

Part Two

Summary of Public Participation Panel Meetings

ALLEGHENY COUNTY PUBLIC PARTICIPATION PANEL

June 11, 2008

Public Meeting to Collect Testimony on the 2009 – 2012 Draft Transportation Improvement Program, Air Quality Conformity Determination for the TIP, and the Long-Range Regional Plan Amendment Request

Meeting Held:

31st Floor, Regional Enterprise Tower, 425 Sixth Ave, Pittsburgh, PA 15219
5:30 p.m., June 11, 2008

In Attendance:

Panel members:

Sally Haas, Airport Area Chamber of Commerce
Heather Sage, PennFuture
April Clisura

Panel resource persons:

Patrick Hassett, City of Pittsburgh Bureau of Engineering
Lynn Heckman, Allegheny County Department of Planning and Economic Development
Rob Miskanic, PENNDOT District 11-0
Jeff Skalican, PENNDOT District 11
Victor DeFazio, PENNDOT District 11
David Wohlwill, Port Authority of Allegheny County

Other attendees:

Jonathan Robison
Aggie Brose,
Peter Ramage, President, Etna Borough Council
Mary Ellen Ramage, Manager/Secretary, Etna Borough
Michael Grande
Robin Rochez
Michael Whitko
Patrick Robbins
Jonathan Cox
Breen Masciotra
Ed Gergerich
Deadra Keener
Desiree Van Tassel
Henry D. Pyatt
Steve Slusarski
Glenn Walsh

Sean Capperis

SPC Staff: James Hassinger
Shannon O'Connell
Chuck DiPietro
Tom Klevan
Sara Walfoort
Matt Pavlosky
Ryan Gordon
Ken Flack

Meeting notes:

1. Welcome and Introductions

Sally Haas opened the presentation portion of the open house by welcoming all attendees. She introduced Heather Sage, the panel Co-Chair, and a few other members of the audience and noted the abundance of informational materials and staff resource personnel available to help the attendees.

2. Statement of Purpose of the Meeting

Chuck DiPietro reinforced that the purpose of the meeting was to discuss the draft update of the Southwestern Pennsylvania Commission's TIP, the Air Quality Conformity document, the 2035 LRP amendment and the Environmental Justice Benefits and Burdens Assessment. This is not the meeting to testify for new projects to be added to the TIP. There is also a TIP amendment request by PennDOT District 11-0 to add the Etna Bridges Phase 5 project to the 2007-2010 TIP that is being considered for public comment.

3. Basic Review of the TIP Update, Air Quality Conformity, LRP Amendment Request and Environmental Justice Benefits and Burdens Assessment

Mr. DiPietro then provided a power point overview of the process now underway. The 2009-2012 Transportation Improvement Program or TIP represents the highest priority transportation projects (both highway and transit) in the ten county southwestern region of Pennsylvania for federal fiscal years 2009, 2010, 2011 and 2012. In the summer of 2007, the Public Participation Panel held a public meeting to receive testimony regarding candidate projects for consideration on the 2009-2012 TIP. The draft TIP has been under development since then and is now up for review.

Other draft documents also offered for comment include the Air Quality Conformity Assessment of the draft 2009-2012 TIP, an amendment request to the 2030 Long Range Plan and the Environmental Justice Benefits and Burdens Assessment.

Air Quality Conformity Assessment is a requirement of the clean air act to demonstrate that the region would meet federal air quality standards with implementation of the projects in the TIP. Essentially, we must prove that by adopting the TIP, the quality of the air in the region will be improved.

The amendment request to the 2035 Plan is to revise the financial plan to reflect the project phasing and cost information included in the Draft 2009-2012 TIP.

The Environmental Justice Benefits and Burdens Assessment report summarizes multiple analyses, outcomes and activities that have been conducted as part of the region's planning process in accordance with environmental justice. EJ directives mandate fair and equitable processes and outcomes, and an effective TIP program.

A 30-day comment period is being conducted through June 25th to provide the public with an opportunity to review the program information and submit comments to SPC and its planning partners. Comments may be submitted via oral comment at one of the ten public meetings, written comment, e-mail submission to (comments @ spcregion.org), completing the website response form available at www.spcregion.org, fax (412-391-9160) and/or letter. Public comments are then reviewed and responded to as appropriate in a Public Participation Report: Response to Public Comment document prepared by SPC.

All of these proposed actions will be presented at the June 30, 2008 Commission meeting for consideration of approval. The 2009-2012 TIP Update, if approved, will replace the current TIP (2007-2010) program and become effective October 1, 2008.

4. David Wohwill was introduced and presented an overview of a Port Authority comprehensive study of ridership needs. PAT will use the results to reorganize/restructure the organization's bus routing and services.

Sally Haas finished the presentations and reviewed the options for submitting official comments to SPC. The meeting then proceeded with informal project discussion, and questions and answers. The meeting adjourned at 6:55 p.m.

5. Testimony.

The following is a summary of the oral comments provided at the Allegheny County Public Participation Panel public meeting on the Draft 2009-2012 TIP.

Peter Ramage, Council President, Etna Borough

Mr. Ramage provided comments on two local Bridge projects within Etna Borough that are in desperate need of replacement: the Dewey Street Bridge and the Greeley Avenue Bridge. These bridges are located approximately 200 yards apart and cross Little Pine Creek in western Etna Borough. Mr. Ramage commented that the bridges have weight restrictions that prohibit the passage of emergency/fire trucks, refuse trucks, and plow trucks. Crossing one of these two bridges is the only way to access 125 homes in Etna Borough and 2 homes in Shaler Township. In addition, Mr. Ramage stated that this is a

flood prone area and that new bridges in these locations may assist with some flood control measures. Mr. Ramage requested that TIP funds be provided for the replacement of the Dewey Street Bridge at this time. This request will be submitted to SPC in writing during the identified comment period.

Jonathan Robison, Oakland Community Council

Mr. Robison provided comments opposing the PA Turnpike Commission's Mon-Fayette Expressway Project. Mr. Robison provided comments opposing the project on environmental, community, fiscal, and energy conservation concerns. He specifically cited the Mon-Fayette Expressway project as a major lost opportunity in three areas: 1) development is at a standstill in the communities that the proposed expressway would pass through and require right-of-way acquisitions (e.g. Hazelwood & Braddock); 2) distracting attention from the condition of the existing infrastructure and the fix it first priorities; 3) distracting attention from the need for major improvements in public transportation. Mr. Robison called for the study of alternatives to the Mon-Fayette Expressway.

Patrick Hassett, Assistant Director of the Bureau of Engineering, City of Pittsburgh

Mr. Hassett summarized the Transportation Improvement Plan as it pertains to projects in the City of Pittsburgh. Mr. Hassett stated that approximately 25 million will be applied to fund highway and street projects and \$25 million for bridge work. The projects in this TIP represent an increased emphasis on bridge structures, an increase of \$10 million over the last TIP. Mr. Hassett stated that there have been major increases in project costs that have forced the Bureau to identify projects for right-sizing. This effort has influenced two projects on the Draft TIP: the Penn Circle Project in East Liberty and the Penn Avenue Phase 1 Project in Friendship/Garfield. Mr. Hassett stated that the City will be seeking to construct the Penn Circle project with other sources of funds and utilize a more incremental approach. Therefore, the City is requesting that the TIP funds for the Penn Circle project be transferred to the Penn Avenue Phase 1 Project. Mr. Hassett stated that a formal letter from the Mayor will be submitted during the identified comment period to request this reallocation.

Breen Masciotra, State Representative Chelsea Wagner's Office

Ms. Masciotra, representing State Representative Wagner, provided comment on two key projects in the 22nd State Legislative District: the SR 51 & SR 88 intersection improvement project in Overbrook and the Grove Road Bridge in Castle Shannon. Ms. Masciotra requested that these two projects be reconsidered for inclusion on the draft TIP. These projects are both in critical need and are consistent with the long-range plan's emphasis on maintenance and reinvestment in existing transportation infrastructure. Ms. Masciotra stated that the TIP should only fund projects that adhere to the Keystone Principals and the SPC Regional Plan, which both of these two projects comply.

Aggie Brose, Bloomfield Garfield Corporation

Ms. Brose commented in support of the Penn Avenue Phase 1 Rehabilitation project in the Bloomfield, Garfield, and Friendship neighborhoods of Pittsburgh. She stated that the Penn Avenue Corridor through Bloomfield, Garfield, and Friendship has undergone a rebirth in recent years and this

rehabilitation project is needed to keep the economic development moving in the right direction and help to fill many empty storefronts.

Henry Pyatt, Friendship Neighborhood Development Association

Mr. Pyatt commented in support of the Penn Avenue Phase 1 Rehabilitation project in the Bloomfield, Garfield, and Friendship neighborhoods of Pittsburgh and in support of the proposal presented by Pat Hassett to shift funding from the Penn Circle Project to the Penn Avenue Rehabilitation Project. Mr. Pyatt commented that the infrastructure in the Penn Avenue corridor has to support the economic development projects and economic activity that are underway.

SOUTHWESTERN PENNSYLVANIA COMMISSION
 TIP PUBLIC COMMENT MEETING
 ALLEGHENY COUNTY
 JUNE 11, 2008

PLEASE PRINT

ATTENDANCE LIST		
NAME/TITLE	AFFILIATION	P = PHONE/E=EMAIL
Patrick Harssett Adv. Spw	APW, APW	412-255-2873
Jonathan Robinson	Allegheny Community Council, ACTC	412 683-0237 jrobc@jrcouncil.org
Michael Grande	Psh Resident	412 389 6062 mgrande@msonline.com
Michael Whitlow	PAAC	
Robin Rochez	PAAC	
Patrick Roberts	PennDOT	PAROBENTS@STATE.PA.US
Tom Klacz	SFC	
Jonathan Cox		
David Wohlwik	PAAC	
Mary Ellen Ramage	ETNA Borough, MANAGER	meramage@etnaborough.org
Pete Ramage	" " Council President	412-781-0569

SOUTHWESTERN PENNSYLVANIA COMMISSION
 TIP PUBLIC COMMENT MEETING
 ALLEGHENY COUNTY
 JUNE 11, 2008

PLEASE PRINT

ATTENDANCE LIST		
NAME/TITLE	AFFILIATION	P = PHONE/E=EMAIL
Shannon O'Connell	SFC	
Alexander Sage	Penn Future	412-258-4681 sage@pennfuture.org
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Desiree VanTassel	Rep. Chelsea Wagner	412-343-2094 clw@cityofpittsburgh.net
April Clisura	PPP - Allegheny	april.clisura@gmail.com
Ed Gergerich	Brighton Heights Citizens Federation	724-514-9000/412-761-9796 etgergerich@pbssj.ca
Aggie Dross	BGC	Big Ag 79@aol.com
Debra Kelner	BG	412-441-6950 6775 debra@bloomfield-garfield.org 412-441-6950 x17
Robert Miskanic	PennDOT (1-0	412-729-4822, rmlskan@dot.state.pa.us
Jeff Stalican	(C)	412-481-9881 jstalican@state.pa.us
Nickola DelVario	" "	412-429-4859 vdelvario@state.pa.us

ARMSTRONG COUNTY PUBLIC PARTICIPATION PANEL

June 19, 2008

Public Meeting to Collect Testimony on the 2009 – 2012 Draft Transportation Improvement Program, Air Quality Conformity Determination for the TIP, Long-Range Regional Plan Amendment Request and the Environmental Justice Benefits and Burdens Assessment

Meeting Held:

Commissioners Conference Room, 450 Market Street, Kittanning, PA
7:00 p.m., June 19, 2008

In Attendance:

Panel members:

Jim Seagriff, Co-Chair, Armstrong County Public Participation Panel
Jean Ruffaner
Susan Torrance

Panel resource persons:

Commissioner Jim Scahill, SPC/Armstrong County Commissioner
Commissioner Rich Fink, SPC/Armstrong County Commissioner
Commissioner Patty Kirkpatrick, SPC/Armstrong County Commissioner
Rich Palilla, Armstrong County Planning and Development
Darrin Alviano, Armstrong County Planning and Development
Joe Dubovi, District Executive, PennDOT District 10-0
Dave Cook, PennDOT District 10-0

SPC Staff:

James Hassinger
Sara Walfoort
Carol Uminski
Matt Pavlosky

Meeting notes:

1. Welcome and Introductions

Jim Seagriff, Co-Chair of the Armstrong County Public Participation Panel opened the meeting by having the attendees introduce themselves. He then welcomed all attendees on behalf of the Public Participation Panel. He then introduced Matt Pavlosky, transportation planner with Southwestern Pennsylvania Commission.

2. Statement of Purpose of the Meeting

Mr. Pavlosky stated that the purpose of the meeting was to discuss the draft update of the Southwestern Pennsylvania Commission's TIP, the Air Quality Conformity document, the 2035 LRP amendment and the Environmental Justice Benefits and Burdens Assessment. This is not the meeting to testify for new projects to be added to the TIP.

3. Basic Review of the TIP Update, Air Quality Conformity, LRP Amendment Request and Environmental Justice Benefits and Burdens Assessment

Mr. Pavlosky then provided a brief overview of the process now underway. The draft 2009-2012 Transportation Improvement Program or TIP represents the highest priority transportation projects (both highway and transit) in the ten county southwestern region of Pennsylvania for federal fiscal years 2009, 2010, 2011 and 2012. In the summer of 2007, the Public Participation Panel held a public meeting to receive testimony regarding candidate projects for consideration on the 2009-2012 TIP. The draft TIP has been under development since then and is now up for review.

Other draft documents also offered for comment include the Air Quality Conformity Assessment of the draft 2009-2012 TIP, an amendment request to the 2035 Long Range Plan and the Environmental Justice Benefits and Burdens Assessment.

Air Quality Conformity Assessment is a requirement of the Clean Air Act to demonstrate that the region would meet federal air quality standards with implementation of the projects in the TIP. Essentially, we must prove that by adopting the TIP, the quality of the air in the region will be improved.

The amendment request to the 2035 Plan is to revise the financial plan to reflect the project phasing and cost information included in the Draft 2009-2012 TIP.

The Environmental Justice Benefits and Burdens Assessment report summarizes multiple analyses that have been conducted as part of the region's planning process in accordance with federal mandates on environmental justice. These Environmental Justice directives require that the region complete such analyses to ensure that no population group disproportionately benefits from, or is burdened by, the regional transportation program.

A 30-day comment period is being conducted through June 25th to provide the public with an opportunity to review the program information and submit comments to SPC and its planning partners. Comments may be submitted via oral comment at one of the ten public meetings, written comment, e-mail submission to (comments @ spcregion.org), completing the website response form available at www.spcregion.org, or via fax (412-391-9160) and/or letter. Public comments are then reviewed and responded to as appropriate in a Public Participation Report: Response to Public Comment document prepared by SPC.

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4. Public Comment

Jim Seagriff, Freeport Borough

Mr. Seagriff stated his support for the Freeport Bridge and ramps improvement project, an effort currently underway concurrently in PennDOT Districts 10 and 12. Mr. Seagriff noted that County Commissioners had worked hard to support this project, and to get it moving. He reminded all present that they need to remain vigilant to ensure that the funds required to complete these improvements are not diverted from this multi-county, multi-district project.

Mr. Joe Dubovi, District Engineer, PennDOT District 10

District Executive Dubovi spoke briefly about the bridge focus in the draft 2009-2012 Transportation Improvement Program. He noted that PennDOT has a goal of repairing or replacing over 1,000 structurally deficient bridges statewide. With more than 24 percent of all bridges in PennDOT District 10 meeting the criteria for being structurally deficient, there is not a lot of money left to do other projects as part of this draft TIP. The good news, per Dubovi, is that important bridges are getting the attention they need.

Dubovi noted that there is a heavier concentration of structurally deficient bridges in western Pennsylvania than there is in eastern Pennsylvania.

The work that PennDOT is doing to protect and rehabilitate these bridges ranges from preservation work (such as scour protection of bridge piers) to bridge deck replacement.

Dubovi explained the process through which a bridge is deemed to be structurally deficient, which is determined through a numerical rating of the condition of 9 bridge components (including support/structure, deck and substructure, among others). If these ratings fall below a specified level, the bridge is determined to be structurally deficient, and needs to be addressed.

The question of functionally obsolete bridges was also raised. A functionally obsolete bridge is one which may be in good condition, but which does not meet today's design standards in terms of width, vertical clearance, location on a curve with poor sight distance, etc. He also pointed out that at this time, PennDOT is focused on structurally deficient bridges, and that a functionally obsolete bridge would not be included in the current draft TIP unless it was also structurally deficient.

PennDOT is required to inspect bridges every two years. However, bridges that have posted weight limits are inspected every 12 months, and if PennDOT has any reason to believe there is a need to do so, they may inspect a bridge as frequently as every month.

Jim Seagriff, Freeport Borough

Mr. Seagriff asked Mr. Dubovi about the level of certainty with regards to the two new funding sources, the PA Bridge Bond Program and Act 44. Mr. Dubovi responded that the Act 44 money is already flowing from the Pennsylvania Turnpike Commission to PennDOT. In the event that current proposals

to toll Interstate 80 are denied, the flow of money from the PA Turnpike Commission will likely cease, but there will be no expectation for PennDOT to return the money received to date. In the event that Act 44 is repealed, the same thing can be said -- the flow of money from the PA Turnpike Commission will likely cease, but there will be no expectation for PennDOT to return the money received to date.

The draft 2009-2012 TIP includes traditional funds, Act 44 funds, and \$100 million/year in Accelerated Bridge Program funds. If the additional funds made available to Armstrong County from the Bridge Bond program were to go away, the impact to Armstrong County is probably no more than \$2 million/year. Act 44 probably generates twice that much for Armstrong County. With probably only about \$6 million per year "at risk" through these programs, it is unlikely that Armstrong County would be adversely affected in the event that these programs fail to produce as anticipated.

Mr. Rich Palilla, Director of Armstrong County Department of Economic Development

Mr. Palilla asked what impacts the recent reduction in miles driven has had on the overall state budget, particularly as relates to Liquid Fuels funds.

Mr. Dubovi responded that liquid fuels taxes are collected on each gallon of gasoline sold. With gas prices high, people are driving fewer miles and therefore buying less gas. Recent reports indicate that in March, liquid fuels tax revenues were down \$18 million statewide. The overall impact to date may exceed \$60 million, per some estimates. Since liquid fuels taxes are an important source of road maintenance funds, the impact on highway and bridge maintenance in the Commonwealth is being monitored. Federal taxes are also generated on fuel sales, so federal funding programs may be seeing similar impacts from reduced fuel sales.

Mr. Rich Fink, Commissioner of Armstrong County

Commissioner Fink asked Mr. Dubovi about the impacts that increased fuel prices were having on PennDOT operations. Mr. Dubovi responded that PennDOT will be hosting a meeting of all the District Executives to discuss options for cost savings. One option, provided by Mr. Dubovi as an example of the measures that might be taken, was to consider reducing the number of times that they mow during the summer.

Ms. Jean Ruffaner

Ms. Ruffaner inquired as to the status of the Route 28 connection to Interstate 80. The consensus of those in attendance was that the project was too expensive, and therefore unlikely. Ms. Ruffaner indicated that she lived in the vicinity of Route 422, and was concerned about the traffic impacts on Route 422. The recent safety improvements and turning lanes have brought some congestion relief, but she is concerned that the potential tolling of Interstate 80 will result in additional traffic choosing to use Route 422 free of charge, rather than pay to use I-80.

The meeting adjourned at 8:25 p.m.

Southwestern Pennsylvania Commission
TIP Public Comment Meeting
Armstrong County
June 19, 2008

Please print clearly. Thank You.

Name	Affiliation	Email	✓ for Spoken Testimony
Patty Kirkpatrick	Armstrong County		
Tim SLAGRIF	PREPACT Board CO-CHAIR PPP		
Darin Alviano	Armstrong County Planning		
Rich Fink	Armstrong County		
JEAN RUFFANER	Member PPP	J RUFFANER @ WINDSTREAM.NET	
SUSAN TORRANCE	BARKER COMPANIES		
Rich Patila	Armstrong County		

SOUTHWESTERN PENNSYLVANIA COMMISSION
 TIP PUBLIC COMMENT MEETING
 BEAVER COUNTY
 June 18, 2008

	Name	Affiliation	Email	✓ for Spoken Testimony
	JOE DUBOVI	PENN DOT - D-10		
	DAVE COOK	PENN DOT - D-10		
	JAMES SCARILL	ARCO COMMISSIONER		

BEAVER COUNTY PUBLIC PARTICIPATION PANEL

June 18, 2008

Public Meeting to Collect Testimony on the 2009 – 2012 Draft Transportation Improvement Program, Air Quality Conformity Determination for the TIP, Long-Range Regional Plan Amendment Request and the Environmental Justice Benefits and Burdens Assessment

Meeting Held:

County Courthouse, 810 Third Street, Beaver PA
7:00 p.m., June 18, 2008

In Attendance:

Panel members:
None

Panel resource persons:

Frank Mancini, Beaver County Planning
Rick Packer, Beaver County Planning
Jeff Skalican, PennDOT District 11-0
Jason Zang, PennDOT District 11-0
Mary Jo Morandini, Beaver County Transit

Other attendees:

Bill Raymer, citizen

Matt Smoker, FHWA

SPC Staff:

James Hassinger
Ken Flack
Tom Klevan
Matt Pavlosky

Meeting notes:

1. With only one (1) member of the general public in attendance for this meeting, the participating staff members configured as usual to prepare for any additional participants. Items were available for review such as the TIP Update, Air Quality Conformity Documents, LRP Amendment Request and the Environment Justice Benefits and Burdens Assessment. The appropriate amount of time was given for late arrivals. At 7:45pm, Mr. Pavlosky called the meeting to order, and gave the SPC presentation

regarding the TIP. At approximately 8pm, with no official public comments offered or gathered, the attendees proceeded with an informal discussion regarding their job roles & current projects to create network contacts. The meeting officially adjourned at 8:35pm.

2. Items available: Review of the TIP Update, Air Quality Conformity, LRP Amendment Request and Environmental Justice Benefits and Burdens Assessment

The 2009-2012 Transportation Improvement Program or TIP represents the highest priority transportation projects (both highway and transit) in the ten county southwestern region of Pennsylvania for federal fiscal years 2009, 2010, 2011 and 2012. In the summer of 2007, the Public Participation Panel held a public meeting to receive testimony regarding candidate projects for consideration on the 2009-2012 TIP. The draft TIP has been under development since then and is now up for review.

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SOUTHWESTERN PENNSYLVANIA COMMISSION
 TIP PUBLIC COMMENT MEETING
 BEAVER COUNTY
 June 18, 2008

Name	Affiliation	Email	✓ for Spoken Testimony
Jeff Stalica	PennDOT Dist. 11-D	JStalica@CSTBtpa.us	
Jason Zang	PENNDOT DIST 11-D	JZANG@STATE.PA.US	
Frank Mancas, Jr	BCPC		
Rick Paffel	BCPC		
Bill Gaymer	CITIZEN		
MS Morandini	BCPA		
Matt Smoker	FHWAA		

BUTLER COUNTY
PUBLIC PARTICIPATION PANEL
June 16, 2008

Public Meeting to Collect Testimony on the 2009 – 2012 Draft Transportation Improvement Program, Air Quality Conformity Determination for the TIP, Long-Range Regional Plan Amendment Request and the Environmental Justice Benefits and Burdens Assessment

Meeting Held:

Butler County Government Center, First Floor Meeting Room, Butler, PA
7:00 p.m., June 16, 2008

In Attendance:

Ron Elliott, Esq.
Ray Steffler, Senator Mary Jo White's Office
Ed Biller, Reporter, Butler Eagle
Albert Roenigk, Buffalo Township Supervisor

Panel members:

Mary Zacherl, Clinton Township Supervisor
Marnie Repasky, Executive Director, Zelenople-Harmony Area Chamber of Commerce
Judy Snyder, Butler County Commissioners' Office
Kenneth Brennan, Seneca Valley School District

Panel resource persons:

Dave Johnston, Butler County Planning Commission
Dale Pinkerton, Butler County Commissioner
Jim Kennedy, Butler County Commissioner
Dave Cook, PennDOT District 10-0

SPC Staff:

Sara Walfoort
Carol Uminski

Meeting notes:

1. Welcome and Introductions

Ms. Marnie Repasky, Co-Chair of the Butler County Public Participation Panel opened the meeting by welcoming all attendees on behalf of the Public Participation Panel.

2. Statement of Purpose of the Meeting

Ms. Sara Walfoort of the Southwestern Pennsylvania Commission stated that the purpose of the meeting was to discuss the draft update of the Southwestern Pennsylvania Commission's TIP, the Air Quality Conformity document, the 2035 LRP amendment and the Environmental Justice Benefits and Burdens Assessment. This is not the meeting to testify for new projects to be added to the TIP.

3. Basic Review of the TIP Update, Air Quality Conformity, LRP Amendment Request and Environmental Justice Benefits and Burdens Assessment

Ms. Walfoort then provided a brief overview of the process now underway. The draft 2009-2012 Transportation Improvement Program or TIP represents the highest priority transportation projects (both highway and transit) in the ten county southwestern region of Pennsylvania for federal fiscal years 2009, 2010, 2011 and 2012. In the summer of 2007, the Public Participation Panel held a public meeting to receive testimony regarding candidate projects for consideration on the 2009-2012 TIP. The draft TIP has been under development since then and is now up for review.

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4. Public Comment

Ron Elliott, Esq.

Mr. Elliott spoke on behalf of his client, who currently owns the 25 acre parcel that hosts the annual Penns Colony event. His client has an option to purchase an adjoining parcel of 75 acres, and has proposed the development of a 200 + unit residential development on this site.

The developer has hired an engineer to complete a traffic impact study as part of the development process, and the traffic impact analysis demonstrates that the intersection of SR 228 and Saxonburg Boulevard, (SR 2005) currently fails. The installation of a traffic signal and turn lanes are required at this intersection.

This is a Y shaped intersection known locally as “Cox’s Corner.” Traffic generated by the proposed residential development will use this intersection on a daily basis, as do employees of such local businesses as Thrower Trucking, Pflugh Trucking, the Victory Road Industrial Park and II-IV.

The estimated cost of the necessary improvements is approximately \$1 million. The developer represented by Mr. Elliott may be willing to fund a portion of this cost, but feels that he should not be individually responsible for improvements to an intersection that is already failing, according to the traffic impact analysis. Moreover, the developer feels that PennDOT’s insistence that the intersection improvements be complete *before* a highway occupancy permit may be issued makes development at this site impossible. The anticipated date of full occupancy of the proposed development is 2019. The developer is willing to work with PennDOT on the identification and advancement of a phased approach to the

reconciliation of the mutual concerns regarding development and the impacts of additional traffic on this intersection, including project phasing and financing. However, the developer requests that intersection improvements at this location be added to the draft 2009-2012 Transportation Improvement Program.

Mary Zacherl, Clinton Township Supervisor

Ms. Zacherl reiterated Mr. Elliott's statements regarding the need for improvements at the SR 228 and Saxonburg Boulevard intersection. In 1999, a traffic analysis found the intersection to be operating poorly. It was assumed at that time that by 2011 PennDOT would have signalized the intersection, making today's testimony unnecessary.

This is an area identified on the Clinton Township Comprehensive Plan as a growth area. The proposed residential development is clear evidence of that growth. This intersection is congested and dangerous, and traffic volumes continue to increase. The Township of Clinton joins the developer of this site in asking for a creative, phased solution to the failures at this intersection, and is willing to consider proposals for Township participation on a public private partnership or other innovative methods of advancing this important project.

Marnie Repasky, Executive Director, Zeligople-Harmony Area Chamber of Commerce

Stated her support for the Seneca Valley Missing Ramps project.

Kenneth Brennan, Director, Seneca Valley School District

Mr. Brennan serves as School Director for the Seneca Valley School District, and stated his support, on behalf of the School District for the advancement of the Seneca Valley missing ramps project at Hartman Road. However, Mr. Brennan is concerned that the current design calls for the construction of a three lane bridge, with one lane in each direction and a center lane for turn lanes at each terminus. With 3,000 employees and students expected to use this bridge each day, the bridge should be designed from the outset with full turn lanes in each direction, to avoid the need for a costly retrofit down the road. It is far better, in his view, to design it and build it right the first time. This is a long standing concern of the school district, which anticipates heavy use of the structure/ramps not only by their students and employees, but also by the Seneca Valley Industrial Park and trucks destined for the Seneca landfill.

Albert Roenigk, Buffalo Township Supervisor

Mr. Roegnik thanked PennDOT for their continued dedication to the advancement of the Freeport Bridge project. The Freeport Bridge connects four counties, and is an important regional project.

Mr. Roegnik also noted that the placement of a traffic signal on the SR 228/356 corridor in the vicinity of the Buffalo Elementary School has enhanced safety in that location.

However, Mr. Roegnik cautioned that the Silverdale area is in need of attention, in the form of turn lanes.

Jim Kennedy, Butler County Commissioner

Commissioner Kennedy inquired as to the status of the funds that were re-allocated from the 2007-2010 Transportation Improvement Program to partially fund transit service in the SPC region.

SOUTHWESTERN PENNSYLVANIA COMMISSION
 TIP PUBLIC COMMENT MEETING
 BUTLER COUNTY
 JUNE 16, 2008

PLEASE PRINT

ATTENDANCE LIST		
NAME/TITLE	AFFILIATION	P = PHONE/E=EMAIL
Ronald Elliott Attorney	Dillon Mc Candless King Coulter + Graham	(724) 983-2200
MARY ZACHAR SUPERVISOR	CLINTON TOWNSHIP	724.352.9000 CLINTON@NAUTICOM.NET
Marnie Repasky Exec. Director	Zelienople - Harmony Area Chamber of Commerce	724 452-5234 zhcc. @zeleminternet.net
Judy Snyder Clinton TWP	Butler Co Clinton Twp. Resident + Comm. Office	724 284-5101 jsnyder@co.butler.pa.us
DALE PINKERTON	County Commissioner BUTLER	724-287-3395
Jim Kennedy	Butler County Commissioner	
Veg Stollen	Senator Mung for reelect	774-282-1234
Reynold Barber	Seneca Valley School Dist	724-865-2608
DANE COOK	PENNDOT DISTRICT 10	724-357-2082 DANCOOK@STATE.PA.US
Albert Koenig	Butteralo twp Sup.	724 353 2844
Ed Biller	Butler eagle	724-282-6000 ext 247 ebiller@butlereagle.com

FAYETTE COUNTY PUBLIC PARTICIPATION PANEL

June 3, 2008

Public Meeting to Collect Testimony on the 2009 – 2012 Draft Transportation Improvement Program, Air Quality Conformity Determination for the TIP, Long-Range Regional Plan Amendment Request and the Environmental Justice Benefits and Burdens Assessment

Meeting Held:

Fayette County Emergency Management Building, 22 E. Main St. Uniontown, PA
5:00 p.m., June 3, 2008

In Attendance:

Panel members:

Bill Piper, PPP and SPC Commission Member
Robert Shiffbauer, South Union Township
Tammy Stenson, McMillen Engineering

Panel resource persons:

Sara Rosiek, Fayette County
Arthur Capella, Fayette County Community Development Specialist
Francis W. DeCarlo, Fayette County Community Development Specialist
Stacey Rabatin, PennDOT District 12
Joe Szczur, PennDOT District 12
Bill Beaumarriage, PennDOT District 12
Joe Spryur, PennDOT District 12
Angela Saunders, PennDOT District 12

Other attendees:

Ray McDonald, Fayette Area Coordinated Transportation
Judy Kroeger, Daily Courier
Curt Matthews, North Union Township
Timothy Session, Citizen

SPC Staff:

Chuck DiPietro
Sara Walfoort
Matt Pavlosky

Meeting notes:

1. Welcome and Introductions

Ms. Walfoort opened the meeting, welcoming all attendees. She introduced herself as well as the SPC Staff, and a few other members of the audience including the Washington County Planning and PennDOT District 12 resource staff.

2. Statement of Purpose of the Meeting

Sara Walfoort started off by reinforcing that the purpose of the meeting was to discuss the draft update of the Southwestern Pennsylvania Commission's TIP, the Air Quality Conformity document, the 2035 LRP amendment and the Environmental Justice Benefits and Burdens Assessment. This is not the meeting to testify for new projects to be added to the TIP.

3. Basic Review of the TIP Update, Air Quality Conformity, LRP Amendment Request and Environmental Justice Benefits and Burdens Assessment

Ms. Walfoort then provided a power point overview of the process now underway. The 2009-2012 Transportation Improvement Program or TIP represents the highest priority transportation projects (both highway and transit) in the ten county southwestern region of Pennsylvania for federal fiscal years 2009, 2010, 2011 and 2012. In the summer of 2007, the Public Participation Panel held a public meeting to receive testimony regarding candidate projects for consideration on the 2009-2012 TIP. The draft TIP has been under development since then and is now up for review.

Other draft documents also offered for comment include the Air Quality Conformity Assessment of the draft 2009-2012 TIP, an amendment request to the 2030 Long Range Plan and the Environmental Justice Benefits and Burdens Assessment.

Air Quality Conformity Assessment is a requirement of the clean air act to demonstrate that the region would meet federal air quality standards with implementation of the projects in the TIP. Essentially, we must prove that by adopting the TIP, the quality of the air in the region will be improved.

The amendment request to the 2035 Plan is to revise the financial plan to reflect the project phasing and cost information included in the Draft 2009-2012 TIP.

The Environmental Justice Benefits and Burdens Assessment report summarizes multiple analyses, outcomes and activities that have been conducted as part of the region's planning process in accordance with environmental justice. EJ directives mandate fair and equitable processes and outcomes, and an effective TIP program.

Joe Szczur, District Executive of PENNDOT District 12 gave a brief presentation on the state-wide development of the TIP including the Governor's accelerated bridge push.

Key points included:

- 70% of the statewide TIP Update funds are dedicated to bridge replacements and repairs,
- In 2003, \$600 million was spent on bridges and in 2008 \$1.1 billion will be spent on bridge projects,

- Traffic growth statewide is up 60% with the greatest increase in trucks,
- In 2004, the TIP development was re-assessed toward a more “maintenance first” approach and away from the “large capacity adding” expensive projects. Prior to this change, statewide there were 26 Projects totaling \$5 billion dollars programmed on the TIP.
- PennDOT District 12 has a lot of “bad bridges” with over 30% or 680 out of 2,361 total bridges classified as structurally deficient.

A 30-day comment period is being conducted through June 25th to provide the public with an opportunity to review the program information and submit comments to SPC and its planning partners. Comments may be submitted via oral comment at one of the ten public meetings, written comment, e-mail submission to (comments @ spcregion.org), completing the website response form @ (spcregion.org), fax (412-391-9160) and/or letter. Public comments are then reviewed and responded to as appropriate in a Public Participation Report: Response to Public Comment document prepared by SPC.

All of these proposed actions will be presented at the June 30, 2008 Commission meeting for consideration of approval. The 2009-2012 TIP Update, if approved, will replace the current TIP (2007-2010) program and become effective October 1, 2008.

4. Comments

Curt Matthews of North Union Township

N. Union Township Signals - This project will upgrade and/or replace the existing signals on SR 119 at Penn State Fayette Campus Entrance and at the intersection with Mt. Braddock Road in North Union Township, Fayette County. Signals were put on wires because they did not make the mast long enough and the area is a wind tunnel causing the wires to constantly break. The Twp has had over 60 work orders for repairs over the past fifteen years. Construction of this project was originally to be built in 2010 but the project was removed from the TIP to provide funding for the new bridge program. The 2 signal intersections need to be added to the draft TIP.

S.R. 4006 New Salem Road – A highway restoration & widening from 2 to 4 lanes. This important transportation project needs to be constructed as soon as possible to improve safety and accommodate development.

Arthur Cappella of Fayette County Economic Development

Act 44 Question - Why is it necessary for the Commonwealth to seek a loan for repairing PA bridges and highways?

Bond Issue for Accelerated Bridge Program - How much will the bond issue cost Pennsylvanians over the ten-year period that it is expected to be in place?

Bond Issue/ Escalating Construction Costs - With construction costs escalating every year will the bond issue be enough to pay for associated costs which Act 44 does not pay?

Bridge Condition - How does PA compare nationally to deficient bridges? How many bridges in PA are in need of repair and how many bridges does the governor's bridge program address in the next ten years?

Sheepskin Trail - Continuation of an existing trail way project with bicycle facilities. The project involves construction of 10.4 miles of trail. This trail is the missing link in connection rail-trails between at least four states. Is the amount of funding for the project on the TIP an exact amount or an estimate? The construction funding indicated at \$602,000 is low. Fayette County Planning has the construction costs for this project at \$752,000.

SOUTHWESTERN PENNSYLVANIA COMMISSION
 TIP PUBLIC COMMENT MEETING
 FAYETTE COUNTY
 JUNE 3, 2008

PLEASE PRINT

ATTENDANCE LIST		
NAME/TITLE	AFFILIATION	P = PHONE/E=EMAIL
RAY M DONALD TRANS Mgr FACT	FAYETTE AREA COORDINATED TRANSPORTATION	724-628-7433
FRANCIS W. De Gale	Fayette County Community Dev. Specialist	724-430-1210
ARTHUR CAPPELLA	FAYETTE COUNTY PLANNING	724-430-1210
Curt Matthews	North Union Township	724-438-6316
Bill Pfele	PPP & SPC com.	724-880-0334
Robert Schaffner	S.U.Tap	724 366-9591
Tammy Stensen	McMillen Engineering	724-439-8110
Timothy C Session	citizen	412-867-6755
BILL BEUMARIAGE	PENN BOT DIST. 12-0	724-439-5517
Joe Speque	" " "	724-489-7340
Angela Saunders	" "	724-437-3147

GREENE COUNTY PUBLIC PARTICIPATION PANEL

June 9, 2008

Public Meeting to Collect Testimony on the 2009 – 2012 Draft Transportation Improvement Program, Air Quality Conformity Determination for the TIP, Long-Range Regional Plan Amendment Request, and the Environmental Justice Benefits and Burdens Assessment

Meeting Held:

Third Floor - Stover Hall, Waynesburg College, Waynesburg
6:00 p.m., June 9, 2008

In Attendance:

Panel members:

John Kendralla/PPP Vice-Chair
Paul Lagojda, General Citizen
Robbie Matesic, Greene County Economic Development
Pam Carroll, Greene County
John Knapik, General Citizen
Ryan Hartley, National City Bank

Panel resource persons:

Joe Szczur, PENNDOT District 12-0
Alan Bailey, PENNDOT District 12-0
Stacey Rabatin, PENNDOT District 12-0
Angela Saunders, PENNDOT District 12-0
Jamie Mariante, PENNDOT District 12-0
Jonna Knapik, Greene County Economic Development
Kevin Smith, Greene County Economic Development
Chris Hardie, Greene County Economic Development

Other attendees:

Pam Snyder, SPC/Greene County Commissioner
Dave Coder, SPC/Greene County Commissioner
Joyce Popovich, Senator Stout's Office
Kelsey Collins, State Rep. DeWeese's Office
Loren H. Dukate, Retired from PennDOT
Bill Malinosky, Yums Yums
Mary Shine, Greensboro Borough
RH Janini, Greensboro Borough

SPC Staff:

Sara Walfoort
Matt Pavlosky
Karen Franks
Brian Lucarelli

Meeting notes:

1. Welcome and Introductions

Sara Walfoort opened the meeting, welcoming all attendees. She introduced herself as well as the SPC Staff, and a few other members of the audience including the Washington County Planning and PennDOT District 12 resource staff.

2. Statement of Purpose of the Meeting

Sara Walfoort started off by reinforcing that the purpose of the meeting was to discuss the draft update of the Southwestern Pennsylvania Commission's TIP, the Air Quality Conformity document, the 2035 LRP amendment and the Environmental Justice Benefits and Burdens Assessment. This is not the meeting to testify for new projects to be added to the TIP.

3. Basic Review of the TIP Update, Air Quality Conformity, LRP Amendment Request and Environmental Justice Benefits and Burdens Assessment

Ms. Walfoort then provided a power point overview of the process now underway. The 2009-2012 Transportation Improvement Program or TIP represents the highest priority transportation projects (both highway and transit) in the ten county southwestern region of Pennsylvania for federal fiscal years 2009, 2010, 2011 and 2012. In the summer of 2007, the Public Participation Panel held a public meeting to receive testimony regarding candidate projects for consideration on the 2009-2012 TIP. The draft TIP has been under development since then and is now up for review.

Other draft documents also offered for comment include the Air Quality Conformity Assessment of the draft 2009-2012 TIP, an amendment request to the 2030 Long Range Plan and the Environmental Justice Benefits and Burdens Assessment.

Air Quality Conformity Assessment is a requirement of the clean air act to demonstrate that the region would meet federal air quality standards with implementation of the projects in the TIP. Essentially, we must prove that by adopting the TIP, the quality of the air in the region will be improved.

The amendment request to the 2035 Plan is to revise the financial plan to reflect the project phasing and cost information included in the Draft 2009-2012 TIP.

The Environmental Justice Benefits and Burdens Assessment report summarizes multiple analyses, outcomes and activities that have been conducted as part of the region's planning process in accordance with environmental justice. EJ directives mandate fair and equitable processes and outcomes, and an effective TIP program.

Joe Szczur, District Executive of PENNDOT District 12 gave a brief presentation on the state-wide development of the TIP including the Governor's accelerated bridge push.

Key points included:

- 70% of the statewide TIP Update funds are dedicated to bridge replacements and repairs,
- In 2003, \$600 million was spent on bridges and in 2008 \$1.1 billion will be spent on bridge projects,
- Traffic growth statewide is up 60% with the greatest increase in trucks,
- In 2004, the TIP development was re-assessed toward a more "maintenance first" approach and away from the "large capacity adding" expensive projects. Prior to this change, statewide there were 26 Projects totaling \$5 billion dollars programmed on the TIP.
- PennDOT District 12 has a lot of "bad bridges" with over 30% or 680 out of 2,361 total bridges classified as structurally deficient.
- Every effort is being made to complete the worst bridge first in District 12.

Pam Snyder, Greene County Commissioner noted that the Greene County Board of Commissioners along with PennDOT District 12 and the Southwestern Pennsylvania Commission are constantly striving to assure that the county has safe and efficient transportation systems. The Commissioners are fully committed to transportation planning that takes into account economic development activities throughout the region. Commissioner Snyder expressed her thanks to Congressman Jack Murtha, Senator J. Barry Stout, Representative Bill DeWeese, the staffs of those legislators, and the members of the Greene County Public Participation Panel, especially co-chairs, John Kendralla and Paul Boord.

A 30-day comment period is being conducted through June 25th to provide the public with an opportunity to review the program information and submit comments to SPC and its planning partners. Comments may be submitted via oral comment at one of the ten public meetings, written comment, e-mail submission to (comments @ spcregion.org), completing the website response form @ (spcregion.org), fax (412-391-9160) and/or letter. Public comments are then reviewed and responded to as appropriate in a Public Participation Report: Response to Public Comment document prepared by SPC.

All of these proposed actions will be presented at the June 30, 2008 Commission meeting for consideration of approval. The 2009-2012 TIP Update, if approved, will replace the current TIP (2007-2010) program and become effective October 1, 2008.

4. Public Comment

John Kendralla, co-chairman of the Greene County Public Participation Panel

Mr. Kendralla expressed a deep concern about the potential for funding reductions as revenues for transportation projects may take a serious plunge in direct relations to a drop in gasoline sales as drivers attempt to conserve and lower consumption. He noted that the transportation needs reflected in the panel testimony will be included in the update for the Greene County Comprehensive Plan and will maximize the value of every dollar spent for implementation. These projects are not necessarily in a prioritized order and the county

pledges our commitment to each of these following projects, which are in various stages of completion:

1. The number one priority is the replacement of the Point Marion Bridge. We supported District 12's efforts to provide a "right size" design for the new bridge and are pleased that the project is underway and fully funded throughout the 2012 TIP.
2. The Greene County Commissioners continue to advocate strongly for additional funding to advance the replacement of the Masontown Bridge. This is the most costly and the largest transportation project Greene County has faced for decades, yet no one needs to be convinced of the critical need to replace this river-crossing that connects neighboring Fayette County and every other neighbor to the east. We applaud the Department and District 12 for working very hard to find a way to fully fund this \$70 Million dollar critical project for Greene County.
3. We are pleased that the District is advancing roadway "betterment" improvements between Uniontown and Waynesburg, and that the next section, SR 21 at Chessie's Market to the Paisley Intersection at SR 88, is planned to be let for construction in 2009.
4. We are also very pleased that the second section of the SR 21 programmed improvements, from Paisley to Bailey's Crossroads at the Junction Deli will include the Realignment of SR 21 at Bailey's Crossroads. This realignment will be the companion project to the Betterment job to be designed and let for construction in the 2009-2010 season. The Commissioners are not only pleased by the strong support from the District, but we all give an especially loud thank you to Congressman Jack Murtha who provided a \$1 million earmark for the District so that this project could move forward. These partnerships will need continued support for this project has the added benefit of providing an opportunity for a Gateway to the Cumberland/Carmichaels Area and enhance development interests on adjoining properties including the site of the former Buckeye Coal Company Mine. The County's Department of Economic Development will continue to work with the District, all of our public officials and the community to assure the full success this critical safety project.
5. Greene County, Waynesburg Borough and Franklin Township officials, as well as a number of residents of the county, continue to support the full programming for the construction of the SR 21S/Morgan Street Viaduct in front of Margaret Bell Middle School to provide a grade-separated crossing of Morgan Street over the Norfolk Southern Railroad line. We understand this project is scheduled to begin construction in 2009 and continue until 2010.
6. The County Commissioners responded to the public outcry to alleviate congestion in the

Morrisville area of Franklin Township. In 2006, they appealed to PENNDOT to consider "right-sizing" in Morrisville and narrowly focus on two bridge structures in the project area - the Norfolk Southern Railroad Bridge over SR 19 and the Freedom Bridge carrying SR 19 over Ten Mile Creek. These bridges are in the final design stage of Phase I on the Draft TIP which proposes "right-sizing" the roadway with each bridge from the Intersection of Sugar Run Road/Route 19 up to and including Stewart Street and Arch Street Intersections. The construction will take place during the current ending draft year of 2012.

7. The County Commissioners seek assistance to alleviate a serious transportation problem which is associated with flooding of SR 21 at the intersection of Woodland Avenue and Jackson Run in Waynesburg Borough. This is just one area of concern, but because it impacts SR 21, we ask for the District's quick response. The problem is indicative of a broader problem for Greene County's principal arterials and other state routes that have experienced numerous episodes of severe flooding. These events have a profound impact on the delivery of emergency services and safe travel for our citizens. In addition, they have caused substantial financial losses and property damage to businesses located along these corridors. The Commissioners encourage the District to work closely with Waynesburg Borough to correct this particular problem at Jackson Run. They also request the continued support of District 12 as the County initiates county-wide storm water planning and floodplain evaluations. We wish to seek solutions to avoid or minimize these harsh impacts from intense rain events that invade our watersheds and hurt our people and their property.
8. The Greene County Commissioners have been working closely with the Port of Pittsburgh Commission as well as Fayette and Washington Counties to secure Federal Transit Agency Section 5309 funds for a \$1.2 million project for the major rehabilitation of the historic Fredericktown Ferry which crosses the Monongahela River between Fayette and Washington Counties. The last remaining ferry of the Monongahela River, crosses the river multiple times daily, drawn by cable and carrying our residents and workers to Luzerne Township, home of the state correctional institution, SCI-Fayette. We, in partnership with the Port of Pittsburgh Commission, Fayette and Washington County Commissioners, and Southwestern Pennsylvania Commission (SPC), ask that these funds be directed to Fayette County, the owner of the Fredericktown Ferry for engineering and construction.
9. During last year's TIP Update, testimony was heard from residents of western Greene County describing a serious problem with a curve on SR 18 near Browns Creek Road in Morris Township between Nineveh Road and Route 4019, Andrew Road. Substandard roadway geometry on the curve, coupled with a significant increase in truck traffic in the area from coal trucks, heavy equipment and tractor trailers, have created a dangerous situation at this location.

We ask that the District identify this project as a priority for Greene County and advance the necessary corrective measures.

10. Interstate 79 is very important to Greene County and during the past few years we were thankful to see the District quickly respond to immediate problems and provide excellent solutions that improved our Interstate. We are also pleased by the improvements that were constructed at the Waynesburg Interchange, which included the installation of signals at the end of the ramps and upgrades to that area of SR 21. However, two more of the Interstate 79 Interchanges in Greene County are in need of attention. The county, through its Economic Development Department, is advancing a planning effort in partnership with Perry Township to improve safety, traffic flow, signage and aesthetics at the 1-79 Mt Morris Interchange, as a result of federal Appalachian Regional Commission (ARC) funding that the Southwestern Pennsylvania Commission helped us to secure. This project will further the development efforts at not only the Interchange, but at the Meadow Ridge Business Park and other anticipated private investments all located nearby the Interchange.
11. The I-79 Ruff Creek Interchange at SR 221, Park-n-Ride, has encountered an environmental problem and is currently off the TIP. Due to the growing demand for such a facility, we ask that it be put back on the TIP and the County Commissioners offer their help in finding an alternate location or help to resolve the problem at the current location.
12. Transportation Enhancements and Hometown Streets/Safe Routes to School funds have supported a number of efforts in Greene County and the Commissioners continue to advocate for additional funding through this important source. The Greene River Trail continues to be a top priority of the Board of Commissioners. The trail is also strongly supported by the communities where its presence has or will provide benefits. It is the focus of county recreational expansion as described in the recently completed *Greene County Comprehensive Parks, Recreation, and Trails/Greenways Plan*. The next phase of the Greene River Trail, Phase III, will extend from the Crucible Mine Site near the Jessop Boat Club in Cumberland Township to Brown's Ferry Road near Nemaquin. At this time, the county is acquiring the property and planning to complete the design so that construction can begin in 2009.
13. Another very, very important transportation enhancement project is the Waynesburg Streetscape Project, Phase 1. It will complement current downtown Waynesburg's revitalization efforts working with the Borough Officials, Waynesburg University, and *Waynesburg Prosperous and Beautiful* (the Main Street project). Six months ago the Greene County Commissioners submitted their request that the county's \$600,000 of enhancement funding be directed towards the Streetscape Project. However, the ineligibility of \$400,000 needed to move the utilities

underground, an important activity for a streetscape project, has presented a critical problem for a small municipality like this. Therefore, the Greene County Commissioners request is two-fold; first we ask the Department and the Federal Highway Administration (FHWA) to reverse their policy and allow utility relocation costs to be eligible for transportation enhancement funding. This seems simple to us and essential. For a small municipality like Waynesburg to be able to raise the capital funds to cover the associated utility relocation costs for a streetscape project will be very difficult, if not impossible. It could be the difference between having a quality streetscape project, or not. And, aging municipalities like Waynesburg, that support the County Seat and one of the nation's finest institutions of higher learning, and struggle to keep their infrastructure intact, very much need a streetscape enhancement project to bolster their economic viability. If, for reasons we are not aware of, this is not a simple change of policy, we ask that Greene County not be in jeopardy of losing their \$600,000 and that the money be secured until a viable solution is reached.

14. Also in Waynesburg Borough, but separate from the Streetscape project, local residents expressed concerns about the timing and interconnection of the traffic signals on High Street in the business district. The Draft TIP reflects funding in 2009 and 2010 for Waynesburg Signal Improvements. This project includes re-timing and technical equipment upgrades of existing signals from the Intersection of Routes 19/21 on High Street to Richhill Street Intersection on Greene Street from Morris Street to Porter Street Intersections.
15. Another project on our horizon is discussed in the County-wide Recreation Plan that I mentioned earlier. Our Commissioners, in partnership with Senator J. Barry Stout and Representative DeWeese, would like to advance an opportunity for Attractive Signage and Gardens at the I-79 Waynesburg and Ruff Creek Interchanges that would provide a spur that will encourage Interstate travelers to exit to appreciate the cultural assets of Waynesburg Borough, the scenic beauty of SR 19 between the two interchanges, and visit and enjoy the hospitality of Greene County's finest. We are pursuing funds to conduct the traffic engineering, sign and landscape design necessary to replace the District's TODS system and to erect interstate destination signs for our attractions.
16. Franklin Township's high growth corridor along SR 21 is currently being evaluated for future traffic projections. It is the concern of the Franklin Township Supervisors that roadway improvements will be needed in order to accommodate the volume of traffic that imminent growth will bring to SR 2026, Rolling Meadows Road, at the Murtha Drive intersection. The County currently owns Murtha Drive and requests the Districts assistance so that design and right-of-way funds can soon be programmed for widening at this location. It is the County's

intention to assist with programming by providing two sources of local contribution: economic development grant funds received through the generosity of Senator J. Barry Stout and Representative H. William DeWeese and to seek the contribution of right-of-way from Waynesburg Crossings, LLC, the developer with real estate interest at that intersection.

17. Governor Ed Rendell has repeatedly expressed his concern for structurally deficient bridges throughout the Commonwealth. He has been urging the Legislature to approve his Rebuild Pennsylvania plan that would generate \$700 million over 3 years to accelerate the repair of our aging infrastructure, including over 1,000 structurally deficient bridges. He is committed to the repair or replacement of aging bridges each year in every county. Greene County will be no exception, for more than one-quarter of Greene County's bridges fall into this category. Currently, there are two state bridges under construction, the Point Marion Bridge and SR 218 near Blacksville. Therefore, the County Commissioners are so pleased to see that the SR 188 Jefferson Road Bridge over Ten Mile Creek, near the Humane Society, will be let for construction this year. Seven of the deficient bridges will be let for construction this year: Muddy Creek Bridge #2; Dry Tavern Bridge; Rudolph Run Bridge; Eastview Bridge; Jefferson Road Bridge #2; SR 88 Ten Mile Creek Bridge, by the Green Cove; and Children's Home Bridge. There are an additional 16 bridges on the draft TIP for 2009 - 2012.
18. The Commissioners would like to call attention to Greene County's Covered Bridges. These four covered bridges have undergone full restoration: Carmichaels, Woods, Kings, and Scott. The White Covered Bridge in Garard's Fort, Greene Township, is currently undergoing renovation. The two remaining bridges, Cox Covered Bridge and Shriver Covered Bridge, are not programmed for restoration, yet we will advance these as soon as funds are available. These renovations have enhanced the condition and aesthetics of our covered bridges, and reflect the great pride we hold for our county heritage.
19. The county respectfully requests funding to continue the local Bridge Program over the life of the updated TIP. Currently, County Bridge # 56 in Jackson Township, carrying T447 over Job Creek is under construction. Also, two more county-owned bridges are under design - County Bridge #85 in Center Township carrying T-454 over Hargus Creek and County Bridge #23 in Morgan Township, carrying T-569 over Ruff Creek. Construction is anticipated to begin in 2009. This small/rural county contains 500 miles of roadway and over 500 bridges, 87 of which are county-owned and maintained. This extraordinary responsibility falls on the shoulders of the Commissioners who are currently dealing with the reality of a collapsed county-owned bridge and recognize the need to sustain the infrastructure already in place.
20. The county acknowledges appreciation for current roadway improvement projects as well.

These projects are located in various townships within the county including: the Route 21 Betterment Project in Rutan; the 1-79 long-wall mining asphalt adjustment; the Surface Improvement Projects (SIPs) on SR 188 and SR 218; and the 1-79 Smoother Roads Project to begin in July and the resurfacing of SR 21 in Waynesburg Borough.

There were no more individuals in attendance who wished to submit public comment at this time and the meeting was closed.

Greene County Meeting

June 9th, 6:00 PM

Name	Association	PPP member Y or N CO-CHAIR
JOHN KEVORALLA		
Kelsey Collins	State Rep. Bill Dewey	
PAUL LAGOJDA	GEN. WELFARE Greene Co.	MEMBER
Robbie Matosic		member
Pam Carroll	Greene County.	member.
JOYCE POPOVICH	SEW STOUT	
JONWA KWAPIK	Greene County	
Pam Snyder	Comm. Chairperson	
Loree H. Dukate	Retired PENN DOT	
JOHN KWAPIK		PPP Member
Bill Malinosky	YUM YUMS	
Mary Shene	Greensboro Borough.	
RH JANNINI	" "	
Kenny S.	Greene County	
Chris Hardie	Greene Co.	Y or N

Stacey Rabatin

PennDOT 12-0

Angela Saunders

PennDOT 12-0

Jamie Marciano

PennDOT 12-0

DAVE COOK

Green County

Ryan Hartley

National City Bank

INDIANA COUNTY PUBLIC PARTICIPATION PANEL

June 16, 2008

Public Meeting to Collect Testimony on the 2009 – 2012 Draft Transportation Improvement Program, Air Quality Conformity Determination for the TIP, and the Long-Range Regional Plan Amendment Request

Meeting Held:

LGI Room, Indiana Area Junior High School, 245 North Fifth Ave, Indiana, PA
7:00 p.m., June 16, 2008

In Attendance:

Panel members:

Dana Henry, Indiana Chamber of Commerce
Byron Stauffer, Indiana County Planning Dept.

Panel resource persons:

Jeff Raykes, Indiana County Planning Department
Tim Jablunovsky, PENNDOT District 10-0

Other attendees:

Jason Colinet, Indiana Chamber
Hastie Kinter, Indiana Downtown Partnership

SPC Staff:

Chuck Imbrogno
Matt Pavlosky
Ken Flack

Meeting notes:

1. Welcome and Introductions

Dana Henry welcomed the attendees and introduced the resource persons. He noted the purpose of the meeting was to discuss the draft update of the Southwestern Pennsylvania Commission's TIP, the Air Quality Conformity document, the 2035 LRP amendment and the Environmental Justice Benefits and Burdens Assessment and turned it over to Matt Pavlosky for a review of the SPC transportation planning processes.

2. Basic Review of the TIP Update, Air Quality Conformity, LRP Amendment Request and Environmental Justice Benefits and Burdens Assessment

Mr. Pavlosky then guided the audience through an overview of the process now underway. The 2009-2012 Transportation Improvement Program or TIP represents the highest priority transportation projects (both highway and transit) in the ten county southwestern region of Pennsylvania for federal fiscal years 2009, 2010, 2011 and 2012. In the summer of 2007, the Public Participation Panel held a public meeting to receive testimony regarding candidate projects for consideration on the 2009-2012 TIP. The draft TIP has been under development since then and is now up for review.

Other draft documents also offered for comment include the Air Quality Conformity Assessment of the draft 2009-2012 TIP, an amendment request to the 2030 Long Range Plan and the Environmental Justice Benefits and Burdens Assessment. The Environmental Justice Benefits and Burdens Assessment report summarizes multiple analyses, outcomes and activities that have been conducted as part of the region's planning process in accordance with environmental justice. EJ directives mandate fair and equitable processes and outcomes, and an effective TIP program.

Ken Flack summarized the resources that are available through the draft TIP and the mixture of projects that are being funded in the Draft Program. The amendment request to the 2035 Plan is to revise the financial plan to reflect the project phasing and cost information included in the Draft 2009-2012 TIP.

Chuck Imbrogno explained that the Air Quality Conformity Assessment is a requirement of the Clean Air Act to demonstrate that the region would meet federal air quality standards with implementation of the projects in the TIP. Essentially, we must prove that by adopting the TIP, the quality of the air in the region will be improved.

Mr. Pavlosky concluded that this 30-day comment period is being conducted through June 25th to provide the public with an opportunity to review the program information and submit comments to SPC and its planning partners. Comments may be submitted via oral comment at one of the ten public meetings, written comment, e-mail submission to (comments @ spcregion.org), completing the website response form @ (spcregion.org), fax (412-391-9160) and/or letter. Public comments are then reviewed and responded to as appropriate in a Public Participation Report: Response to Public Comment document prepared by SPC.

All of these proposed actions will be presented at the June 30, 2008 Commission meeting for consideration of approval. The 2009-2012 TIP Update, if approved, will replace the current TIP (2007-2010) program and become effective October 1, 2008.

3. Testimony

Mr. Pavlosky took a recorded statement from Hastie Kinter of the Downtown Indiana Partnership, giving formal project testimony.

Hasty Kinter, Indiana Downtown Partnership

Starting this fall, the Indiana Downtown partnership will be anxious to get the rest of the project funding to complete an aggressive development & beautification project for their downtown area.

Funding for this project is essential to complete street paving, sidewalks, ADA accessibility and utility modification that will encourage economic development and land growth for Indiana's downtown area.

The meeting then proceeded with informal project discussion, and questions and answers.

The meeting adjourned at 8:10 p.m. and the staff was out of the building by about 8:30 p.m.

LAWRENCE COUNTY PUBLIC PARTICIPATION PANEL

June 5, 2008

Public Meeting to Collect Testimony on the 2009 – 2012 Draft Transportation Improvement Program, Air Quality Conformity Determination for the TIP, Long-Range Regional Plan Amendment Request and the Environmental Justice Benefits and Burdens Assessment

Meeting Held:

Juror's Holding Room, Old Courthouse, 430 Court Street, New Castle, PA
6:00 p.m., June 5, 2008

In Attendance:

Panel members:

David Stragar, ATWIC

Panel resource persons:

Amy McKinney, Lawrence County Planning

Stephanie Ma, PennDOT District 11-0

Jeff Clatty, PennDOT District 11-0

Other attendees:

SPC Staff:

Chuck DiPietro

Matt Pavlosky

Carol Uminski

Meeting notes:

1. No members of the general public were in attendance for this meeting. The participating staff members configured the room as usual to prepare for any participants. Items for review such as the TIP Update, Air Quality Conformity Documents, LRP Amendment Request, and the Environmental Justice Benefits and Burdens Assessment were made available for review. The appropriate amount of time was given for late arrivals, and with no attendees, SPC staff did not complete a formal presentation.
2. Items available: Review of the TIP Update, Air Quality Conformity, LRP Amendment Request and Environmental Justice Benefits and Burdens Assessment

The 2009-2012 Transportation Improvement Program or TIP represents the highest priority transportation projects (both highway and transit) in the ten county southwestern region of Pennsylvania for federal fiscal years 2009, 2010, 2011 and 2012. In the summer of 2007, the Public Participation

Panel held a public meeting to receive testimony regarding candidate projects for consideration on the 2009-2012 TIP. The draft TIP has been under development since then and is now up for review.

Other draft documents also offered for comment include the Air Quality Conformity Assessment of the draft 2009-2012 TIP, an amendment request to the 2030 Long Range Plan and the Environmental Justice Benefits and Burdens Assessment.

Air Quality Conformity Assessment is a requirement of the clean air act to demonstrate that the region would meet federal air quality standards with implementation of the projects in the TIP. Essentially, we must prove that by adopting the TIP, the quality of the air in the region will be improved.

The amendment request to the 2035 Plan is to revise the financial plan to reflect the project phasing and cost information included in the Draft 2009-2012 TIP.

The Environmental Justice Benefits and Burdens Assessment report summarizes multiple analyses, outcomes and activities that have been conducted as part of the region's planning process in accordance with environmental justice. EJ directives mandate fair and equitable processes and outcomes, and an effective TIP program.

A 30-day comment period is being conducted through June 25th to provide the public with an opportunity to review the program information and submit comments to SPC and its planning partners. Comments may be submitted via oral comment at one of the ten public meetings, written comment, e-mail submission to (comments @ spcregion.org), completing the website response form @ (spcregion.org), fax (412-391-9160) and/or letter. Public comments are then reviewed and responded to as appropriate in a Public Participation Report: Response to Public Comment document prepared by SPC.

All of these proposed actions will be presented at the June 30, 2008 Commission meeting for consideration of approval. The 2009-2012 TIP Update, if approved, will replace the current TIP (2007-2010) program and become effective October 1, 2008.

WASHINGTON COUNTY PUBLIC PARTICIPATION PANEL

June 4, 2008

Public Meeting to Collect Testimony on the 2009 – 2012 Draft Transportation Improvement Program, Air Quality Conformity Determination for the TIP, Long-Range Regional Plan Amendment Request and the Environmental Justice Benefits and Burdens Assessment

Meeting Held:

Room 103-104, Courthouse Square, 100 West Beau St., Washington
5:00 p.m., June 4, 2008

In Attendance:

Panel members:

Tom Casciola, Cecil Township/PPP Vice-Chair
Sheila Gombita, Washington County Transportation Authority
Philip A. Fiumara Jr., County Transportation Advisory Board and Disabled American Veterans
Stephen Hall, Washington County Housing Authority
W. David Good, GG&C Bus Co.
Tom Hart, South Franklin Township
Susan Morgan, Washington County Redevelopment Authority

Panel resource persons:

Lisa Cessna, Washington County Planning
Jeffrey W. Leithauser, Washington County Planning
Jason Theakston, Washington County Planning
Joe Szczur, PENNDOT District 12-0
Stacey Rabatin, PENNDOT District 12-0

Other attendees:

J. Bracken Burns, SPC/Washington County Commissioner
Joyce Popovich, Senator Stout's Office
Karen Mansfield, Observer-Reporter
Scott Putnam, PBS&J
Ned Williams, Pedestrian, Bicycle and Trails

SPC Staff: Sara Walfoort
Matt Pavlosky
Tom Klevan
Karen Franks

Meeting notes:

1. Welcome and Introductions

Ms. Walfoort opened the meeting, welcoming all attendees. She introduced herself as well as the SPC Staff, and a few other members of the audience including the Washington County Planning and PennDOT District 12 resource staff.

2. Statement of Purpose of the Meeting

Sara Walfoort started off by reinforcing that the purpose of the meeting was to discuss the draft update of the Southwestern Pennsylvania Commission's TIP, the Air Quality Conformity document, the 2035 LRP amendment and the Environmental Justice Benefits and Burdens Assessment. This is not the meeting to testify for new projects to be added to the TIP.

3. Basic Review of the TIP Update, Air Quality Conformity, LRP Amendment Request and Environmental Justice Benefits and Burdens Assessment

Ms. Walfoort then provided a power point overview of the process now underway. The 2009-2012 Transportation Improvement Program or TIP represents the highest priority transportation projects (both highway and transit) in the ten county southwestern region of Pennsylvania for federal fiscal years 2009, 2010, 2011 and 2012. In the summer of 2007, the Public Participation Panel held a public meeting to receive testimony regarding candidate projects for consideration on the 2009-2012 TIP. The draft TIP has been under development since then and is now up for review.

Other draft documents also offered for comment include the Air Quality Conformity Assessment of the draft 2009-2012 TIP, an amendment request to the 2030 Long Range Plan and the Environmental Justice Benefits and Burdens Assessment.

Air Quality Conformity Assessment is a requirement of the clean air act to demonstrate that the region would meet federal air quality standards with implementation of the projects in the TIP. Essentially, we must prove that by adopting the TIP, the quality of the air in the region will be improved.

The amendment request to the 2035 Plan is to revise the financial plan to reflect the project phasing and cost information included in the Draft 2009-2012 TIP.

The Environmental Justice Benefits and Burdens Assessment report summarizes multiple analyses, outcomes and activities that have been conducted as part of the region's planning process in accordance with environmental justice. EJ directives mandate fair and equitable processes and outcomes, and an effective TIP program.

Joe Szczur, District Executive of PENNDOT District 12 gave a brief presentation on the state-wide development of the TIP including the Governor's accelerated bridge push.

Key points included:

- 70% of the statewide TIP Update funds are dedicated to bridge replacements and repairs,
- In 2003, \$600 million was spent on bridges and in 2008 \$1.1 billion will be spent on bridge projects,

- Traffic growth statewide is up 60% with the greatest increase in trucks,
- In 2004, the TIP development was re-assessed toward a more “maintenance first” approach and away from the “large capacity adding” expensive projects. Prior to this change, statewide there were 26 Projects totaling \$5 billion dollars programmed on the TIP.
- PennDOT District 12 has a lot of “bad bridges” with over 30% or 680 out of 2,361 total bridges classified as structurally deficient.

A 30-day comment period is being conducted through June 25th to provide the public with an opportunity to review the program information and submit comments to SPC and its planning partners. Comments may be submitted via oral comment at one of the ten public meetings, written comment, e-mail submission to (comments @ spcregion.org), completing the website response form @ (spcregion.org), fax (412-391-9160) and/or letter. Public comments are then reviewed and responded to as appropriate in a Public Participation Report: Response to Public Comment document prepared by SPC.

All of these proposed actions will be presented at the June 30, 2008 Commission meeting for consideration of approval. The 2009-2012 TIP Update, if approved, will replace the current TIP (2007-2010) program and become effective October 1, 2008.

4. Public Comment

NO PUBLIC COMMENTS WERE TAKEN OR PRESENTED IN THE OPEN FORUM

SOUTHWESTERN PENNSYLVANIA COMMISSION
 TIP PUBLIC COMMENT MEETING
 WASHINGTON COUNTY
 JUNE 4, 2008

PLEASE PRINT

ATTENDANCE LIST		
NAME/TITLE	AFFILIATION	P = PHONE/E=EMAIL
Tom Klover	SPC	
Stephen Hall	Wash. Co. Hsg. Authority	
Tom Hart	J. Franklin's Tip	PPP
Tom Caserola	Cecil Tip	PPP
Joyce Popovich	SEN. STOUT	
Scott Putnam	PBSNJ	
Karen Mansfield	Washington Observer - Reporter	724.222.2200
Dave Good	CITY OF WASHINGTON	PPP
Backes Burns	SPC / WASH. CO	
Sheila Gambita	WASH CO TRANS. AUTH.	724-229-2502 sheik@washingtncorridor.org
Susan Morgan	PPP	724-229-5775 SusanLM@comcast.net

WESTMORELAND COUNTY PUBLIC PARTICIPATION PANEL

June 17, 2008

Public Meeting to Collect Testimony on the 2009 – 2012 Draft Transportation Improvement Program, Air Quality Conformity Determination for the TIP, Long-Range Regional Plan Amendment Request and the Environmental Justice Benefits and Burdens Assessment

Meeting Held:

Commissioners Meeting Room, Westmoreland County Courthouse
6:00 p.m., June 17, 2008

In Attendance:

Panel members:

Terry Daugenbaugh, PPP Co-Chair
Bill Piper, PPP Co-Chair
David Neurohr
Brian Dombroske
Alex Graziani, Smart Growth Westmoreland
Carol Billman, Seton Hill University
John Lohr, USDA
Joyce Somers, Mayor of Murrysville
Joseph Ferguson, Allegheny Township Supervisor
Noreen Price

Panel resource persons:

Larry Larese, Director, Westmoreland County Planning Department
John Surmacz, Westmoreland County Planning Department
Chris Bova, Westmoreland County Planning Department
Joe Szczur, PENNDOT District 12-0
Alan Bailey, PENNDOT District 12-0
Stacey Rabatin, PENNDOT District 12-0
Angela Saunders, PENNDOT District 12-0
Jamie Mariante, PENNDOT District 12-0

Other attendees:

Nick Lorenzo, Rostraver Township Commissioner
Tom Patterson, Rostraver Township Commissioner
Bruce Light, SPC/Penn Township Commissioner
Doug Weimer, Hempfield Township
Charles Horvat, Jr., Hempfield Township

Karl Eishman, City of Greensburg
Matt Junker, Senator Bob Regola's Office
Alex Graziani, Smart Growth Westmoreland
Henry G. Fitz, Westmoreland County Engineer
Hal Turkowski, (CIM) Penn Township
Joe Dalsass, Washington Township
Joe Olszewski, Washington Township
Barb Ciampini, City of Greensburg

SPC Staff: Sara Walfoort
Matt Pavlosky
Tom Klevan
Chuck DiPietro

Meeting notes:

1. Welcome and Introductions

Ms. Walfoort opened the meeting, welcoming all attendees. She introduced herself as well as the SPC Staff, and a few other members of the audience including the Westmoreland County Planning and PennDOT District 12 resource staff. Westmoreland County Commissioners Tom Ceraso and Kim Ward were also introduced.

2. Statement of Purpose of the Meeting

Sara Walfoort started off by reinforcing that the purpose of the meeting was to discuss the draft update of the Southwestern Pennsylvania Commission's TIP, the Air Quality Conformity document, the 2035 LRP amendment and the Environmental Justice Benefits and Burdens Assessment. This is not the meeting to testify for new projects to be added to the TIP.

3. Basic Review of the TIP Update, Air Quality Conformity, LRP Amendment Request and Environmental Justice Benefits and Burdens Assessment

Ms. Walfoort then provided a power point overview of the process now underway. The 2009-2012 Transportation Improvement Program or TIP represents the highest priority transportation projects (both highway and transit) in the ten county southwestern region of Pennsylvania for federal fiscal years 2009, 2010, 2011 and 2012. In the summer of 2007, the Public Participation Panel held a public meeting to receive testimony regarding candidate projects for consideration on the 2009-2012 TIP. The draft TIP has been under development since then and is now up for review.

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The amendment request to the 2035 Plan is to revise the financial plan to reflect the project phasing and cost information included in the Draft 2009-2012 TIP.

The Environmental Justice Benefits and Burdens Assessment report summarizes multiple analyses that have been conducted as part of the region's planning process in accordance with federal mandates on environmental justice. These Environmental Justice directives require that the region complete such analyses to ensure that no population group disproportionately benefits from, or is burdened by, the regional transportation program.

Joe Szczur, District Executive of PENNDOT District 12 gave a presentation on the state-wide development of the TIP including the Governor's accelerated bridge push.

Key points included:

- 70% of the statewide TIP Update funds are dedicated to bridge replacements and repairs,
- In 2003, \$600 million was spent on bridges and in 2008 \$1.1 billion will be spent on bridge projects,
- Traffic growth statewide is up 60% with the greatest increase in trucks,
- In 2004, the TIP development was re-assessed toward a more "maintenance first" approach and away from the "large capacity adding" expensive projects. Prior to this change, statewide there were 26 Projects totaling \$5 billion dollars programmed on the TIP.
- PennDOT District 12 has a lot of "bad bridges" with over 30% or 680 out of 2,361 total bridges classified as structurally deficient.

A 30-day comment period is being conducted through June 25th to provide the public with an opportunity to review the program information and submit comments to SPC and its planning partners. Comments may be submitted via oral comment at one of the ten public meetings, written comment, e-mail submission to (comments @ spcregion.org), completing the website response form @ (spcregion.org), fax (412-391-9160) and/or letter. Public comments are then reviewed and responded to as appropriate in a Public Participation Report: Response to Public Comment document prepared by SPC.

All of these proposed actions will be presented at the June 30, 2008 Commission meeting for consideration of approval. The 2009-2012 TIP Update, if approved, will replace the current TIP (2007-2010) program and become effective October 1, 2008.

4. Public Comment

The public comment portion of the meeting opened with a question posed by **Barb Ciampini** of the City of Greensburg relative to the deteriorated condition of local bridges, and the need to repair those infrastructure investments as well as state owned bridges. **Joe Szczur**, District Executive for PennDOT District 12 stated that PennDOT remains committed to working with local communities on the advancement of local bridge improvement projects, and that the District plans to continue to advance

such projects through a strategic design/planning/construction program in cooperation with local municipalities.

Joyce Somers, Mayor of the Municipality of Murraysville, asked whether the current 70/30 funding allocation on bridges/road improvements will leave us in an opposite, but equally undesirable position down the road, when years of deferred roadway maintenance create a need for concerted attention on roadway conditions. **Joe Szczur**, District Executive for PennDOT District 12, responded by saying that we can not know the answer to this question, but that there is no doubt that we, collectively, have to do a better job of making the funds available to us stretch further, whether it be through prolonged pavement wear or other creative endeavors. He also stated that the policy of “design/build” also works toward this objective, by preventing the expenditure of planning funds on projects that do not get built.

Nick Lorenzo, Rostraver Township Commissioner

Mr. Lorenzo identified two critical needs projects in Rostraver Township: the Route 51 at Darr Road intersection and the need for congestion relief along Route 201 approaching Interstate 70.

Route 51 at Darr Road is a dangerous intersection, with at least one fatality having occurred in this location. The Township has collected, and submits as testimony, many citizen petitions that intersection improvements at this location be programmed in the draft 2009-2012 Transportation Improvement Program. As a potential funding source for this much needed safety improvement, Mr. Lorenzo suggested that the funds currently allocated to a bridge removal project on Route 906 near the Belle Vernon line could be deferred and those funds be made available for the Route 51 at Darr Road intersection improvements. He added that the Township may be willing to provide partial funding for completion of this important safety project.

Mr. Lorenzo also requested that a study be completed for congestion relief along the Route 201 corridor in the vicinity of Interstate 70. He indicated that a study of this corridor had been completed, but was not yet available for release to the public. He also stated that Congressman Murtha had been in support of an earmark for the assessment (and presumed improvement) of this congested corridor.

Following Mr. Lorenzo’s statements, there was consensus among those in attendance that the Route 201 corridor was heavily congested at rush hour, and that the bottleneck seemed to be a two lane trestle that created a physical bottleneck.

Mr. Lorenzo provided SPC with written copies of his comments, as well as copies of a petition with hundreds of signatures, and more than 100 copies of a project abstract form from Westmoreland County residents requesting that the Route 51 at Darr Road project be included in the draft 2009-2012 Transportation Improvement Program for Southwestern Pennsylvania. Copies of his statements, the resident petition and the project abstract forms appear elsewhere in this report.

Mr. Larry Larese, Director, Westmoreland County Planning

Mr. Larese opened his statements with the observation that Westmoreland County has accomplished some key projects in the past five or six years, including SR 30; several sections of US 22; improvements in the Parnassus Triangle and at the Sony Interchange, among others. These successes, he noted, were the result of a cooperative effort between PennDOT and the county. He can't help but wonder if that partnership has eroded a bit, noting the Governor's focus on bridges has changed the traditional relationship. Early in 2008, when the County met with PennDOT, there was an understanding on the part of the County that there was still room in the Transportation Improvement Program for good (non-bridge) projects. That was good news for the County, which had identified 13 important projects they hoped would advance in the 2009-2012 TIP. Of those 13 important projects, there are five projects that **must** remain in the 2009-2012 TIP. Those projects are:

- a. SR 30 from Lowrie to Hutchinson, just outside of Jeannette. This project has been on the TIP for 16 years, and design has finally been completed. Now, as we head into Right Of Way acquisition is not the time to remove the project from the TIP. This road is a critical linkage through the County, serves the fastest growing communities in the County, and is in need of improvements to both facilitate movement and eliminate safety concerns.
- b. Darr Road Intersection at Route 51. Route 51 is a bad road, plain and simple. A safety study recently completed by PennDOT showed Darr Road to be the least safe of the many dangerous intersections on Route 51. The anticipated cost of intersection improvements is approximately \$1 million. Certainly we can find the funds needed to complete this important safety project.
- c. Beaver Run at Route 66 in Washington Township, north of Delmont. Only turn lanes and a traffic signal are needed for this important safety project. The total project cost is estimated at a little over \$1 million. This project could be ready to go in a year.
- d. SR 130 at ____ near Penn Township High School. This area often goes by the name the "Rose and Hyland" area. This is a fast growing area and safety is a concern.
- e. Route 130 at Harrison-Export Road. This is a bridge replacement project, and a much needed one, but it was left off the draft 2009-2012 TIP anyway. This is a county owned bridge, and the replacement costs are approximately \$2 million.

Larese continued his comments by saying that there are bridges in the county in need of attention that are owned by the County or by local municipalities. Yet the more than 60 municipalities in the County are to "share" only about \$2 million in bridge repair funds. Perhaps the case should be made in the 2009 transportation reauthorization process that if PennDOT District 12 really has the "worst of the worst" bridges in the Country, as has been suggested by Mr. Szczur, we need to focus on requesting additional funds for bridge repairs. At the same time, the bridge repair initiative currently underway is focused on a target specified by the Governor - that PennDOT is to repair 1,000 bridges. However, that number is just a target. Do we fail if we repair only 800 bridges instead of 1,000?

SPC is facing a challenge tonight. Westmoreland County will not back down from their insistence that the five projects identified above be placed on the draft 2009-2012 Transportation

Improvement Program. If those projects do not appear on the draft TIP which is taken to the SPC Commission for action on June 30, 2008, the Westmoreland County representatives to the SPC will vote against approval of this draft 2009-2012 TIP.

This may be the test to determine if SPC will rubberstamp the Governor's program, or whether the opinion of the public and the county planning partners means anything.

Bill Piper responded to Mr. Larese's comments by stating that the Jeannette area of Route 30 had 157 reportable accidents between 2003 and 2008. He will provide this accident data in support of Mr. Larese's statements. In addition, the Route 66 at Beaver Run Road project was originally conceived as a PennDOT safety project in the 1990's and PennDOT fought hard to make room on the TIP for the project at that time.

To make room for these projects, Mr. Piper suggested that perhaps the Trafford Bridge could be deferred by a year or two. With each year it is deferred, an additional \$6 million or more becomes available on the TIP. By deferring this project just two years, the five critical projects identified above could be added to the 2009-2012 TIP.

Ms. Carol Billman of Seton Hill University stated that the University supports the Route 30 improvement projects. Their students use both Route 130 and Route 30 to access campus, and safety is already a concern. The new medical school at the University will bring in an additional 400 students, as well as an unknown number of pre-med students. Ms. Billman says she appreciates the need for bridge improvements, but the needs for the other projects identified by Mr. Larese "hit home more."

Mr. Bruce Light, Secretary and Manager of Penn Township

Mr. Bruce Light, Secretary and Manager of Penn Township spoke on behalf of the Penn Township Board of Supervisors in saying they understood the bridge dilemma. However, they concur with Mr. Larese relative to the importance of the five projects he identified. Penn Township is dismayed and frustrated by the process and the program associated with the evolution of the draft 2009-2012 TIP. Meetings on project need must be held earlier in the decision-making process. He sent a letter to SPC in mid-April stating such, but his letter was unacknowledged. Among other concerns relative to mobility and safety, Mr. Light is concerned about the money that has been "wasted" on projects that are to be removed from the TIP. Over a million dollars has been expended in the engineering of the Route 130 at Harrison-Export Road project, \$350,000 of which came from Penn Township. This waste of taxpayer money is a travesty, particularly as no one can state for certain how a project removed from the draft 2009-2012 TIP is added to the subsequent TIP.

Mr. Light also cautioned that if the Route 130 at Harrison-Export Road project is removed from the TIP, and a fatality occurs as a result of deferred improvements, the consequences of that inaction will not be borne solely by the Township, but will be shared with PennDOT.

The Route 30 at Rose/Hyland has been on the TIP for 12 years, as a result of a cooperative partnership with PennDOT whereby the costs of improvements in the corridor would be shared

along a 33/77 split, with PennDOT completing construction at their cost. The agreement had been for one intersection to be improved at a time. Sen. Specter and Rep. Tim Murphy have both provided earmarks for this project. By removing this project from the draft TIP, it will be impossible to make use of these earmarked funds.

Mr. Doug Weimer, elected Supervisor from Hempfield Township

Mr. Doug Weimer, elected Supervisor from Hempfield Township, also regrets the policy decision that shifts the overall TIP program from a 70/30 split (roads/bridges) to 30/70. Hempfield Township has made many requests for funding to date. Of concern today are the Mt. Pleasant Road at Route 130 intersection, where the township is looking forward to a roadway reconfiguration and traffic signal in light of a recent fatal accident, and the Route 136 project with a rail crossing to Route 66. Some design work may have already been completed in support of this project. However, it has been removed from the TIP, and the Township requests that it be placed back on the TIP. Other projects of concern to the Township are the Route 30 from Route 66 to Possum Hollow project, which is a safety concern and major priority for the Township, SR 819 at Sewickley ____, Route 3101 at Jacks Run Road, as well as the Route 30 betterment projects.

Mr. Matt Junker of State Senator Regola's office

Mr. Matt Junker of Sen. Regola's office stated that he was not in attendance to see new projects added to the draft 2009-2012 TIP, but to see that important safety related projects, including those we have heard about so far this evening, remain on the program. Not yet mentioned are important projects in the Penn Township and Jeannette areas. These safety related projects are also very important to the residents of Westmoreland County.

Mr. Junker also inquired as to the purpose and value of the Public Participation Panel in the TIP program process if comments such as those stated tonight are not considered in the development of the draft Transportation Improvement Program. Upon closing, Mr. Junker commented that he witnessed a near accident on Mt. Pleasant Road on his way to the meeting tonight.

Mr. Alex Graziani, Smart Growth Westmoreland

Mr. Alex Graziani spoke on the need for continued cooperative efforts on the Route 30 corridor in the Jeannette area, noting that for the past decade local municipalities have been told that land use contributes to traffic and safety concerns on local roadways, and that land use controls are a critical element in the mitigation of traffic and safety issues on corridors such as Route 30. The local municipalities have heard the message, and have been working for the past three years on a multi-jurisdictional program to identify and implement land use controls in the Route 30 corridor. Secretary Biehler has identified the Route 30 corridor initiative a "model project" and recommends that other communities emulate the program. Yet the efforts of this "model project" are rewarded by having a key project removed from the draft Transportation Improvement Program. This is not acceptable.

Mr. Henry Fitz, Engineer, Westmoreland County

Mr. Henry Fitz, Westmoreland County Engineer spoke in support of three projects. He stated that more than \$500,000 has already been spent on the design of the Route 130 at Harrison-Export Road project, and the engineering work is complete. This project should be retained on the TIP.

Mr. Fitz also raised the issue of the implications of the draft 2009-2012 TIP on Pennsylvania Act 26, which provides reimbursement funds (at 100% of project costs) to counties for the replacement of county owned bridges. Westmoreland County is one of 36 counties in Pennsylvania eligible for Act 26 funds. However, the bridge projects have to be on the TIP in order for the project to be eligible for the program. The Route 130 at Harrison-Export Road project includes a bridge replacement project that is eligible for Act 26 funds. The removal of this project from the TIP also erases the project from Act 26 eligibility.

The other project of concern to Mr. Fitz is the box culvert bridge located at the Latrobe/Unity Township border. In the development of the 2005 TIP, this project was the third most important project to Unity Township, even though the bridge is a county owned structure. The question of Act 26 eligibility comes into play on this project as well.

An additional concern of Mr. Fitz's is Beatty Road, which runs adjacent to the Quik Crete complex. Because of a bridge with a 10 ton weight limit, all material into and out of Quik Crete must come in from Route 30. Students, faculty and supplies destined for St. Vincent's College are also adversely impacted by the weight limit on this bridge, which forces traffic to Route 30 unnecessarily. The total cost of replacing this bridge is estimated at \$1.2 million.

Mr. Piper informed Mr. Fitz that the County is currently getting appraisals on the Harrison-Export Road Bridge, and that the project could probably be ready to go in Fall of 2009, at a cost of approximately \$2.1 million. The bridge is just under 20 ft. in length, and the overall structure is not in bad shape, but the bridge does have an antiquated and functionally obsolete design that limits its use. The bridge is more than 90 years old.

Mr. Hal Turkowski, resident of Penn Township

Hal Turkowski, resident of Penn Township stated that he concurred with Mr. Larese and Mr. Light regarding the need for improvements to Route 130. He is a member of the Citizens in Motion group, which has been working as part of a public/private partnership with the Pennsylvania Turnpike Commission and PennDOT to create a slip ramp on to the Pennsylvania Turnpike in the vicinity of Route 130. They are currently looking at a variety of funding options, including TIF and LERTA funding. The County Comprehensive Plan supports the slip ramp project. Finally, Mr. Turkowski reminded the group that road construction generates jobs, brings in residents, boosts the community's tax base, and serves as a business attraction and retention tool.

Other projects that Mr. Turkowski would like to see added to the draft 2009-2012 TIP are MPMS 72703, Sandy Hill Road, and MPMS 32117, Nike Site Road. He suggested that developer donations could be used to offset project costs in these locations.

Mr. Joe Dalsass, Washington Township Supervisor

Mr. Joe Dalsass, Supervisor, Washington Township, spoke regarding the Route 66 at Beaver Run Road project. This project was added to the TIP in 1990. As a Township Supervisor, Mr. Dalsass hears complaints about traffic issues and safety concerns along Route 66 every day. In addition to general complaints about traffic and congestion, Mr. Dalsass hears specific concerns about truck traffic carrying concrete, tri-axles carrying coal and general supplies, and is anticipating similar concerns regarding trucks carrying limestone, as a new limestone quarry permit has been issued in a location that ensures that trucks into and out of the facility will use Route 66, adding 200 to 250 additional trucks per day to an already overburdened roadway. He stated that local residents who are familiar with the intersection know to slow down in the vicinity, thereby depressing the number of reportable accidents at this location. However, he is concerned that drivers frustrated with traffic congestion in this area will speed up once they clear the bottleneck, and that will result in additional traffic incidents “downstream” from this location.

Mr. Piper noted that this stretch of Route 66 carries approximately 15,000 vehicles per day (AADT), and experienced 29 reportable accidents between 2003 and 2008. Much of the roadway design work is complete, and the right of way is already under PennDOT control. Unfortunately, many area residents are scared of this intersection and go out of their way to avoid it.

Mr. Tom Ceraso, Westmoreland County Commissioner

Commissioner Tom Ceraso, Westmoreland County Commissioner stated that he resides in New Kensington, and is on the SPC Commission. Traditionally, he said, the TIP development process has been a cooperative one, with SPC, the Counties and PennDOT all working together, with give and take from all parties. This year, from the perspective of the county, it has been PennDOT doing all the taking, and none of the giving. Commissioner Ceraso made it clear that he was not debating the question of whether there was a bridge issue. Bridge safety is an important concern. However, the bridge program outlined in the draft TIP is designed to meet a bridge improvement target, and nothing more. He understands that PennDOT needs to be responsive to the Governor, but said that SPC and the County Commissioners need to be responsive to the residents of the region. As such, we need to be able to negotiate when it comes to the target specified by the Governor for the completion of 1,000 bridge replacement projects. We need to work together to get the five projects identified by Mr. Larese back on the 2009-2012 TIP. These are key safety projects, and there has to be room in the program to shift things around to make room for them on the program.

Commissioner Ceraso closed his comments by saying that he did not care where the money came from, but that the five projects identified by Mr. Larese were County priorities, and that if they were not included in the draft 2009-2012 that appears before the SPC Commissioners on June

30, 2008, he and the other Westmoreland County Commissioners will vote against approval of the draft TIP. He also stated that if these projects are put back on the TIP, he will continue to support efforts to secure new and additional funds in the region for bridge replacement/repair projects.

Commissioner Ceraso agreed with others in the room who had noted that this was a public review meeting, not a public input meeting, and that meetings of the Public Participation Panels should and must occur earlier in the planning process to ensure full and meaningful public input into the transportation improvement program.

Mr. Jake Blank, Unity Township Supervisor

Mr. Jake Blank, Unity Township Supervisor was the final speaker of the evening. He stated that he shared concerns stated earlier regarding safety on Route 30. However, he was also in support of a project that was one of the 8 projects that had been deleted from the draft 2009-2012 TIP that were not among the county's five priority projects. This project is the improvement of SR 981 from Route 30 to the Arnold Palmer Regional Airport, which was to have been widened to four lanes. The recent announcement that a hotel and conference facility has been proposed for the intersection of Route 30 and 981 last month increases the need for these improvements. So, although Mr. Blank will defer his request to add this project to the draft 2009-2012 TIP in support of the five priority projects identified by Mr. Larese, the Township of Unity will submit this project for future consideration in the development of the 2011-2014 TIP in two years.

In summarizing the meeting, Mr. Terry Daugenbaugh, Chairman of the Westmoreland County Public Participation Panel stated that we had heard testimony tonight on five priority projects in Westmoreland County which do not currently appear on the draft 2009-2012 Transportation Improvement Program. The Westmoreland County PPP rejects the draft TIP as it is presented, stating that the Governor has set targets (for bridge improvements) but that the county rejects targets in favor of safety.

SOUTHWESTERN PENNSYLVANIA COMMISSION
 TIP PUBLIC COMMENT MEETING
 WESTMORELAND COUNTY
 JUNE 17, 2008

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