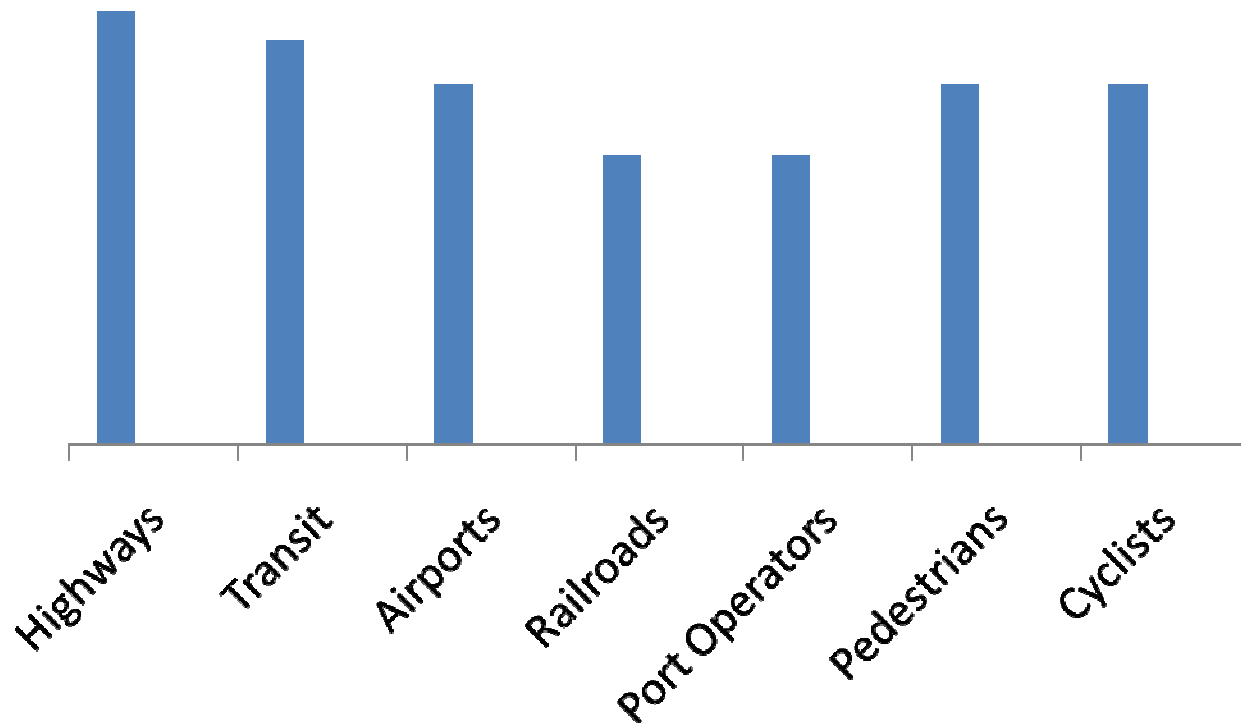




The Port of Pittsburgh



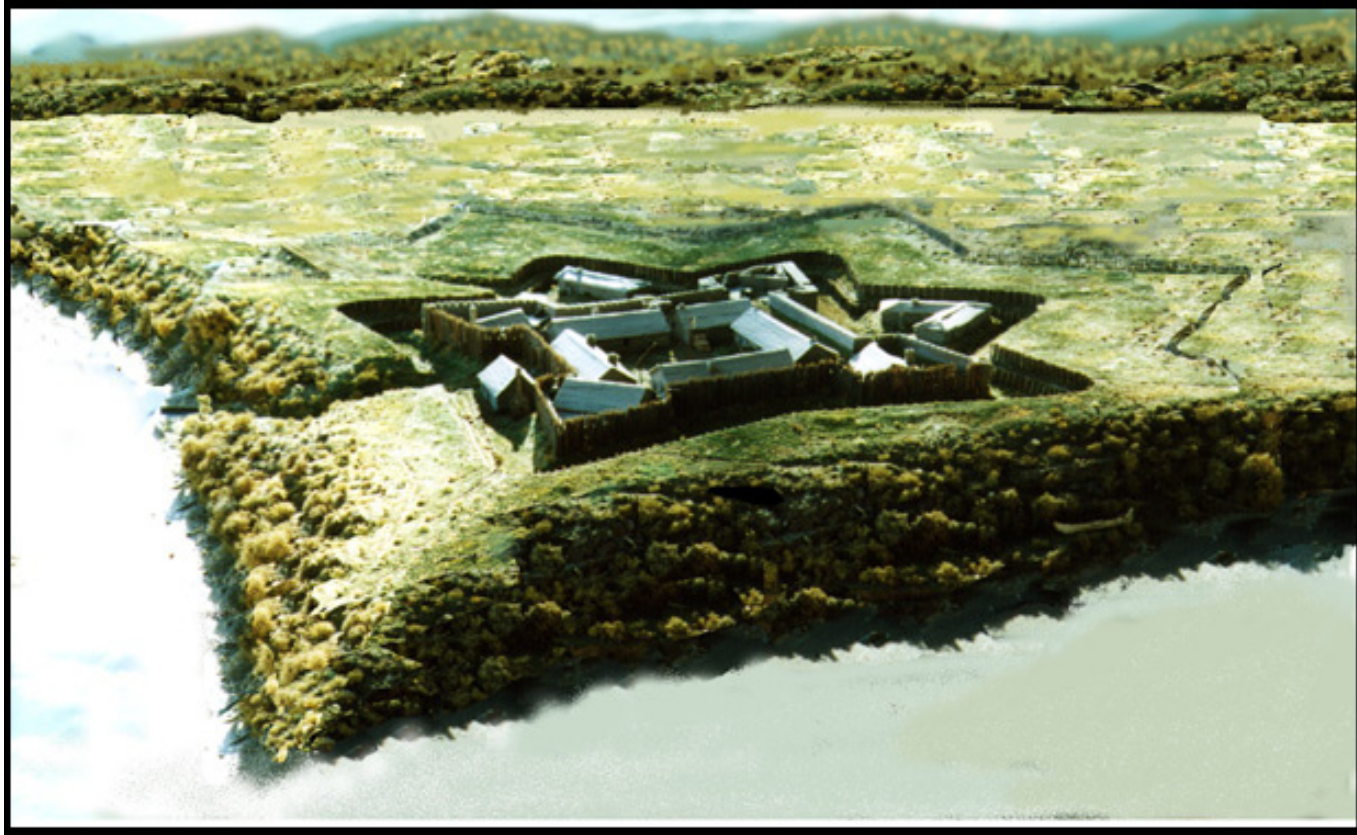
Industry remains the heart and soul of Pittsburgh



Multi-Modal Planning



Our timeframes may not always match yours



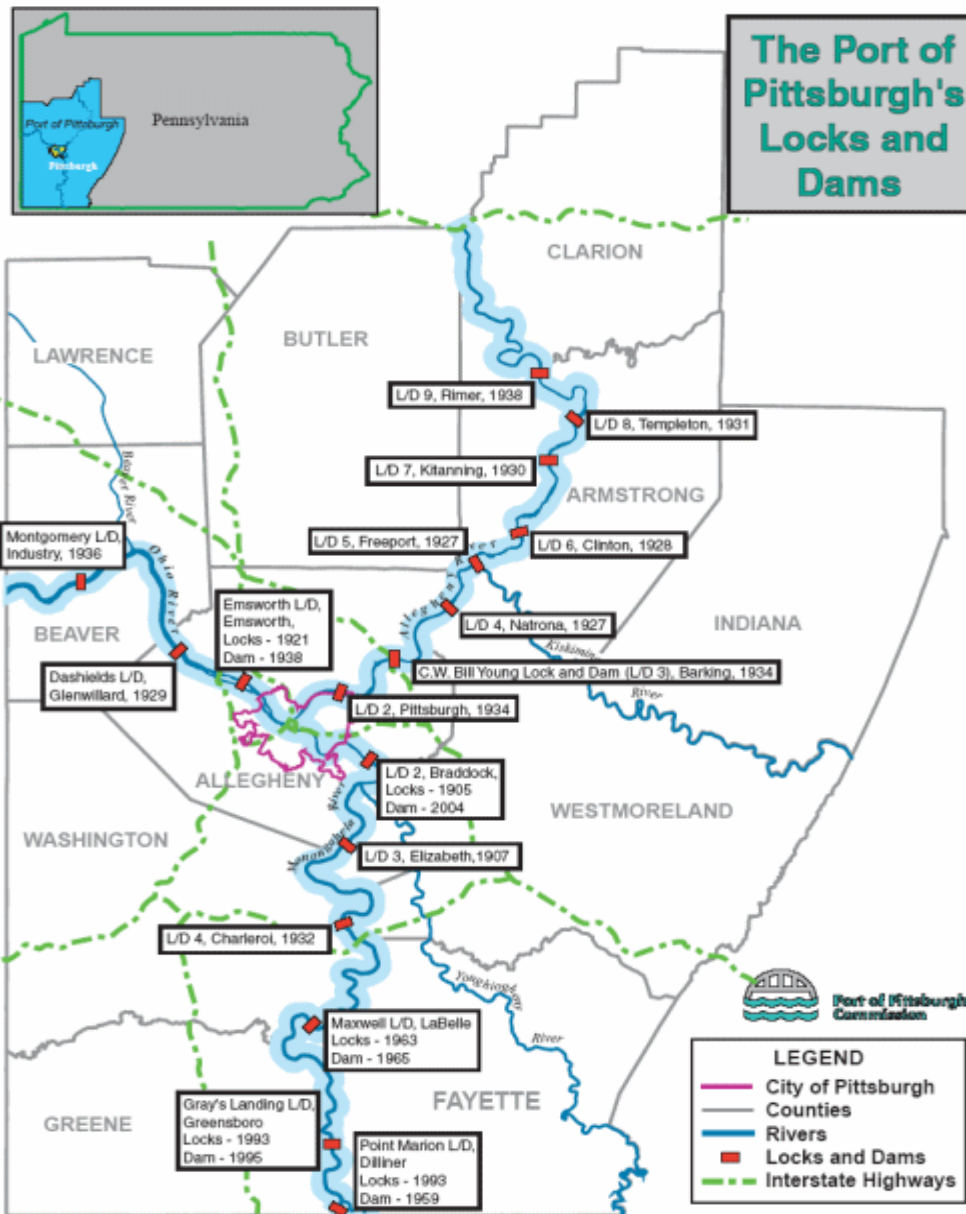
1754



1803



The means to an economic end





Energy is our key commodity

Value of the Port

Exhibit E-2
Summary of the Economic Impacts Generated by
the River System Activity

<u>IMPACT CATEGORY</u>	<u>ALLEGHENY</u>	<u>MONONGAHELA</u>	<u>OHIO</u>	<u>PORT DISTRICT</u>
JOBS				
Direct - port	2,832	5,802	6,253	14,887
Users - shippers/consignees	9,120	8,953	12,119	30,192
Indirect	47,309	49,474	52,751	149,534
<u>Induced</u>	<u>6,948</u>	<u>7,627</u>	<u>8,689</u>	<u>23,264</u>
Total	66,209	71,856	79,812	217,877
INCOME (\$1,000)				
Direct	\$602,402	\$634,386	\$915,645	\$2,152,433
Re-spending	\$612,523	\$645,044	\$931,027	\$2,188,594
<u>Indirect</u>	<u>\$1,874,608</u>	<u>\$1,726,294</u>	<u>\$2,378,453</u>	<u>\$5,979,355</u>
Total	\$3,089,533	\$3,005,724	\$4,225,125	\$10,320,382
LOCAL PURCHASES (\$1,000)	\$2,709,129	\$2,837,830	\$3,505,422	\$9,052,381
BUSINESS REVENUE (\$1,000) (Excludes value of products and production)	\$37,424	\$475,907	\$359,820	\$873,151
STATE & LOCAL TAXES (\$1,000)	\$305,864	\$297,567	\$418,287	\$1,021,718
FEDERAL TAXES (\$1,000)	\$654,981	\$637,213	\$895,727	\$2,187,921
RELATED JOBS				5,975

Value of the Port

- Goods Movement

About 250 million tons a year, valued at \$133 billion, go in or out of the area. Twenty percent of the tons (50 million) or seven percent of the value (\$9 billion) goes by barge.

- Traffic Deferral

- 1:4:15:60

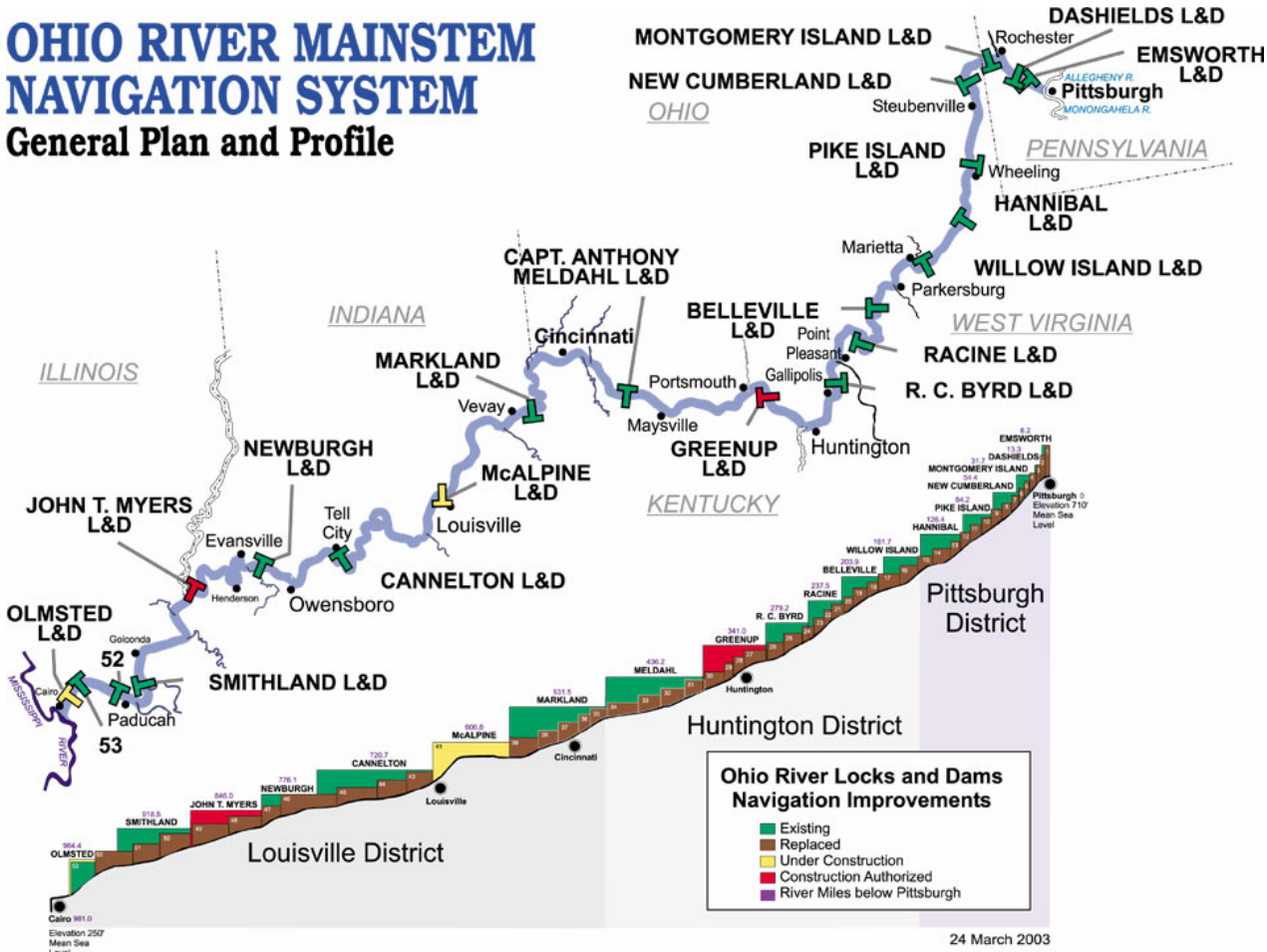
Traffic Deferral



Clairton, PA

Viability of Inland Navigation System

OHIO RIVER MAINSTEM NAVIGATION SYSTEM General Plan and Profile



Viability of Inland Navigation System



On the Ohio River downstream from Pittsburgh, Pennsylvania.
Emsworth at Mile 6;

What can the MPO do?

- Create partnerships in our role as regional consensus builder on transportation planning
- Listen
- Use resources at our disposal in new and creative ways
- Lead by example

Ferry Street



Ferry Street Today



Ferry Street



How can you help?

- Participate in opportunities that are presented
- Build a relationship
- Base that relationship on trust
- Communicate early and often
- Don't give up

Thank you

