

Summary of Public Comments and the Response to Comments

**PART
1**

**Summary of Public Comments
and the
Response to Comments**

for the

DRAFT

2005-2008 Transportation Improvement Program for
Southwestern Pennsylvania

2005-2008 Transportation Improvement Program (TIP)
Summary of Public Testimony and the Response to Comments

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Alle-Kiski Bridge and Connector	New Allegheny River bridge and connector road to Rt. 28	Verbal	No	<p><i>Ron Klink, Alle-Kiski Coalition, former Congressman</i></p> <p>As Congressman, Mr. Klink obtained federal earmark money to initiate work on this project. Frustrated that PENNDOT is now able to stop the project by putting it on the "no work" list.</p> <p><i>Response:</i> While this project is eligible to appear on the TIP carrying funding from previous congressional earmarks, there is a stop-work order by PENNDOT. Construction funding for the project is not included on the Commonwealth's Twelve Year Program (Draft, 2005-2016), nor on the SPC 2030 Long Range Plan (2004-2030), although the project is included in the Future Resources Element of the Long Range Plan, indicating SPC's intention to seek additional funds. For project activities to be programmed on the TIP, however, a 20% match to any federal funds must also be identified. PENNDOT has not agreed to provide a state match for the federal funds, believing that absent the construction funds, proceeding with engineering work is not a wise use of limited resources.</p>
I-376 Parkway East	Highway Priority	Verbal	No	<p><i>Arlene Barker, Homer City Borough Council</i></p> <p>Feels that I-376 (Parkway East) is a critical need for the region.</p> <p><i>Response:</i> No capital improvements are scheduled during the 2005-2008 TIP period.</p>

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
North Shore Connector	LRT extensions to North Shore and Convention Center	Verbal	No	<p data-bbox="1478 277 1892 337"><i>Richard Feder, Port Authority of Allegheny County</i></p> <p data-bbox="1478 350 1976 716">The North Shore Connector Light Rail Project has long been a part of the region's long-range planning for transit. The project will extend light rail service to the North Shore and to the Convention Center. It will allow for future extensions as recommended in the recently completed Airport Multimodal Corridor Study and Eastern Corridor Transit Study.</p> <p data-bbox="1478 756 1976 1455">The North Shore Connector received a "recommended" rating from the Federal Transit Administration as one of only five transit New Starts Projects nationwide that were recommended for a Full Funding Grant Agreement in the Administration's 2005 Federal Budget. Under a Full Funding Grant Agreement, 60% of the total project cost would be provided from the Federal Transit New Starts Program. Port Authority has commitments from state and local sources for an additional 20% of the project cost. Additional resources are needed to fully fund the project. The Commonwealth of Pennsylvania and SPC are requested to include in the 2005-2008 TIP \$45 million of Federal "flex" funding for the North Shore Connector project.</p>

Response: All of the funds available during the TIP period are fully programmed on the 2005-2008 TIP. Highway funds cannot be "flexed" to

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
<p>this \$378 million project without jeopardizing the scheduled delivery of previously-committed projects. We understand that Port Authority is discussing funding options with PENNDOT and other project sponsors, and that a financial plan for the project that will be acceptable to FTA is expected by the end of June.</p>				
SR 837 Widening	Widen Route 837 to four lanes.	Verbal	Yes	<p><i>George Tkach, Steel Valley COG, Executive Director</i></p> <p>Waterfront development is in jeopardy due to congestion on 837. Pending closures during bridge rehabs will increase problems of access. Complete the widening ASAP.</p>
<i>Response:</i>	<p>Partially budgeted on the draft 2005-2008 TIP. This project is in the early phases of project development and the amount of TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances to construction. Funds for engineering and right of way are included on the draft 2005-2008 TIP.</p>			
SR 837 Widening	Widen to four lanes.	Verbal	Yes	<p><i>Ray Bodnar, Steel Valley COG, President</i></p> <p>Growth in Boroughs of Homestead, Munhall and West Homestead is resulting in significant traffic increases. Widening is essential, including the East Flyover Bridge. Please fast-track the project.</p>
<i>Response:</i>	<p>Partially budgeted on the draft 2005-2008 TIP. This project is in the early phases of project development and the amount of TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances to construction. Funds for engineering and right of way are included on the draft 2005-2008 TIP.</p>			

Beaver County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
19th Street Extension	Extend 19th St. from Duss Ave. to Route 65 at Merchant St. Relocate SR 989 from 8th St. to 19th St.	Verbal	No	<i>Pam Caskey, Ambridge Borough</i> This relocation of traffic would accommodate proposed development, including a brownfield site. It would remove truck traffic which now passes 2 schools. The borough owns ROW and has funding from a variety of sources. <i>Response:</i> Ambridge, PENNDOT, and SPC staff need to schedule a meeting to consider whether this project can be included in the TIP. SPC will initiate this contact.
Fallston-New Brighton Bridge	Bridge Re-Construction	Verbal	Yes	<i>Larry Morley, New Brighton Borough, Manager</i> Fully Supports the Project. <i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2006, 2007, and 2008.
SR 18 relocation	2 LANE RELOCATION	Verbal	Yes	<i>Sam Siple, Geneva College, VP for Institutional Advancement</i> Concern with apparent increase in project cost. Funding on draft TIP is \$2.3 million. Now we hear it has increased to \$3.8 million. Why the increase? What's the anticipated time for completion? College is concerned about the delay. <i>Response:</i> Partially budgeted on the draft 2005-2008 TIP This project is in the early phases of project development and the amount of previous TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances to construction.for construction in 2008. Additional funding to complete this project will be requested in the 2007-2010 TIP.
Glade Mill Intersection	Signal improvements at Rt. 228 and Rt. 8 intersection.	Verbal	Yes	<i>Judith Snyder, Representating Commissioner Jim Kennedy</i> Happy to see on the TIP. <i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2006.

Butler County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
I-79/SR 3025 - MISSING RAMPS	Complete Interchange (NEAR SENECA HIGH SCHOOL)	Verbal	Yes	<p><i>Ken Brennan, Seneca Valley School District</i></p> <p>A four lane bridge is required in each direction, with turn lanes, so as to prevent queueing by school buses. Seventy five school buses will use this bridge, and they are likely to back up through three intersections which are likely to be signalized as part of the missing ramps project.</p> <p><i>Response:</i> Partially budgeted on the draft 2005-2008 TIP This project is in the early phases of project development and the amount of previous TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances.for construction in 2008. Additional funding to complete this project will be requested in the 2007-2010 TIP.</p>
I-79/SR 3025 - MISSING RAMPS	COMPLETE INTERCHANGE (NEAR SENECA HIGH SCHOOL)	Verbal	Yes	<p><i>Marnie Repasky</i></p> <p>Need to find the funds to finish the project</p> <p><i>Response:</i> Partially budgeted on the draft 2005-2008 TIP This project is in the early phases of project development and the amount of previous TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances.for construction in 2008. Additional funding to complete this project will be requested in the 2007-2010 TIP.</p>
Monroe Street Bridge	Bridge Repair	Verbal	No	<p><i>Dave Johnston, Butler County Planning Commission</i></p> <p>The potential addition of the Monroe Street Bridge to the regional Transportation Improvement Program needs to be evaluated.</p> <p><i>Response:</i> The condition of the bridge continues to deteriorate rapidly and depending on the outcome of stopgap repairs, TIP programming may have to be readdressed even before the next TIP update, due in June 2006.</p>

Butler County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
	Monroe Street Bridge Bridge Repair	Verbal	No	<p><i>Ray Stieffler, Senator Mary Jo White's Office</i></p> <p>Condition of the Monroe Street Bridge (and other aging bridges in the City of Butler) need to be evaluated and plans for their repair or replacement identified. He called this a "critical issue" for the City and County.</p> <p><i>Response:</i> The condition of the bridge continues to deteriorate rapidly and depending on the outcome of stopgap repairs, TIP programming may have to be readdressed even before the next TIP update, due in June 2006.</p>
	Moraine State Park - Construct (2) Eastbound Missing Ramps North Shore Access	Verbal	Yes	<p><i>Royce Lorentz, Slippery Rock Borough</i></p> <p>Supports the project.</p> <p><i>Response:</i> Partially budgeted on the draft 2005-2008 TIP This project is in the early phases of project development and the amount of previous TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances to construction.. Funds for engineering are included on the TIP.</p>
PA68/SR3027 HartmanRd Int	Intersection Improvements	Verbal	Yes	<p><i>Ken Brennan, Seneca Valley School District</i></p> <p>Mr. Brennan also spoke in support of the proposed traffic improvements at SR 68 and Hartman Road, which is likely to have a positive impact on traffic flow into and out of Seneca Valley High School, and benefit local businesses, including the nearby landfill.</p> <p><i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2008.</p>

Butler County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Slippery Rock Downtown Revitalization Prog (PH 2)	Identified four intersections that require attention. These intersection improvements are not on the current TIP.	Verbal	No	<i>Lee Ligo, Slippery Rock Borough</i> Slippery Rock intends to seek funding assistance for intersection improvements through the Hometown Streets / Safe Routes to School Program and other potential funding programs, but requests that the intersections be considered for funding under the regional Transportation Improvement Program as well.
<i>Response:</i>	The comment will be forwarded to the state and may be eligible to apply for funds from a new Commonwealth initiative, the Home Town Streets/Safe Routes to School Program. There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.			

Fayette County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
US-40 Torchlight Intersect	Intersection Safety Improvement	Verbal	Yes	<p><i>Joe Petrucci, Menallen Township Supervisor, Supervisor</i></p> <p>Spoke in support of the SR 40 Torchlight Intersection safety improvement project that appears on the draft TIP. Multiple collisions and accidents that have occurred at this intersection due to very limited overall sight distance (less than 140 feet) and speeding on SR 40. Suggested that the intersection be completely eliminated by moving the entrances to TR 4000 and SR 553 approximately 350 feet in opposite directions from where they are now. Concluded that to add a turning lane and barriers would not sufficiently decrease this hazard and questioned if the current funding amount placed onto the construction phase of the project would be sufficient to complete the project.</p>

Response: Fully budgeted on the draft 2005-2008 TIP for construction in 2006.

Bypass of Carmichaels	New road from Carmichaels Golf Course and intersecting with SR21 at Baily's Crossroads.	Verbal	No	<p><i>Paul Lagodja, County Resident</i></p> <p>Request new bypass project. Explained that the consolidations of school districts to reduce education costs would create the traffic situation to coincide with the SR21 revitalization.</p>
-----------------------	---	--------	----	---

Response: There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.

Greene County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Local Bridge Program	Greene County Local Bridge Program	Verbal	No	<p><i>Pam Snyder, Greene County Commissioners, Commissioner</i></p> <p>Greene County has over 500 miles of roads and more than 500 bridges. Eighty five of these bridges are owned and maintained by the County. Seven of these are covered bridges. This draft TIP allows for much needed repairs or replacement of two more covered bridges.</p> <p><i>Response:</i> Although there were insufficient funds to add any new projects to the TIP, SPC and PENNDOT affirm the high priority of the County's local bridge program and will continue to support and seek additional funding to advance these projects.</p>
Masontown Bridge	Bridge Replacement	Verbal	Yes	<p><i>Pam Snyder, Greene County Commissioners, Commissioner</i></p> <p>Greene County continues to work cooperatively with neighboring Fayette County on improvements to the Route 21 corridor between Uniontown and Waynesburg, with particular emphasis on the Masontown Bridge over the Mon River.</p> <p><i>Response:</i> Partially budgeted on the draft 2005-2008 TIP This project is in the early phases of project development and the amount of TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances to construction.. Funds for engineering and right-of-way are included on the TIP.</p>
Route 21 Corridor Improvements	The Kiwi Road extension will be constructed from Route 21 to the new shopping complex, and improvements to Route 21 and the I-79 ramps will improve traffic flow into this new retail development.	Verbal	Yes	<p><i>Pam Snyder, Greene County Commissioners, Commissioner</i></p> <p>Supports the Kiwi Road Extension that will enhance the corridor and new economic development endeavors.</p> <p><i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2005.</p>

Greene County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Rt 19 Improvements and Point Marion Bridge	Roadway safety improvements and bridge re-construction.	Verbal	No	<i>Pam Snyder, Greene County Commissioners, Commissioner</i> The Point Marion Bridge and improvements to the Route 19 corridor are critical to the safety and quality of life of county residents, and will be accomplished.
<i>Response:</i> Your support for this TIP project is noted. It is being advanced as rapidly as possible given the overall funding constraints.				
SR 21 bypass for Morrisville and Waynesburg	Bypass road to address congestion and an overpass at South Morgan Street	Verbal	No	<i>Edwin Young, County Resident</i> Address congestion and bottleneck. Flooding is worse than ever. One alternate would be to enter on SR 21, cross over SR 188 over the railroad, and back in on Main Street, reducing the number of buildings that would have to be torn down. In addition, the need for a railroad overpass at South Morgan Street.
<i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.				
SR21 Improvements West of Mon River to WVA	Extend and widen SR21 through Greene County	Verbal	No	<i>Paul Lagodja, County Resident</i> Requests new project. Consolidating school districts to reduce education costs will create traffic problems.
<i>Response:</i> There are insufficient funds to add this project to the 2005-2008 TIP or the 2030 Long Range Plan. The proposal will be retained for consideration in the next TIP or LRP update.				

Indiana County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Bicycle and Pedestrian Accommodations	Needed bike route along William Penn Highway.	Verbal	No	<i>Linda Gwinn, Blairsville Improvement Group</i> There is a park-n-ride lot at Route 22 and Route 119, and a bike route is needed along William Penn Highway (Route 22) in this area. There is a need to capitalize on Indigo's bike racks on buses and provide linkages between park-n-rides, bus routes, and the trail system.
<i>Response:</i>	Cooperation among PENNDOT, the transit agency and trail groups is needed to advance the bicycle and pedestrian accommodations that have been suggested. This suggestion will be forwarded to PENNDOT District 10-0 and to the Indiana County Transit Authority.			
Blairsville Interchange	New interchange at US 22 and US 119.	Verbal	Yes	<i>Arlene Barker, Homer City Borough Council</i> Supports Project
<i>Response:</i>	Funded to completion on the TIP in 2003 or 2004 and should soon be completed.			
Blairsville Interchange	New interchange at US 22 and US 119	Verbal	Yes	<i>Bernie Smith, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i>	Funded to completion on the TIP in 2003 or 2004 and should soon be completed.			
Blairsville Pedestrian Safety Project	Pedestrian safety improvements including traffic calming.	Verbal	No	<i>Linda Gwinn, Blairsville Improvement Group</i> Project was not selected for funding in recent Enhancements cycle, but the community is still working to deliver it. They are interested in pursuing funding through the new Hometown Streets / SRTS program.
<i>Response:</i>	Applications for the Hometown Streets program are due August 1, 2004. Details are provided on the PENNDOT web site.			

Indiana County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Blairsville Secondary Trail Phase II	The proposed project is the construction of a six-mile bicycle and pedestrian trail. The trail will be built on a portion of the Norfolk Southern Railway's "Blairsville Secondary" rail corridor.	Verbal	No	<i>Linda Gwinn, Blairsville Improvement Group</i> Conemaugh Valley Conservancy's project.
<i>Response:</i>	Trail projects are eligible for funding through the Transportation Enhancement Program. Applications for the next funding cycle will next be received in summer 2005. There are insufficient funds to add this project to the 2005-2008 TIP.			
Bridge Maintenance	Bridge Maintenance	Verbal	No	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i> Bridge maintenance needs to remain a high priority.
<i>Response:</i>	SPC and PENNDOT affirm the high priority of Indiana County bridge program and will continue to support and seek funding to advance these projects.			
Covode 3R	Highway Restoration	Verbal	Yes	<i>Arlene Barker, Homer City Borough Council</i> Supports Project
<i>Response:</i>	Funded to completion on the TIP in 2003 or 2004 and should soon be completed.			
Jimmy Stewart Airport	Access Needs	Verbal	No	<i>Arlene Barker, Homer City Borough Council</i> Ms. Barker highlighted the difficulty in getting from Indiana to Pittsburgh International Airport due to traffic congestion on the highways and indicated that that may give added reason to make improvements at Jimmy Stewart Airport.
<i>Response:</i>	The preservation and enhancement of the region's airports are a priority with SPC, which continues to work with airport representatives, county officials and PENNDOT on such issues.			

Indiana County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Jimmy Stewart Airport	Access Needs	Verbal	No	<p><i>Dana Henry, Indiana County Chamber of Commerce, Executive Director</i></p> <p>Need to continue advocating for projects at Jimmy Stewart Airport.</p>
<p><i>Response:</i> The preservation and enhancement of the region's airports are a priority with SPC, which continues to work with airport representatives, county officials and PENNDOT on such issues.</p>				
Line Item from RoseSt Ext	Line Item created for the Rose Street Extension project because the project has been identified by Secretary as a stop work project.	Verbal	Yes	<p><i>Jane Kolb, Monticello Homeowners</i></p> <p>Feels that Rose Street Extension is still an important project, although understand current fiscal constraints and the need to reevaluate the project. Feels that the project should be broken into segments in order to deliver it and that improvements to the College Lodge Road / Philadelphia Street intersection are currently the most critical piece of the project.</p>
<p><i>Response:</i> Fiscal constraints require that PENNDOT reevaluate the scope of this project. Further meetings will be held and it is possible that the top priority segments will be advanced.</p>				

Indiana County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Line Item from RoseSt Ext	Line Item	Verbal	Yes	<p><i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i></p> <p>Commissioner Rudduck feels that Rose Street Extension is still an important project, although he understands current fiscal constraints and the need to reevaluate the project. He feels that the project should be broken into segments in order to deliver it and that improvements to the College Lodge Road / Philadelphia Street intersection are currently the most critical piece of the project.</p> <p><i>Response:</i> Your office will be notified as PENNDOT continues meetings on the scope of work for this project.</p>
Route 217	Bicycle and pedestrian accomodations	Verbal	No	<p><i>Linda Gwinn, Blairsville Improvement Group</i></p> <p>Future improvements to this roadway should incorporate bicycle and pedstrian features as this roadway segment is a key piece of the local and regional bike/ped network.</p> <p><i>Response:</i> Comments regarding design issues will be forwarded to the PENNDOT District Office for their review and future consideration.</p>
Route 422	Indiana to Ebensburg	Verbal	No	<p><i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i></p> <p>Commissioner Rudduck feels that this segment of roadway should be one of the next priorities</p> <p><i>Response:</i> This proposed improvement will be considered during the update of the 2030 Long Range Plan, which should begin within the next year.</p>

Indiana County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Shelocta East Phase 1 3R	Highway Restoration	Verbal	Yes	<i>Dana Henry, Indiana County Chamber of Commerce, Executive Director</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
Shelocta East Phase 1 3R	Highway Restoration	Verbal	Yes	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
SR 119 GROVE CHAPEL CLIMBING LANE	PRELIM ENGINEERING, ADD LANE.	Verbal	Yes	<i>Arlene Barker, Homer City Borough Council</i> Supports Project
<i>Response:</i> On a previous TIP but not on the draft 2005-2008 TIP because of insufficient funding. This will be a top priority when funding becomes available.				
SR 119 GROVE CHAPEL CLIMBING LANE	Preliminary engineering, add lane	Verbal	Yes	<i>Dana Henry, Indiana County Chamber of Commerce, Executive Director</i> Supports Project
<i>Response:</i> On a previous TIP but not on the draft 2005-2008 TIP because of insufficient funding. This will be a top priority when additional funding becomes available.				
SR 119 GROVE CHAPEL CLIMBING LANE	PRELIM ENGINEERING, ADD LANE.	Verbal	Yes	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i> On a previous TIP but not on the draft 2005-2008 TIP because of insufficient funding. This will be a top priority when funding becomes available.				
SR 119 SOUTH	WIDEN TO 64 FT RECONSTRUCTION	Verbal	Yes	<i>Arlene Barker, Homer City Borough Council</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				

Indiana County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
SR 119 SOUTH	WIDEN TO 64 FT RECONSTRUCTION	Verbal	Yes	<i>Dana Henry, Indiana County Chamber of Commerce, Executive Director</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
SR 119 SOUTH	WIDEN TO 64 FT RECONSTRUCTION	Verbal	Yes	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
SR 22 CLYDE	Widen to four lanes.	Verbal	Yes	<i>Arlene Barker, Homer City Borough Council</i> Supports Project
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2007 and 2008.				
SR 22 CLYDE	Widen to four lanes.	Verbal	Yes	<i>Bernie Smith, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2007 and 2008.				
SR 22 CLYDE	Widen to four lanes.	Verbal	Yes	<i>Dana Henry, Indiana County Chamber of Commerce, Executive Director</i> Supports Project
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2007 and 2008.				
SR 22 CLYDE	Widen to four lanes.	Verbal	Yes	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2007 and 2008.				

Indiana County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
SR 22 GAS CENTER	Widen to four lanes.	Verbal	Yes	<i>Arlene Barker, Homer City Borough Council</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
SR 22 GAS CENTER	Widen to four lanes.	Verbal	Yes	<i>Bernie Smith, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
SR 22 GAS CENTER	Widen to four lanes.	Verbal	Yes	<i>Dana Henry, Indiana County Chamber of Commerce, Executive Director</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
SR 22 GAS CENTER	Widen to four lanes.	Verbal	Yes	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
SR 22 PENN VIEW SUMMIT	ADD LANE, RESTORATION, INTERCHANGE IMPR	Verbal	Yes	<i>Arlene Barker, Homer City Borough Council</i> Supports Project
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2005, 2006 and 2007.				
SR 22 PENN VIEW SUMMIT	ADD LANE, RESTORATION, INTERCHANGE IMPROVEMENTS.	Verbal	Yes	<i>Bernie Smith, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2005, 2006 and 2007.				

Indiana County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
SR 22 PENN VIEW SUMMIT	ADD LANE, RESTORATION, INTERCHANGE IMPR	Verbal	Yes	<i>Dana Henry, Indiana County Chamber of Commerce, Executive Director</i> Supports Project
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2005, 2006 and 2007.				
SR 22 PENN VIEW SUMMIT	ADD LANE, RESTORATION, INTERCHANGE IMPR	Verbal	Yes	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2005, 2006 and 2007.				
SR 422 Improvements	Address Corridor Deficiencies	Verbal	Yes	<i>Dana Henry, Indiana County Chamber of Commerce, Executive Director</i> Supports Project
<i>Response:</i> Partially budgeted on the draft 2005-2008 TIP. This project is in the early phases of project development and the amount of TIP funding was insufficient to complete the project. Available funds will be used for climbing lanes, intersection improvements and other spot improvements identified in the recent SPC needs study. Continued regional support and cooperation will be important in seeking resources to expand on these improvements.				
SR 422 Improvements	Address Corridor Deficiencies	Verbal	Yes	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i> Support Project
<i>Response:</i> Partially budgeted on the draft 2005-2008 TIP. This project is in the early phases of project development and the amount of TIP funding was insufficient to complete the project. Available funds will be used for climbing lanes, intersection improvements and other spot improvements identified in the recent SPC needs study. Continued regional support and cooperation will be important in seeking resources to expand on these improvements.				
SR 422 SHELOCTA EAST PHASE 2 3-R	Resurfacing, restoration, and rehabilitation.	Verbal	Yes	<i>Dana Henry, Indiana County Chamber of Commerce, Executive Director</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				

Indiana County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
SR 422 SHELOCTA EAST PHASE 2 3-R	Resurfacing, restoration, and rehabilitation.	Verbal	Yes	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner Supports Project</i>
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
SR 422 SHELOCTA EAST SAFETY	MINOR HORIZONTAL/VERTICAL RE-ALIGNMENT. LEFT TURN STAND-BY LANES.	Verbal	Yes	<i>Dana Henry, Indiana County Chamber of Commerce, Executive Director Supports Project</i>
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
SR 422 SHELOCTA EAST SAFETY	MINOR HORIZONTAL/VERTICAL RE-ALIGNMENT. LEFT TURN STAND-BY LANES.	Verbal	Yes	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner Supports Project</i>
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
Transportation for the disadvantaged	Consider/address access needs of elderly, handicapped, & poor.	Verbal	No	<i>Richard Berry, National Alliance for the Mentally Ill</i> There is a need for improved transportation options for those who do not have access to cars including the elderly, handicapped, and the poor. The TIP does not adequately address accessibility for people without automobile access. There is a need to analyze the density of people who do not have a driver's license, including the locations of personal care homes, particularly those in rural areas.
<i>Response:</i> SPC, and the region's transit operators, agree that there is a need for improved transportation services for disadvantaged populations. Public transportation funding, however, is limited. The transit operators routinely monitor and adjust the services that they provide within available funding so that those services are delivered effectively and equitably.				

Indiana County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
US-119 Covode 3R	Highway Restoration, Resurfacing and Rehabilitation (Betterment)	Verbal	Yes	<i>Dana Henry, Indiana County Chamber of Commerce, Executive Director</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
US-119 Covode 3R	Highway Restoration	Verbal	Yes	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
US-119 Marchand 3R	Highway Restoration	Verbal	Yes	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
US-119 Marchand 3-R	Highway Restoration	Verbal	Yes	<i>Dana Henry, Indiana County Chamber of Commerce, Executive Director</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
US-119 Marchand 3-R Project	Highway Restoration, Resurfacing and Rehabilitation Project (Betterment)	Verbal	Yes	<i>Arlene Barker, Homer City Borough Council</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
US-22 Blairsville Interchange	New interchange at US 22 and US 119.	Verbal	Yes	<i>Dana Henry, Indiana County Chamber of Commerce, Executive Director</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				

Indiana County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
US-22 Blairsville Interchange		Verbal	Yes	<i>Rodney Rudduck, Indiana County Commissioners, Commissioner</i> Supports Project
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				
Frew Mill Rd I/Slippery Rock	Bridge Replacement	Verbal	Yes	<i>Steve Craig, Lawrence County, Commissioner</i> Residents are concerned that replacing the bridge with a "cookie cutter" bridge design will ruin the scenic nature of the road and this area. Feels that funding on the TIP is insufficient to cover likely cost of project.
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2006 and 2007.				
Frew Mill Rd II/Slippery Rock	Bridge replacement	Verbal	Yes	<i>Steve Craig, Lawrence County, Commissioner</i> Residents are concerned that replacing the bridge with a ""cookie cutter"" bridge design will ruin the scenic nature of the road and this area. Feels that funding on the TIP is insufficient to cover likely cost of project.
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2006 and 2007.				

Lawrence County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Roadway maintenance	Maintenance Investment Policy	Verbal	No	<p><i>Dan Vogler, Lawrence County, Commissioner</i></p> <p>Major concerns regarding roadway maintenance and the way maintenance funds are allocated. Feels that LACO does not receive fair share of maintenance funds. Feels that there is a need to continue to raise this issue with PENNDOT, perhaps by working through SPC.</p> <p><i>Response:</i> SPC's review and response to public comments is focused on the information presented in the Draft 2005-2008 TIP. When a comment touches on project design or maintenance issues, SPC will refer the comments to the appropriate project sponsor for their consideration, in this case, PENNDOT District 11.</p>
Roadway maintenance	Maintenance Policy	Verbal	No	<p><i>Everett Bleakney, Lawrence County Township Association</i></p> <p>Feels that maintenance is a key issue and that funds would be better spent repaving (even if it's fewer roads) rather than patching and/or tarring and chipping numerous roads over and over</p> <p><i>Response:</i> SPC's review and response to public comments is focused on the information presented in the Draft 2005-2008 TIP. When a comment touches on project design and maintenance issues, SPC will refer the comments to the appropriate project sponsor for their consideration, in this case, PENNDOT District 11.</p>
Roadway maintenance	Maintenance Policy	Verbal	No	<p><i>Gertrude Tizak</i></p> <p>Feels that workmanship and materials are two key deficiencies regarding roadway maintenance and that the roadways should be fixed right the first time rather than just patching them all the time.</p> <p><i>Response:</i> Control of the quality of maintenance is always an issue, but there are many cases where the need for repeated repairs is not due to the poor quality of repairs, but because of the age of the roadway or bridge. Patches are made by necessity until there is enough money to completely rebuild the facility.</p>

Lawrence County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Roadway safety and Amish	Maintenance Policy	Verbal	No	<i>Gertrude Tizak</i> Feels that there is a need to study roadway safety as it relates to the Amish community and car-buggy conflicts.
<i>Response:</i> SPC has started a planning task to look into this issue.				
Rt. 60 Millennium Park Access	Construction of access ramps from Route 60 to Millennium Industrial Park site.	Verbal	Yes	<i>Dan Vogler, Lawrence County, Commissioner</i> Stressed importance and need for this project.
<i>Response:</i> Partially budgeted on the draft 2005-2008 TIP This project is in the early phases of project development and the amount of previous TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances to construction.. Funds for engineering are included on the TIP.				
Rt. 60 Millennium Park Access	Construction of access ramps from Route 60 to Millennium Industrial Park site.	Verbal	Yes	<i>Ross Taylor, Frank B. Taylor Engineering, Inc., County Engineer</i> Feels that this project needs to be moved up because marketing of the technology park is going on now and not having the roadway improvements in place makes it much harder to spur economic development.
<i>Response:</i> Partially budgeted on the draft 2005-2008 TIP This project is in the early phases of project development and the amount of previous TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances to construction.. Funds for engineering are included on the TIP.				

Lawrence County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Spike Funding	Statewide Discretionary Funds	Verbal	No	<p><i>Ross Taylor, Frank B. Taylor Engineering, Inc., County Engineer</i></p> <p>Doesn't recall Lawrence County ever receiving Spike funding and would like to see the County pursue Spike and other pots of funding.</p> <p><i>Response:</i> Southwestern Pennsylvania has historically received very little funding from the State's Highway Discretionary Program (Spike Program) and discretionary (highway) Economic Development Program. SPC has made it a point to change this unfair selection practice and has experienced some success in this current TIP update cycle. Not all SPC counties were successful in receiving discretionary funds for projects, however. SPC will continue its efforts to secure additional discretionary funds, and has identified a new Millenium Park Interchange on Route 60 as a high priority candidate for any discretionary programs for which it may qualify.</p>
SR 1005/Mercer Road	Highway reconstruction : resurfacing, widening, minor re-alignment, paved shoulders, guiderail & drainage.	Verbal	Yes	<p><i>Dan Vogler, Lawrence County, Commissioner</i></p> <p>Questioned the project limits and indicated that the entire length shown on the map is definitely in need of repair.</p> <p><i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2005 and 2006.</p>
SR 18 / Mitchell Road Intersection	Signal Upgrade	Verbal	No	<p><i>Dan Vogler, Lawrence County, Commissioner</i></p> <p>Need for updated traffic signal phasing and timing at this location.</p> <p><i>Response:</i> There are insufficient funds to add this project to the 2005-2008 TIP. SPC has initiated a planning task to evaluate the need for a signal improvement at this intersection.</p>
SR 60 Improvements	Need for improvements on S.R. 60 from U.S. 422 to the Mercer County Line.	Verbal	No	<p><i>Dan Vogler, Lawrence County, Commissioner</i></p> <p>Has not been resurfaced since it was built 30+ years ago.</p> <p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>

Lawrence County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
SR 65 @ SR 422 Shenango, Maintenance	Maintenance includes patching and overlay, mountable curb replacement, drive and sidewalk adjustment and structure rehabilitation.	Verbal	Yes	<i>Dan Vogler, Lawrence County, Commissioner</i> Supports Project
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2005.				
Utility company roadway patching	Enforce/Monitor Standards	Verbal	No	<i>Gertrude Tizak</i> Questioned if there are standards that utility companies must use when patching roadways following utility work and who monitors this. Feels that utility companies do not do an adequate job of repairing the roads following utility work.
<i>Response:</i> Utilities have to have permission from the owner to dig up roads and are required to fix them afterwards. It is up to the facility owner to ensure that quality repairs are made, and enforcement of the required standards depends on the inspections by the owners.				
Arden Bridge #1	To support activities at this site, North Main Street Extension needs to be widened to 4 lanes and the one lane bridge located near the entrance needs upgraded to accommodate increased traffic.	Verbal	Yes	<i>Philip A. Fiumara Jr., Transportation Advisory Board</i> In order to support more activities at the Washington County Fairgrounds, the roads leading to and from the site need to be widened.
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP. The bridge project is in the early phases of project development: however, overall funding is insufficient to add the roadway widening project to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update.				

Washington County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Small Town Revitalization	Small Town and Village Revitalization	Verbal	No	<p><i>Philip A. Fiumara Jr., Transportation Advisory Board</i></p> <p>The need for revitalization for many of our small towns and villages with an urgent need for entrance way and road repair.</p>
<p><i>Response:</i> The comment will be forwarded to the state and may be eligible to apply for funds from a new Commonwealth initiative, the Home Town Streets/Safe Routes to School Program.</p>				
Alle-Kiski Connector	New bridge over Allegheny River and connector road to Rt. 28	Verbal	No	<p><i>John Framel, Alle-Kiski Regional Transportation Coalition, Co-Chair</i></p> <p>To provide east-west link from Alle-Kiski Valley to Rt. 28. Current river crossings are inadequate. Pittsburgh Mills mall is predicted to have positive economic impact within 15-mile radius. Very frustrated that PENNDOT has recently blocked state support for this project, despite federal earmarks and past support from Governor Rendell.</p>
<p><i>Response:</i> While this project is eligible to appear on the TIP carrying funding from previous congressional earmarks, there is a stop-work order by PENNDOT. Construction funding for the project is not included on the Commonwealth's Twelve Year Program (Draft, 2005-2016), nor on the SPC 2030 Long Range Plan (2004-2030), although the project is included in the Future Resources Element of the Long Range Plan, indicating SPC's intention to seek additional funds. For project activities to be programmed on the TIP, however, a 20% match to any federal funds must also be identified. PENNDOT has not agreed to provide a state match for the federal funds, believing that absent the construction funds, proceeding with engineering work is not a wise use of limited resources.</p>				

Westmoreland County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Alle-Kiski Connector	New Allegheny River bridge and connector road to Rt 28	Verbal	No	<p><i>Ron Klink, Ron Klink & Assoc., former U.S. Congressman</i></p> <p>As Congressman, Mr. Klink obtained federal earmark to initiate work on this project. Frustrated that Secretary Biehler is now able to stop the project by putting it on the "no work" list.</p> <p><i>Response:</i> While this project is eligible to appear on the TIP carrying funding from previous congressional earmarks, there is a stop-work order by PENNDOT. Construction funding for the project is not included on the Commonwealth's Twelve Year Program (Draft, 2005-2016), nor on the SPC 2030 Long Range Plan (2004-2030), although the project is included in the Future Resources Element of the Long Range Plan, indicating SPC's intention to seek additional funds. For project activities to be programmed on the TIP, however, a 20% match to any federal funds must also be identified. PENNDOT has not agreed to provide a state match for the federal funds, believing that absent the construction funds, proceeding with engineering work is not a wise use of limited resources.</p>
Laurel Valley Transp Improvement Project	Preliminary engineering and environmental study	Verbal	Yes	<p><i>Terry Daughenbaugh, Economic Growth Connection of Westmoreland, Chairman, Transportation Committee</i></p> <p>First phase is Laurel Valley Connector. This project will reduce travel time between New Stanton area and Arnold Palmer Regional airport from approx. 41 minutes to 18 minutes.</p> <p><i>Response:</i> Partially budgeted on the draft 2005-2008 TIP This project is in the early phases of project development and the amount of previous TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances to construction. This project will have priority status as additional funds become available.. Funds for engineering are included on the TIP.</p>
SR 130 / Pleasant Valley Road and Sandy Hill Road	Intersection improvements and relocation	Verbal	No	<p><i>Bruce Light, Penn Township, Manager</i></p> <p>Bridge over Turnpike limits improvement options. Relocation to east will be advantageous. Turning lanes needed. Penn Township can offer local match.</p> <p><i>Response:</i> On a previous TIP but not on the draft 2005-2008 TIP. This project will have priority status as additional funds become available.</p>

Westmoreland County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
SR 22 Murrysville to Export	WIDEN TO 4 LANES WITH MEDIAN BARRIER	Verbal	Yes	<i>Bernie Smith, Indiana County Commissioners, Commissioner Supports Project</i>
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2005 and 2006.				
SR 22 New Alexandria-TR982	LEFT TURN LANES & SIGNALS, WIDEN TO 4 LANES	Verbal	Yes	<i>Bernie Smith, Indiana County Commissioners, Commissioner Supports Project</i>
<i>Response:</i> Partially budgeted on the draft 2005-2008 TIP This project is in the early phases of project development and the amount of TIP funding was insufficient to complete the project. Continued regional support and cooperation will be important as the project advances to construction.for construction in 2005, 2006 and 2007. Additional funding to complete this project will be requested in the 2007-2010 TIP.				
SR 22 RECONSTRUCTION	WIDEN TO 4 LANES WITH MEDIAN BARRIER	Verbal	Yes	<i>Bernie Smith, Indiana County Commissioners, Commissioner Supports Project</i>
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2005, 2006, 2007 and 2008.				
SR 22 Westinghouse- TR 982	LEFT TURN LANES & SIGNALS, WIDENING	Verbal	Yes	<i>Bernie Smith, Indiana County Commissioners, Commissioner Supports Project</i>
<i>Response:</i> Partially budgeted on the draft 2005-2008 TIP This project is in the early phases of project development and the amount of TIP funding was insufficient to complete the project. Continued regional support and cooperation will be important as the project advances to construction.for construction in 2005, 2006 and 2007. Additional funding to complete this project will be requested in the 2007-2010 TIP.				
SR 22 Westinghouse-Co Line	LEFT TURN LANES & SIGNALS, WIDENING	Verbal	Yes	<i>Bernie Smith, Indiana County Commissioners, Commissioner Supports project</i>
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2006 and 2007.				

Westmoreland County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
SR 22, Section B02, Export to Delmont	widen to 4 lanes	Verbal	Yes	<i>Terry Daughenbaugh, Economic Growth Connection of Westmoreland, Chairman, Transportation Cttee</i> Pleased to see spike funding provided to advance this B02 section.
<i>Response:</i>	With the addition of funding from the Secretary's Discretionary Highway (Spike) Program this project is now fully budgeted on the draft 2005-2008 TIP.			

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
---------	---------------------	-----------------	--	---------

Mon-Fayette and Southern Beltway (MFE/SB) Projects

Turnpike Expansion Projects

Written

No

SPC Response
 This record addresses the comments received on the Mon-Fayette Expressway and Southern Beltway projects.

Response: Federal transportation regulations require that SPC demonstrate that its TIP is fiscally constrained, or in other words, that the TIP project costs do not exceed the estimates for available revenues. When fiscal constraint is achieved, SPC can say that if a project is programmed on the TIP, there is a reasonable expectation that the budgeted money is going to be available. In fact, a project must be included on the TIP to be eligible to receive federal monies. Very importantly, these provisions apply only for the federal funding categories that are legally subject to the TIP programming process.

Federal transportation regulations permit a region to identify projects beyond the fiscal constraint limit with the additional condition that the unfunded portions have to be specifically identified. There also has to be a reasonable financial strategy detailing how the new / additional revenues are going to be obtained.

The Turnpike web site states that the MFE/SB projects have followed federal environmental and design requirements (the DEIS process) to permit eligibility for federal funds, then further notes federally designated “earmarks” of approximately \$50 million, which is a small fraction of the funds already spent or available for the next phases of the MFE/SB projects.

Applying these statements to the Mon-Fayette Expressway and Southern Beltway Projects, please note several fundamental points:

Turnpike participation in the federal transportation program is voluntary in order to make them eligible for federal funds. The federal funds received so far by the PTC are federal earmarks – not under SPC’s TIP authority, but a congressional directive written into the same laws that appropriate federal funds for SPC’s TIP.

If the SPC TIP did not exist, the Turnpike Projects would not be impacted because nearly in its entirety, their funding is from state sources. The Turnpike Commission, their funding sources and their mandate to develop a series of statewide toll roads are the creation of and subject to the authority of the state legislature, not SPC.

The TIP includes information on the Turnpike projects not because the Commission is somehow approving or authorizing Turnpike funding, but as a vehicle for informing the public about a very important transportation project that is funded separately from the TIP process. The TIP report clearly emphasizes this distinction.

The Turnpike Commission, even so, meets process requirements necessary for federal funding. They have followed federal environmental and design (DEIS) procedures. Their financial plan identifies (and spends) real money, and the PTC proposes how

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
	<p>the money that is not available will be obtained. They have a successful track record. For projects fulfilling these federal basics, SPC can't selectively apply the federal rules. They have to be identified on the TIP. Not for SPC TIP funding or for SPC approval, but for federally-required public information purposes.</p> <p>The PTC is responsible only to the State Assembly (and to taxpayers, voters) for their debt performance. Issuing bonds to cover maintenance needs is a legitimate financing strategy for large capital projects and has a long Turnpike history going back at least 50 years. While the level of Turnpike debt as presented in the written comments is substantial, the available record (Fitch report in McGuirk testimony) shows PTC bonds with an AA- bond rating and descriptions of the Turnpike's financial performance as "solid" and "strong." Turnpike revenues (oil franchise revenues, registration fees and tolls) are established in State law by the General Assembly and continue to demonstrate to the bond markets that Turnpike debts will be repaid. The PTC has historically demonstrated the ability to raise funds for its construction and maintenance needs.</p> <p>SPC has no fiduciary responsibility for the Turnpike Commission or their legislatively-directed building program. PTC ownership of the Commonwealth's tollroads and the basis in state law of their various revenues sources makes them equal to every SPC municipality from Adams Township to Zelienople – they own their "local" roads, secure their own funding from sources outside the TIP, and there is no authority to say otherwise by SPC.</p> <p>On Turnpike maintenance, the same principles apply. The Turnpike has the same legal status for maintenance as any road owned by a local government. It is not an SPC or TIP issue.</p> <p>For environmental impacts, response is deferred to the Turnpike's public meetings preparing each project's environmental impact statement. Also, environmental impact issues, overall debt burden to the region (tolls, taxes), maintenance and other Mon-Fayette and Southern Beltway issues can also be discussed in context with the next update of the SPC 2030 Long Range Transportation and Development Plan, which will be initiated within the next year.</p>			
New Capacity vs Existing	New capacity versus existing highway maintenance.	Written	No	<p><i>Rachel Filippini, Group Against Smog & Pollution, Inc., Executive Director</i></p> <p>Maintenance vs. new capacity is unbalanced. Place high priority on Fix-it-First and low priority on new capacity.</p>
<i>Response:</i>	<p>The SPC policy that is equivalent to a Fix-it-First maintenance philosophy is the "80/20 guideline" on maintenance versus new capacity projects. This SPC goal suggests spending 80% of TIP funding for maintenance projects and 20% for projects that add new capacity. The guideline applies to projects that SPC selects and funds through the TIP. SPC continues to meet this "fix-it-first" goal in the Draft 2005-2008 TIP.</p>			

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Public Participation Process	Public Participation Panels	Written	No	<i>Rachel Filippini, Group Against Smog & Pollution, Inc., Executive Director</i> The process needs to be changed, very poor attendance.
<p><i>Response:</i> SPC has been commended by FHWA for its PPP outreach process. FHWA has noted that with the large number of members on each panel, it was felt that a good cross-section of interests are represented, and membership is not restricted therefore the method of appointment to the panel should not be an issue. Since moving to an appointed Public Participation Panel membership in 1998, the overall breadth and depth of SPC public participation has seen significant improvements. With panels now in each of 10 SPC counties, attendance has improved significantly both in numbers and breadth of participation. There is also significantly improved representation from both the general public and various environmental justice communities because the appointment process reflects demographic analysis for each county and recruitment particularly regarding EJ populations. There is new involvement by community leaders and increased dialogue on community impacts. Education and exposure to transportation planning issues has increased significantly. Appointed members by design represent many walks of life and carry a transportation "education" into many areas of influence, which is now happening in every part of the region. Public meetings for the TIP, Long Range Plan or other occasions generate multiple volumes of testimony. SPC will continue to seek expanded participation and increased attendance.</p>				
Alle Kiski access road	New Capacity	Written	No	<i>John Framel, Alle-Kiski Regional Transportation Coalition, Co-Chair</i> Need to provide an east-west link between Alle-Kiski Valley and Route 28.
<p><i>Response:</i> This project is included in the SPC 2030 Long Range Transportation Plan. It is in a section of the plan called the "Future Resources Element", which consists of projects considered important to the region but for which sufficient funding is not available at this time. These projects would be implemented if additional resources become available.</p>				
Allegheny Valley Commuter Railway	Commuter Railway	Written	No	<i>John Framel, Alle-Kiski Regional Transportation Coalition, Co-Chair</i> Upgrade existing track to accommodate passenger service.
<p><i>Response:</i> Transit funding has been provided for a followup to the initial feasibility study.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Background/Response to Requests for New Projects	New TIP Projects	Written	No	<p><i>General Response</i></p> <p>Many requests for new projects were not able to be added to the TIP because of limited financial resources. This response provides additional background on the broader financial picture affecting the TIP.</p>
<p><i>Response:</i> Overall TIP funding was down more than 10%, and competition for available funding was extremely tough in Allegheny County in this TIP update, with multiple major projects simultaneously moving into very expensive phases. I-79 reconstruction and the missing ramps at the Parkway West, Route 28 improvements, the West End Circle, and both the Rankin and Homestead Grays Bridges are examples. The top dozen largest improvements will consume 75% of the available funds. Projects carried-over from the 2003-2006 TIP received the remaining funds, but even some of these could not be included in the draft TIP. There was insufficient funding to add new projects.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Base TIP Project Selection on Region Wide Vision	Comments on TIP project selection, public participation and SPC governance	Written	No	<i>Kate St. John, G.A.S.P. Board</i> Felt that SPC needs a region-wide vision and to prioritize projects based on that vision. Strengthen existing city and town centers, plan for land use, include redevelopment goals, environmental justice and transportation equity in low income areas.
<i>Response:</i>	<p>A regional vision for Southwestern Pennsylvania was developed through a cooperative and open public process and is articulated in the region's long range plan: the 2030 Transportation and Development Plan for Southwestern Pennsylvania.</p> <p>Approved in July 2003, the region's 2030 Transportation and Development Plan outlines an integrated program of projects and actions that are guided by the principle that the relationship between economic development and the region's transportation system is fundamental. This Plan focuses on achieving balanced, cost effective growth and development by emphasizing investment in population centers with existing infrastructure. The Plan works to integrate economic development and transportation system priorities.</p> <p>The goals and objectives defined in the 2030 Transportation and Development Plan accomplish two things: 1) they form a framework of guiding principles for the other elements of the long range plan, and 2) they articulate common aspirations of SPC's members and partners for the future of the region.</p> <p>SPC is a forum where the people and governments of Southwestern Pennsylvania come together to discuss our region's economic development and transportation needs, prioritize goals and objectives, evaluate available resources and alternatives, and develop the most effective and realistic approach to building the foundation for our region's future.</p> <p>The 2030 Regional Plan is the blueprint for this foundation: a collaborative design coordinating the region's economic development and transportation infrastructure investments to help enable Southwestern Pennsylvania to fully harness the benefits of the global economy and realize its vision of being recognized as one of the best places in the world to live, work, play and invest.</p> <p>A broad range of local representatives grappled with the issue of balancing the quest for new development and prosperity with protecting the environment and achieving the desired quality of life. These deliberations produced the regional vision statement and set the major priorities, goals and objectives needed to achieve the vision.</p> <p>SPC has also been recognized by the FHWA and FTA for bringing together visioning for economic development and regional transportation planning:</p>			

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
<p>The region is commended for having the foresight to take on this endeavor. Too often the vision of a region's future pursued by the economic development arm of government does not match the vision developed by the region's transportation planning agency. Combining regional economic development and transportation planning activities should provide a more focused and coordinated approach to regional governance (1999 Federal Planning Certification Review).</p>				
Baum/Centre Corridor stop on East Busway	Need a station to provide access to the Martin Luther King Jr. East Busway	Written	No	<p><i>David Blenk, Oakland Planning and Development Corporation, OPDC Executive Director</i></p> <p>Supports addition of a Baum/Centre Corridor stop on the Martin Luther King, Jr. East Busway and requesting that \$1.17 million be programmed in the 2005-2008 TIP for this project's preliminary engineering, design and environmental analysis. The area adjacent to the site of the proposed station is seeing major medical, commercial and residential development. The proposed project would significantly improve Baum/Centre Corridor access to and from Oakland and the Golden Triangle</p>
<i>Response:</i>	<p>Port Authority has explored the potential of adding a new busway station between Centre and Aiken Avenues to serve the Baum/Centre Corridor. Port Authority has not been able to include the project in the 2005-2008 TIP. Available funding is limited. Higher priority needs are being addressed by Port Authority in the 2005-2008 TIP with the limited funds that are available.</p>			

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Baum/Centre Corridor stop on East Busway	Need a station to provide access to the Martin Luther King Jr. East Busway	Written	No	<p><i>Ellen S. Brooks, Allegheny Conference on Community Development, Vice President</i></p> <p>Supports addition of a Baum/Centre Corridor stop on the Martin Luther King, Jr. East Busway and requesting that \$1.17 million be programmed in the 2005-2008 TIP for this project's preliminary engineering, design and environmental analysis. The area adjacent to the site of the proposed station is seeing major medical, commercial and residential development. The proposed project would significantly improve Baum/Centre Corridor access to and from Oakland and the Golden Triangle.</p>
<p><i>Response:</i> Port Authority has explored the potential of adding a new busway station between Centre and Aiken Avenues to serve the Baum/Centre Corridor. Port Authority has not been able to include the project in the 2005-2008 TIP. Available funding is limited. Higher priority needs are being addressed by Port Authority in the 2005-2008 TIP with the limited funds that are available.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Baum/Centre Corridor stop on East Busway	Need a station to provide access to the Martin Luther King Jr. East Busway	Written	No	<p><i>William Peduto, City of Pittsburgh, Councilman</i></p> <p>Supports the addition of a Baum/Centre Corridor stop on the Martin Luther King, Jr. East Busway and requesting that \$1.17 million be programmed in the 2005-2008 TIP for this project's preliminary engineering, design and environmental analysis. The area adjacent to the site of the proposed station is seeing major medical, commercial and residential development. The proposed project would significantly improve Baum/Centre Corridor access to and from Oakland and the Golden Triangle.</p>
<p><i>Response:</i> Port Authority has explored the potential of adding a new busway station between Centre and Aiken Avenues to serve the Baum/Centre Corridor. Port Authority has not been able to include the project in the 2005-2008 TIP. Available funding is limited. Higher priority needs are being addressed by Port Authority in the 2005-2008 TIP with the limited funds that are available.</p>				
Beaver Grade Road/Ewing Mill Road Intersection	Intersection Improvement	Written	No	<p><i>Gregory G. Smith, Moon Township Manager, Township Manager</i></p> <p>Already completed some of the Preliminary Engineering and are looking to secure final design, right of way, and construction funds to complete the project.</p>
<p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
EJ Committee and Project Prioritization	TIP Project Selection	Written	No	<p><i>Court Gould, Sustainable Pittsburgh, Director</i></p> <p>Use the PPPs and establish an Environmental Justice Committee to develop a project prioritization process per the 2002 FHWA/FTA Joint Certification Review.</p>
<p><i>Response:</i> SPC has initiated project prioritization discussions through the Transportation Technical Committee and environmental justice will be among the criteria that are considered.</p>				
Environmental Justice Comments	Environmental Justice Assessments	Written	No	<p><i>Court Gould, Sustainable Pittsburgh, Director</i></p> <p>Prepare a Title VI / Environmental Justice (EJ) report annually that evaluates SPC plans and programs. Assess each TIP project against Title VI / EJ issues. Prepare an EJ assessment as part of the DEIS phase for transportation projects.</p>
<p><i>Response:</i> SPC is working diligently in accordance with federal guidance in an area where the "state of the practice" is still developing. SPC is a full participant in this progress and continues to advance EJ outreach practices, including a current planning task of collecting cultural and contact information for EJ populations for expanded outreach. DEIS requirements are federally determined and not subject to modification by SPC.</p>				
Environmental Justice Representative on PPP	Environmental Justice Representation	Written	No	<p><i>Court Gould, Sustainable Pittsburgh, Director</i></p> <p>Ensure that the Title VI / Environmental Justice representative for each county is also made a member of the PPP.</p>
<p><i>Response:</i> The structure and participation for the PPPs is based on demographic analysis including environmental justice within each county and recruitment of representative members. To determine a single EJ representative would be regressing from current practice.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Expand PPP Role	Public Participation Panels	Written	No	<p><i>Court Gould, Sustainable Pittsburgh, Director</i></p> <p>Expand the role of the PPPs to include TIP amendment reviews and/or conduct community outreach meetings for TIP amendments. Expand the role of PPPs to review the SPC TTC agenda prior to the SPC Board meeting each month.</p>
<p><i>Response:</i> Current TTC and TIP amendment practices go beyond existing federal requirements. Amendment procedures attempt to balance review requirements (SPC/TTC and public) with efficient and timely project delivery and are presented in the Draft TIP report. There is common agreement on the greater levels of review for issues with high TIP impacts and the process includes provisions for additional public meetings on TIP amendments if justified by the circumstances. Significant amendments are subject to newspaper advertisement and 30 days of public comment in addition to review at two public meetings (TTC and SPC).</p>				
Fix-it-first TIP prioritization	Comments on TIP project selection, public participation and SPC governance.	Written	No	<p><i>Kate St. John, G.A.S.P. Board</i></p> <p>Place high priority on Fix-it-First and low priority on new capacity.</p>
<p><i>Response:</i> The SPC policy that is equivalent to a Fix-it-First maintenance philosophy is the "80/20 guideline." It is an explicit SPC goal to provide 80% of TIP funding to maintenance projects and 20% to projects that add new capacity. SPC continues to achieve this goal in the Draft 2005-2008 TIP. The guideline applies only to funding that flows through the SPC TIP.</p>				
FRAZER MALL INTERCHANGE	New interchange	Written	Yes	<p><i>John Framel, Alle-Kiski Regional Transportation Coalition, Co-Chair</i></p> <p>Provide access to new Pittsburgh Mills complex.</p>
<p><i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Funding Set-asides	In Cooperation with Transportation for Livable Communities, resubmitting comment letter from July 21, 2003.	Written	No	<p><i>Court Gould, Sustainable Pittsburgh, Director</i></p> <p>Set aside 1% of the total Interstate Maintenance (IM), National Highway System (NHS), and Surface Transportation Program (STP) funding received by SPC into a boxed funds category that can be used to provide additional dollars for these programs that serve to promote mobility: Congestion Mitigation and Air Quality (CMAQ), Jobs Access / Reverse Commute (JARC), and Transportation Enhancements (TE). Set aside 1% of the total IM, NHS, and STP funding for focused growth strategy in identified corridors identified in the Public Transportation Visioning Study. Limit funding to communities that adopt comprehensive or multi-municipal plans. Base an annual selection process on the existing TE program guidelines.</p> <p>Set aside a percentage of CMAQ or other eligible funds to support municipal and multi-municipal planning for implementing transit oriented development, installation of sidewalks, etc.</p> <p>Assist in the public transportation crisis by flexing additional funding to transit from the STP-Areas account. Provide CMAQ or other eligible funding for alternate fuels for transit buses, automatic vehicle location,</p>

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
				transit information and smart card fare systems.
<i>Response:</i>	Comparing the previous TIP with the draft 2005-2008 TIP, there was an overall decline of about 11% in the federal funding provided to SPC from the identified funding categories. There was a decline of about 33% in funding from the CMAQ program. Because of lower funding levels and increasing project costs, many highway and bridge projects that were originally approved as early as the 2001 TIP cannot be completed until 2009 at the earliest when further TIP funding becomes available. Some projects will be delayed for years beyond that because of the serious underfunding of highway and bridge needs. There are no additional funds available and it would not be prudent to delay approved TIP projects any further than is already necessary. Fulfilling previously committed TIP projects, which already includes many transit, bicycle and pedestrian projects is the current priority for these programs. Shortfalls in transit operating funds are a priority need, but balancing operating budgets at the expense of capital re-investment in either the highway network or transit capital facilities is a shortsighted and problematic option, especially considering the backlog of highway deficiencies, continuing deterioration, and unmet needs.			
Lincoln Way Widening Project, White Oak	WIDENING TO INCLUDE SHOULDERS, DRAINAGE, SIGNAL UPGRADES. Improve existing two-lane roadway between Route 48 and State Street, about 1.2 miles.	Written	Yes	<i>Marc J. Gergely, PA House of Representatives, Member, 35th Legislative District</i> Request continued funding.
<i>Response:</i>	Partially budgeted on the draft 2005-2008 TIP. This project is in the early phases of project development and additional TIP funding will be needed to complete the project. Regional support and cooperation will continue to be important as the project advances to construction.			
LRP Addendum	Comments on project prioritization, public participation, environmental justice, SPC governance, and maintenance	Written	No	<i>Heather Sage, PennFuture</i> SPC must seek to develop project prioritization, expand opportunities for public participation to a broader audience, address environmental justice regulations to ensure equitable investment on those communities, examine the current board composition, and prioritize "fix it first" projects over new capacity.
<i>Response:</i>	Comment on the 2030 Long Range Transportation and Development Plan was requested specifically on the revised Financial Plan Addendum which presents changes in estimates of available funding. For general comments on LRP processes and issues, they will be considered during the next update of the 2030 LRP which will begin within the next year. For responses to general process comments on the draft TIP, several detailed responses are provided:			

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Marshall Drive Extension	Extension of Marshall Drive to SR 48 create new signalized intersection and eliminate safety concerns.	Written	No	<p><i>Marc J. Gergely, PA House of Representatives, Member, 35th Legislative District</i></p> <p>Supports the extension of Marshall Drive with currently two stop signs intersections at a curved location on SR48.</p>
<p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>				
Marshall Drive Extension	Extension of the current Marshall Drive	Written	No	<p><i>Mike Doyle, Congress of the United States, House of Representatives</i></p> <p>Ensure safer travel and access to Serra Catholic High School and facilitate economic development.</p>
<p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>				
Marshall Drive Extension, McKeesport	Connector between McKeesport/White Oak and Route 48.	Written	No	<p><i>Sean Logan, Senate of Pennsylvania, State Senator, 45th District</i></p> <p>Safety; Serra Catholic High School notified the senator's office of hazardous conditions on Marshall Drive. Economic Development; will benefit growing business and open another property to development.</p>
<p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>				
MCKEESPORT/DUQ UESNE BRIDGE ACCESS	Intersection improvement. Improve access to bridge.	Written	Yes	<p><i>Phillip Krivacek, City of Duquesne, Mayor</i></p> <p>Request that TIP update reflect full funding that is necessary to complete the project.</p>
<p><i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2005.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
McKeesport/Duquesne Flyover Ramps	INTERSECTION IMPROVEMENT. IMPROVE ACCESS TO BRIDGE.	Written	Yes	<i>Mike Doyle, US House of Representatives, Member of Congress</i> Vital to redevelopment and will provide direct access to 2 brownfield sites. Give top priority to this project and designate it for full funding.
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP.				
McKeesport/Duquesne Flyover Ramps Project	Construct Ramps for Bridge Access	Written	Yes	<i>Marc J. Gergely, Pennsylvania House of Representatives, Member, 35th Legislative District</i> The project's total funding appears incomplete. Asking for the draft to reflect the full funding that is necessary to complete the project.
<i>Response:</i> Fully budgeted on the draft 2005-2008 TIP.				
Mon/Fayette Expressway & Southern Beltway	New tolled expressway in Mon Valley and northern Washington County.	Written	Yes	<i>Alan and Hazel Cope</i> Opposed to the toll road because of the high fiscal shortfall and ultimate burden being placed on the region's citizens.
<i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway comments.				
Mon/Fayette Expressway & Southern Beltway	New tolled expressway in Mon Valley and northern Washington County.	Written	Yes	<i>Barbara Litt</i> Opposed to the toll road because of the high fiscal shortfall and ultimate burden being placed on the region's citizens through taxes and toll increases. SPC Long Range Plan should give complete public consideration of all aspects of the Turnpike Commissions proposed funding including gas tax, toll increases and maintenance costs.
<i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway comments.				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Mon/Fayette Expressway & Southern Beltway	New tollroad / expressway in the Monongahela Valley and northern Washington County.	Written	Yes	<i>Cristine Brill</i> It doesn't make sense to go into further debt to build new roads that we cannot afford to maintain. Three tax increases will be needed to cover the shortfall. SPC endorsement of PTC financial plan is neglect of SPC's fiduciary duty to citizens. Why hasn't SPC ever questioned the PTC's ability to maintain the existing toll road network in SPC's region? Use light rail and improvements to the current system.
<i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway comments.				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Mon/Fayette Expressway & Southern Beltway	New tolled expressway in Mon Valley and northern Washington County.	Written	No	<p><i>David McGuirk, Citizens for Alternatives to New Toll Roads</i></p> <p>Federal planning regulations state that SPC must consider as part of the planning process the preservation of existing transportation facilities, yet SPC has ignored the Turnpike's ability to maintain the existing mainline through the SPC region. The Fitch Press Release notes that the MFE projects could drain additional revenues away from mainline repair. SPC worries about the region's TIP funds but what about the financial burdens placed on the region's citizen's by SPC continually approving these PTC projects? SPC's approval hits citizen's bank accounts with a penny a gallon gas tax, \$1.20 on every driver registration, 44% toll increase, interest costs of borrowing (\$5 billion debt service now and \$4 billion future upgrade needs). SPC has failed in their fiduciary duty to represent the region's citizens by failing to oversee the region's entire transportation system, which includes the turnpike. Remove the Mon-Fayette and Southern Beltway projects from the TIP and LRP. The Turnpike's borrowing raises serious questions about SPC's integrity and role representing the region's citizens and their transportation needs. Does SPC represent the region or the PTC and its related project special</p>

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
				interests.
<i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway comments.				
Mon/Fayette Expressway & Southern Beltway	New tolled expressway in Mon Valley and northern Washington County.	Written	Yes	<i>Francis Harkins</i> Concerned about misuse of public funds and any decision to give the Turnpike Commission an additional \$1.5 billion to complete the Mon/Fayette Expressway & Southern Beltway projects. Asked SPC to adopt a policy to "Repair Roads First" and end support of new highway projects.
<i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway comments. The responses to the Kate St. John Fix-it-First comment and Court Gould Smart Growth comment also apply.				
Mon/Fayette Expressway & Southern Beltway	New tolled expressway in Mon Valley and northern Washington County.	Written	Yes	<i>Kate St. John, G.A.S.P. Board</i> Is unreasonable, maybe illegal, for SPC to consider the Turnpike Commission MFE/SB projects as planned highway facilities without including them as part of the TIP Financial Plan. SPC is bound by law to approve all projects and to consider their funding sources. PTC's projects are not fiscally constrained in accordance with the federal metropolitan transportation planning regulations.
<i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway coments.				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Mon/Fayette Expressway & Southern Beltway	New tolled expressway in Mon Valley and northern Washington County.	Written	Yes	<p><i>Michael Shriberg</i></p> <p>I have a Ph.D. in Environmental Policy and I know a bad project plan when I see one. High habitat loss and loss of developed sites are staggeringly high. The project is fiscally irresponsible, environmentally negligent and practically unnecessary.</p>
<p><i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway comments.</p>				
Mon/Fayette Expressway & Southern Beltway	New tolled expressway in Mon Valley and northern Washington County.	Written	Yes	<p><i>Molly Rush, Citizens Budget Campaign & PUSH</i></p> <p>Concerned about lack of transparency and untimeliness of any decision to give the Turnpike Commission an additional \$1.5 billion to complete the Mon/Fayette Expressway & Southern Beltway projects.</p>
<p><i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway comments.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Mon/Fayette Expressway & Southern Beltway	New tolled expressway in Mon Valley and northern Washington County.	Written	Yes	<p><i>Robert Havrilla</i></p> <p>Enough is enough. Traffic projections were overestimated and do not support the massive further expenditure for completion of this project. There are more pressing needs than a project fraught with environmental problems, neighborhood and riverfront problems, future debt problems. Please re-evaluate the necessity of completing the remaining unfinished sections, especially the Pittsburgh section. Focus on the pressing maintenance needs for the current highways.</p>
<p><i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway comments.</p>				
Mon-Fayette Expressway & Southern Beltway	New tolled expressway in Mon Valley and northern Washington County.	Written	Yes	<p><i>William David Bellas</i></p> <p>SPC has never questioned the PTC's ability to maintain the existing toll road network in the SPC region. The PTC has a \$5 billion debt service, is borrowing for repairs to the mainline and needs to borrow \$3.5 billion to complete the funding shortfall in the MFE projects. The PTC also needs \$3 billion just to repair the mainline. The PTC and SPC are expecting and promoting three tax increases to cover the shortfall as well as registration fees, toll increases and borrowing for maintenance needs. SPC has neglected its fiduciary duty by endorsing these projects.</p>
<p><i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway comments.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Mon-Fayette Toll Road and Southern Beltway	New tolled expressway in Mon Valley and northern Washington County	Written	No	<p><i>Alexandra Laporte</i></p> <p>Highways are not the building blocks of community and are not economic engines. They destroy communities. The MFE violates the unity and wholeness of our city. SPC is not acting as an appropriate regional steward in its support of the Mon-Fayette projects and needs to do the responsible thing and consider an alternative future for the benefit of our children and grandchildren.</p>
<p><i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway comments.</p>				
Mon-Fayette Toll Road and Southern Beltway	New tolled expressway in Mon Valley and northern Washington County.	Written	No	<p><i>Joel N. Platt</i></p> <p>Oppose the project. Would destroy a beautiful hillside along the Monongahela River, would destroy a small community at the base of Nine Mile Run, will make traffic worse on Bates Street. Concerned about Turnpike Commission's financial responsibilities. In its Long Range Plan, SPC should give complete and absolutely public consideration of all aspects of PTC's MFE/SB projects, including tax increases, tolls, and maintenance costs.</p>
<p><i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway comments.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Mon-Fayette Toll Road and Southern Beltway	New tolled expressway in Mon Valley and northern Washington County.	Written	No	<p><i>Lois Liberman, Irv Liberman</i></p> <p>SPC needs to act as a leader in exposing flaws of the PTC's toll road plans and assume fiduciary responsibilities. Emphasize fix-it-first over new construction. PennFuture's Citizens Plan is a superior economic development plan for the Mon Valley. SPC's appointed public participation panel does not function as effectively as the former Citizen's Advisory Panel. The MFE would severely impact the Jewish Home for the Aged in Squirrel Hill and the aged should not be exposed to pollutants created by public agency decisions. Work towards repealing PA's Act 61 of 1985 where the General Assembly promoted expensive, lucrative road projects for the PTC. SPC has neglected fiduciary duty to region's citizens and irresponsibly places on them aggressive financial burdens by continually endorsing the MFE projects.</p>
<i>Response:</i>	See combined responses for all Mon-Fayette Expressway and Southern Beltway comments. The response to the Kate St. John public participation comment also applies.			

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Mon-Fayette Toll Road and Southern Beltway	New tolled expressway in Mon Valley and northern Washington County.	Written	No	<p><i>Peter Brusilovsky</i></p> <p>Concerned about the ability of the Turnpike Commission to meet its current financial responsibilities. \$5 billion debt service. Borrowing \$300 million for repairs. \$1.5 billion shortfall for MFE. Opposes tax increases, toll increases, borrowing for maintenance. SPC is in danger of fiducial negligence by endorsing the Turnpike's financial plans.</p>
<p><i>Response:</i> See combined response for all Mon/Fayette Expressway and Southern Beltway comments.</p>				
PPP Membership	Public Participation Panels	Written	No	<p><i>Kate St. John, G.A.S.P. Board</i></p> <p>Need to fix the SPC Public Participation Panel process, opposes appointed PPPs, favors volunteers who are interested in public participation.</p>
<p><i>Response:</i> SPC has been commended by FHWA for its PPP outreach process. FHWA notes that meetings are open and participation is voluntary. Since moving from the Citizen's Advisory Panel format to an appointed Public Participation Panel membership in 1998, the overall breadth and depth of SPC public participation has seen significant improvements. The former CAP was not representative of the region as a whole, which was a deterrent to effective and representative participation. "Regional" CAP meetings with participation exclusively from Allegheny County were routine. With panels now in each of 10 SPC counties, attendance has improved significantly both in numbers and breadth of participation. There is also significantly improved representation from both the general public and various environmental justice communities because the appointment process reflects demographic analysis for each county and recruitment particularly regarding EJ populations. There is new involvement by community leaders and increased dialogue on community impacts. Education and exposure to transportation planning issues has increased significantly. Appointed members by design represent many walks of life and carry a transportation "education" into many areas of influence, which is now happening in every part of the region. Public meetings for the TIP, Long Range Plan or other occasions generate multiple volumes of testimony. A CAP-style program would be a step backwards in many ways.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Rockpointe Business access road	Link between Rockpointe Business Airpark and Route 28.	Written	No	<i>John Framel, Alle-Kiski Regional Transportation Coalition, Co-Chair</i> Airpark is KOZ zone.
<i>Response:</i>	There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.			
Smart Growth Evaluation	Project Development	Written	No	<i>Court Gould, Sustainable Pittsburgh, Director</i> Evaluate projects that are to be incorporated into the TIP against Smart Growth principles.
<i>Response:</i>	Of the capacity projects funded by TIP "formula funds," SPC-selected projects predominantly serve either to address serious existing congestion or safety problems or correct deficient interchanges that remain incomplete decades after construction. A number of small projects, appropriately, increase access to the highest priority business parks in small rural counties.			
SPC Board Structure	Comments on TIP project prioritization, public participation and SPC governance.	Written	No	<i>Kate St. John, G.A.S.P. Board</i> SPC should re-examine its board structure to determine if its membership criteria is the right mix for addressing issues of region-wide vision, regional land use, investment in existing cities and towns, and awareness of environmental justice issues.
<i>Response:</i>	SPC's board structure provides equal representation and voting power for all of the ten counties in Southwestern Pennsylvania and the City of Pittsburgh plus additional members for the City of Pittsburgh and related state and federal agencies. Federal transportation legislation and FHWA/FTA metropolitan planning regulations are silent on the issue of MPO voting structure. The composition of a specific MPO board, and its voting structure, is considered to be a local decision. The focus of SPC activities has been on consensus-building on major issues rather than precise voting formulas. Members have generally expressed that the Commission's style is conducive to improving intergovernmental relations throughout the region.			

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
SR 2031 Lincoln Way Widening	SR 2031 Section A02. WIDENING TO INCLUDE SHOULDERS, DRAINAGE, SIGNAL UPGRADES.	Written	Yes	<i>Erik Spiegel, Borough of White Oak, Borough Engineering Consultant</i> Request the continuation of TIP support for this project.
<i>Response:</i>	Partially budgeted on the draft 2005-2008 TIP for utilities and right-of-way phases. Regional support and cooperation will be important as the project advances to the construction phase in the next TIP period (2007-2010).			
SR 2031 Lincoln Way Widening	WIDENING TO INCLUDE SHOULDERS, DRAINAGE, SIGNAL UPGRADES	Written	Yes	<i>Wayne Washowich, White Oak Borough, Councilman</i> Support the continuation of this project.
<i>Response:</i>	Partially budgeted on the draft 2005-2008 TIP for utilities and right-of-way phases. Continued regional support and cooperation will be important as the project advances to construction in the following TIP (2007-2010).			
SR 910 at Babcock Boulevard	Widening and realignment of intersection; provide left turn lanes; install a traffic signal.	Written	No	<i>Jane Clare Orié/Mike Turzai, Pennsylvania Legislature, State Senator/State Representative</i> Project in the planning stages since 1994 without securing funding from the TIP despite the Township offering matching funds from impact fees that they will soon lose due to the three year rule of the MPC.
<i>Response:</i>	There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.			

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
SR 910 at Pearce Mill Road	Widening and realignment of intersection, left turn lanes, traffic signals.	Written	No	<p><i>Jane Clare Orié/Mike Turzai, Pennsylvania Legislature, State Senator/State Representative</i></p> <p>Project in the planning stages since 1994 without securing funding from the TIP despite the Township offering matching funds from impact fees that they will soon lose due to the three year rule of the MPC.</p> <p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>
Sustainable Pittsburgh Outreach to 10 Counties	Funding/Policy Comments	Written	No	<p><i>Court Gould, Sustainable Pittsburgh, Director</i></p> <p>Please note that the Sustainable Pittsburgh testimony was provided for each of the ten counties and the City of Pittsburgh, as we believe that the identified funding and policy suggestions would be applicable in each of these jurisdictions.</p> <p><i>Response:</i> Your outreach to the ten SPC member counties is noted.</p>
Warrendale Road and Babcock Boulevard	Reconstruct this intersection, realigning roadways to permit proper sight distance; improve drainage; install traffic signal.	Written	No	<p><i>Jane Clare Orié/Mike Turzai, Pennsylvania Legislature, State Senator/State Representative</i></p> <p>Project in the planning stages since 1994 without securing funding from the TIP despite the Township offering matching funds from impact fees that they will soon lose due to the three year rule of the MPC.</p> <p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Wildwood Sample Road (SR 4067)	Proposed roadway improvements including widening and re-alignment of existing roadway to benefit increased residential development.	Written	No	<i>W. Christopher Lochner, Township of Hampton, Municipal Manager</i> Requested that the project be added to the Long Range Plan with an intention to request that it be added to the TIP once PENNDOT has reviewed.
<i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available. This comment will be retained for the next update of the SPC Long Range Plan, which will be initiated within the next year.				
I-79/SR 3025 - Missing Ramps	Complete the partial interchange near Seneca Valley High School	Written	Yes	<i>Gerald Malecki, Seneca Valley School District, Superintendent</i> Support full funding and recommend the bridge be four lanes over I-79 with two turning lanes to allow for higher traffic volumes.
<i>Response:</i> Partially budgeted on the draft 2005-2008 TIP This project is in the early phases of project development and the amount of previous TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances to construction for construction in 2008. Additional funding to complete this project will be requested in the 2007-2010 TIP.				
Access to State Correctional Facility	SCI Fayette	Written	Yes	<i>H. William DeWeese, Pennsylvania House of Representatives, Minority Leader, 50th Legislative District</i> Need to upgrade local roads and improve Fredericktown Ferry. FAECO Drive is essential to access the new Mon-Fayette interchange.
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed. There are several improvement projects on the TIP to improve prison access. SPC is also working on a planning study of the ferry and is moving to provide traveler information on whether the ferry is open or not.				

Fayette County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Fredericktown Ferry	Supports efforts for the continuous operation of the Fredericktown Ferry	Written	No	<p><i>Martin Redigan, Brownsville Borough, Vice President</i></p> <p>Employees from SCI Waynesburg and SCI Pittsburgh have been transferred to SCI Fayette and the Ferry provides travelers with the safest and most efficient means to access the jail.</p>
<p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available. SPC is also working on a planning study of the ferry and is moving to provide traveler information on whether the ferry is open or not.</p>				
Mon-Fayette Expressway	From current Toll 43 to West Virginia Line. Construct new tolled expressway.	Written	No	<p><i>H. William DeWeese, Pennsylvania House of Representatives, Minority Leader, 50th Legislative District</i></p> <p>Supports project. Construction of highway access from the Brownsville and Luzerne Township area to the new expressway interchange is critical.</p>
<p><i>Response:</i> This project is funded separately from the TIP.</p>				
Prison Roads	SCI Fayette	Written	Yes	<p><i>Tammy Shell, Fayette County Planning, Executive Director</i></p> <p>Inquiring if funding allocated to the Luzerne Township Prison Roads from Congressman Murtha is included in roads on the draft TIP?</p>
<p><i>Response:</i> Yes.</p>				

Fayette County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
SR 21 Widening	Widen to four lanes.	Written	Yes	<p><i>H. William DeWeese, Pennsylvania House of Representatives, Minority Leader, 50th Legislative District</i></p> <p>It is imperative that Route 21 is widened to four lanes into neighboring Greene County and that safety and capacity standards are achieved.</p> <p><i>Response:</i> Partially budgeted on the draft 2005-2008 TIP. This is the initial section of widening this important corridor to four lanes.</p>
SR 51 Safety Study	Safety Study	Written	Yes	<p><i>Tammy Shell, Fayette County Planning, Executive Director</i></p> <p>Would like to know the difference between SR 51 Safety Study MPMS#66748 and MPMS# 66747.</p> <p><i>Response:</i> Fully budgeted on the draft 2005-2008 TIP. The SR 51 Safety Study MPMS# 66748 is a corridor wide study to address general safety issues and also a companion project to MPMS# 66747 to address accident issues only on that corridor.</p>
Yough Dam Bridge	Bridge Re-construction	Written	Yes	<p><i>Tammy Shell, Fayette County Planning, Executive Director</i></p> <p>Inquiring as to where the funding was found for construction of this project as it did not initially appear in negotiations and is now on the draft. (\$5,584,649)</p> <p><i>Response:</i> Partially budgeted on the draft 2005-2008 TIP. This project is in the early phases of project development and the amount of previous TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances.</p>

Indiana County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Mazza Street Bridge over Yellow Creek	Bridge Replacement and road realignment.	Written	No	<p><i>Arlene Barker, Homer City, Borough Council</i></p> <p>Bridge is old with a lot of vegetation around it and a sharp curve and a dip on one side causing dangerous road conditions for travelers unfamiliar with the hazard. At the very least, the bridge needs inspected and painted.</p> <p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>
Yellow Creek Bridge	Bridge Replacement	Written	Yes	<p><i>Arlene Barker, Homer City, Borough Council</i></p> <p>Bridge is old, narrow and angled and lower to the roadway and Yellow Creek and prone to flooding.</p> <p><i>Response:</i> Partially budgeted on the draft 2005-2008 TIP This project is in the early phases of project development and the amount of previous TIP funding was insufficient to complete the project. Regional support and cooperation will be important as the project advances to construction.. Funds for right-of-way are included on the TIP.</p>
I-70 Interchange at Zediker Station Road	Replacement of the interstate overpass bridge on Zediker Station Road to widen the bridge span and accommodate an interstate exchange.	Written	No	<p><i>Cynthia Rossi, Tara Hill Farm</i></p> <p>Oppose using tax payer money to benefit the private interests of CONSOL.</p> <p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>

Washington County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Valley Brook Road at Route 19	Intersection Capacity Improvement	Written	No	<p><i>Mike Silvestri, Peters Township, Manager</i></p> <p>Request to add project to TIP to address poor geometry, congestion, and business retention and development.</p> <p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>
Relocation of Pleasant Valley/Sandy Hill @ SR 130	Intersections Improvements	Written	Yes	<p><i>Jeffrey Baird</i></p> <p>Intersection is a mess with traffic causing safety problem.</p> <p><i>Response:</i> On a previous TIP but not on the draft 2005-2008 TIP. As TIP funding becomes available, this project will have highest priority for being added back into the program.</p>
Safety and Mobility Needs Assessment for SR 31	The citizens request a safety and mobility needs assessment be conducted on the Donegal Township portion of SR 31 extending between PA Turnpike Exit 91 (Old Exit 9) to SR 711 South.	Written	No	<p><i>Joy Abbott, Citizens for the Future of the Donegal Area</i></p> <p>Standard traffic count procedures do not accurately reflect the hazards that exist thus a customized study is recommended.</p> <p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>

Westmoreland County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
SR 22 Delmont to Export	WIDEN TO 4 LANES WITH MEDIAN BARRIER	Written	Yes	<p><i>Larry J. Larese, Westmoreland County Industrial Development Corp., Executive Director</i></p> <p>Thanks to PENNDOT for recent grant of \$20 million in spike funding for construction of section B02. And thanks to SPC and PENNDOT for cooperation during difficult process of drafting the 2005-2008 TIP.</p>
<p><i>Response:</i> With the addition of funding from the Secretary's Discretionary Highway (Spike) Program this project is now fully budgeted on the draft 2005-2008 TIP.</p>				
SR 356 Upgrade	Roadway Improvements	Written	Yes	<p><i>John Framel, Alle-Kiski Regional Transportation Coalition, Co-Chair</i></p> <p>Widen and improve existing 2-lane section from Weinels Crossroads to Freeport Bridge.</p>
<p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>				
SR 366 Parnassus Triangle	Intersection improvement	Written	Yes	<p><i>John Framel, Alle-Kiski Regional Transportation Coalition, Co-Chair</i></p> <p>Improve intersection and provide better connection to new Allegheny River Bridge.</p>
<p><i>Response:</i> Fully budgeted on the draft 2005-2008 TIP for construction in 2005 and 2006.</p>				
SR 366 Widening	Road Widening	Written	No	<p><i>John Framel, Alle-Kiski Regional Transportation Coalition, Co-Chair</i></p> <p>Parnassus Triangle to SR 66, 10 miles widening from 2 lanes to 4.</p>
<p><i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.</p>				

Westmoreland County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
SR 56 Widening	Road Widening	Written	No	<i>John Framel, Alle-Kiski Regional Transportation Coalition, Co-Chair</i> Widen 3 miles from Lower Burrell to Weinels Crossroads.
<i>Response:</i> There are insufficient funds to add this project need to the 2005-2008 TIP. The proposal will be retained for consideration in the 2007-2010 TIP update or if additional funds become available.				
Tarentum Bridge Road	Bridge and Roadway Improvements	Written	Yes	<i>John Framel, Alle-Kiski Regional Transportation Coalition, Co-Chair</i> Eliminate bottleneck between Tarentum Bridge and improved sections of SR 366.
<i>Response:</i> Funded to completion on the TIP in 2003 or 2004 and should soon be completed.				

**Summary of Public Comments
and the
Response to Comments**

for the

2030 Transportation and Development Plan
for Southwestern Pennsylvania
DRAFT Addendum
Financial Plan Update

**2030 Transportation and Development Plan for Southwestern Pennsylvania
Draft Addendum, Financial Plan Update
Summary of Public Testimony and the Response to Comments**

Project	Project Description	Type of	Completely Funded on	Comment
	<p><i>Response:</i> Concurrent with the public comment period on the TIP and Air Quality Conformity Assessment, a 30-day public comment period was held on the Draft Addendum, Financial Plan Update for the 2030 Transportation and Development Plan. The Draft Addendum is an update, prepared to provide detail on both formula and non-formula funding streams and strategies for plan implementation. The text of the Draft Addendum was distributed to libraries, County Planning Departments, and the Pittsburgh Department of City Planning, for public examination. The Draft Addendum was posted on SPC's website. It was named in advertisements of the May 10 through June 8 public comment period, and it was announced as a topic for discussion at public meetings hosted by Public Participation Panels in member counties. No oral comments were received on the Draft Addendum, Financial Plan Update at these public meetings, and no written comments were received during the 30-day public comment period.</p>	Comment	Previous TIP or on 2005 TIP	

**Summary of Public Comments
and the
Response to Comments**

for the

DRAFT

Air Quality Conformity Determination for the
Pittsburgh Transportation Management Area

Air Quality Conformity Assessment for the TIP and 2030 Plan

Summary of Public Testimony and the Response to Comments

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Air Quality Conformity - Interstate Lane Miles	Technical Modeling Concerns/Questions	Written	No	<p><i>Kate St. John, G.A.S.P. Board</i></p> <p>Appendix D “Inventory Network – Trips and Emissions Factors” by year seems to be in error. It indicates an addition of only seven (7) Interstate Lane Miles by 2030. The Mon-Fayette and southern Beltway will add at least 55 miles of 4-lane divided highway. This error means that the air quality calculations must be rerun using the correct figures.</p>
<p><i>Response:</i> The tables in Appendix D summarize model results by roadway functional class. While the Mon-Fayette Expressway and the Southern Beltway are being designed as freeways, they are not part of the designated Interstate Highway System. The Mon-Fayette Expressway and Southern Beltway are classified as other principal arterials. Other principal arterials show an increase of 471 lane-miles from 2002 to 2030. About half of that increase is accounted for by the Mon-Fayette Expressway and Southern Beltway.</p>				

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Air Quality Conformity - Park-n-Ride Assumptions	Technical Modeling Concerns/Questions	Written	No	<p><i>Kate St. John, G.A.S.P. Board</i></p> <p>The 6-county Conformity Assessment planning model assumes a 159% increase in park-n-ride VMT. This number is unrealistic because park-n-ride is a voluntary program and usage grows only when traffic congestion frustrates the individual driver. This level of participation could not be reached unless there was a high level of traffic congestion – a condition for which the Air Quality Conformity Statement assumes the opposite.</p>
<p><i>Response:</i> Several major transit projects are included on the Long Range Plan. These include the North Shore LRT Connector, Allegheny Valley Commuter Rail, Oakland to Pittsburgh International Airport Transit Facility, and High Speed MagLev. Each of these new transit projects include large park-n-ride facilities at key stations. Much of the increase in park-n-ride VMT is accounted for by these new park-n-ride facilities.</p>				
Air Quality Conformity - PM 2.5	Technical Modeling Concerns/Questions	Written	No	<p><i>Kate St. John, G.A.S.P. Board</i></p> <p>The Air Quality Conformity Statement discusses PM 10 but ignores PM 2.5. Because Allegheny County is in non-attainment for PM 10 it will certainly be in non-attainment for PM 2.5 – a more stringent standard which will be applied within the Air Quality Conformity Statement planning Horizon. The Air Quality Conformity Statement must discuss future PM 2.5 regulation and consider its affect on the Regional Transportation Plan.</p>
<p><i>Response:</i> EPA's conformity process for addressing the PM 2.5 standard is not yet available. Non-attainment areas are yet to be defined by EPA. It is expected that conformity findings for the PM 2.5 non-attainment areas will be due by spring of 2006.</p>				

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Air Quality Conformity - PM10 and Mon-Fayette	Technical Modeling Concerns/Questions	Written	No	<p><i>Kate St. John, G.A.S.P. Board</i></p> <p>PM10 Non-attainment in Clairton, Glassport, Liberty, Lincoln, Port Vue: In the Air Quality Conformity Statement, SPC claims there is no need to consider PM10 because no new facilities are planned for these municipalities. However, the Mon-Fayette Expressway is planned to pass through adjacent upwind municipalities only 1,330 feet from the major PM10 source: The Clairton CokeWorks. The Mon-Fayette is being promoted as a “truck road” and will add diesel PM10 to the air blowing into Clairton and Glassport. SPC must prepare a complete PM10 evaluation in the Air Quality Conformity Statement because of the Mon-Fayette Expressway.</p>
<i>Response:</i>	Under the conformity regulations, emissions from transportation projects outside of non-attainment areas are not included in the conformity finding.			
	The Pennsylvania Turnpike Commission has prepared an Environmental Impact Statement for the Mon-Fayette Expressway. That document addresses the projected impact of the project on neighboring communities.			

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Air Quality Conformity - PM10 for Clairton, etc.	PM10 for Clairton, etc.	Written	No	<p><i>Rachel Filippini, Group Against Smog & Pollution, Inc., Executive Director</i></p> <p>PM10 Non-attainment in Clairton, Glassport, Liberty, Lincoln, Port Vue: In the Air Quality Conformity Statement, SPC claims there is no need to consider PM10 because no new facilities are planned for these municipalities. However, the Mon-Fayette Expressway is planned to pass through adjacent upwind municipalities only 1,330 feet from the major PM10 source: The Clairton CokeWorks. The Mon-Fayette is being promoted as a “truck road” and will add diesel PM10 to the air blowing into Clairton and Glassport. SPC must prepare a complete PM10 evaluation in the Air Quality Conformity Statement because of the Mon-Fayette Expressway.</p>
<i>Response:</i>	Under the conformity regulations, emissions from transportation projects outside of non-attainment areas are not relevant in the conformity finding.			
	The Pennsylvania Turnpike Commission has prepared an Environmental Impact Statement for the Mon-Fayette Expressway. That document addresses the projected impact of the project on neighboring communities.			

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Air Quality Conformity - VOC and NOx Decreases	Technical Modeling Concerns/Questions	Written	No	<p><i>Kate St. John, G.A.S.P. Board</i></p> <p>The Pittsburgh-Beaver Valley section showing VOC and NOx conformity does not pass the believability test. By 2030, highway VMT increases 11% , yet VOCs and NOx reduce 77% and 89% respectively. There is no discussion in the document that indicates how this miracle occurs. Recent reality warns against such miracles: Emission controls have improved but SUVs are not held to the same tight standards as cars, they get poorer gas mileage, and they make up an increasing proportion of VMT. Thus, there is less reduction in emissions, through we have the technology to do it.</p>
<i>Response:</i>	<p>Section V of the draft Air Quality Conformity report discusses how emissions were modeled with EPA's MOBILE6 emissions model. Appendix C in the report summarizes the emission factors derived from the MOBILE6 model. Those summaries show sharp reductions in emissions per vehicle mile by 2030.</p>			
	<p>Two of the vehicle emission control programs mandated by EPA account for much of the reduction in emission rates. Both are being phased-in beginning in 2004. A new NOx emission standard for heavy-duty diesel vehicles became effective in 2004. The "Tier 2 Motor Vehicle Emissions Standards and Gasoline Sulfur Control Requirements" for most passenger cars and light trucks is also effective beginning in 2004. The combined effect of these two new programs, as estimated by EPA, will be to reduce tailpipe emissions by over 75%.</p>			

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Air Quality Conformity - VOC and NOx reductions	VOC and NOx Reductions	Written	No	<p><i>Rachel Filippini, Group Against Smog & Pollution, Inc., Executive Director</i></p> <p>The Pittsburgh-Beaver Valley section showing VOC and NOx conformity does not pass the believability test. By 2030, highway VMT increases 11%, yet VOCs and NOx reduce 77% and 89% respectively. There is no discussion in the document that indicates how this miracle occurs. Recent reality warns against such miracles: Emission controls have improved but SUVs are not held to the same tight standards as cars, they get poorer gas mileage, and they make up an increasing proportion of VMT. Thus, there is less reduction in emissions, through we have the technology to do it.</p>
<i>Response:</i>	<p>Section V of the draft Air Quality Conformity report discusses how emissions were modeled with EPA's MOBILE6 emissions model. Appendix C in the report summarizes the emission factors derived from the MOBILE6 model. Those summaries show sharp reductions in emissions per vehicle mile by 2030.</p>			
	<p>Two of the vehicle emission control programs mandated by EPA account for much of the reduction in emission rates. Both are being phased-in beginning in 2004. A new NOx emission standard for heavy-duty diesel vehicles became effective in 2004. The "Tier 2 Motor Vehicle Emissions Standards and Gasoline Sulfur Control Requirements" for most passenger cars and light trucks is also effective beginning in 2004. The combined effect of these two new programs, as estimated by EPA, will be to reduce tailpipe emissions by over 75%.</p>			

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Air Quality Conformity- VOC estimate versus budget	Technical Modeling Concerns/Questions	Written	No	<p><i>Kate St. John, G.A.S.P. Board</i></p> <p>The Conformity Assessment graph for Pittsburgh-Beaver Valley VOC shows the region nearly hits the proposed maximums in 2004, 2007 and 2011. Because the expected VOCs and the budget are so nearly the same, SPC should rerun the models and explicitly justify all new highway projects and all increases in VMT. An emphasis on transit, instead of new highways, would reduce VOCs by reducing VMT.</p>
<p><i>Response:</i> The modeled VOC and NOx emissions are well below the approved emissions budgets for all analysis years. The conformity finding is based on comparisons to the approved budgets.</p> <p>The proposed emissions budgets are shown for information only. The purpose in showing the proposed budgets was to demonstrate that the conformity criteria will still be satisfied when those budgets are approved by EPA.</p>				
MFE EIS trip figures	Traffic Forecasts	Written	No	<p><i>David McGuirk, Citizens for Alternatives to New Toll Roads</i></p> <p>The Turnpike's EIS reports growth in regional vehicle trips of 22% (6.7 million daily to 8.2 million daily) from 1997 to 2025.</p>
<p><i>Response:</i> SPC's Cycle 6 data shows a 17.0% increase (from 4.9 million to 5.7 million) in vehicle trips per day from 2003 to 2025. This is approximately the same annual growth rate cited by the Turnpike for the period 1997 to 2025. However, the Turnpike cites vehicle trips as 6.7 million daily in 1997 and 8.2 million daily in 2025. These appear to be person trips, not vehicle trips. SPC's person trip data from Cycle 6 shows 6.96 million per day in 2003, and 8.16 million in 2025 which are very close to the vehicle trip figures used by the Turnpike.</p>				

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
MFE EIS use of Cycle 6 data	Traffic Forecasts	Written	No	<p><i>David McGuirk, Citizens for Alternatives to New Toll Roads</i></p> <p>The Turnpike's EIS was based on based on SPC's Cycle 6 data, yet Cycle 7 is now available.</p>
<p><i>Response:</i> The analysis done for the Turnpike's Draft EIS and Final EIS for the Mon-Fayette Expressway – Route 51 to Pittsburgh segment was substantially completed before SPC's July 31, 2003 adoption of the Cycle 7 forecast. In September 2003, SPC prepared comparisons of Cycle 6 and Cycle 7 vehicle miles traveled within the project area. Use of Cycle 7 resulted in about 7% fewer vehicle miles within the project area compared to Cycle 6. The Turnpike Commission has recently asked for more in-depth analysis of the Mon-Fayette Expressway and Southern Beltway using the Cycle 7 forecast. That analysis is not yet complete.</p>				
MFE EIS vehicle trip growth	Traffic Forecasts	Written	No	<p><i>David McGuirk, Citizens for Alternatives to New Toll Roads</i></p> <p>The Turnpike's EIS reports growth in regional vehicle trips of 12% from 1990 to 1997.</p>
<p><i>Response:</i> SPC's Cycle 5 data shows a 6.5% increase (from 4.16 million to 4.43 million) in vehicle trips per day from 1990 to 1997. SPC's Cycle 6 and Cycle 7 data do not include a 1990 estimate.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Air Quality Conformity - 8 hour Ozone Standard	Technical Modeling Concerns/Questions	Written	No	<p><i>Kate St. John, G.A.S.P. Board</i></p> <p>The Air Quality Conformity statement discusses the 1-hour ozone standard but ignores the 8-hour standard. The 8-hour standard is already law, though not yet enforced by EPA, but will be enforced by the end of the Air Quality Conformity Statement planning horizon in 2030. The Pittsburgh-Beaver Valley area is now in non-attainment for the 8-hour ozone standard. The Air Quality Conformity Statement should and must model for the 8-hour standard.</p>
<p><i>Response:</i> EPA's conformity process for addressing the 8-hour ozone standard is not yet available. EPA issued new conformity regulations on June 14, 2004 that will soon appear in the Federal Register to address the 8-hour ozone standard. Conformity findings based on the 8-hour standard are due within one year of the effective date of the new regulations.</p>				
Air Quality Conformity, 8-hour ozone compliance	8-hour ozone compliance	Written	No	<p><i>Rachel Filippini, Group Against Smog & Pollution, Inc., Executive Director</i></p> <p>As of April 15, 2004 the seven-county Pittsburgh-Beaver Valley area was classified as a non-attainment area under the 8-hour ozone standard. This area's maximum attainment date is June 2009. The 2030 LRP should clearly indicate how SPC Plans to make progress toward achieving the 8-Hour NAAQS in the next 5 years and keeping in attainment over the following 21 years.</p>
<p><i>Response:</i> EPA's conformity process for addressing the 8-hour ozone standard is not yet available. EPA issued new conformity regulations on June 14, 2004 that will soon appear in the Federal Register to address the 8-hour ozone standard. Conformity findings based on the 8-hour standard are due within one year of the effective date of the new regulations.</p>				

Allegheny County

Project	Project Description	Type of Comment	Completely Funded on Previous TIP or on 2005 TIP	Comment
Cycle 7 household growth	Traffic Forecasts	Written	Yes	<p><i>David McGuirk, Citizens for Alternatives to New Toll Roads</i></p> <p>Cycle 7 shows a growth in regional households of 19% from 2000 to 2030, yet population is only shown to grow by 5%.</p>
<p><i>Response:</i> Census data shows that the number of persons per household has been steadily declining in the region. In 1980, average household size was 2.71 persons. By 2000, that figure had dropped to 2.38 persons per household. SPC's Cycle 7 projection assumes household size will continue to drop. The average household size for the region in 2030 from Cycle 7 is 2.1 persons. This 12% drop in household size from 2000 to 2030, coupled with the Cycle 7 population growth of 5% over the same period, produces Cycle 7's 19% increase in the number of households in the region from 2000 to 2030.</p>				