

GREENE COUNTY PUBLIC PARTICIPATION PANEL JULY 17, 2006

Public Meeting to Collect Testimony on the 2007 – 2010 Draft Transportation Improvement Program, Air Quality Conformity Determination for the TIP, and the Long-Range Regional Plan Amendment Request

Meeting Held:

Waynesburg College, 3rd Floor Stover Hall, Waynesburg
6:30 p.m., July 17, 2006

In Attendance:

Panel members:

Paul Boord, PPP Co-Chair
John Kendralla, PPP Co-Chair

Panel resource persons:

Robbie Matesic, Greene County Economic Development and Planning Commission
Bill Beaumariage, PENNDOT District 12-0
Stacey Rabatin, PENNDOT District 12-0

Other attendees:

Heather Reynolds
Martin Reynolds
Sharon Thomas, Senator Stout's Office
Joyce Popovich, Senator Stout's Office
Bill Malinosky, Yum Yum
Jerome Murphy
Tim Mankey
Keely Loughman
Greg Hopkins

SPC Staff: Ken Flack
Karen Franks

Meeting notes:

1. Welcome and Introductions

Co-Chair John Kendralla opened the meeting, welcoming all attendees. He introduced SPC staff member Ken Flack and the meeting was turned over to him so he could provide an overview of the TIP

and Air Quality Conformity process as well as the Long Range Plan amendment request for the North Shore LRT project.

2. Statement of Purpose of the Meeting

Ken Flack started off by reinforcing that the purpose of the meeting was to discuss the draft update of the Southwestern Pennsylvania Commission's TIP, Air Quality Conformity document and LRP amendment. 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, and LRP Amendment Request

Mr. Flack then provided an overview of the process now underway to update the 2007-2010 Transportation Improvement Program. The TIP represents the highest priority transportation projects (both highway and transit) in the ten county southwestern region of Pennsylvania for federal fiscal years 2007, 2008, 2009 and 2010. In the summer of 2005, the Public Participation Panel held a public meeting to receive testimony regarding candidate projects for consideration on the 2007-2010 TIP. The draft TIP has been under development since then and is now up for review. A 30-day comment period is being conducted June 27 through July 27, 2006 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.

Other draft documents also offered for comment include the Air Quality Conformity Assessment of the draft 2007-2010 TIP and an amendment request to the 2030 Long Range Plan.

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 2030 Plan is sponsored by Port Authority and revises the financial plan for the North Shore Connector LRT to a revised total project cost of \$435 million.

All of these proposed actions will be presented at the July 31, 2006 Commission meeting for consideration of approval. The 2007-2010 TIP Update, if approved, will replace the current TIP (2005-2008) program and become effective October 1, 2006.

4. Question & Answer Session

Ken Flack answered questions concerning the time frame for the Long Range Plan/Project Region update and explained that the update process has changed from every 3 years to every 4 years with SPC completing the process by June 2007 next summer.

Ken Flack noted that these PPP meetings held at the end of the TIP process are primarily to discuss the draft update of the Southwestern Pennsylvania Commission's TIP, Air Quality Conformity document and LRP amendment and not to add new projects to the TIP. However, if there are significant projects that have been overlooked, they should be mentioned at this time.

5. Public Comment

Robbie Matesic , Director of Greene County Dept. of Planning and Development

Morrisville Corridor

TRANSPORTATION STUDY. RECONSTRUCTION, WIDENING, LANE ADDITIONS

Congestion management at Morrisville intersection in Franklin Township, and corridor improvements along SR 21 in general.

Continues to support the full funding and right-sizing of this project.

County Bridge Replacement Program

Supports the completion of the current county bridge projects with the desire to see at least a minimum of 5 county bridge projects completed annually.

Curve on SR 18 in Morris Twp.

SR 18 curve located approximately 4 miles from Bucktown and halfway to Nineveh.

Greene County supports placing this project on the TIP due to safety concerns.

Greene Trail Phase 3

Phase 3 of the Greene River Trail, which follows the Mon River from Washington County line through Cumberland Township.

Phase 2 is on the TIP but phase 3 is not.

SR 218 Structure

Construction of an at-grade crossing at the railroad tracks which cross Route 218 South.

Local citizens are frustrated that this project has been on the TIP for many years but is not complete. Concerns are safety and community well-being. Fire and emergency vehicles cannot make timely responses when trains are in the area. Average is 17 trains per day.

Pt Marion Bridge

Bridge Replacement

Supports the right-sizing and speedy completion of this project.

Masontown Bridge

Bridge Replacement

This project is a major priority for Greene County and needs to be funded.

Route 21 Re-alignment

Re-alignment Improvements

Greene County supports this project and would like for an earmark from Senator Murtha to be placed on the TIP.

Ruff Creek Park-N-Ride

Project is currently held up in the right-of-way acquisition stage.

Greene County supports the completion of this project.

Mt Morris Interchange Upgrades

Due to various safety issues, Greene County supports the necessary upgrades to this interchange.

Waynesburg Streetscape Phase II

Phase I of this project has been funded and they are looking to fund Phase II.

Jackson Run Crossing

Construction of an at-grade crossing at the railroad tracks which cross Jackson Run.

Greene County supports the funding of this project due to safety concerns.

Heather & Martin Reynolds

Curve on SR 18 in Morris Twp.

SR 18 curve, located approximately 4 miles from Bucktown and halfway to Nineveh.

We are asking that this project be placed on the TIP due to safety concerns. We live on the corner near the curve and there is not enough space for two large vehicles to fit around when approaching each other. The site has been the scene of many accidents.

Tim Mankey

Curve on SR 18 in Morris Twp.

SR 18 curve, located approximately 4 miles from Bucktown and halfway to Nineveh.

Requested that this project be placed on the TIP due to safety concerns. The site has been the scene of many accidents due to a 5 foot wall and zero horizontal sight distance at a 90 degree hairpin turn. There are no guiderails because of a local road intersecting the curve. For approximately \$200,000 PennDOT could purchase the property right of way and protect the area.

Jerome Murphy

Aleppo Road Guiderails and Line Painting

Basic maintenance - guiderails and line painting. 12 miles of Aleppo Road between SR21 and SR18, with half of this distance completed with guiderails.

Thanked PennDOT for listening to his comment in 2004 and placing guiderails over half of the distance but asked that they complete the job and cover the entire distance of the road. In addition, requested that they reconsider repainting the lines on the road to help in foggy conditions despite their conclusion that the road was not wide enough to have lines.

Greg Hopkins

Nineveh Bridge

Bridge replacement

Supports the project on the TIP but is concerned that the detour posted will adversely affect the businesses and residents of Nineveh. Also concerned that the widened bridge would create a speed control issue for the town.

There were no more individuals in attendance who wished to submit public comment at this time and the meeting was closed at approximately 7:33 PM.