

Comments Received After the close of TIP Public Comment

Comments received after 4:00 pm on Wednesday, June 25, 2008 will be accepted by SPC but will be marked as “received after the close of public comment”. These “Late Comments” will be provided to the Commission and will be included in the Public Participation Report, but will not be reviewed and responded to as part of the official record.

Date: June 25, 2008

Subject: Comments for the TIP

To: The Honorable SPC Commission

**From: David McGuirk, Chairman
Citizens for Alternatives to New Toll Roads**

Dear SPC Commission:

The Region needs to bring "Democracy to Transportation." This needs to start with improving the Public's ability to play a role in the Region's Transportation Policy decisions and the guarantee our transportation tax dollars are going to fix the Region's infrastructure.

Please read on:

The SPC Transportation Technical Committee meets to review key points including financial on all of SPC'S transportation documents like TIPS and Long Range Plans. Based on these meetings, this TTC forwards their endorsement or position of opposition to the whole SPC Board before they vote to accept or reject the specific transportation document.

This past Thursday, June 19, the TTC met and voted to send a TIP recommendation of endorsement to the SPC Commission. This action was taken even though the TIP Public Comment Period didn't end until Wednesday, June 25. The TTC should not have take action until they reviewed all the public's comments since the public is entitled to participate and play a role in transportation planing early in the process, according to the Metropolitan Planning Regulations for Public Involvement.

In the future, SPC'S Public Comment Period must end first and then be reviewed by the TTC or any other SPC Committees before a recommendation is sent to the SPC Commission versus what has taken place during this TIP Public Comment Period and past Comment Periods.

It's the Public's right to be given the chance to comment knowing each comment will be reviewed by the TTC or any SPC Committee before action is recommended to the SPC Commission.

SPC will be re-evaluating their Public Involvement Process in the near future. I would like to volunteer my time by working with SPC personnel to guarantee this change is made by SPC in the Public Comment Period Process.

2. This TIP approves/endorsees the Southern Beltway's I-79 to Route 22/30 Project and the funding source which is the following:

The PTC will float a \$578 million dollar bond (\$50 million/year for 30 years totaling \$1.5 billion) out of Act 44 proceeds which is the same pot of revenue that is suppose to help fund the region's transit and infrastructure needs. Approving this project opens Pandora's Box for transportation funding.

This action will set a precedent to shift Act 44 revenues to the \$8.6 billion Mon/Fayette, a new Turnpike from Route 22 in Delmont to Route 28 near Kittaning and a new Turnpike from Route 28 to I-80 which these projects are authorized in Act 61-1985.

What if the tolling of I-80 is not approved by FHWA which takes Act 44 borrowing down from an estimated \$950 million annually to \$450 million annually. This \$578 million dollar bond will still require \$50 million annually for 30 years or over 11% of Act 44's proceeds annually for the next 30 years.

Is SPC still stating that this action on the TIP will not come out of the Region's funding pot? SPC approved this this project's funding plan in January 2008 based on the assumption that the PTC would receive FHWA approval to toll I-80. Today the PTC still has not returned the completed Federal Application for tolling I-80 to FHWA and the opposition grows greater during this election year.

The Southern Beltway Project must be removed from this TIP before it is passed or create a TIP amendment to remove this project from this TIP in the next six months. The Region demands sound public policy with financial reality. If not SPC opens a huge Pandora Box.

Thank you for your time.

Sincerely,

David McGuirk
Chairman
Citizens for Alternatives to New Toll Roads
115 Providence Drive
Jefferson Hills, Pa. 15025
412-384-0378

Central Northside Neighborhood Council (CNNC)

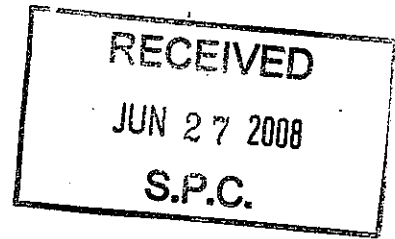
The members of the Central Northside Neighborhood Council (CNNC) voiced concerns over a number of issues they perceive as relevant to their community. Those issues included sidewalk repair and replacement, bike-ped trail rehab and continued maintenance, and street light and signal maintenance for the Northside neighborhoods.

In addition, the North Shore Connector was mentioned as a project that has moved forward with little input from Northside residents. The location of the new station and the development access points, entrances, and amenities that serve only downtown Pittsburgh, were mentioned as items of concern. Residents also stressed their hopes for the light rail system to serve their neighborhood, and that specific attention must be given to building the light rail system to the north over the next twenty years.

In conclusion, the Northside residents stressed three prime issues of concern with the current TIP. First, a request to remove the Mon-Fayette Expressway from the TIP & 2035 plan to concentrate funds elsewhere. Secondly, as previously mentioned, that inclusive planning and consideration goes into further development of the North Shore Connector. And finally, the CNNC supports continued rehabilitation and maintenance of the 6th, 7th, and 9th Street bridges with a continued focus upon pedestrian and bicycle access for its citizens.

June 24, 2008

Southwestern Pennsylvania Commission
Jim Hassinger
425 Sixth Ave, Suite 2500
Pittsburgh, PA 15219



RE: Washington/Fayette Ferry

Dear Mr. Hassinger:

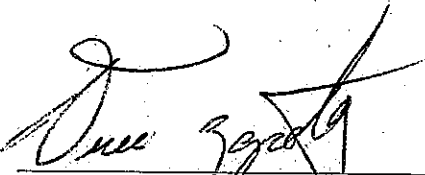
The County Commissioners of Washington and Fayette Counties are requesting that the Southwestern Pennsylvania Commission, please place on the agenda for June 30th of 2008 the Washington/Fayette Ferry, and appropriate 1 million dollars to the refurbishing of the unit or the purchasing of a new one.

The Ferry services approximately 4000 vehicles a month, most of which are for SCI Fayette in Labelle PA. This saves the employees who are coming from Washington, Greene, and or the Pittsburg area approximately 16 miles of traveling.

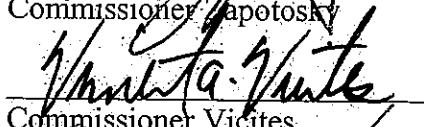
The Employees of SCI Fayette depend on the service of the Ferry Boat, and with the age of the Ferry Boat we do have frequent mechanical problems. Receiving this money would help Washington and Fayette update the equipment to better serve the constituents of all counties that utilize the Ferry.

If you have any questions or concerns please contact any of the County Commissioners of Fayette or Washington, and we as well as the constituents, would appreciate the vote to receive the funding that can be allocated for the Ferry Boat.

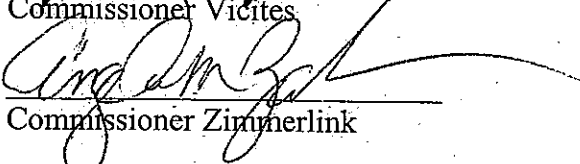
Sincerely,



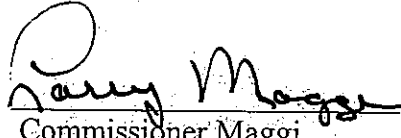
Commissioner Zapotosky



Commissioner Vicites



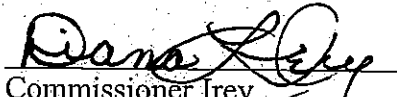
Commissioner Zimmerlink



Commissioner Maggi



Commissioner Burns

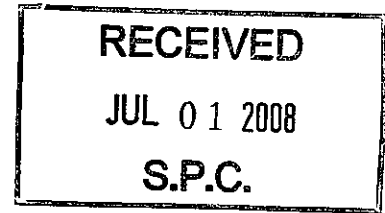


Commissioner Irely

I-08-6/27-01

Comments to the Southwestern Pennsylvania Commission
on behalf of Citizens for Pennsylvania's Future

Andrea Boykowycz
Outreach Coordinator
Citizens for Pennsylvania's Future (PennFuture)
425 Sixth Avenue, Suite 2770
Pittsburgh, PA 15219



June 17, 2008

Re: DRAFT 2009-2012 Transportation Improvement Plan for Southwestern Pennsylvania and Air Quality Conformity Determination or the 2009-2012 TIP and 2035 Plan

Thank you for the opportunity to comment on the Draft 2009-2012 TIP and AQCD.

1. **Fix-it-first approach.** The Draft 2009-2012 Transportation Improvement Plan appears to focus heavily on repairing and improving existing roads and bridges in southwestern Pennsylvania, and includes very few new-capacity or new-use projects. PennFuture supports this fix-it-first approach to allocating precious federal and state transportation dollars, and applauds the Southwestern Pennsylvania Commission's commitment to projects that exemplify the principles identified in Project Region.
2. **The Southern Beltway has no place on the TIP.** Given the SPC's commitment to prioritizing a fix-it-first approach to funding transportation planning and construction in the region – an approach that encompasses care not only for our existing roads and bridges, but our existing communities as well – we are disappointed by the persistence of projects like the Pennsylvania Turnpike Commission Southern Beltway, US 22 to I-79. This project was added by amendment to the 2035 Plan in January, but without any consideration by the Commissioners regarding its independent merits.

Supporters of the Southern Beltway contend that evaluating the project is not really the SPC's responsibility, as the project is not funded with federal money and has "no impact" on the SPC's transportation plan. While it is true that the Turnpike Commission has been singularly unsuccessful in convincing the federal government that the Southern Beltway is worth supporting with federal monies, it is not true that the Southern Beltway would not have an impact on the current or future TIPs. Access to the Southern Beltway and new development in the Southern Beltway corridor – primarily greenfield development – would require: (i) new road infrastructure to be built by local municipalities, Allegheny and Washington Counties, and the state; (ii) increased traffic on existing municipal, county- and state-owned roads and bridges would increase maintenance costs in the long run; and (iii) the distribution of employment centers to rural and ex-urban

locations increases the burdens on public transit agencies to provide adequate services for commuters and customers.

At its meeting in January 2008, SPC technical staff told the Commissioners that it was impossible to consider the Southern Beltway project separately, because of the time that would be required to run a new air quality conformity assessment. It is unfortunate that an accident of timing and disputed administrative procedure could stick the 10-county region with a billion-dollar boondoggle that it can't afford, and that this regrettable move should be perpetuated with the Draft 2009-2012 TIP.

The Southwestern Pennsylvania Commission should remove the Southern Beltway US 22-to-I 79 project from the 2009-2012 TIP until it has been considered independently on its merits by the Commissioners.

3. **The SPC travel estimation process does not appear to consider the impact of rising fuel prices on consumer and commuter choices.** The Draft Air Quality Conformity Determination indicates that SPC's travel demand model is sensitive to road and bridge tolls, transit fares and the presence of HOV lanes – but says nothing about sensitivity to \$4.00-per-gallon (or more) gasoline. VMT data used for the AQCD is from 2005 – but the average retail price of gasoline has increased more than 50% over the intervening years, and indeed the average price last week was more than double what it had been at the beginning of 2005. These dramatic shifts have begun to have a measurable impact on commuter choices nation-wide, and prudent forecasters believe the cost of fuel could easily rise an additional 75% within the next four years. It is difficult to understand how a travel demand model that does not include forecasts sensitive to fuel prices can provide the Commissioners with an accurate picture of what investments will best serve our region's transportation needs over the next four years.
4. **The schedule for public comment on the Draft TIP does not allow for meaningful input.** Because the public is invited to comment on the Draft TIP only after the document has been vetted by PennDOT, and only a month before the Plan must be submitted to FHWA for final approval, there is no time to make any changes in response to feedback provided during the public comment period. This demonstrates that the public comment period is a sham. It is difficult to interest members of the public in participating in a process that is known to be a waste of time; and this has the effect of frustrating SPC staff as well as the communities that are affected by the decisions of the Commissioners.