

Part One

Summary of Public Comments and the Response to Comments on:

- *2011-2014 Transportation Improvement Program for Southwestern Pennsylvania*
- *Environmental Justice Benefits and Burdens Assessment for the 2011-2014 Transportation Improvement Program for Southwestern Pennsylvania*
- *Air Quality Conformity Determination for the Pittsburgh Transportation Management Area for the 2011-2014 TIP and the 2035 Plan*
- *Amendment to the 2035 Transportation and Development Plan for Southwestern Pennsylvania (2035 Plan)*

2011-2014 Transportation Improvement Program (TIP)
Summary of Public Testimony and the Response to Comments

Project	Project Description	Location	Comment Summary
ACCESS Van Service	General Comment	Allegheny County	<p data-bbox="1241 337 1587 365"><i>Larry Hockenberry, Citizen</i></p> <p data-bbox="1241 378 1953 574">Mr. Hockenberry's comments were centered on ACCESS (van service) and the communication system used to request a van be dispatched. Mr. Hockenberry testified that there are some issues with this system for the hearing impaired and those who use a language other than English.</p>
<i>Response:</i>	<p data-bbox="388 626 1969 857">SPC is the designated recipient for Federal funding under the Urban Area Formula New Freedoms Initiatives (NFI) program. For FY2011, the Accesible Transportation and Workforce Interagency Cooperative - the entity responsible for the region's program - has awarded grants to three NFI project sponsors. Included in those projects is a project sponsored by Carnegie Mellon University that is aimed at upgrading the ACCESS systems dispatching capabilities through enhanced technology. The region's NFI program shows up on the draft TIP as a line item (MPMS # 77868 - \$772,000 for FY2011). Past practice is to amend the approved TIP to list the approved projects in the fiscal year they are to be implmented separatley after project approval.</p>		

Project	Project Description	Location	Comment Summary
Dewey Street Bridge	Dewey Street Bridge Replacement	Allegheny County	<p><i>Peter Ramage, Etna Borough, Council President</i></p> <p>Mr. Ramage testified in support of a project to replace a bridge in Etna Borough (Dewey St) that is currently restricted to one-lane and has a posted weight restriction. At the time of the meeting, the project was not on the draft TIP. Mr. Ramage provided information that the bridge is the only access for 130 residential units and 300 people. Currently the restriction of one lane reduces the access for emergency vehicles and garbage trucks. Mr. Ramage noted that the bridge on a 10.8% slope is a real safety hazard in the winter time. Since 2008 Etna Borough has had meetings with PennDOT District 11-0, SPC, and Allegheny County regarding the bridge. Mr. Ramage requests that the project be placed on the TIP. Mr. Ramage testified that Etna Borough has developed the preliminary engineering and believes that the project is shovel-ready.</p>
<i>Response:</i>	<p>Due to continuing fiscal constraints, the amount of projects that can be programmed on the 2011-2014 TIP is limited. SPC and PENNDOT affirm the high priority of this local bridge project and will continue to support and seek additional funding to advance the project. The proposal will be retained for consideration in the 2013-2016 TIP update or if additional funds become available.</p>		
Rankin Bridge	Bridge Rehab	Allegheny County	<p><i>Lois Liberman, Concerned Citizen</i></p> <p>I'm sorry one sidewalk was removed from the Rankin Bridge and only one will remain. The decision removed an established transportation choice.</p>
<i>Response:</i>	<p>Project comment has been noted and will be shared with the project sponsor.</p>		

Project	Project Description	Location	Comment Summary
Thorn Run Road Interchange "Right Sized"	<p>This project will consist of a combined five-point intersection and the relocation of the northbound off-ramp. The intersection of Rouser Road and Thorn Run Road Extension and the northbound on-ramp would be combined into a new intersection and the northbound off-ramp would be relocated south of its existing location. Signals would be placed at the new intersection of Rouser Road/the northbound on-ramp and Thorn Run Road Extension, Coraopolis Height Road and Thorn Run Road Extension, Cherrington Parkway and the relocated northbound off-ramp, and Coraopolis Heights Road and the southbound ramp. To address intermodal concerns, trails and sidewalks will be integrated into the project. (Total Cost estimate is \$4,533,580)</p>	Allegheny County	<p><i>Katie Stringent, Delta Development Group/Moon Transportation Auth</i></p> <p>The increased growth and development within Moon Township has placed more traffic demands on the roadways within the Township. The Thorn Run Road interchange currently supports over 2.5 million square feet of development, representing a significant portion of the assessed value for the Township. The Thorn Run Road interchange is an important gateway to the business center of Moon Township. Pittsburgh International Airport-related growth is one of the major drivers of economic development in western Pennsylvania. PennDOT has also been heavily involved in the project. The District Office has designated a Project Manager and conducted a thorough evaluation of the Alternative Analysis options presented by L. Robert Kimball & Associates. Upon completion of the evaluation of the Alternative Analysis options, PennDOT approved the design concept outlined for the preferred Alternative Six. Public support for the completion of the Thorn Run Road Interchange Upgrade Project is also very strong. Residents have recognized the Thorn Run Road interchange as the number-one transportation related priority within the Township, citing the high rate of vehicular accidents and unsafe and unpredictable traffic movements along the corridor.</p>
<i>Response:</i>	<p>Due to continuing fiscal constraints, the amount of projects that can be programmed on the 2011-2014 TIP is limited. SPC and PENNDOT affirm the high priority of these local improvement projects and will continue to support and seek additional funding to advance these projects. The proposal will be retained for consideration in the 2013-2016 TIP update or if additional funds become available.</p>		

Project	Project Description	Location	Comment Summary
Transit Service for Disabled	General Comment	Allegheny County	<p data-bbox="1236 188 1877 250"><i>James Noschese, City / County Taskforce for the Disabled, Member</i></p> <p data-bbox="1236 261 1974 558">Mr. Noschese comments were centered on the bus transit service to the disabled. He noted several aspects of this service, but basically, in his opinion, there are too many changes with the bus routes resulting in inconsistent service. He advocated for consistent routes and schedules that would not change for a long time into the future. Mr. Noschese also noted that some of the busses and stops are not fully accommodating to the disabled.</p>
<i>Response:</i>	<p data-bbox="390 610 1959 776">As indicated in the Title III program of projects listing in the draft TIP document, the Port Authority of Allegheny County (PAAC) intends to continue investment in operations (MPMS #84311 - over \$800 million over the four-year planning period). ADA-type improvements to facilities and stations also appear in the detailed descriptions of projects to be funded within the Infrastructure Safety and Renewal line item (MPMS #65510 - \$64 million over the 4-year planning period) and Fixed Guideway Modernization Program line item (MPMS #90349 - over \$100 million over the 4-year planning period).</p>		

Project	Project Description	Location	Comment Summary
University Boulevard Intersection	Intersection improvements are needed to accommodate existing and future traffic demands. A feasibility study recommended a Single Point Urban Interchange (SPUI) for the intersection of University Boulevard and Business Route 60. (Total Cost estimate is \$30,969,878)	Allegheny County	<p><i>Katie Stringent, Delta Development Group/Moon Transportation Auth</i></p> <p>Given the existing development along Business Route 60 and University Boulevard, an SPUI is an ideal design because of the limited amount of right-of-way required for construction. The SPUI design is much like a diamond interchange; however, all traffic is managed through a single intersection. By managing traffic with one signal, as opposed to two, the odds of a traffic accident are much less. In addition, this design accommodates larger trucks and vehicles because the traffic movements are based on wider left turns. The wider left turns improve the safety and efficiency of the interchange. The intersection of University Boulevard and Business Route 60 is the last remaining non-limited access portion of Business Route 60 in Moon Township. The previous at-grade intersections have been converted into grade-separated interchanges with federal, state, and local investments.</p>
<i>Response:</i>	Due to continuing fiscal constraints, the amount of projects that can be programmed on the 2011-2014 TIP is limited. This project will have to look toward future TIPs for possible inclusion. SPC will retain this comment for the upgrade of this intersection for consideration as part of the SPC Long-Range Plan Update, which will be occurring during the next 12 months.		
Route 128 Widening in Ford City	Route 128 Widening in Ford City	Armstrong County	<p><i>Stacy Klukan, Concerned Citizen</i></p> <p>Route 128 in Ford City (5th Avenue - 1.7 miles in length) with a speed limit of 25 MPH and heavy truck traffic (especially coal trucks) needs widened due the heavy use of these vehicles.</p>
<i>Response:</i>	Due to continuing fiscal constraints, the amount of projects that can be programmed on the 2011-2014 TIP is limited. This project will have to look toward future TIPs for possible inclusion.		

Project	Project Description	Location	Comment Summary
Safe Walkways	Safe walkways in Manor Township and Ford City Hill	Armstrong County	<p data-bbox="1236 186 1667 214"><i>Stacy Klukan, Concerned Citizen</i></p> <p data-bbox="1236 228 1923 289">In the epidemic of obesity, we need to increase safer walkways to and from areas.</p>
	<p data-bbox="191 339 1976 570"><i>Response:</i> The decision to incorporate bicycle and pedestrian accommodation in a specific location is made during the project design process. SPC works closely with our partners at PennDOT and the County Planning offices to identify locations where pedestrian and bicycle activity warrants specific accommodation for cyclists and walkers to ensure that such design elements are include in the final design, and carried through to construction. In our current tight fiscal environment, not every project can include such accommodation. SPC is also working closely with our partners at the City and several of our member County Planning offices to develop pedestrian and bicycle plans that may subsequently be used to guide even more comprehensive bicycle and pedestrian infrastructure improvements.</p>		
Signage Consistency	Signage Consistency	Armstrong County	<p data-bbox="1236 589 1667 617"><i>Stacy Klukan, Concerned Citizen</i></p> <p data-bbox="1236 631 1906 691">More consistency in signage throughout Armstrong, Indiana, Allegheny and Westmoreland Counties.</p>
	<p data-bbox="191 742 1434 769"><i>Response:</i> Your comment has been noted and shared with PennDOT District 10-0 and 11-0.</p>		
Speed Limit Enforcement	Lack of Speed Limit Enforcement on SR 422 East	Armstrong County	<p data-bbox="1236 852 1635 880"><i>Trish Elgin, Concerned Citizen</i></p> <p data-bbox="1236 894 1976 1089">A major concern on 422 East, Kittanning Township is the chronic avoidance of travelers obeying the speed limit. Near the Kittanning Twp Fire hall, there are many driveways. It becomes extremely difficult to enter or exit the highway, not only due to the volume of traffic but the excessive speed. We need more enforcement.</p>
	<p data-bbox="191 1140 1969 1239"><i>Response:</i> SPC's review and response to public comments is focused on the information presented in the Draft 2011-2014 TIP, which primarily concerns project selection, schedules and budgets. When a comment touches on safety and enforcement issues, SPC will refer the comment to the appropriate sponsor.</p>		

Project	Project Description	Location	Comment Summary
Route 228 corridor Improvement	Reconstruction and Realignment of Route 228	Butler County	<p><i>Cindy L. Davis, Butler Township, Zoning Officer</i></p> <p>The Route 228 Corridor remains off the TIP as I currently understand it, due to a lack of funding. Because this transportation improvement has been identified as critical to the economic development and viability of our Butler Area Community, we are requesting that consideration be given to revisiting this issue, at least partially.</p>
<i>Response:</i>	<p>Improvements to the Route 228 corridor will involve major capacity-adding projects. The current and foreseen shortfalls in transportation funding have necessitated that the draft 2011-2014 TIP focus primarily on maintenance of the existing transportation system. Future funding for major capacity-adding improvements to the Route 228 corridor may likely involve regional solutions, statewide efforts, and identification of additional Federal and State transportation funding sources. In the meantime, SPC and PennDOT Engineering District 10 are committed to smaller “spot improvements” in areas demonstrating significant needs. Some of these projects are already included in the draft 2011-2014 TIP. Further spot improvement projects will be considered for inclusion in future TIPs, should funding remain available.</p>		

Project	Project Description	Location	Comment Summary
Bonniebrook Road	Return Bonniebrook Road to PennDOT jurisdiction.	Butler County	<p><i>Cindy L. Davis, Butler Township, Zoning Officer</i></p> <p>The comments submitted by Jefferson Township Planning Commissioner and Supervisor mirror the recommendation set forth in the BAMB Plan. The Plan (section attached) specifically recommends that Summit Township pursue the remedy of placing Bonniebrook Road back under the jurisdiction of PennDOT. At the time it was given to the Township, it was a rural, seldom used road that the Townships of Summit and Jefferson were easily able to maintain. Since that time, Bonniebrook Road has become a heavily traveled road, used as a shortcut between State Route 356 and State Route 422. With the growth that has occurred over the decades due to Penn United Technology along with the growth in Buffalo Township to Route 28, it is no longer able to handle the traffic volumes and speeds that are currently on it. The technical complexity and costs of required improvements necessary for the safety of the residents of both Jefferson and Summit Townships as well as for the safety of those who travel it, are far beyond the abilities of rural Townships.</p>
<i>Response:</i>	SPC's review and response to public comments is focused on the information presented in the Draft 2011-2014 TIP, which primarily concerns project selection, schedules and budgets. When a comment touches on ownership issues, SPC will refer the comment to the appropriate sponsor.		
Bonniebrook Road	Bonniebrook Road needs to be State Maintained	Butler County	<p><i>Evelyn Gross, Concerned Citizen from Jefferson Township</i></p> <p>Please consider having the State take back ownership of Bonniebrook Road from SR 422 to SR 356 and Penn United. This road serves as a traffic by-pass to the City of Butler and should be a state road not a local road.</p>
<i>Response:</i>	SPC's review and response to public comments is focused on the information presented in the Draft 2011-2014 TIP, which primarily concerns project selection, schedules and budgets. When a comment touches on ownership issues, SPC will refer the comment to the appropriate sponsor.		

Project	Project Description	Location	Comment Summary
Bonniebrook Road	Bonniebrook Road needs to be a state maintained road.	Butler County	<p><i>L. John Cypher, Jefferson Township Supervisors</i></p> <p>The Supervisors of Jefferson Township are writing to request your assistance in regards to Bonniebrook Road. Years ago, most of the road was State maintained. When the two townships took over the road from PennDOT, the road was basically used for local travel and school buses. As time has progressed and with the growth of traffic route 356 corridor and the traffic route 422 corridor, the traffic has increased tenfold and can only increase as development increase. This highway has left its rural history and has become a heavily traveled artery for southern Butler County, Allegheny County, Armstrong County and Westmoreland County. We are asking for your aid in coming to some agreement with PennDOT on the future of this major artery which has become a By-Pass between Rt. 356 and Rt. 422, as it is only going to carry more traffic as time progresses and our small township will be burdened to continue its maintenance.</p>
<i>Response:</i>	<p>SPC's review and response to public comments is focused on the information presented in the Draft 2011-2014 TIP, which primarily concerns project selection, schedules and budgets. When a comment touches on ownership issues, SPC will refer the comment to the appropriate sponsor.</p>		

Project	Project Description	Location	Comment Summary
Freedom Road Widening	The proposed improvements consist of widening the Freedom Road Bridge and adjacent roadways from two lanes to four lanes. The roadway widening must be extended further west in order to meet existing traffic demands.	Butler County	<p><i>Chelsea Puff, Cranberry Township, Grants and Cultural Initiatives Coordinator</i></p> <p>Cranberry Township fully supports the completion of the Freedom Road Widening Project as well as the bridge widening for inclusion on the TIP. The Township recognizes that it will be a lengthy and substantial effort to fund and complete the total scope of improvements necessary on Freedom Road. However, this project has been partially funded through federal funding appropriations, and the Township is currently working with the PennDOT to design and proceed to bid portions of the project. Cranberry Township respectfully requests that the Freedom Road Bridge Widening Project be added to the 2011-2014 TIP.</p>
<i>Response:</i>	<p>PennDOT District 10 and SPC recognize the need for improvements along Freedom Road. District 10 in the past has worked with Cranberry Township on efforts to improve Freedom Road and continues to work on such efforts.</p> <p>At one point preliminary engineering was begun on the bridge carrying Freedom Road over the Turnpike. However, with the onset of the Accelerated Bridge Program to address structurally deficient (SD) bridges, since the bridge over the Turnpike was not SD, preliminary design was deferred.</p> <p>The requested improvements to Freedom Road will involve major capacity-adding projects. The current and foreseen shortfalls in transportation funding have necessitated that the draft 2011-2014 TIP focus primarily on maintenance of the existing transportation system. Future funding for major capacity-adding improvements to Freedom Road may likely involve regional solutions, statewide efforts, and identification of additional Federal and State transportation funding sources. In the meantime, SPC and PennDOT Engineering District 10 are committed to smaller “spot improvements” in areas demonstrating significant needs. Such projects will be considered for inclusion in future TIPs, should funding remain available.</p>		

Project	Project Description	Location	Comment Summary
General Comment	Butler Area Multi Municipal Plan recommendations	Butler County	<p data-bbox="1236 186 1856 214"><i>Cindy L. Davis, Butler Township, Zoning Officer</i></p> <p data-bbox="1236 228 1961 391">I will not reiterate all of the issues identified in the plan, but I do ask that you consider all of the issues identified during the plan process, which were the result of hard work by the Transportation Committee members, over a one-year period.</p>
<i>Response:</i>	<p data-bbox="388 440 1961 537">SPC actively seeks out input from county and local planning partners. The results of the Butler Area Multi-Municipal Plan will be reviewed, and will be considered in the identification and advancement of regional transportation priorities as funding permits.</p>		
Graham Bridge on Powell Road	The replacement of Graham Bridge on Powell Road.	Butler County	<p data-bbox="1236 558 1961 618"><i>Chelsea Puff, Cranberry Township, Grants and Cultural Initiatives Coordinator</i></p> <p data-bbox="1236 633 1961 1062">It is very important to Cranberry Township that the Graham Bridge Project include bicycle and pedestrian provisions in the design. On a macro level, providing alternatives to vehicle travel will improve the health of Cranberry Township and Butler County residents by reducing pollution, providing opportunities for exercise, and offering opportunities for those without access to a vehicle to travel to important destinations. Specifically, Graham Bridge will be an important link in the Township's transportation system. Without pedestrian and bicycle accommodations, Graham Bridge would be a significant barrier to the Township's efforts to provide interconnected multimodal transportation opportunities.</p>
<i>Response:</i>	<p data-bbox="388 1110 1961 1208">These comments have been shared with PennDOT District 10-0, which is responsible for the design of the Graham Bridge replacement project, and with the Township of Cranberry, which is currently reviewing pedestrian and bicycle needs throughout the community.</p>		

Project	Project Description	Location	Comment Summary
Historic Saxonburg Main Street Project	Redevelopment and revitalization of the Main Street business corridor.	Butler County	<p data-bbox="1236 188 1961 253"><i>Don White, Senate of Pennsylvania, PA Senator 41st District</i></p> <p data-bbox="1236 261 1961 967">I am writing to you to express my continued support for the John Roebling's Historic Saxonburg Society Main Street Program. As you are well aware, this infrastructure project in the community of Saxonburg is extremely important in addressing the redelopment and revitalization of the Main Street business corridor. Furtermore, I realize how instrumental this project is in further developing economic development opportunities in Southeastern Butler County. The Pennsylvania Department of Community and Economic Development has committed to partially fund Phase 1 of this project. However, additional funding is required to successfully complete the remaining portion of this project. DCED will also partially fund the remaining phases, but only after receiving a funding commitment from PennDOT. I am respectfully asking for your consideration in requesting that this project be placed on PENNDOT's Transportation Improvement Plan projects list. TIP funding is critical to ensure that the JRHSS Main Street project is a success and will certainly result in additional funds being committed to this project.</p>
<i>Response:</i>	<p data-bbox="388 1013 1961 1213">Engineering District 10 and SPC have been coordinating with Raymond Rush and other members of the JRHSS. While no funds are available at this time for Streetscape Enhancement type projects, we are advising the Saxonburg group on the development of a "shovel ready" enhancement project that would be in a position to take advantage of Transportation Enhancement or other types of funding should it become available in the future. SPC and PennDOT will continue to work with Saxonburg to identify potential opportunities for funding this project; we anticipate conducting another round of the Transportation Enhancement program should it be included in the next federal transportation legislation.</p>		

Project	Project Description	Location	Comment Summary
Historic Saxonburg Main Street Project	Redevelopment and revitalization of the Main Street business corridor.	Butler County	<p><i>Raymond Rush, John Roebling's Historic Saxonburg Society, Main St Manager</i></p> <p>Saxonburg was founded in 1831 by world renowned transportation, structural engineer, John Roebling. As the innovator of wire cable, Roebling changed the world of transportation by designing and constructing America's first suspension bridges to include the Brooklyn Bridge. My name is Raymond Rush; I'm Main Street Program Manager for John Roebling's Historic Saxonburg Society, Inc. A 501 (c)(3), RHSS is a committee of Saxonburg citizens, sanctioned by the borough. We're members of the Pennsylvania Downtown Center, funded by the DCED and local benefactors. JRHSS is dedicated to the economic and aesthetic revitalization of Saxonburg's National and State Historic, Mixed-Use, Business District. We've been working with the borough and civic groups for 6 years in planning and development of Main Street's revitalization. JRHSS respectfully requests the Saxonburg project be placed on the TIP and funded as a Transportation Enhancement. The DCED has provided full funding of the project's PS&E. PennDOT's commitment will move the project forward. Located in southeastern Butler County, Saxonburg is the only significant commercial center in an area of 8 townships and serves a population of 49,000 residents, plus visitors from the tri-state area. Its land use-context is a Town Village Center with Village Neighborhoods. Saxonburg's transportation network, which is now being connected with the Butler-Freeport Trail for recreation, is comprised of nine collector streets. Five of those streets are Principal State Arterial Roadways.</p> <p>Main Street is the center of this State transportation network. Its infrastructure is decayed and blighted. The roadway is in desperate need of landscape-infrastructure improvements in order to connect its business and residential community with the economic vitality and aesthetic quality of regional development. District 10's</p>

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			<p>TE, will create a sustainable environment that will directly influence the Saxonburg region's stability and growth.</p> <p>Saxonburg is pedestrian friendly. Safety and ease of mobility for residents and visitors will be served with improved curbs, sidewalks, ADA ramping, pedestrian lighting, delineated parking spaces and greenway buffer strips. Traffic calming is a priority and improved lines-of-sight at Collector Street turns will provide for a safer pedestrian and motorist environment. The TE has the support of the Butler County Commissioners and the County's Planning Commission as a "regional priority project", along with Senator Don White, Congresswoman Kathy Dahlkemper, the SPC and the DCED. Additionally, support for Main Street's TE is demonstrated by various utility companies upgrading their systems, as part of the project. As a commercial center and in support of the regional community, Saxonburg must visually complement the area wide transportation network with an accommodating, sustainable Transportation Enhancement.</p> <p><i>Response:</i> Engineering District 10 and SPC have been coordinating with Raymond Rush and other members of the JRHSS. While no funds are available at this time for Streetscape Enhancement type projects, we are advising the Saxonburg group on the development of a "shovel ready" enhancement project that would be in a position to take advantage of Transportation Enhancement or other types of funding should it become available in the future. SPC and PennDOT will continue to work with Saxonburg to identify potential opportunities for funding this project; we anticipate conducting another round of the Transportation Enhancement program should it be included in the next federal transportation legislation.</p>

Project	Project Description	Location	Comment Summary
S.R. 19/Freedom Road/PA 228 Intersection	Cranberry Township is proposing multiple reconfiguration upgrades to the intersection of S.R. 19, S.R. 228, and S.R. 3020 (Freedom Road). The reconfiguration of this intersection will allow concurrent S.R. 228/Freedom Road left turns. The proposed reconfiguration will greatly improve traffic signal progression through the intersection.	Butler County	<p data-bbox="1236 188 1961 248"><i>Chelsea Puff, Cranberry Township, Grants and Cultural Initiatives Coordinator</i></p> <p data-bbox="1236 261 1976 927">Cranberry Township continues to support this important regional project and respectfully requests that the intersection reconfiguration project be moved up from its current programming on the TIP in years 2013 and 2014 to years 2011 and 2012. Moving the intersection reconfiguration project to years 2011 and 2012 will allow this project to coincide with either the 228 Southbound Loop Ramp Project or the Route 228 Northbound On-Ramp Project. The Township also fully supports both ramp projects, as they are crucial components and should be undertaken in conjunction with the intersection reconfiguration project. Both the 228 Southbound Loop Ramp Project and the Route 228 Northbound On-Ramp Project are programmed on the TIP in years 2011 and 2012. The intersection project and the ramp project construction are all in the same location, and moving the intersection project up will allow for efficiency of construction, reduced cost for mobilization of contractors, reduction in total project duration, and less cost in implementation.</p>
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are still being completed and construction is on the TIP and scheduled to begin in 2014. Currently, there are insufficient funds in the first two years of the 2011-2014 TIP to advance this project any earlier.		

Project	Project Description	Location	Comment Summary
S.R. 528 Park and Ride Expansion Phase 2	The S.R. 528 Jackson Township Park and Ride is located in Zelienople, approximately 25 miles north of downtown Pittsburgh, and offers transit service provided by the New Castle Area Transit Authority.	Butler County	<p><i>Chelsea Puff, Cranberry Township, Grants and Cultural Initiatives Coordinator</i></p> <p>In 2007, due to heavy utilization and increased demand, the Pennsylvania Department of Transportation (PennDOT) funded the expansion of the Park and Ride lot at Route 528 and Interstate 79 by 40 spaces, to what is now a 75-space lot. The proposed Phase 2 of the project only allows for an additional 140 spaces. Cranberry Township fully supports the continued expansion of the Park and Ride lot currently programmed on the TIP in years 2011 and 2012 but requests that the lot be expanded beyond 140 spaces to maximum capacity in order to accommodate as many as 200 spaces. The convenient location of this facility encourages sustainable practices related to the use of public transit and the conservation of natural resources.</p>
<i>Response:</i>	<p>As much additional capacity as possible is being added to the Route 528 park-n-ride lot with the limited funding that was made available for the project on the TIP. The project is being designed to be expandable. Depending on future demand and availability of additional funding in the future, the size of the park-n-ride lot can be re-evaluated. If warranted, it may be possible to provide more parking spaces through a follow-up project on a future TIP. Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are being completed and construction is on the TIP and scheduled to begin in 2012. Currently, there are insufficient funds in the 2011-2014 TIP to expand this projects scope.</p>		

Project	Project Description	Location	Comment Summary
SR 0228 & SR 2005 Intersection (Cox's Corner)	The intersection of SR0228 and SR 2005, Cox's Comer, should be considered for upgrades in the near future. The use of SR 0228 as a transportation axis continues to grow because 228 serves as a major connector from the Cranberry - North Pittsburgh area to the Allegheny Valley region of western Pennsylvania.	Butler County	<p><i>Mary Zacherl, Clinton Township Supervisor</i></p> <p>The SR 0228 / SR 2005 intersection is located in a critical area designated as the highest development area of Clinton Township. Utilities are nearby and development is coming. In addition to residential development, there is increasing activity at the Victory Road Business Park and SR 2005, Saxonburg Boulevard, is a main artery into Saxonburg. Several valuable businesses in the Township are on the cusp of increasing their plants. This is a Y intersection with SR 02228 East and Saxonburg Boulevard and within 200 feet of this intersection, Township Road 575, Westminster Road, intersects with 228 at a T-intersection. The confusing alignment of roads has become very dangerous. I can attest to the difficulties of being a driver in this area. Cox's Comer, a relic of our agrarian past, can no longer function properly in light of the substantial increase in use. There is a conflict of heavy commercial trucking and residential use, there is an issue with sight distance, and there is a growing problem of congestion and wasted resources. Please help us improve this intersection by placing this project on the Plan and immediately funding its study, engineering and construction.</p>
<i>Response:</i>	SPC and the Department are aware of the Township's interest and concerns for this intersection. The District has received digital copies of the township's files for some design work that was performed at the intersection. Although there were insufficient funds to add many new projects to the TIP, SPC and PENNDOT affirm the high priority for this project and will continue to support and seek additional funding to advance these projects. The proposal will be retained for consideration in the 2013-2016 TIP update or if additional funds become available before this.		

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SR 68 (Cranberry to Butler) Transportation Study	Transportation Study of SR 68 from Cranberry to Butler	Butler County	<p><i>Cindy L. Davis, Butler Township, Zoning Officer</i></p> <p>State Route 68 has also been identified by the BAMM Plan as a critical access route to Cranberry Township. Because there is a strong possibility that significant growth will occur along this corridor in the next ten years, it makes sense to begin to plan for that growth now. We are hoping that a study can be done of this corridor with recommendations that we can begin working on in the next few years.</p>
<i>Response:</i>	<p>A request for the Highway Needs Assessment should be forwarded to the County Planning Office for their consideration in the identification of transportation priorities in Butler County. At such time as specific improvements are identified along SR68, they may be eligible to compete for funding in the appropriate TIP.</p>		
Turning Lane Needed for Route 356	A turning lane is needed for the entire length of Route 356 from Freeport to Butler City.	Butler County	<p><i>Evelyn Gross, Concerned Citizen from Jefferson Township</i></p> <p>Please consider adding a turning lane for the entire length of State Route 356 from Freeport to Butler City.</p>
<i>Response:</i>	<p>Due to continuing fiscal constraints, the amount of projects that can be programmed on the 2011-2014 TIP is limited. This project will have to look toward future TIPs for possible inclusion.</p>		
District 12-0 Small Bridge Line Item	Line item for small bridges in Fayette, Greene, and Washington counties	Fayette County	<p><i>Tammy Stenson, Fayette County PPP, Co-Chair</i></p> <p>In regards to the Discretionary and/or Spike projects, it was stated District 12-0 requested an allotment of monies to assist with small bridges in Fayette, Greene, and Washington Counties. If awarded, as a PPP member, we would like to be included on the list once the bridges are selected with the spike and/or discretionary monies.</p>
<i>Response:</i>	<p>Your support for this project has been noted and forwarded onto PennDOT District 12-0 for consideration as a candidate in the small bridge program during the 2011-2014 TIP.</p>		

Project	Project Description	Location	Comment Summary
N. Gallatin Ave. Ext. & Bute Road Intersection	Addition of a signal and turning lanes at N. Gallatin Ave. Ext. & Bute Road Intersection in North Union Township, Fayette County	Fayette County	<p><i>Thomas Kumor, North Union Township, Chairmain of Supervisors</i></p> <p>The North Union Township Supervisors would like to have the North Gallatin Ave. Ext. and Bute Road Intersection Improvement Project added to the proposed FFY 2011-2014 TIP. It would involve adding a badly needed traffic signal and possibly turn lanes.</p> <p>This particular intersection has been an ongoing problem to North Union Township for decades. We are constantly receiving numerous complaints from our residents about the accident problems and congestion. It has a high volume of traffic especially during peak hours and at times traffic will back up on Bute Road to Route 119 bypass. Also, we have witnessed a high number of accidents at this location because of the traffic volumes and inadequate sight distance.</p> <p>Major employers close to this intersection are PennDOT, Golden Eagle Construction, Sensus, and the Laurel Highlands High School. Numerous school buses use this intersection several times a day making the safety of this intersection even more important.</p> <p>The North Union Township Supervisors believe that a traffic signal should be installed along with possible improvements for turn lanes to make this a safe intersection. We believe these improvements are fully justified. We would hope that these improvements could be added to the FFY 2011-2014 TIP along with completion of the actual work as soon as possible.</p>
<i>Response:</i>	Due to continuing fiscal constraints, the amount of projects that can be programmed on the 2011-2014 TIP is limited. SPC and PENNDOT affirm the high priority of this local improvement project and will continue to support and seek additional funding to advance the project. The proposal will be retained for consideration in the 2013-2016 TIP update or if additional funds become available.		

Project	Project Description	Location	Comment Summary
New Salem Rd & Route 40	New Salem Road & Route 40 Intersection upgrade	Fayette County	<p><i>Tammy Stenson, Fayette County PPP, Co-Chair</i></p> <p>In reviewing the proposed TIP for the region, with particular interest in Fayette County, I understand from our public meeting, held June 15th, that the New Salem Road/Route 40 Intersection has never been included on a TIP. While there is misunderstanding by quite a few people over the years because many people understood the intersection was programmed, but had to be eliminated as a result of limited funds and the focus on bridge repair and replacements, PennDOT explained last evening the actual intersection was never on the TIP—basically the roadway from Matthew Drive intersection with New Salem Road to Route 40- and we will want explore the opportunity for this project to be considered in future TIP updates. While we understand the funding is limited, we would like the County to consider the project for updating the Long Range Plan to occur this Fall.</p> <p>We recognize there is criteria for considering a project to be included on the TIP and perhaps from the preliminary engineering and studies completed for the roadway along New Salem Road, we can be provided with the results if it is warranted for intersection upgrades or what the threshold is that an intersection upgrade or improvement is necessary.</p>
<i>Response:</i>	Supporters of improvements to the intersection are encouraged to continue their involvement in the transportation planning process to accurately identify the need and to ensure consideration for future funding.		

Project	Project Description	Location	Comment Summary
Sheepskin Trail	This project is the construction of the second phase of the Sheepskin Trail which is the major link between the Youghiogheny River trail and the American Discovery Trail which will traverse across the United States.	Fayette County	<p><i>Tammy Stenson, Fayette County PPP, Co-Chair</i></p> <p>It was discussed during the public meeting the Sheepskin Trail is 'ready' to solicit general contractors for the construction of Phase II- starting in the Borough of Dunbar. We understand from the meeting last evening, the project must be "let" by August 2010. We would like to know if the project, for whatever reason, is not "let" in August 2010, that the project and its allocation of enhancement monies will be included on the updated TIP as the County would proceed with bidding the project.</p>
<i>Response:</i>	If the project is not let within the designated timeframe, then it will be added back in to Appendix 5 of the 2011-2014 TIP as a project eligible to draw down from the TE line item.		
Carmichaels Bypass	Construct a Bypass of Carmichaels	Greene County	<p><i>Paul Lagojda, Carmichaels Resident, Citizen</i></p> <p>Construct a Route 88 bypass north of Carmichaels southwest to join Route 21 at Bailey's Crossroads proceeding jointly with Route 21 southeast to Paisley located south of Carmichaels.</p>
<i>Response:</i>	Due to continuing fiscal constraints, the amount of projects that can be programmed on the 2011-2014 TIP is limited.		
General Definition Comment	Understanding request concerning the dual usage of SR vs. US on Route 19.	Greene County	<p><i>Paul Lagojda, Carmichaels Resident, Citizen</i></p> <p>Mr. Lagojda requested an explanation concerning the often dual referencing of SR19 vs. US19 used throughout various documents that he has reviewed.</p>
<i>Response:</i>	The US route designation indicates that a highway bearing a single name or route number extends into more than one state. Route 19, which extends into West Virginia, is a US route. However, the responsibility for maintaining that roadway falls to the state in which the road segment is located. Because the maintenance of US Route 19 in Greene County falls to PennDOT, the road is also known as State Road 19, or SR19. Both US19 and SR19 are accurate references, depending on context.		

Project	Project Description	Location	Comment Summary
General Process Comment	General comment on SPC's public involvement process.	Greene County	<p><i>Paul Lagojda, Carmichaels Resident, Citizen</i></p> <p>Mr. Lagojda noted that he has been submitting comments thru this process since 2001 and hasn't received any follow-up. He would like to be advised on any progress made to date and/or planned actions concerning his testimony.</p>
<i>Response:</i>	<p>While it is not feasible to respond to individual commentors, all comments are responded to as part of the public comment process. A summary of all comments received and all actions taken in response to that comment is provided in the Response to Public Comment Report which accompanies the approved Transportation Improvement Program Report. Copies of the Response to Public Comment Report for the 2009-2012 TIP can be viewed at http://www.spcregion.org/pdf/TIP2009-12/ppp/2009_2012%20TIP%20Public%20Participation%20Report%20Section%201.pdf. TIP documents, including monthly progress reports are posted on the web at www.spcregion.org.</p>		
Route 21 Bypass	Route 21 Bypass of Morrisville and Waynesburg	Greene County	<p><i>Paul Lagojda, Carmichaels Resident, Citizen</i></p> <p>Revitalize the Route 21 bypass of Morrisville-Waynesburg traffic bottleneck</p>
<i>Response:</i>	<p>This project is in the early phases of project development but the amount of previous TIP funding was insufficient to complete the project and it will have to look for possible inclusion on future TIPs. Regional support and cooperation will be important for the project to advance to construction.</p>		

Project	Project Description	Location	Comment Summary
SR 3012 Aleppo Road	Safety improvement (Centerline painted) on Aleppo Road between SR 18 and SR21.	Greene County	<p><i>Jerome E. Murphy, Resident, citizen</i></p> <p>Mr. Murphy reported on the dangerous conditions that currently exist on SR3012 Aleppo Road that runs between SR 18 and SR 21. He noted that due to the recent gas well activity, heavy truck traffic has increased and the road has many sharp turns and blind spots and is prone to intense fog, with a serious accident eminent. He is asking for a center line to be painted on the road. Mr. Murphy noted that he has formally requested this action before and was given the response from PennDOT that the road is not wide enough for a double line (must be 18 feet wide).</p>
<i>Response:</i>	SPC's review and response to public comments is focused on the information presented in the Draft 2011-2014 TIP, which primarily concerns project selection, schedules and budgets. When a comment touches on roadway design issues, SPC will refer the comments to the appropriate project sponsor.		
SR21 Widening	Expansion of SR 21 to four lanes from the western to eastern borders of Greene County	Greene County	<p><i>Paul Lagojda, Carmichaels Resident, Citizen</i></p> <p>Revitalize the expansion of Route 21 to four lanes from the eastern to western borders of Greene County.</p>
<i>Response:</i>	Due to continuing fiscal constraints, the amount of projects that can be programmed on the 2011-2014 TIP is limited.		

Project	Project Description	Location	Comment Summary
Indiana County Regional Trail Connectivity Study	The opportunities and obstacles of the Indiana County Regional Trail Connectivity Study is currently being evaluated with a final report available in the Fall of 2010. This report will provide route recommendations and a plan of action for next steps. Please include these considerations for these outcomes in the 2011-2014 TIP.	Indiana County	<p><i>Ed Patterson, Indiana Parks and Trails, Director</i></p> <p>This feasibility study will identify bike/pedestrian routes to connect the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to the 17-mile West Penn Trail in the Borough of Blairsville. As the developer, owner and operator of the Hoodlebug Trail and the Ghost Town Trail, Indiana Parks & Trails has a vested interest in connecting the regional trail system into hub communities like Blairsville. We will also most likely be the agency to complete the eastern link from the Hoodlebug Trail into downtown Blairsville.</p>
<i>Response:</i>	SPC appreciates Indiana County's participation in programs designed to promote and encourage regional trail development, community walkability and other such efforts, including the Safe Routes to School Program, the Transportation Enhancements Program, and the SPC Pedestrian-Bicycle Advisory Committee. SPC has recently assisted Indiana County with a Bike Suitability mapping exercise and is actively engaged in the development of a Pedestrian and Bicycle Plan for Indiana County through our annual SPC staff work program. As trail development projects are advanced, they will be eligible to compete for funding in the appropriate TIP.		

Project	Project Description	Location	Comment Summary
Indiana County Regional Trail Connectivity Study	Connection of the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to the 17-mile West Penn Trail in the Borough of Blairsville.	Indiana County	<p><i>Larry V. Sedlemeyer, Indiana Regional Medical Center, SVP, Business Development & Planning</i></p> <p>Indiana Regional Medical Center (IRMC) recognizes the importance of regional trail systems in promoting an active, healthy community. Our facilities serve communities blessed with more than 50 miles of biking trails, but the trails are not yet easily accessed by all of our major population centers. Therefore, I am writing to support the inclusion of the recommendations from the Indiana County Regional Trail Connectivity Study in the 2011-2014 Transportation Improvement Program for Southwestern Pennsylvania. This feasibility study will identify bike /pedestrian routes to connect the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to the 17-mile West Penn Trail in the Borough of Blairsville. Although a preferred route has not yet been finalized, design, engineering and construction needs will be identified and occur during the 2011-2014 time frame. Regardless of the details of the route, the trail link must cross Route 22 in order to: connect the Blairsville High-Middle-Elementary School campus to the traditional downtown and residential center; connect the developing Indiana County industrial park to restaurants, lodging and services in addition to the traditional downtown and residential center. The report will provide route recommendations and a plan of action for next steps, including aligned cost estimates. Please include considerations for the outcomes of the Indiana County Regional Trail Connectivity Study in the 2011-2014 TIP.</p>

Response: SPC appreciates Indiana County’s participation in programs designed to promote and encourage regional trail development, community walkability and other such efforts, including the Safe Routes to School Program, the Transportation Enhancements Program, and the SPC Pedestrian-Bicycle Advisory Committee. SPC has recently assisted Indiana County with a Bike Suitability mapping exercise and is actively engaged in the development of a Pedestrian and Bicycle Plan for Indiana County through our annual SPC staff work program. As trail development projects are advanced, they will be eligible to compete for funding in the appropriate TIP.

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Indiana County Regional Trail Connectivity Study	This feasibility study will identify bike / pedestrian routes to connect the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to the 17-mile West Penn Trail in the Borough of Blairsville.	Indiana County	<p><i>Laurie Lafontaine, Cambria and Indiana Trail Council</i></p> <p>I am writing to support the inclusion of recommendations from the Indiana County Regional Trail Connectivity Study in the 2011-2014 Transportation Improvement Program (TIP) for Southwestern Pennsylvania. This feasibility study will identify bike/pedestrian routes to connect the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to the 17-mile West Penn Trail in the Borough of Blairsville. Although a preferred route has not been finalized as of this date, design, engineering and construction needs will be identified and occur during the 2011-2014 time frame. Regardless of the route, the trail link must cross US Route 22 in order to: Connect the Blairsville High School, Middle School, and Elementary School, all which of share a 36-acre campus, to our traditional downtown and residential center; Connect the WyoTech post-secondary automotive technology school campus to our traditional downtown and residential center; Connect the Interchange Center and the Blairsville KOEZ campus (two of the County's developing business parks) Once the trail crosses US Route 22, many other important connections will be made, one of which will include connecting Indiana Regional Medical Center and Excelsa Health's satellite medical facilities near Chestnut Ridge Golf Course and Resort to our commercial and residential districts. Our County Park system's least-used park, Pine Ridge Park, will also be able to be more easily accessed if it is connected to the regional trail system, which is very close to the US Route 22/PA Route 119S Interchange. A final report from the feasibility study should be available in the fall of 2010, which will provide route recommendations and cost estimates. Please include considerations for the outcomes of the Indiana County Regional Trail Connectivity Study in the 2011-2014 TIP.</p>

Project	Project Description	Location	Comment Summary
<i>Response:</i>	<p>SPC appreciates Indiana County’s participation in programs designed to promote and encourage regional trail development, community walkability and other such efforts, including the Safe Routes to School Program, the Transportation Enhancements Program, and the SPC Pedestrian-Bicycle Advisory Committee. SPC has recently assisted Indiana County with a Bike Suitability mapping exercise and is actively engaged in the development of a Pedestrian and Bicycle Plan for Indiana County through our annual SPC staff work program. As trail development projects are advanced, they will be eligible to compete for funding in the appropriate TIP.</p>		

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Indiana County Regional Trail Connectivity Study	This feasibility study will identify bike / pedestrian routes to connect the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to the 17-mile West Penn Trail in the Borough of Blairsville.	Indiana County	<p data-bbox="1236 188 1917 253"><i>Linda S. Gwinn, Blairsville Community Development Authority, Secretary</i></p> <p data-bbox="1236 261 1976 1403">I am writing to support the inclusion of recommendations from the Indiana County Regional Trail Connectivity Study in the 2011-2014 Transportation Improvement Program (TIP) for Southwestern Pennsylvania. This feasibility study will identify bike/pedestrian routes to connect the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to the 17-mile West Penn Trail in the Borough of Blairsville. Although a preferred route has not been finalized as of this date, design, engineering and construction needs will be identified and occur during the 2011-2014 time frame. Regardless of the route, the trail link must cross US Route 22 in order to: Connect the Blairsville High School, Middle School, and Elementary School, all which of share a 36-acre campus, to our traditional downtown and residential center; Connect the WyoTech post-secondary automotive technology school campus to our traditional downtown and residential center; Connect the Interchange Center and the Blairsville KOEZ campus (two of the County's developing business parks) Once the trail crosses US Route 22, many other important connections will be made, one of which will include connecting Indiana Regional Medical Center and Excelsa Health's satellite medical facilities near Chestnut Ridge Golf Course and Resort to our commercial and residential districts. Our County Park system's least-used park, Pine Ridge Park, will also be able to be more easily accessed if it is connected to the regional trail system, which is very close to the US Route 22/PA Route 119S Interchange. A final report from the feasibility study should be available in the fall of 2010, which will provide route recommendations and cost estimates. Please include considerations for the outcomes of the Indiana County Regional Trail Connectivity Study in the 2011-2014 TIP.</p>

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<i>Response:</i>	<p>SPC appreciates Indiana County’s participation in programs designed to promote and encourage regional trail development, community walkability and other such efforts, including the Safe Routes to School Program, the Transportation Enhancements Program, and the SPC Pedestrian-Bicycle Advisory Committee. SPC has recently assisted Indiana County with a Bike Suitability mapping exercise and is actively engaged in the development of a Pedestrian and Bicycle Plan for Indiana County through our annual SPC staff work program. As trail development projects are advanced, they will be eligible to compete for funding in the appropriate TIP.</p>		
Indiana County Regional Trail Connectivity Study	<p>The opportunities and obstacles of the Indiana County Regional Trail Connectivity Study is currently being evaluated with a final report available in the Fall of 2010. This report will provide route recommendations and a plan of action for next steps. Please include these considerations for these outcomes in the 2011-2014 TIP.</p>	Indiana County	<p><i>Michael T. Burk, Conemaugh Valley Conservancy, President</i></p> <p>This feasibility study will identify bike pedestrian routes to connect the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to the 17-mile West Penn Trail in the Borough of Blairsville.</p> <p>As the developers, owners and operators of the West Penn Trail, the Conemaugh Valley Conservancy has a vested interest in the completion of this trail system. We will also most likely be the organization to take the lead in completing the trail link on the western end of Blairsville into town.</p>
<i>Response:</i>	<p>SPC appreciates Indiana County’s participation in programs designed to promote and encourage regional trail development, community walkability and other such efforts, including the Safe Routes to School Program, the Transportation Enhancements Program, and the SPC Pedestrian-Bicycle Advisory Committee. SPC has recently assisted Indiana County with a Bike Suitability mapping exercise and is actively engaged in the development of a Pedestrian and Bicycle Plan for Indiana County through our annual SPC staff work program. As trail development projects are advanced, they will be eligible to compete for funding in the appropriate TIP.</p>		

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Indiana County Regional Trail Connectivity Study	This feasibility study will identify bike / pedestrian routes to connect the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to the 17-mile West Penn Trail in the Borough of Blairsville.	Indiana County	<p data-bbox="1236 188 1934 253"><i>Tammy Whitfield, Blairsville-Saltsburg School District, Administration Office</i></p> <p data-bbox="1236 261 1976 1403">I am writing to support the inclusion of recommendations from the Indiana County Regional Trail Connectivity Study in the 2011-2014 Transportation Improvement Program (TIP) for Southwestern Pennsylvania. This feasibility study will identify bike/pedestrian routes to connect the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to the 17-mile West Penn Trail in the Borough of Blairsville. Although a preferred route has not been finalized as of this date, design, engineering and construction needs will be identified and occur during the 2011-2014 time frame. Regardless of the route, the trail link must cross US Route 22 in order to: Connect the Blairsville High School, Middle School, and Elementary School, all which of share a 36-acre campus, to our traditional downtown and residential center; Connect the WyoTech post-secondary automotive technology school campus to our traditional downtown and residential center; Connect the Interchange Center and the Blairsville KOEZ campus (two of the County's developing business parks) Once the trail crosses US Route 22, many other important connections will be made, one of which will include connecting Indiana Regional Medical Center and Excelsa Health's satellite medical facilities near Chestnut Ridge Golf Course and Resort to our commercial and residential districts. Our County Park system's least-used park, Pine Ridge Park, will also be able to be more easily accessed if it is connected to the regional trail system, which is very close to the US Route 22/PA Route 119S Interchange. A final report from the feasibility study should be available in the fall of 2010, which will provide route recommendations and cost estimates. Please include considerations for the outcomes of the Indiana County Regional Trail Connectivity Study in the 2011-2014 TIP.</p>

Project	Project Description	Location	Comment Summary
<i>Response:</i>	<p>SPC appreciates Indiana County’s participation in programs designed to promote and encourage regional trail development, community walkability and other such efforts, including the Safe Routes to School Program, the Transportation Enhancements Program, and the SPC Pedestrian-Bicycle Advisory Committee. SPC has recently assisted Indiana County with a Bike Suitability mapping exercise and is actively engaged in the development of a Pedestrian and Bicycle Plan for Indiana County through our annual SPC staff work program. As trail development projects are advanced, they will be eligible to compete for funding in the appropriate TIP.</p>		

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Indiana County Regional Trail Connectivity Study	This feasibility study will identify bike / pedestrian routes to connect the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to the 17-mile West Penn Trail in the Borough of Blairsville.	Indiana County	<p data-bbox="1236 188 1766 220"><i>Tim Evans, Blairsville Borough Manager</i></p> <p data-bbox="1236 228 1976 1369">I am writing to support the inclusion of recommendations from the Indiana County Regional Trail Connectivity Study in the 2011-2014 Transportation Improvement Program (TIP) for Southwestern Pennsylvania. This feasibility study will identify bike/pedestrian routes to connect the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to the 17-mile West Penn Trail in the Borough of Blairsville. Although a preferred route has not been finalized as of this date, design, engineering and construction needs will be identified and occur during the 2011-2014 time frame. Regardless of the route, the trail link must cross US Route 22 in order to: Connect the Blairsville High School, Middle School, and Elementary School, all which of share a 36-acre campus, to our traditional downtown and residential center; Connect the WyoTech post-secondary automotive technology school campus to our traditional downtown and residential center; Connect the Interchange Center and the Blairsville KOEZ campus (two of the County's developing business parks) Once the trail crosses US Route 22, many other important connections will be made, one of which will include connecting Indiana Regional Medical Center and Excelsa Health's satellite medical facilities near Chestnut Ridge Golf Course and Resort to our commercial and residential districts. Our County Park system's least-used park, Pine Ridge Park, will also be able to be more easily accessed if it is connected to the regional trail system, which is very close to the US Route 22/PA Route 119S Interchange. A final report from the feasibility study should be available in the fall of 2010, which will provide route recommendations and cost estimates. Please include considerations for the outcomes of the Indiana County Regional Trail Connectivity Study in the 2011-2014 TIP.</p>

Project	Project Description	Location	Comment Summary
<i>Response:</i>	SPC appreciates Indiana County's participation in programs designed to promote and encourage regional trail development, community walkability and other such efforts, including the Safe Routes to School Program, the Transportation Enhancements Program, and the SPC Pedestrian-Bicycle Advisory Committee. SPC has recently assisted Indiana County with a Bike Suitability mapping exercise and is actively engaged in the development of a Pedestrian and Bicycle Plan for Indiana County through our annual SPC staff work program. As trail development projects are advanced, they will be eligible to compete for funding in the appropriate TIP.		
Warren Road (between Ben Franklin and Barclay)	Widen Warren Road between Ben Franklin Road and Barclay Road.	Indiana County	<i>Mark Geletka, Citizen</i> Widen Warren Road between Ben Franklin Road and Barclay Road. Increased residential population and no room to even walk safely. Also intersection of Warren Road and Ben Franklin could use left turn signals in all directions.
<i>Response:</i>	Due to continuing fiscal constraints, the amount of projects that can be programmed on the 2011-2014 TIP is limited. SPC and PENNDOT affirm the high priority for projects of this nature and will continue to support and seek additional funding to advance these types of projects. The proposal will be retained for consideration in the 2013-2016 TIP update or if additional funds become available before this.		
Boyles Avenue Bridge	The City of New Castle is in great need of funding for the replacement of this bridge. The Boyles Avenue Bridge is currently closed to traffic due to its' deteriorated condition. This closure has prohibited traffic to the City of New Castle's Historic District, as well as access for North Hill area residents to travel to downtown New Castle.	Lawrence County	<i>Anthony Mastrangelo, City of New Castle, Mayor</i> The City of New Castle submitted an application for the Boyles Avenue Bridge to be placed on the Transportation Improvement Program on October 9, 2009. The Draft 2011-2014 Transportation Improvement Program does not have this bridge listed. The City had previously provided testimony for the Boyles Avenue Bridge and it was our understanding that it would be placed on the TIP. We are respectfully requesting that the SPC reconsider placing this project on the Transportation Program.
<i>Response:</i>	Due to continuing fiscal constraints, the amount of projects that can be programmed on the 2011-2014 TIP is limited. SPC and PENNDOT affirm the high priority for projects of this nature and will continue to support and seek additional funding to advance these types of projects. The proposal will be retained for consideration in the 2013-2016 TIP update or if additional funds become available before this.		

Project	Project Description	Location	Comment Summary
Brookline Blvd Reconstruction	Reconstruction of roadway and sidewalks along with signal upgrades, utilities, and amenities	Pittsburgh City	<p><i>Heidi Tappe, Rep. Chelsa Wagner's Office, Staffer</i></p> <p>Ms. Tappe stated that on behalf of Rep. Chelsa Wagner she would like to testify in support of the project to receive full funding and remain on the TIP through construction.</p> <p>The redevelopment of Brookline Boulevard (MPMS# 61711) is a prime opportunity to invest in a transit-friendly urban commercial corridor. This busy commercial thoroughfare through the City of Pittsburgh's second largest residential neighborhood has long needed improvements to traffic patterns, parking, and accessibility. A vibrant commercial district has been maintained along Brookline Boulevard that continues to attract new occupants and customers. Brookline Boulevard is also a main public transit thoroughfare with a direct connection to the South Busway. Plans for these improvements have been many years in the making, and with all planning completed this is a project whose time has clearly come.</p>
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2012.		
Brookline Boulevard	Reconstruction of roadway and sidewalks along with signal upgrades, utilities, and amenities.	Pittsburgh City	<p><i>Natalia Rudiak, Pittsburgh City Council, Representative 4th District</i></p> <p>Council Woman Rudiak urged the Commission to approve the Draft TIP with this project included and to work towards delivery of this project.</p>
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2012.		

Project	Project Description	Location	Comment Summary
Library Road Bridge Replacement	Bridge Replacement	Pittsburgh City	<p><i>Heidi Tappe, Rep. Chelsa Wagner's Office, Staffer</i></p> <p>Ms. Tappe stated that on behalf of Rep. Chelsa Wagner she would like to testify in support of the project to receive full funding and remain on the TIP through construction. (MPMS 27190)</p>
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are to be completed in 2011 and 2012 with construction on the TIP and scheduled to begin in 2013.		
McArdle Road/Access to Mt. Washington	Bridge Rehabilitation	Pittsburgh City	<p><i>Heidi Tappe, Rep. Chelsa Wagner's Office, Staffer</i></p> <p>Ms. Tappe stated that on behalf of Rep. Chelsa Wagner she would like to testify in support of the project to receive full funding and remain on the TIP through construction. McArdle Roadway (MPMS# 27127) serves as the primary access road to Mt. Washington, one of the City of Pittsburgh's prime residential neighborhoods as well as an internationally known tourist attraction. Repeated closures of this roadway have plagued residents and visitors alike, and the proposed rehabilitation is essential to this unique destination.</p>
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2011.		
PA 88 / 51 Bridge / Safety Imp	Safety improvement and bridge replacement.	Pittsburgh City	<p><i>Carol Anthony, Overbrook Community Council, President</i></p> <p>Ms. Anthony testified in support of the SR 88 and SR 51 intersection upgrade project. Ms. Anthony reviewed the history of the past studies and proposals for upgrading the intersection that span over 50 years. Ms. Anthony urged the SPC and PennDOT District 11-0 to no longer put the project on hold and to deliver a solution for this bottleneck intersection.</p>
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2012.		

Project	Project Description	Location	Comment Summary
PA 88 / 51 Bridge / Safety Imp	Safety Improvement; Intersection upgrade and bridge replacement	Pittsburgh City	<p data-bbox="1236 186 1629 219"><i>Dorthy Kirsch, Citizen, Citizen</i></p> <p data-bbox="1236 228 1976 630">The Routes 51 and 88 intersection is cause for much concern. Cars are backed up on 88 trying to get onto Route 51 both north and south and backed up on Route 51 trying to get to the southern suburbs and going north to get to downtown Pittsburgh at all hours of the day and evening. Secondary roads are backed up for miles in the Carrick/Overbrook sections of the city with motorists trying to get onto these main thoroughfares. People are taking "short cuts" through our residential streets, many of these cars travel at high rates of speed. Particularly concerning when children are walking back and forth to school or are playing outside in the evening.</p> <p data-bbox="1236 634 1976 1198">There are also multiple accidents at the 51 and 88 intersection. I have seen time and again cars going straight through red lights, because some drivers, probably not familiar with the area, are looking at the wrong traffic light. There are traffic lights just feet apart facing the same direction giving opposite signaling (ex: going south - first signal is red, signal behind it is green). In addition, traffic on the right lane of Route 88 coming from Castle Shannon moves much slower because you can go straight, make a left, or make a right from that lane, so some drivers get in the left lane and when proceeding onto 51 north cut in front of those drivers who are in that right hand lane because many drivers intend to make the right onto Maytide Street or Overbrook Blvd which are approx. a city block from this intersection. This is not 1948, it's 2010 and the traffic has changed and so must logistical nightmare.</p> <p data-bbox="1236 1203 1976 1401">Please come to observe at rush hour and see what a dangerous situation this is. What does it take to solve these problems before more people are injured or killed? We in the southern part of the city and the southern suburbs want action. We want our tax dollars to work for us too.</p> <p data-bbox="1236 1406 1976 1469">As a postscript, to add to all of this, are you aware that when there is a snowfall, Routes 88 and 51 are covered</p>

Project	Project Description	Location	Comment Summary
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2012.		with snow and ice and at times are barely passable. It sometime takes many days for these roads to be cleared. Are these not state maintained roads?
PA 88 / 51 Bridge / Safety Imp	Safety improvement and bridge replacement.	Pittsburgh City	<i>Heidi Tappe, Rep. Chelsa Wagner's Office, Staffer</i> Ms. Tappe stated that on behalf of Rep. Chelsa Wagner she would like to testify in support of the project to receive full funding and remain on the TIP through construction. The Route 51/Route 88 (MPMS# 28000) interchange in the Overbrook section of the City of Pittsburgh is the nexus of two heavily-traveled commuter routes into Downtown Pittsburgh with nearby access to light rail transit and the South Busway. For years, this intersection has been notorious for traffic snarls and accidents that add many unnecessary commuter hours and has stifled economic development in this corridor. Constructed in 1929 and declared the region's worst bottleneck in 1964, the situation in this corridor has seen little improvement since. The reconfiguration of this intersection is urgent and long overdue.
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2012.		

Project	Project Description	Location	Comment Summary
PA 88 / 51 Bridge / Safety Imp	Safety improvement and bridge replacement.	Pittsburgh City	<p><i>John Rudiak, Overbrook Community Council, member</i></p> <p>Mr. Rudiak stated that he is a retired PennDOT traffic engineer. He testified in support of the SR 51 and SR 88 intersection upgrade. Mr. Rudiak testified that he has been involved in several studies of the intersection over his 35 year career at PennDOT. Mr. Rudiak testified that the current intersection rests over top of culverts and that the intersection traffic is dangerous and a congestion bottleneck.</p>
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2012.		
PA 88 / 51 Bridge / Safety Imp	Safety improvement and bridge replacement.	Pittsburgh City	<p><i>Mary Ann Street, Citizen</i></p> <p>Ms. Street testified in favor of the SR 51 and SR 88 intersection upgrade project. She cited roadway deterioration, congestion, accidents, noise, and flooding are all problems associated with the current intersection. Ms. Street stated that the entire intersection flooded again a couple of weeks ago. She stated that sometimes she drives to the South Hills and takes the bus into town instead of dealing with this intersection. Ms. Street testified that this project should be a high priority.</p>
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2012.		

Project	Project Description	Location	Comment Summary
PA 88 / 51 Bridge / Safety Imp	Safety improvement and bridge replacement.	Pittsburgh City	<p data-bbox="1236 186 1955 250"><i>Natalia Rudiak, Pittsburgh City Council, Representative 4th District</i></p> <p data-bbox="1236 261 1955 354">Council Woman Rudiak urged the Commission to approve the Draft TIP with this project included and to work towards delivery of this project.</p>
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2012.		
PA 88 / 51 Bridge / Safety Imp	Safety improvement and bridge replacement.	Pittsburgh City	<p data-bbox="1236 516 1598 544"><i>Richard King, District Judge</i></p> <p data-bbox="1236 555 1969 922">Mr. King noted that he is a Judge in the area of Carrick and Overbrook and he sees a lot of claims related to accidents at the SR 51 and SR 88 intersection. Mr. King testified in support of the SR 51 and SR88 intersection upgrade project. He wished to remind the Commission that this intersection has regional significance because of the access route 51 provides to Westmoreland and Fayette Counties as well as the Mon-Fayette Expressway. He also testified that the PAT busway termination at this location has exacerbated the problems at the intersection.</p>
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2012.		

Project	Project Description	Location	Comment Summary
SR 51 & SR 88 Intersection Improvement	Safety improvement and bridge replacement.	Pittsburgh City	<p data-bbox="1228 186 1606 219"><i>Stephanie Chiappini, Citizen</i></p> <p data-bbox="1228 227 1974 1000">I would like to state my strong support of redeveloping the intersection of Routes 88 and 51 in Overbrook. I am the homeowner of 2355 Hillview Street. Hillview Street is part of this intersection. This intersection is extremely confusing for people. There are several lights on Route 51 where cars can stop, but people are not sure which to stop at. People run red lights here regularly. Often, I am unable to turn off of Hillview onto 51 due to cars stopping in the area that is designated for turns off of Hillview. People stopped on 51 at the light become angry with cars coming off of Hillview as they must feel that we are "cutting in line". Cars get 'stuck' in the middle of the intersection when they don't know which light to stop at. Left turns from the street across from Hillview (where RiteAid is) are supposed to stop for the green light at Hillview, but they usually don't. This creates a lot of "near misses". I'm sure there are similar issues for the other connecting streets. In my opinion, the traffic "bottleneck" is the least of our worries. The intersection itself is confusing and dangerous. I would also support the use of eminent domain to remove or relocate businesses that are in the way of progress toward a safe and simple intersection.</p>

Response: Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2012.

Project	Project Description	Location	Comment Summary
Wenzell Avenue and Carnahan Road	Banksville Road and Carnahan Road to the intersection at Wentzel Ave and Broadway Ave, City of Pittsburgh, Allegheny County. Reconstruction of cartway and sidewalks with drainage upgrade and utilities upgrade. Improved signals and widening with intersection improvement	Pittsburgh City	<p><i>Heidi Tappe, Rep. Chelsa Wagner's Office, Staffer</i></p> <p>Wenzell Avenue and Carnahan Road (MPMS# 58561) in the Beechview and Banksville sections of the City of Pittsburgh has long served as a de facto commuter route between Green Tree Road, Banksville Road, and West Liberty Avenue, essentially serving as a conduit between the two primary entrances into Downtown Pittsburgh from the South. This has resulted in significant wear and tear affecting access to two strong residential neighborhoods, multiple commercial corridors, and light rail transit. Repair of these roadways is badly needed by residents of these neighborhoods.</p> <p><i>Response:</i> Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2011.</p>
Wenzell Avenue and Carnahan Road	Banksville Road and Carnahan Road to the intersection at Wentzel Ave and Broadway Ave, City of Pittsburgh, Allegheny County. Reconstruction of cartway and sidewalks with drainage upgrade and utilities upgrade. Improved signals and widening with intersection improvement.	Pittsburgh City	<p><i>Natalia Rudiak, Pittsburgh City Council, Representative 4th District</i></p> <p>Councilwoman Rudiak urged the Commission to approve the Draft TIP with this project included and to work towards delivery of this project.</p> <p><i>Response:</i> Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2011.</p>

Project	Project Description	Location	Comment Summary
West Carson St. Viaduct	Bridge Replacement	Pittsburgh City	<p><i>Heidi Tappe, Rep. Chelsa Wagner's Office, Staffer</i></p> <p>Ms. Tappe stated that on behalf of Rep. Chelsa Wagner she would like to testify in support of the project to receive full funding and remain on the TIP through construction.</p> <p>West Carson Street (MPMS# 28126) in the City of Pittsburgh is one of our most heavily traveled commuter routes as well as a primary access route to several regional attractions, and is in need of the requested funding to prepare for bridge reconstruction.</p>

Response: Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are to be completed in 2011 with construction on the TIP and scheduled to begin in 2013.

Weyman Run Bridge	Bridge Replacement	Pittsburgh City	<p><i>Heidi Tappe, Rep. Chelsa Wagner's Office, Staffer</i></p> <p>Ms. Tappe stated that on behalf of Rep. Chelsa Wagner she would like to testify in support of the project to receive full funding and remain on the TIP through construction.</p>
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Response: Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2012.

Project	Project Description	Location	Comment Summary
Bicycle and Pedestrian Initiatives	Bike and Pedestrian Infrastructure Improvements	SPC Region	<p><i>Eric Ellsworth, NSLC Bike-Ped Committee</i></p> <p>Pittsburgh needs immediate improvements to its bike infrastructure, both in planning and implementation. As a city we are justifiably proud of the reputation we've earned for being forward-thinking on green buildings, but to cement our position as a city committed to sustainability, and to attract the young workers the city craves, we cannot rest on our laurels. Parks, riverfront trails can be and should be connected with neighborhoods and recreation areas via dedicated bike routes and lane designations. A number of communities have established bike committees and proposed bike routes & lanes, but these are moving forward slowly. Funding these initiatives will help ensure that opportunities are not lost for making communities more active, healthy, and connected. The Northside Bike/Pedestrian Committee, whose members represent fifteen neighborhoods across the Northside of Pittsburgh, has mapped and vetted three routes of 2.5, 4.5, and 10.5 miles respectively; all these routes follow the city's bike route guidelines. The proposed routes will connect Point State Park, the Allegheny Commons park, and Riverview Park with the North Shore Trail, part of the Three Rivers Heritage Trail and Great Allegheny Passage. We ask that these and other routes be given full consideration in the planning and budgeting process for bike infrastructure.</p>
<i>Response:</i>	<p>The decision to incorporate bicycle and pedestrian accommodation in a specific location is made during the project design process. SPC works closely with our partners at PennDOT and the County Planning offices to identify locations where pedestrian and bicycle activity warrants specific accommodation for cyclists and walkers to ensure that such design elements are included in the final design, and carried through to construction. In our current tight fiscal environment, not every project can include such accommodation. SPC is also working closely with our partners at the City and several of our member County Planning offices to develop pedestrian and bicycle plans that may subsequently be used to guide even more comprehensive bicycle and pedestrian infrastructure improvements.</p>		

Project	Project Description	Location	Comment Summary
Bicycle and Pedestrian Initiatives	Now is the time to act with financial commitments for bicycle and pedestrian initiatives in southwestern Pennsylvania.	SPC Region	<p><i>Eric Milliron, Concerned Citizen</i></p> <p>Pittsburgh which is the flag city for our region is quickly rising in the ranks of bike friendly cities which offers momentum that can only lead to higher livability ratings, reduced congestion and most importantly weening our nation off of 'ancient energies' which are spoiling our air and water. Therefore, I respectfully request that initiatives that support bike and pedestrian infrastructure be considered. These could include, but are not limited to - bike lanes, bike racks, signage, mapping, light rail investments and enhanced crosswalks/pedestrian treatments where automobiles and those on foot meet.</p>
<i>Response:</i>	<p>The decision to incorporate bicycle and pedestrian accommodation in a specific location is made during the project design process. SPC works closely with our partners at PennDOT and the County Planning offices to identify locations where pedestrian and bicycle activity warrants specific accommodation for cyclists and walkers to ensure that such design elements are included in the final design, and carried through to construction. In our current tight fiscal environment, not every project can include such accommodation. SPC is also working closely with our partners at the City and several of our member County Planning offices to develop pedestrian and bicycle plans that may subsequently be used to guide even more comprehensive bicycle and pedestrian infrastructure improvements.</p>		

Project	Project Description	Location	Comment Summary
Bicycle and Pedestrian Initiatives	I would very much like to express my desire to see more initiatives aimed at cyclists and pedestrians in our region and would implore you to consider these two very important groups of citizens when planning the TIP.	SPC Region	<p data-bbox="1236 188 1822 220"><i>Hannah E. Hardy, PA Environmental Council</i></p> <p data-bbox="1236 228 1976 732">I would like to see the continuation of bike lanes, bridge improvements for cyclists and pedestrians, and as many other initiatives to help promote healthy, livable, walkable and cycle-friendly places for us to live in our wonderful city. We have seen an increase in the development of riverfront trails that are important components of the transportation system in this region. Please consider supporting the development of additional riverfront trails and connecting these trails to the roadway system so that people can more easily commute using non-traditional transportation. Any efforts at calming traffic congestion and the dangerous speeds motorist often use would be greatly welcomed, as well as anything that might help to promote people to drive less often and walk or cycle more regularly.</p>
<i>Response:</i>	<p data-bbox="390 781 1976 1008">The decision to incorporate bicycle and pedestrian accommodation in a specific location is made during the project design process. SPC works closely with our partners at PennDOT and the County Planning offices to identify locations where pedestrian and bicycle activity warrants specific accommodation for cyclists and walkers to ensure that such design elements are included in the final design, and carried through to construction. In our current tight fiscal environment, not every project can include such accommodation. SPC is also working closely with our partners at the City and several of our member County Planning offices to develop pedestrian and bicycle plans that may subsequently be used to guide even more comprehensive bicycle and pedestrian infrastructure improvements.</p>		

Project	Project Description	Location	Comment Summary
Bicycle and Pedestrian Initiatives	Bike and Pedestrian Infrastructure Improvements	SPC Region	<p><i>Mark P. Masterson, NSLC Bike-Ped Committee</i></p> <p>Pittsburgh has made much progress in putting together bike infrastructure. However, much more needs to be done. It is important for the region to provide better bike routes and lanes. Also, public assets, such as parks and riverfront trails should be connected to provide access via bike routes. Also important is neighborhood connections to these trails and bike lanes. On the Northside of Pittsburgh, the Northside Leadership Conference has formed a bike – pedestrian committee. We have a group of dedicated volunteers representing 15 neighborhoods who are committed to making improvements and linking our parks to the riverfront trail. We have recommended three routes that connect Riverview Park, and Allegheny Commons Park to the Riverfront Trail and Point State Park. What we need now is both funding and manpower to implement. Providing access between neighborhoods, parks and the riverfront trail network. Our three proposed bike routes have been developed following the City of Pittsburgh’s guidelines for routes. In addition, we are working to plan a trail along the improved Route 28 corridor that will provide neighborhood access via a trail head at the intersection of Vinial Street and Troy Hill Road (across from Penn Brewing) that will run past St. Nicholas Church to the 31st Street Bridge, forming a connecting loop trail that will provide easy access for the eastern neighborhoods of the Northside to the Riverfront Trail.</p>

Response: The decision to incorporate bicycle and pedestrian accommodation in a specific location is made during the project design process. SPC works closely with our partners at PennDOT and the County Planning offices to identify locations where pedestrian and bicycle activity warrants specific accommodation for cyclists and walkers to ensure that such design elements are included in the final design, and carried through to construction. In our current tight fiscal environment, not every project can include such accommodation. SPC is also working closely with our partners at the City and several of our member County Planning offices to develop pedestrian and bicycle plans that may subsequently be used to guide even more comprehensive bicycle and pedestrian infrastructure improvements.

Project	Project Description	Location	Comment Summary
Bicycle and Pedestrian Initiatives	The TIP should have more initiatives aimed at bicyclists and pedestrians.	SPC Region	<p><i>Scott Bricker, Bike Pittsburgh, Executive Director</i></p> <p>Bike Pittsburgh (BikePGH) represents the interests of bicyclists throughout Allegheny County. We have nearly 1,300 paid members from municipalities from all around the county who are all interested in using bicycles and walking to commute and recreate. I wish to go on record on behalf of all of our members and the hundreds of thousands of other people who own bikes in the region to say that the TIP should have more initiatives aimed at bicyclists and pedestrians. It is a shame that so many items on the TIP do not expressly address these two important modes of transportation in the region. BikePGH would like to see more bike lanes, physically separated bike lanes, wider maintained shoulders, better sidewalks, speed tables and other traffic calming measures, bike parking, bike racks on buses and the T, and other educational and promotional initiatives to get people driving less and taking active modes of transportation. Bicycling and walking are key to more livable communities and everyone wants to see the place they live become more livable.</p>
<i>Response:</i>	<p>The decision to incorporate bicycle and pedestrian accommodation in a specific location is made during the project design process. SPC works closely with our partners at PennDOT and the County Planning offices to identify locations where pedestrian and bicycle activity warrants specific accommodation for cyclists and walkers to ensure that such design elements are included in the final design, and carried through to construction. In our current tight fiscal environment, not every project can include such accommodation. SPC is also working closely with our partners at the City and several of our member County Planning offices to develop pedestrian and bicycle plans that may subsequently be used to guide even more comprehensive bicycle and pedestrian infrastructure improvements.</p>		

Project	Project Description	Location	Comment Summary
Bicycle and Pedestrian Initiatives	Pittsburgh is in dire need of bike infrastructure, as well as manpower for implementation.	SPC Region	<p><i>Sean Brady, Northside Bike/Pedestrian Committee</i></p> <p>Several communities have established bike committees and bike routes & lanes are moving forward slowly. Parks, riverfront trails and communities can be connected to provide access via bike routes. Funding would help ensure that opportunities are not lost for making communities more active, healthy, and connected. On the Northside of Pittsburgh, we have mapped and vetted three routes of 2.5, 4.5, and 10.5 miles respectively, following the city's guidelines for routes. The routes will connect Point State Park, the Allegheny Commons park, and Riverview Park with the North Shore Trail, part of the Three Rivers Heritage Trail and Great Allegheny Passage. Fifteen neighborhoods are represented by our committee.</p>
<i>Response:</i>	<p>The decision to incorporate bicycle and pedestrian accommodation in a specific location is made during the project design process. SPC works closely with our partners at PennDOT and the County Planning offices to identify locations where pedestrian and bicycle activity warrants specific accommodation for cyclists and walkers to ensure that such design elements are included in the final design, and carried through to construction. In our current tight fiscal environment, not every project can include such accommodation. SPC is also working closely with our partners at the City and several of our member County Planning offices to develop pedestrian and bicycle plans that may subsequently be used to guide even more comprehensive bicycle and pedestrian infrastructure improvements.</p>		

Project	Project Description	Location	Comment Summary
Bicycle and Pedestrian Initiatives	I hope that SPC's transportation priorities in Allegheny County include improvements/enhancements to bicycling and pedestrian infrastructure.	SPC Region	<p><i>Shelley Harnett, Concerned Citizen</i></p> <p>Our region lacks real non-automobile alternatives, and that keeps us at a disadvantage when it comes to importing new residents, whether they be sustainably-minded or just not interested in car ownership and all of the expense and hassle associated therewith. Current residents like me would like to have more transit choice. Let's make cycling and walking real commuting options in Allegheny County.</p>
<i>Response:</i>	<p>The decision to incorporate bicycle and pedestrian accommodation in a specific location is made during the project design process. SPC works closely with our partners at PennDOT and the County Planning offices to identify locations where pedestrian and bicycle activity warrants specific accommodation for cyclists and walkers to ensure that such design elements are included in the final design, and carried through to construction. In our current tight fiscal environment, not every project can include such accommodation. SPC is also working closely with our partners at the City and several of our member County Planning offices to develop pedestrian and bicycle plans that may subsequently be used to guide even more comprehensive bicycle and pedestrian infrastructure improvements.</p>		

Project	Project Description	Location	Comment Summary
Bicycle and Pedestrian Initiatives	The TIP should continue initiatives aimed at bicyclists and pedestrians.	SPC Region	<p data-bbox="1236 188 1961 253"><i>Stephen Patchan, City of Pittsburgh, Bicycle/Pedestrian Coordinator</i></p> <p data-bbox="1236 261 1976 695">I would very much like to express my desire to see more initiatives aimed at cyclists and pedestrians in our region and would implore you to consider these two very important groups of citizens when planning the TIP. I would like to see the continuation of bike lanes, bridge improvements for cyclists and pedestrians, and as many other initiatives to help promote healthy, livable, walkable and cycle-friendly places for us to live in our wonderful city. Any efforts at calming traffic congestion and the dangerous speeds motorist often use would be greatly welcomed, as well as anything that might help to promote people to drive less often and walk or cycle more regularly.</p>
<i>Response:</i>	<p data-bbox="388 743 1976 979">The decision to incorporate bicycle and pedestrian accommodation in a specific location is made during the project design process. SPC works closely with our partners at PennDOT and the County Planning offices to identify locations where pedestrian and bicycle activity warrants specific accommodation for cyclists and walkers to ensure that such design elements are included in the final design, and carried through to construction. In our current tight fiscal environment, not every project can include such accommodation. SPC is also working closely with our partners at the City and several of our member County Planning offices to develop pedestrian and bicycle plans that may subsequently be used to guide even more comprehensive bicycle and pedestrian infrastructure improvements.</p>		

Project	Project Description	Location	Comment Summary
Bicycle and Pedestrian Initiatives	On behalf of Friends of the Riverfront I would like to express our desire to see more attention given to bike and pedestrian considerations in the TIP.	SPC Region	<p data-bbox="1236 188 1927 253"><i>Tom Baxter, Friends of the Riverfront, Inc., Executive Director</i></p> <p data-bbox="1236 261 1976 626">Recreation and alternative transportation are becoming a driving force in planning, design and construction of our region. We are already experiencing this upward trend through the initial development of the Three Rivers Heritage. The 22 miles of riverfront trails connect to a network of on street bike lanes creating opportunities for people to get out of their cars, decrease congestion, pollution and overall provide a healthier and more vibrant community. Let's continue to push forward with creating transportation corridors that accommodate walking and biking as an important component.</p>
<i>Response:</i>	The decision to incorporate bicycle and pedestrian accommodation in a specific location is made during the project design process. SPC works closely with our partners at PennDOT and the County Planning offices to identify locations where pedestrian and bicycle activity warrants specific accommodation for cyclists and walkers to ensure that such design elements are included in the final design, and carried through to construction. In our current tight fiscal environment, not every project can include such accommodation. SPC is also working closely with our partners at the City and several of our member County Planning offices to develop pedestrian and bicycle plans that may subsequently be used to guide even more comprehensive bicycle and pedestrian infrastructure improvements.		
Continued PennDOT Funding and Investment	Continued PennDOT Funding and Investment	SPC Region	<p data-bbox="1236 927 1850 959"><i>Sean Brady, Riverlife, Director of Development</i></p> <p data-bbox="1236 967 1976 1333">Pittsburgh has an array of opportunities to utilize the riverfronts as their focal point for quality of life, tourism, economic development, and environmental education. Riverlife is a nonprofit organization devoted to creating 13-mile Three Rivers Park, which follows both sides of the Allegheny, Monongahela, and Ohio Rivers, creating a continuous loop through the city's Golden Triangle. This endeavor requires several major features to be built and PennDOT funding would provide a tremendous boost to bringing this vision to reality. Currently, 70% of Three Rivers Park is complete.</p>
<i>Response:</i>	This comment has been noted and it will be shared with PennDOT District 11-0.		

Project	Project Description	Location	Comment Summary
Mon-Fayette Expressway / Southern Beltway	The PTC is now heading toward the cliff's edge with their "Borrow Now Pay Later" fiscal policies incorporated by Pa.'s Legislature under Act 61 in 1985, Act 26 in 1991 and Act 3 in 1997.	SPC Region	<p data-bbox="1236 188 1913 253"><i>David McGuirk, Citizens for Alternatives to New Toll Roads</i></p> <p data-bbox="1236 261 1965 659">Current turnpike debt requirements have created an unsustainable financial future for the PTC under Act 44 requirements, the PTC'S Ten Year Capital Improvement Plans, present debt service obligations from past completed new turnpike extensions and new proposed turnpike extensions like the Mon/Fayette and Southern Beltway's proposed projects. The DOT/FHWA in Washington enforced transportation law by denying Pa. and the PTC'S request to toll I-80. The time has come for SPC and FHWA in Region III to also say "No" to the PTC and enforce transportation law for fiscal constraint by denying the PTC'S request for this Southern Beltway</p>
<i>Response:</i>	Comment noted.		

Project	Project Description	Location	Comment Summary
Mon-Fayette Expressway / Southern Beltway	Mon-Fayette Expressway/Southern Beltway Funding	SPC Region	<p data-bbox="1236 188 1913 248"><i>David McGuirk, Citizens for Alternatives to New Toll Roads</i></p> <p data-bbox="1236 261 1976 863">Although the Mon/Fayette's Brownsville to Uniontown Section has the funding in place for completion according to Turnpike sources, the Southern Beltway's US Route 22/30 to I-79 Project only has in place enough funding to initiate only a partial property acquisition strategy within this S/B segment. By SPC and FHWA signing off on this partial property acquisition strategy; this sets up a dangerous precedent for SPC Board Members in the future. This SPC action guarantees that every time the PTC receives a Mon/Fayette/Southern Beltway Ear Mark or Marks for \$5, \$10 or \$20 million then 5%, 10% or whatever percentage of the property in uncompleted phases can be purchased by the PTC. This concept can take place every couple of years and with no projected construction funds. This action basically places a "drop dead" sign in future Mon/Fayette and Southern Beltway Segment Corridors while violating DOT, ISTEA and NEPA Law.</p>

Response: The State Legislature provides the Pennsylvania Turnpike Commission with the authority and funding to build new tolled expressways through state law; Act 61 of 1985 provided for the Mon/Fayette Project and Act 26 of 1991 added the Southern Beltway. This is independent from SPC's authority under federal law. The MFE/SB projects comply with federal requirements that SPC has the authority to review.

Project	Project Description	Location	Comment Summary
Mon-Fayette Expressway / Southern Beltway	Appendix 4 in this TIP Document states: “these projects had been included in the 2030 Transportation Development Plan for Southwestern Pa., but were moved in June of 2007 from the subsequent fiscally-constrained LRP and listed as “illustrative projects” when the project sponsor (PTC) was unable to demonstrated fiscal constraint at the time.” Further Appendix 4 reported: “In January 2008 the SPC amended the 2035 LRP for Southwestern Pa. to include these two regionally significant projects after the PTC’S Financial Plan was determined to be reasonable per federal guidance.”	SPC Region	<p><i>David McGuirk, Citizens for Alternatives to New Toll Roads</i></p> <p>The following questions have to be submitted and answered by SPC, the PTC and FHWA: Where did the PTC get the additional funds from 2007 to 2008? What and where are the new funding sources for this Financial Plan listed in this TIP and the 2035 LRP that weren’t listed previously in the 2030 LRP? Why are SPC and FHWA now allowing a project with funding for only partial property acquisition within the project’s corridor to be placed on the TIP and the 2035 LRP? Are SPC the PTC and FHWA now over-riding DOT, ISTEA and NEPA fiscal transportation law? This Southern Beltway’s Route 22/30 to I-79 segment has a total cost today estimated by the PTC at \$660 million. Why is a down payment for only partial property acquisition allowed for this project to advance? The PTC’S response to this last question has been; “property owners within this corridor want to have their property purchased so they don’t have to live with the future uncertainties.” How about the laws governing fiscal constraint for transportation plans? How about the thousands of property owners within the unfinished Mon/Fayette and Southern Beltway Sections along with the local governments? This type of partial property acquisition guarantees these corridors will eventually rot into decay.</p>

Response:

Q: Where did the PTC get the additional funds from 2007 to 2008?

In November 2007, the PTC submitted the major project financial plan for the MFE Uniontown to Brownsville and SB US-22 to I-79. The MFE project was funded by consolidating multiple sources from discontinued segments of the MFE. The funding package for the SB project was completed using the PTC authority under Pennsylvania’s Act 44 to raise revenues through toll increases.

Q: What and where are the new funding sources for this Financial Plan listed in this TIP and the 2035 LRP that weren’t

Project	Project Description	Location	Comment Summary
	<p>listed previously in the 2030 LRP?</p>		<p>The SPC 2035 LRP as amended in January 2008 identifies the funding and funding sources via the PTC's major project financial plans. The Financial Plans for the Turnpike projects are not part of TIP fiscal constraint and have not been re-evaluated. The next occasion for SPC financial review of the PTC projects will be the Long Range Plan update in 2011.</p> <p>Q: Why are SPC and FHWA now allowing a project with funding for only partial property acquisition within the project's corridor to be placed on the TIP and the 2035 LRP?</p> <p>The amended 2035 LRP includes a qualified major project financial plan that identifies funding for right-of-way acquisition. There has been no change – this phase remains active. The project (phase) was included in the air quality test for the current 2009 TIP. This remains unchanged in the 2011 TIP update. The status of the right-of-way phase remains basically unchanged.</p> <p>Q: Are SPC the PTC and FHWA now over-riding DOT, ISTEA and NEPA fiscal transportation law?</p> <p>No</p> <p>Q: This Southern Beltway's Route 22/30 to I-79 segment has a total cost today estimated by the PTC at \$660 million. Why is a down payment for only partial property acquisition allowed for this project to advance?</p> <p>Property acquisition is allowed to take place over multiple years, which can cover multiple TIP periods. The right-of-way phase is permitted to advance because of the commitment by the Turnpike Commission to the full construction of the SB US-22 to I-79 project in their 11/2007 major project financial plan.</p> <p>Q: The PTC'S response to this last question has been; "property owners within this corridor want to have their property purchased so they don't have to live with the future uncertainties." How about the laws governing fiscal constraint for transportation plans?</p> <p>Fiscal constraint requirements have been met.</p> <p>Q: How about the thousands of property owners within the unfinished Mon/Fayette and Southern Beltway Sections along with the local governments? This type of partial property acquisition guarantees these corridors will eventually rot into decay.</p> <p>There are currently no active MFE or SB projects beyond the US-22 to I-79 corridor although the Turnpike Commission is legislatively committed to advance these projects as future funding becomes available.</p>

Project	Project Description	Location	Comment Summary
Mon-Fayette Expressway / Southern Beltway	Remove the two major Pennsylvania Turnpike Commission (PTC) projects from the Southwestern Pennsylvania's Transportation Improvement Program (TIP).	SPC Region	<p><i>Irv Liberman, Concerned Citizen</i></p> <p>It would be greatly appreciated if you would remove the two major Pennsylvania Turnpike Commission (PTC) projects from the Southwestern Pennsylvania's Transportation Improvement Program (TIP). Removing their projects is cost effective to the public. Taxpayers do not want the burden of billion dollar projects plus debt costs.</p>
<i>Response:</i>	Comment noted.		

Project	Project Description	Location	Comment Summary
Mon-Fayette Expressway/Southern Beltway	Remove the two major Pennsylvania Turnpike Commission (PTC) projects from the Southwestern Pennsylvania's Transportation Improvement Program (TIP).	SPC Region	<p><i>Lois Liberman, Concerned Citizen</i></p> <p>Southwestern Pennsylvania Commission needs to be fiscally accountable by acknowledging that the Pennsylvania Turnpike Commission is unable to justify and sustain the Mon-Fayette Expressway Phase 2; and Southern Beltway US 22 to I 79. While SPC claims the Turnpike's Financial Plan is reasonable it is not an A+ endorsement. Since there is no construction money, it is unseemly to promote projects that enable the PTC to keep a foothold on properties that deters a community from developing land in a more relevant manner. The PA state legislature voted oil franchise taxes and state registration fees to be given to the PTC. The \$5 billion debt service was incurred over the last three years in addition to other costs. As a taxpayer I do not want "billions" dollar projects plus debt service costs for which I am delegated to pay. The PTC is being investigated by a Grand Jury. Turnpike head Mitch Rubin had to resign. The Auditor General's Office has released a report stating the PTC has been using high risk investment entities that will cost tens of millions if they don't work.</p>
<i>Response:</i>	<p>SPC's review of the Financial Plans for the MFE Uniontown to Brownsville Phase 2 project and the SB US-22 to I-79 project was performed in accordance with federal guidelines. Funding for the MFE project was consolidated from discontinued MFE/SB projects. Funding for the SB segment rests on the Turnpike Commission's authority under Act 44 to raise tolls on the Turnpike Mainline.</p>		

Project	Project Description	Location	Comment Summary
Cool Valley Development	Transportation improvements near the Southpointe Industrial Park. Preliminary studies are underway.	Washington County	<p><i>Jason Zadeh, Cool Valley Development</i></p> <p>Mr. Zadeh testified to provide information and continue effort to remain relevant while moving forward with the Cool Valley Development Project located near the Southpointe Industrial Park. He noted that they are currently working with Trans Associates to conduct various preliminary studies to determine the exact transportation needs of this project and support eventual inclusion onto the SPC long range plan. Total estimated cost of the transportation project is around \$12 million.</p>
<i>Response:</i>	Supporters of transportation improvements are encouraged to continue their involvement in the transportation planning process to accurately identify the need and to ensure consideration for future funding.		
I-70 Jefferson Avenue (SR 18) Interchange	Improvements to the interchange of I-70 and Jefferson Avenue due to excessive congestion.	Washington County	<p><i>John DeBord, South Strabane Township Community Member, Citizen</i></p> <p>Mr. DeBord suggested that the I-70/Jefferson Avenue Interchange Improvements should be addressed before the completion of the Meadowlands Interchange. He noted that because of excessive traffic congestion associated with the I-70/Jefferson Avenue Interchange, truck traffic has been diverted to the next exit (Jessop).</p>
<i>Response:</i>	Due to continuing fiscal constraints, the amount of projects that can be programmed on the 2011-2014 TIP is limited.		

Project	Project Description	Location	Comment Summary
Meadowlands Interchange I-79	Improvement to I-79 addition of two ramps.	Washington County	<p><i>John DeBord, South Strabane Township Community Member, Citizen</i></p> <p>Mr. DeBord currently owns property near the site of the Meadowland Interchange project that is fully funded on the 2011-2014 TIP. He has been in negotiations with PennDOT concerning the purchase of his parcels of land for this project and feels that the latest property appraisal conducted on behalf of PennDOT does not offer fair or just compensation for his property.</p> <p>Mr. DeBord has recently been notified of an Eminent Domain Declaration filed on behalf of PennDOT concerning his property and was attending this meeting to share his concerns of a lack of “fair standards and arrogance” on behalf of PennDOT.</p>
<i>Response:</i>	SPC's review and response to public comments is focused on the information presented in the Draft 2011-2014 TIP, which primarily concerns project selection, schedules and budgets. When a comment touches on property ownership issues, SPC will refer the comment to the appropriate sponsor.		

Project	Project Description	Location	Comment Summary
PA 980 Approach To PA 50	Intersection Improvement	Washington County	<p data-bbox="1228 178 1669 219"><i>Ned Williams, Concerned Citizen</i></p> <p data-bbox="1228 219 1992 730">It is good to see that this long-awaited safety improvement project has been placed on the draft 2011-2014 TIP for Washington County. Cecil Township residents, through-traveling motorists, road bicyclists and Montour Trail users have all been subjected to the hazards of this intersection for many years. It is most laudable that the means has been identified to move this project into design, ROW, and towards construction. This intersection was the subject of a recent (6-28-10) meeting at PennDOT 12-0 with ADE Ron Clark, several traffic safety and other personnel. All were concerned that traffic volumes had increased drastically, with an exceptional number of large trucks, and that the intersection was much more dangerous than when last field viewed two or three years ago.</p> <p data-bbox="1228 730 1992 867">Let us hope that this project stays on the draft, and becomes a part of the final adopted TIP for 2011-2014, for the safety of all users of that intersection in Washington County.</p>

Response: Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are to be completed in 2011 and 2012 and construction is on the TIP and scheduled to begin in 2014.

Project	Project Description	Location	Comment Summary
Baldrige Bridge	Mission Road (TR-709) over Loyalhanna Creek Unity Township, Westmoreland County Bridge Replacement.	Westmoreland County	<p><i>Christopher J. Bova, Westmoreland Co. Dept. of Planning and Development, Deputy Director</i></p> <p>Westmoreland Local Bridge Line Item - The two current highest priority local bridges for Westmoreland County are the Baldrige Bridge (Unity Township and Latrobe) and Beatty Road Bridge (Unity Township). The Baldrige Bridge is a local bridge owned by Westmoreland County. It is the same type of structure that collapsed onto 1-70 in Washington County in late 2005. It is a three-span box beam structure built in 1958 and carries Mission Road over the Loyalhanna Creek in Unity Township and Latrobe. The bridge was inspected after that accident as per PennDOT's Strike-Off letter of January 2006. It needs to be replaced as soon as possible.</p>
<i>Response:</i>	This project is in the early phases of project development but the amount of previous TIP funding was insufficient to complete the project. Your support for this project has been noted and forwarded onto PennDOT District 12-0 for consideration as a candidate for the local bridge program during the 2011-2014 TIP.		
Beatty Road Bridge C6409	Route 7217 Over Bridge of Four Mile Run, Unity Twp Bridge Replacement	Westmoreland County	<p><i>Christopher J. Bova, Westmoreland Co. Dept. of Planning and Development, Deputy Director</i></p> <p>Westmoreland Local Bridge Line Item - The two current highest priority local bridges for Westmoreland County are the Baldrige Bridge (Unity Township and Latrobe) and Beatty Road Bridge (Unity Township). Beatty Road Bridge -The County will utilize the Design Build Modified Turnkey method of contracting to replace the Beatty Road Bridge which carries Beatty County Road over Four Mile Run in Unity Township, Westmoreland County. Completion of this project will lead to economic and transportation benefits in the local area.</p>
<i>Response:</i>	This project is in the early phases of project development but the amount of previous TIP funding was insufficient to complete the project. Your support for this project has been noted and forwarded onto PennDOT District 12-0 for consideration as a candidate for the local bridge program during the 2011-2014 TIP.		

Project	Project Description	Location	Comment Summary
Harrison City-Export	Harrison City-Export Penn Township Restoration	Westmoreland County	<p data-bbox="1241 188 1871 248"><i>Christopher J. Bova, Westmoreland Co. Dept. of Planning and Development, Deputy Director</i></p> <p data-bbox="1241 261 1976 391">The Harrison City-Export Road project in Penn Township is included on the TIP for phases in 2011 and 2012. We look forward to working with District 12 to ensure this project progresses on schedule.</p>
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the draft 2011-2014 TIP. Early project phases are completed and construction is on the TIP and scheduled to begin in 2011.		
Hirsch Bridge	Locally Owned Bridge Replacement	Westmoreland County	<p data-bbox="1241 553 1892 613"><i>Vaughn E. Tantlinger, Fairfield Township Board of Supervisors, Chariman</i></p> <p data-bbox="1241 626 1955 854">In may of 2009 the township owned Hirsch Bridge was closed after a routine inspection. The closure of this bridge leaves emergency response personnel without a direct access to the four homes that utilize the bridge. The replacement cost is estimated to be \$560,250. Our township budget in 2010 was \$570,740. Please put the bridge replacement on the draft TIP for 2011-2012.</p>
<i>Response:</i>	Due to continuing fiscal constraints, the amount of projects that can be programmed on the 2011-2014 TIP is limited. SPC and PENNDOT affirm the high priority of the local bridge project and will continue to support and seek additional funding to advance these types of projects. The proposal will be retained for consideration in the 2013-2016 TIP update or if additional funds become available.		

Project	Project Description	Location	Comment Summary
Jeannette - Amos K Bypass Project	Left/Center Turning Lane, Replace 4 Signals, Relocate Utility Pole	Westmoreland County	<p><i>Christopher J. Bova, Westmoreland Co. Dept. of Planning and Development, Deputy Director</i></p> <p>The Jeannette - Amos K Bypass project along SR 30 in the Jeannette area will include major safety improvements that will significantly reduce the number of accidents and improve traffic congestion throughout this corridor. This project is consistent with the 42 candidate projects that were identified in the Route 30 Master Plan completed approximately 3 years ago and the Westmoreland County Comprehensive Plan completed in 2005. This project is scheduled to be let for construction in December of 2010. It is imperative that this project be let on schedule.</p>
<i>Response:</i>	Your support for this TIP project is noted and it is fully budgeted on the current 2009-2012 TIP. Construction is scheduled to be completed by the Fall of 2010.		

Project	Project Description	Location	Comment Summary
SR 981(Kennametal - Westmoreland County Airpark)	The Pennsylvania Turnpike Commission has completed two new turnpike slip ramps, one on Route 119 at the Sony complex ring road below New Stanton and a second on the Turnpike in the vicinity of Carpenter Town where Route 981 crosses the Turnpike. With these in place at the south end of Route 981 and the new Route 981/Route 30 intersection at the north end, all that would be needed to complete an efficient connect from the identified manufacturing base and the Arnold Palmer Airport to the Turnpike would be a manageable series of upgrades to Route 981 between these two endpoints. Upgrading Route 981 in phases would reduce the current 45 minute trip to the 70/76 intersect to approximately 18 minutes.	Westmoreland County	<p><i>Terry Daughenbaugh, Westmoreland County's PPP Co-Chair</i></p> <p>In 1991, Congressman John Murtha secured \$5 million in ISTEA funds and earmarked them for an engineering study for the Expressway. It was determined at that time the new four lane expressway would cost \$500 million to complete. In 2003, we met with Alan Biehler, the new Secretary of Transportation who told us in no uncertain terms that the monies required for a new four lane expressway were not available and most likely would never be available, that a new four lane highway was simply unrealistic. We subsequently met with Mr. Biehler and Joe Brimmeier, the chairman of the Turnpike Commission and came up with another plan to connect this valuable job growth area with the turnpike and the project was renamed the Laurel Valley Transportation Improvement Project. This project has been studied by KCI and is currently being closed out because of the current fiscal restraints caused by the recession and also the new emphasis on bridges. The completed study will recommend a NO BUILD option. The Economic Growth Connection of Westmoreland County (EGC) met with the staff of the Late Congressman John Murtha to seek release of the balance of the earmarked Laurel Valley Expressway funds, Federal Project Number 0098-001, MPMS number 31828 (approximately\$3.7M remains unspent) as well as the unused Sony Connector funds, Federal Project Number 3198-2xx, MPMS number 31828-same as above project (approximately \$3.2M). Unfortunately, Congressman Murtha died before taking any action. We believe, however, that because these funds were previously designated for the Laurel Valley Expressway that includes the rebuild of Route 981, PennDOT would be able to use these unspent funds for this project. It is our proposal that these funds be used to complete the section of Route 981 between Kennametal and the Westmoreland County Airpark. It is estimated that this length of roadway could be let for</p>

Project	Project Description	Location	Comment Summary
			<p>construction within four years and would cost approximately \$10 to \$12 million. This would include the \$6.9 million of released funds discussed in the paragraph above. This would benefit the Airport as it passes by the entrance. It would also alleviate the dangerous four way stop just south of Kennametal and would significantly improve access to the Airpark.</p> <p>Furthermore, EGC will meet with the Turnpike Commission to ascertain the status of the slip ramps that they committed to building in 2005.</p>
<i>Response:</i>	<p>Typically it is up to FHWA to address the eligibility of a project for use of a Congressional earmark on a specific "replacement" project. The determination depends upon the specific language of the earmark in the legislation. If the language is location-specific for a different location, then a new legislative action is needed to change the earmark, requested by the congressperson who originated the earmark. If the language has only a general location, a positive FHWA interpretation/approval might be possible, meaning that the earmark could be assigned to the replacement project.</p>		

Project	Project Description	Location	Comment Summary
Westmoreland County Public Transportation Lagging	Westmoreland County public transportation lagging, the paratransit services for persons with disabilities is not good.	Westmoreland County	<p data-bbox="1236 188 1413 212"><i>Norene Price</i></p> <p data-bbox="1236 228 1976 760">Westmoreland County is the 3rd largest county in Pennsylvania yet it has a not so good transportation system! Governor Rendell and President Obama have both given money to help with transportation services, so where is all the money going???? I certainly do not see an improvement in transportation, especially transportation to persons with disabilities and I relocated to Westmoreland County 11 years ago!!! I do hope the 2011-2014 Draft Transportation Improvement Program will address the needs of better transportation in Westmoreland County and include paratransit services for persons with disabilities living in Westmoreland County! As a member of PPP, it's hard to attend meetings at 6:00 PM when the paratransit service stops running at 7:00 PM.</p>
<i>Response:</i>	The draft FY2011-2014 TIP Title III program of projects listing contains the program of projects for Westmoreland County Transit Authority (WCTA). The program of projects listing for WCTA contains projects totaling over \$10 million over the 4-year planning period - the fourth largest transit program within the region. Included in the listing for WCTA is a planned investment in ADA Complimentary Paratransit service (MPMS #70808) of just under \$1 million over the 4-year planning period.		