



DAUPHIN COUNTY BOARD OF COMMISSIONERS

WORKSHOP MEETING

FEBRUARY 1, 2006

10:00 A.M.

MEMBERS PRESENT

Jeff Haste, Chairman
Dominic D. DiFrancesco, II, Vice Chairman
George P. Hartwick, III, Secretary

STAFF PRESENT

Chad Saylor, Chief Clerk; Julia E. Nace, Assistant Chief Clerk; Marie Rebuck, Controller; Robert F. Dick, Treasurer; Scott Burford, Spring Creek Administrator; Garry Esworthy, Risk Manager; William Tully, Esq., Solicitor; Bruce Foreman, Esq., Solicitor's Office; Tom Guenther, Director of IT; Randy Baratucci, Director of Purchasing; Dave Schreiber, Personnel; Kay Sinner, Personnel; Kim Robison, Director of Domestic Relations; Kelly Wolf, Manager of the Solid Waste Department; Matt Davies, Solid Waste Department; Bob Hawley, Courts; Dan Kern, Director of Schaffner Center; Elke Moyer, Human Services Office; Diane McNaughton, Commissioners' Office; Dan Robinson, Director of Community & Economic Development; Lena Martinez, Commissioners' Office; Jena Wolgemuth, Commissioners' Office and Richie-Ann Martz, Commissioners' Office

GUESTS PRESENT

Jack Sherzer, Katrina Kyle and Laura Lutz

MINUTES

CALL TO ORDER

Mr. Haste, Chairman of the Board, called the meeting to order at 10:00 a.m.

MOMENT OF SILENCE

Everyone observed a moment of silence.

PLEDGE OF ALLEGIANCE

Everyone stood for the Pledge of Allegiance.

APPROVAL OF MINUTES

Mr. Haste: We have one set of meeting minutes that we will take up at next week's meeting.

PUBLIC PARTICIPATION

Mr. Haste: We are at the point in time in the meeting for public participation. Is there anyone in the audience that would like to address the Board? (There was none.)

DEPARTMENT DIRECTORS/GUESTS

Kelly Wolf, Solid Waste Management Dauphin County's Recycling Program Report

Ms. Wolf: Today I wanted to present to you the County's Drop-Off and Employees' Recycling Program Report for 2005. I can say we have done exceptionally well. Each year, since 2002, we have increased the tonnage per commodity by generally 30 tons. The aluminum we collected 47.8 tons, corrugated cardboard 199.8 tons, mixed glass 135.4 tons and newspaper 658.3 tons. From the County offices, we recycled 64 tons of mixed office paper and 72.1 tons of plastic containers. The electronics program continues to be successful. Each year we collect more throughout the year. In 2004, we collected 83.6 tons and in 2005 we collected 122.9 tons. That is up significantly. As far as the recycling revenue, the number I have here is not the final figure, because we still receive checks throughout February even for December's drop-offs. I do believe we are up to about \$43,000. That also keeps increasing each year. What is not listed and I did some research yesterday, we collected 24 tons of household hazardous waste from our curbside program last year as well. I'm compiling something so I can have a year-to-year comparison. I believe that also increases each year.

Mr. Haste: Why do you think we went down in the aluminum and then again with the office paper for the recyclables within the County buildings?

Ms. Wolf: I really don't have an answer for that. I would be concerned if it were significantly less, but a ton and a half seems to be average. We should be exceeding that, but because of the weight of aluminum that would probably be the issue. It doesn't weigh much and of course all these figures are based on weight. Same with plastic.

Mr. Haste: Those numbers in the beginning part of this booklet until you get to the mixed office paper are all from our voluntary drop-off centers.

Mr. Hartwick: I think the mixed office paper is a direct result of Tom Guenther bringing us up to the age of where we are being more paperless.

Mr. Haste: I would like to think that.

Ms. Wolf: Me too. Even from 2002 really, the employees have stepped it up a bit and are recycling more paper each year.

Mr. Haste: Does everything seem to be quiet on the northern front?

Ms. Wolf: Yes. I did receive a call this morning from a lady in Gratz. In Gratz, we put up a fence around the drop-off center to alleviate the trash blowing into her pasture. She was calling to tell me that she is angry at the citizens dropping off stuff when the sites are full. She just believes it is ignorance and I agree with that. I told her that we were working on that to try to educate the residents not to leave their stuff there if the bins are full. Otherwise it is all quiet and peaceful.

Garry Esworthy, Risk Manager
Carpooling

Mr. Esworthy: I have Laura Lutz here from Commuter Services of SouthCentral Pennsylvania. As part of the voluntary Benefits Committee, we are looking at some other ways to help employees save some dollars. Commuter Services has come in and presented us with some information on how we can do that. One of the ways is to try to reduce the traffic flow coming into the parking areas and trying to match up employees who live in the certain areas to do some additional carpooling. There are some tax benefits/incentives for both the employer and the employee to do this. I will let Laura explain this further.

Ms. Lutz: The one bigger pamphlet describes a little bit on what we do for the community. We are in six different counties. Right now we are working with Lancaster County with their employees to develop commuter choice programs. This can include using transit, carpooling, biking and walking to work as well. Any other form than just solely driving by yourself is what we are looking for to help with congestion on the road, air quality and then for employers it can help with parking problems that they may be incurring. It also improves the status between you and your employees to allow them to save money with their commute to work. We have a whole data base that we are able to enter in where they live, work and find out other people that have that similar commute that they have and give them that information, phone number and then also tips on how to carpool to make it easier and more convenient for them. Our program was established by SRTP, which is the Susquehanna Regional Transportation Partnership. That includes the chambers of our six counties, the MPO's, so Tri-County and HATS are a part of our board and also the transit agencies are included with them. We are here together to make a regional effort to help with the congestion on the roads,

as well as air quality. We also have been funded by PennDOT and the Department of Environmental Protection. So, we are a free program that is out there to help the community with these issues that are occurring. The one pamphlet that you have is our application. That is what the employees would fill out, their home information, work information and that is what we would use to help match them. We do transportation days. We would come into the workplace and set up a table and give away free t-shirts, make it exciting to help motivate them to use these other forms of transportation as well. We are here to answer questions regarding any service that would benefit your employees. This one paper is on an emergency ride home program. We offer this as well in our funding. It is kind of our commuter insurance. If an employee would have an emergency and they carpooled, walked or biked to work and they don't have a way to get home, let's say their child is sick or they are sick, then we would pay for a taxi to come or for reimbursement through mileage of another person taking them to that destination. That is within our budget as well.

Mr. Haste: Do you provide this at the Commonwealth now? Is this the one I see on the bulletin boards throughout the State buildings?

Ms. Lutz: We don't have an emergency ride home program there, but we do have a lot of employees at the State locations that are using Commuter Services, yes.

Mr. Hartwick: Describe to me the type of outreach effort you do with our employees and how you would envision trying to provide them the information about your services?

Ms. Lutz: Typically we do it probably four or five times a year we will come out to a site, or how often an employer would want us there, we set up a table, we have brochures, giveaways and we answer questions and help them fill out the application, if they would have any questions about it. We sent things out to them. We also have incentives built in. So, we also visit site locations and do prize patrols. If we see people carpooling that day we will give them a gas card. Some employers have "carpooling only" parking spots and we provide those signs that they would use for that situation. These are all the different outreaching that we can do for you. Every employer is unique. So, we are here to really listen to what you are looking for and what you need and we can give you ideas on what programs might work best for your group.

Mr. Hartwick: And you provide correspondence electronically, do you send out workplace posters and little stuffers in their paychecks? How do you work it?

Ms. Lutz: We have our own marketing information, tools, posters, and pay stuffers. I have worked with a lot of different companies that like to use emailing so we can send out mass emails to different locations or to a human resources department that can send it out to all their employees. However many posters, brochures or anything that you would need we have available to send out to your staff.

Mr. Hartwick: You said that you were working with one other county?

Ms. Lutz: Lancaster County right now has a program going and then they are also in touch with York County, as well as Cumberland.

Mr. Hartwick: In those initial stages have you run into any challenges in start-up and what has been your success rate?

Ms. Lutz: Right now in Lancaster I would say they have 100 employees involved in their program, which is to me very successful for something that is a new concept for this area, public transportation and other things than driving solely by oneself. People are used to being independent and doing things on their own. That is probably the biggest challenge, just letting them see that they have options available to them to help with the area community with congestion and air quality. When they can save money and they see those gas prices rising they will do anything they can to save the money.

Mr. Hartwick: I think it is a great concept and I would support it.

Mr. Esworthy: Can you explain how you match the employees up?

Ms. Lutz: Our data base has information that they can do this on-line or through us sending them information or picking them up at a transportation day. They fill out their home information, work information and the times that they work. We put that into our data base and then it will bring up every other person that had that same schedule at those same times in the same area. At that point we will send out a match list to that individual through mail. If they apply online they will receive one through email immediately after, usually by that day. We send out match lists every three to four months that tell you updating, if you have any other new people that might have joined the program prior to you first joining. We make sure that we clean up the data base and keep people updated on matches throughout.

Mr. Hartwick: And again all this at no cost to the County?

Ms. Lutz: No cost to the County.

Mr. Esworthy: This is all done through your facility, correct?

Ms. Lutz: Correct. We usually ask for one person within the County to have contact with that we can send information to, keep us updated if we ever do transportation days just help us with a location where we are going to be, little things. If they are happy and see that it does work and it's a program that will benefit everyone it can be much more successful with having people within the County that are agreeing with it and see that it will work and benefit.

Mr. DiFrancesco: The program, do you do sort of the proactive research in looking at the County's patterns of employment or is it strictly the volunteer information that is provided through these...

Ms. Lutz: We typically give that information but with us working with the MPO's in the area and chambers we do have access to a lot of different information about employers.

Mr. DiFrancesco: Do you actually look at the comings and goings of offices within the County? Do you look at, for instance, County policy right now in terms of who gets parking spaces and who doesn't? Do you look at these things and do you do any kind of an analysis that would give us better information on how to make decisions?

Ms. Lutz: We actually do a transportation day analysis and we can use information from what we have gathered through our contact at the County and also through our information that we have through our MPO's and chambers to give you guys an assessment of what would work best for your area. Some things won't work, because it just isn't possible to have preferred parking in some areas for certain people. If we can look at the comings and goings of that location we can give you an idea of what would be the next step for you.

Mr. DiFrancesco: I know the County spends a lot of money every year. What do we spend for a parking spot? Chad, do you know that off hand?

Mr. Haste: It depends on where you are talking about.

Mr. DiFrancesco: The ones that we give away.

Mr. Saylor: They pay for their own spots, but we have to pay for jurors and I would have to see what the cost is for that.

Mr. DiFrancesco: Do employees pay for their own spots or do they subsidize a portion of the cost?

Mr. Saylor: The parking garage we essentially set the rates.

Mr. Haste: We don't subsidize, they just don't make any more money.

Mr. DiFrancesco: The \$50 fee or whatever it is, is the cost of that spot.

Mr. Saylor: Some of the union contracts...

Mr. Haste: Those are subsidized. They are at a lesser rate. We don't give PRK-MOR money, it is just less money that PRK-MOR makes for us.

Mr. DiFrancesco: I just wanted to make sure because the bottom line is for a lot of reasons this is a really good thing for us to do. We fight every single day with gridlock on our highways. We are trying to find ways to alleviate that and the alternatives that we are looking at are very costly. This one is not. Again subsidized parking is counter-productive when you are putting huge amounts of money into a mass transit system that is struggling to get people on it. For a lot of reasons I think this is a great program. It is

a program that probably should have been instituted ten years ago. It looks very good and I would support this.

Ms. Lutz: Thank you.

Mr. Haste: The County does, I know there are a number of folks who carpool at different times and made attempts to get people to carpool. Do we still offer the CAT pass?

Ms. Nace: (Nodded her head yes.)

Mr. Haste: The County offers the discounted CAT monthly pass.

Ms. Lutz: That is something that can continue on through our program because we do work with CAT. We can come up with some different ideas for you.

Mr. Haste: CAT and we have another bus service...

Mr. Hartwick: Hegin Valley.

Mr. Haste: Do they have two buses?

Ms. Nace: (Only one.)

Mr. Haste: One bus comes down from northern Dauphin County. Who is going to be the contact person?

Mr. Esworthy: I'll be the contact person.

PERSONNEL

Ms. Sinner: First items are the Salary Board requests. I did add one for Personnel and changed the cover sheet. Did everyone get the updated one? In Budget and Finance we are creating a Grants Manager Coordinator. This position will initially be working with Human Services to secure grants and then other departments. There is some question on the funding source and I'm going to get that resolved this week and let you know next week what it should be.

Mr. Haste: What department is this person going to be under?

Ms. Sinner: I'm told it is supposed to be under Mike Yohe's department.

Mr. Haste: Then why didn't Mike sign the paperwork?

Ms. Sinner: I was told that Sandy was supposed to handle the paperwork.

Mr. Haste: She could, but we need to make sure Mike is involved in the process. I don't want to get an employee and just hand it to Mike and say here is your employee.

Ms. Sinner: Mike is the one that questioned me about this being listed as 100% County. I was out last week, but was told that it was decided that he was going to be charging the departments back for the services that this person performs for the different departments and that is why it is listed as 100% County. Since Human Services will be using it so much he was thinking that some of this should show up under their appropriation code. That is what we need to discuss.

Mr. Haste: I'll talk to Mike.

Ms. Sinner: I know he is very much involved in it right now.

Facilities Maintenance is creating a part-time Custodian position. Spring Creek is reclassifying their RNAC Supervisor position. It is actually going down a pay range. The Personnel Department is creating a full-time Retirement Assistant/Department Clerk I. That is one change that I need to point out. The pay range is that of a Department Clerk II, instead of a I. Can you make that change on your paperwork? Are there any questions on the Salary Board requests?

Mr. Saylor: Are these positions we are creating were they part of the positions that were created in the budget?

Ms. Sinner: Yes.

The Personnel transactions, there are various vacancies. Prison has a request to fill a Secretary I position and a Lieutenant position. The Prothonotary's Office is requesting to fill a Clerk II. Tax Assessment is requesting to fill a Clerk Typist II. Children and Youth is requesting to fill a Caseworker I. The Public Defender's Office is requesting permission to fill their Chief Deputy Public Defender. Their Senior Deputy Public Defender is transferring into that position and an Assistant Public Defender is being promoted into the Senior, so they are requesting permission to fill that. They have a hire to go into the Assistant Public Defender position. Spring Creek is requesting permission to fill the Social Worker vacancy and the RNAC Supervisor. Aging is requesting permission to fill two Aging Care Manager positions, one is for the waiver program. There are various new hires listed. Under the changes there is someone being promoted into the RNAC Supervisor position at Spring Creek, as well as the Public Defender positions that I mentioned. There are two additional duty pays for Solid Waste. Items #32 and #33, I'm requesting that you vote on these today, because of the timeframe. I have the separations.

Mr. Haste: So, you need a vote on #32 and #33?

Ms. Sinner: Yes, please.

It was moved by Mr. DiFrancesco and seconded by Mr. Hartwick that the Board approve Items #32 and #33 as listed in the Personnel Packet; motion carried.

Ms. Sinner: In addition are the overtime reports and requests.

PURCHASE ORDERS

Mr. Baratucci: By the way, Mr. Guenther said he wanted me to tell you that he thinks he knows why the aluminum recycling is down that it must be from the Wellness Program and nobody is drinking sodas anymore.

Mr. Haste: It could be.

Mr. Baratucci: You should have received a packet yesterday. In addition there are three requisitions, all under Commissioner DiFrancesco's oversight that they wanted to add. They got to me too late to get on the packet. There is one for Veterans' Affairs and two for Schaffner Center. They will be added to the packet for next week's approval. Also, I gave you a Blackberry request from Garry Esworthy. It is one of the personal ones. Garry would be paying the \$50 fee. You can either vote on it this week or hold until next week. There are a few over budgets, as usual, that we need to fix which will get done before next week. If you have any questions on the packet I will do my best to answer them.

Mr. DiFrancesco: I would just like to make a comment once again that this is a Workshop and that things sometimes come up, but again to make it clear, this is not acceptable. These things should be sent in time so Randy doesn't have to be scurrying around to get photocopies of things that should be on the Purchase Order Packet. Again, all the directors need to know that there is a timeline in place and unless something blows up five minutes before or whatever and it has to be replaced these things should be put through the regular system.

Mr. Baratucci: I agree. Basically when they ask me about that I tell them that they have to get permission from the oversight commissioner to get it added. That is why they are coming to you. Maybe when you give them the approval you should give them a little caveat that I'm approving it this time, but please be a little more efficient. That would help coming from you guys.

Mr. DiFrancesco: Anytime that you are carbon copied on some request to me if you care to send me a little note saying...

Mr. Baratucci: I tell them lots of times, but it works a little better if it comes from the Commissioners.

Mr. Haste: So, nothing has to be approved right now?

Mr. Baratucci: No, unless you want to approve the Blackberry request, like I said that is a personal thing. Garry is going to pay the \$50. The quicker that we can get that approved, they can get working on that.

It was moved by Mr. Hartwick and seconded by Mr. DiFrancesco that the Board approve the Blackberry Request for Garry Esworthy. It was noted that it was a personal request and that Mr. Esworthy will be paying the \$50; motion carried.

Mr. DiFrancesco: As we start to do this and let's say more and more people want to hook up and pay for it themselves are there limitations on the system? When do we have to be concerned about the system in what it can handle?

Mr. Guenther: The system is licensed to use the software and we have worked with Cingular to acquire numerous licenses.

Mr. DiFrancesco: So, as long as they are paying the freight on that, really there shouldn't be any limitations on the system.

Mr. Guenther: There is not a server load problem.

Mr. Haste: Does it become a problem, if in fact when we go out to bid that Cingular doesn't win the bid the next time?

Mr. Guenther: It is kind of independent. We got the licenses required through Cingular, but we would still have those.

Mr. Haste: So, if we went to Verizon or Nextel, we still have it?

Mr. Guenther: The bigger issue right now is what might happen with the Federal lawsuit.

Mr. Haste: We will deal with that at the appropriate time.

TRAINING PACKET

Mr. Haste: Chad, is there anything under the Training Packet that needs to be dealt with today.

Mr. Saylor: It would probably be good to approve Item #1. It is a meeting of the District Attorney's Association that starts on the 7th.

It was moved by Mr. DiFrancesco and seconded by Mr. Hartwick that the Board approve Item #1 in the Training Packet for Ed Marsico to attend the PDAA 2006 Mid-Winter Meeting on February 7-10, 2006 at a total cost of \$375.00; motion carried.

ITEMS FOR DISCUSSION

- A. Appoint Jodi L. Neuschwander to the Dauphin County Executive Commission on Drugs & Alcohol, Inc. (*****A VOTE IS REQUESTED 2/01/06**)
- B. Appoint John Fronk to the Dauphin County Executive Commission on Drugs & Alcohol, Inc. (*****A VOTE IS REQUESTED 2/01/06**)
- C. Agreement between Dauphin County and Cornell Abraxas Group, Inc., to provide professional general management services at the Herbert A. Schaffner Youth Center. (*****A VOTE IS REQUESTED 2/01/06**)
- D. Reappointment of Jeff Haste to the Capital Resource Conservation & Development (RC&D) Area Council Board of Directors.
- E. Reappointment of August "Skip" Memmi as Alternate to the Capital Resource Conservation & Development (RC&D) Area Council Board of Directors.
- F. Appoint Sandy Moore to the Capital Area Behavioral Health Collaborative (CABHC) Board, replacing Barry Wyrick.
- G. Reappoint Marielle Hazen to the Dauphin County Council on Aging. (Term will expire December 31, 2008)

Mr. Haste: We have Items for Discussion listed A through G. We are being requested to take a vote on Items A, B and C. Commissioner Hartwick would you like to comment on A and B.

Mr. Hartwick: I'm not going to comment I would just like to make a motion.

It was moved by Mr. Hartwick and seconded by Mr. DiFrancesco that the Board DOES NOT appoint Jodi L. Neuschwander and John Fronk to the Dauphin County Executive Commission on Drugs and Alcohol, Inc.; motion carried.

Mr. Haste: Item C, Commissioner DiFrancesco, do you want to comment on this item?

Mr. DiFrancesco: I would also just like to make a motion.

It was moved by Mr. DiFrancesco and seconded by Mr. Hartwick that the Board accept and approve an Agreement between Dauphin County and Cornell Abraxas Group, Inc. to provide professional general management services at the Herbert A. Schaffner Youth Center; motion carried.

Mr. DiFrancesco: This partnership is very much appreciated and valued. Cornell has been doing a great job for us out there and we appreciate your continued service. Thank you.

REPORT FROM SOLICITOR – WILLIAM TULLY, ESQ.

Mr. Tully: Nothing to add to the report, but would be happy to answer any questions.

Mr. Haste: Bill, are you going to talk with Andy soon?

Mr. Tully: I connected and I think we might be able to meet with him Friday.

REPORT FROM CHIEF CLERK/CHIEF OF STAFF – CHAD SAYLOR

Mr. Saylor: I have nothing, but would be happy to answer any questions.

COMMISSIONERS' COMMENTS

Mr. Haste: Are there any comments from the Board?

Mr. DiFrancesco: I have two things that I would like to comment on. First, I'm very concerned about the proposals that are taking place right now with regards to the Corridor One rail right-of-way across the CAT bridge. I think it is important that this Board and this community take a very strong stand, because the proposal that was highlighted in the Patriot-News this past week, if successfully moved through would pretty much prevent that rail corridor from ever being used again. Because the cost of taking down the structure that was reported to be Norfolk Southern wants to build to gain access would prevent trains from running and would be way too costly to tear down at another time and we would have to get Norfolk Southern to sign off. The proposal would complicate matters. I truly, truly urge PennDOT to take a strong look at this because whether PennDOT agrees with Corridor One or not, and they have been a great supporter all along, but set that aside, they have a responsibility to the people of this Commonwealth to preserve rail right-of-ways. The nation's rail system has been torn apart over years where right-of-ways have been written over to private corporations and basically just sold off. Here we have a bridge that is capable of handling rail cars going across the Susquehanna River and the fact that they are even considering blocking that off for any reason is bad, bad public policy. We need to stand up to that and make sure that people are listening. We need to stand up and make absolutely certain that the program doesn't go through. In fact, if Norfolk Southern is granted a right-of-way pass over that Lemoyne connector it needs to be done in a way that the public's best interest is kept at the heart of the issue. The private company's rights do not exceed the public's rights and future needs. I do think there has been some positive movement on this issue, but I think it is very important that this Board is public that we are commenting on this because for too long forces working against regional rail in Central Pennsylvania have had a free stage to speak. Up until now that has been acceptable, but at the time when a major asset is in jeopardy it is time for us to lash out and fight back. Quite frankly I'm tired of it. I'm tired of the discussion that has been going on. The Corridor One project is substantiated with facts, with studies that have been put together over a ten year period. There have been a lot of people in this

community that have worked very hard to bring Federal and State resources to the table and in two short years that project is being placed in more jeopardy than I could have ever imagined. It is time that the region stands up, because this is not one county or another county's issue. This is a regional matter and it has to be fought on a regional basis. It is time for the madness to stop. That is the first issue.

The other important issue I want to bring up. I considered whether or not I wanted to raise this at this meeting this morning. Some would refer to it as a local issue, yet I feel that the message should be heard throughout Dauphin County and I would like to read a statement that I prepared for something that is really taking place in my home community.

"Every now and again, we are reminded in a big way that hate is alive and well in our community. This past weekend such a reminder took place in my home community. It is unfortunate that when the seeds of hate are planted, they spread rapidly. Innocent people get drawn in and the community as a whole suffers.

This is America. One of our dearest freedoms is our right to express views that are unique and different. I support this freedom whole-heartedly. I also understand that as a community, we have an obligation to stand united in protecting rights and freedoms of all people. For those that may not be aware of the incident to which I refer, I'm speaking of a white supremacist concert that was held this past Saturday in the borough of Middletown. The concert was held at one of the borough's fire department halls.

There has been great public backlash to this event. This is not the first time that Middletown faced such a community issue. I'm proud to say that in the past reasonable people came together and responded to this message of hate with intellect and wisdom. What emerged was a system that strives to teach our children the value of every life, and a community that better understands that every person has creative talents and those talents are critical part of our community's future success. These are positive outcomes that resulted from negative events.

We are again at a cross roads. Too often in America hate begets hate. While those that deal in prejudice and hate have every right to speak their views, our community has the obligation to stand united against this blight. We must keep our focus on the problem and not tear down the innocent bystanders, and yes the Firefighters are as much victims as any member of our community. Their honor is highlighted every day that they put their life on the line to protect the lives of those in need. Without question, the fire department has a civic responsibility to implement a rental policy that prevents hate groups from renting a community asset, but the fact remains that this concert was held without the knowledge or understanding of the volunteers who protect and serve our community every day. These brave men and women should not be the targets of the community's pain.

As a community we must again respond to this incident rationally. This is a great opportunity to show our children that hate is inappropriate regardless of the cause. If

we allow ourselves to be drawn in to the passion of anger, then we are no different than those that seek to divide our community. Middletown has grown stronger through the efforts of Drs. Audry Utle and Richard Weinstein and through the countless programs and peer workers in the Middletown School system. Today I want to urge the entire Dauphin County community to set aside their anger and search for ways to teach rather than judge. It is unity and wisdom that will make our community strong and instill strong character into our children.”

Thank you.

Mr. Hartwick: From Nick’s lead, I would just ask that we all take a moment of silence to recognize that we lost a civil rights leader, Coretta Scott King, yesterday. On the heels of Black History Month, we need to begin in Dauphin County to send a clear message, as you heard from Nick, that this Board does not tolerate any types of discrimination and to make sure that Dauphin County is a place to work for individuals regardless of race, color or creed and to appreciate our differences as our greatest strengths. With so many civil leaders now gone, I think we need to renew the effort to ensure that the workplace here in Dauphin County is a place that individuals feel welcome and certainly feel that their ability to participate at our levels of government is something that we take very seriously and have in the past. With that if we can just observe a moment of silence on the passing of Coretta Scott King.

Mr. Haste: I will elaborate on Nick’s concern with the Lemoyne Bridge. I think it was Monday evening that I had a conversation with Senator Vance and Secretary Biehler and then again yesterday with the Secretary. They are looking at trying to resolve that. The issue is there is a \$5 million difference between what Norfolk Southern needs and what the community needs. Norfolk Southern is not willing to kick in the other \$5 million. Cumberland kicked in \$1 million to try to do the bus way, which left still if we wanted to go with the preservation of the rail underpass it would be another \$4 million difference. There was a dispute whether PennDOT had the funds or did not have the funds. The Secretary went back and looked at it and those funds that were appropriated in the Capitol budget at that point in time were in fact sunset. The Secretary has been in contact with the Federal Highway Administration. They believe they can get those additional \$4 million through that program. The Secretary has advocated to Cumberland that they keep that \$1 million commitment that they have made in the package even if it is for the preservation of rail and not just for the bus. I think there are some that are suspicious as to the intent of that \$1 million if that wasn’t an attempt to try to make sure that the rail was closed off. The Secretary has assured me that his intent is to preserve the rail passageway. His issue is coming up with the funds. I think we should have each gotten an email and I had a discussion this morning with Representative Nailor there is a resolution that is going to be put before the House today that would have the Central delegation supporting the rail preservation process. I think we are moving in the right direction there.

The other issue to alert each of you about and I gave you a draft letter and I have asked to get a final copy. This is very close to the final letter that was sent by HATS and the

Legislative delegation to the Secretary. Another issue that is going on and is raising some suspicions is the Administration is pulling a number of dollars out from each MPO and are putting it into an Interstate Maintenance Fund to address the poor grade that the Commonwealth's Interstates received recently. The concern with that and they acknowledged it this morning there was a meeting with Deputy Secretary King, they acknowledged that the HATS MPO and the York MPO have been doing a very good job of managing our dollars to make sure our Interstates are reasonable. It appears to be an effort and a concern that was raised today by, it was the legislative delegation from Adams, Cumberland, York and Dauphin that were present. The concern is it appears that because the good work of the two Central Penn MPO's we will be punished and those dollars will be removed from here and given to other areas of the Commonwealth that have not been as diligent with their dollars. The real concern is, is this a way to shift dollars from Central Pennsylvania down to Philadelphia and Allegheny County to deal with their issues? This comes on the heel of the Governor just taking a sizeable number of flex dollars removing it from Central Pennsylvania and giving it to SEPTA.

Mr. Hartwick: \$15 million.

Mr. Haste: No, it was \$400 million.

There is a real concern with this program. That meeting was to try to convey the concerns to the Secretary. Whether we have any wherewithal to stop it at this point in time I don't know. There are discretionary funds that Transportation gets and they have always dealt them out to the MPO's. This appears to be an attempt to correct the wrongs of some MPO's and what it does and I'm sure it is not the intent, by punishing those MPO's that have done a pretty good job. An example of that is, we have taken dollars that have been programmed to other non-interstate projects and PennDOT has come to HATS and asked that we refocus some of those dollars. Let's say it is dollars that are earmarked for 2006 for another program and move those into a program for a ramp on I-81 to deal with safety issues and then push back that local project a year or two so that those dollars can be moved to the Interstate. What has happened now, we have now spent dollars that would normally go to a local project for an Interstate project. We get no credit for that and now they are going to take additional Interstate dollars from us. It has caused quite a bit of concern with HATS and our Central Pennsylvania delegation. I think we are going to see this get more heated. Unfortunately it is going to be painted with the gubernatorial election. Suspicions arise because of the timing of this. Stay tuned.

Mr. DiFrancesco: I think I just want to add to that, last Friday I received a phone call from the Secretary of Transportation. I want to give him credit because I was calling with regards to the Corridor One project. The fact that he wants to reach out and hear from local elected officials is very impressive. The problem that I have and it is becoming a very serious problem is the fact that while the Governor is initiating new ideas, the Governor to the best that I can gather fails to look to see where the best practices are taking place before he makes decisions. Some of the decisions in Human Services have been bad decisions and this particular issue with the transportation

dollars that right now we all know there is not enough to go around. We have a major project sitting out there in terms of the Eisenhower interchange and that whole section. Jeff, you can probably help me out here, that would probably take three years worth of the dollars that come into this region in order to carry that one project out. Here we are at a time when the Governor is looking at taking away dollars from the capitol city where certainly this plays into economic development, it plays into public safety. There are a lot of avenues that this issue reaches in terms of policy. We don't have enough dollars now for the road projects that we have sitting out there. Road projects that would be very important to our economy are being set aside. But, now, as he starts to cut even deeper, safety projects are going to have to be set aside. Again, we have to stand united and make sure that we get our fair share. For too long and too often dollars that should rightfully be coming to Central Pennsylvania are going to the larger urban areas. We need help here also.

Mr. Haste: In the discussion that occurred today, there were two other options that were put on the table that were not chosen. One was to raise the gasoline tax. Apparently there was some legislative discussion about raising that and the Governor chose not to at this time. The other was to raise the fees at SEPTA. Again, if in fact SEPTA is at a shortfall the discussion was could that not be an option. That was rejected and what it appears is highway dollars from Central Pennsylvania went to SEPTA. Representative Marsico made that very clear today that he was quite upset with that. We will see where that goes. This is an issue that I don't think will go away anytime soon and it will not go away quietly. I will keep you posted. This is no longer a draft, but that is all I have. I will make sure that you get the final letter.

PUBLIC PARTICIPATION

Mr. Haste: We are again at the point in time for public participation. Is there anyone in the audience that would like to address the Board? (There was none.)

ADJOURNMENT

There being no further business, it was moved by Mr. DiFrancesco and seconded by Mr. Hartwick that the Board adjourn.

Respectfully submitted,

Chad Saylor, Chief Clerk/Chief of Staff

Transcribed by: Richie-Ann Martz

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