

Public Participation Panel Meeting Summaries

July and August 2003

(Initial Development of the DRAFT 2005-2008 TIP)



**PART
3**

The Allegheny County Public Participation Panel hosted five public open houses for discussion of project priorities for consideration during development of the 2005-2008 Transportation Improvement Program. At these meetings, information was available on the TIP, resource people were available to answer questions, and project abstract forms and written testimony were accepted.

July 23, 2003, 5:00-7:00 p.m.
Churchill Borough Building

July 24, 2003, 5:00-7:00 p.m.
West Mifflin Municipal Building

July 28, 2003, 4:00-6:00 p.m.
John P. Robin Civic Building, 200 Ross Street, Pittsburgh

July 29, 2003, 5:00-7:00 p.m.
Northland Public Library, McCandless

August 4, 2003, 5:00-7:00 p.m.
Moon Township Municipal Building

Because no formal meeting was held and no oral testimony was taken, there are no minutes for the open houses.

Armstrong County
Public Participation Panel

Public Meeting to Receive Testimony on Project Priorities for the
2005-2008 Transportation Improvement Program (TIP) and
2005 Twelve-Year Program

August 11, 2003, 7:00 p.m.

Armstrong County Courthouse Complex, Commissioners' Conference Room

Attendance:

Panel members:

Tom Bradigan, PPP Chair
Dick Clever, PPP Vice-Chair
Mary Bowyer, Kiski Junction Railroad
Susan Torrance, Pittsburgh North Aire-Ride
Janet Talerico, Armstrong County Area Agency on Aging
Harry L. Breski, Armstrong County Planning Commission
Jim Seagriff, Jr., Freeport Borough Council

Resource persons:

Chris Rearick, Armstrong County Department of Planning & Development
Dave Cook, PENNDOT District 10-0
Dave Tomaswick, PENNDOT District 10-0

Other attendees:

Frank C. Powers
Sean Henderson, DMJM+Harris, Inc.
Rebecca Henderson
Matt Smoker, Federal Highway Administration
David Ginns, Sustainable Pittsburgh and STPP
Mark A. Devinney, Freeport Terminals
Dale Berkley, Kiski Junction Railroad
Leanne Doran, McCormick, Taylor & Assoc.

SPC staff:

Chuck DiPietro
Prue Larson

1. Welcome and introductions

PPP Chair Tom Bradigan called the meeting to order and welcomed everyone. He invited people to introduce themselves.

2. Purpose of the Meeting

This meeting is for the purpose of receiving public testimony on transportation projects for consideration during development of the 2005-2008 TIP. The PPP Chairs will present all testimony heard tonight, along with anything submitted to SPC by August 18, to the State Transportation Commission and

Southwestern Pennsylvania Commission at their joint hearing on September 11.

3. Introduction to the 2005-2008 Transportation Improvement Program
Chuck DiPietro encouraged interested people to stay in contact with Dave Cook, of PENNDOT District 10-0, and Chris Rearick, Armstrong County Department of Planning Development. They are the key people who will be at the table when your program is put together.

Mr. DiPietro reviewed the schedule for development of the TIP update. The PPP will hold a meeting in late May or early June 2004, after the 2005-2008 TIP has been developed, to receive public comments on the draft prior to its adoption by SPC.

Basic concepts behind the TIP are as follows. The TIP adopted by SPC becomes Stage 1 of the State's 12-Year Program. TIP projects must be consistent with SPC's Long-Range Plan and must be based on realistic funding estimates. The TIP must stay within fiscal limits and must be balanced year-by-year. Because of the fiscal limits plus our intent to use every dollar that's available, if a new project is added then something else must be deleted. A guiding principle is to fund capital maintenance needs first, with a goal of 80% for such projects. There are many challenges facing us because of limited revenues and significant financial needs. Therefore we must be innovative in programming.

Completing projects partially funded on the current TIP could take up almost all the next TIP. About \$47 million is projected to be available for roads and bridges in Armstrong County for 2005-2008. Of that, the goal is to program \$38 million (80%) for system preservation and \$9 million (20%) for new capacity. For public transportation, the funding allocation is expected to be \$2.5 million, of which \$1.5 million would be available for operating expenses and \$1 million for capital projects. The current TIP includes 30 road, bridge and miscellaneous projects in Armstrong County, 4 of which are not fully funded. Approximately \$33 million would be needed to complete these projects. Examples of projects with a funding shortfall include: congestion improvements at the Freeport Bridge; Route 1038, West Kittanning Bridge; Route 68, Kaylor Railroad underpass; and the Great Shamokin Trail. There are number of important projects on the Long-Range Plan, which might be next in line. Transit funding may also experience a shortfall for operating expenses.

In conclusion, there are many valuable projects on the TIP but not enough funding to accomplish everything that needs to be done. SPC is always looking for innovative ways to bring in additional money, but tough decisions need to be made. Your input is critical, as we work to set priorities.

Harry Breski, of the Armstrong County Planning Commission, asked whether extension of Route 28 to I-80 is an impossible project.

Chuck DiPietro responded that a study is needed first to screen the viability of alternatives. This would be a multi-county project, covering 2 PENNDOT Districts, but meetings are ongoing to explore the options and the support.

4. Public testimony on Project Priorities

Frank Powers described his personal concerns. First of all, Route 1035, from Routes 66/28 to Route 85 needs to be straightened out and resurfaced. Secondly, he calls for completing the upgrade of Route 422, from the current four-lane to Ebensburg. And thirdly, he observed that Route 28 North is a disaster. Only adding truck climbing lanes is insufficient. Four lanes are needed throughout. This road carries heavy recreational traffic to Cook Forest and other destinations to the north.

David Ginns testified, representing Sustainable Pittsburgh and the Surface Transportation Policy Project. They recommend funding set-asides for Congestion Management and Air Quality, Job Access/Reverse Commute, and Transportation Enhancements as well as for coordination of land use and transportation planning. They would like to see Title VI, Environmental Justice strengthened in the region and an expanded role for the PPPs. The public transportation funding crisis needs to be addressed.

Jim Seagriff, Freeport Borough Council, testified on several projects. He supports the Freeport Bridge Rehab, which is on the current TIP for Westmoreland County, with engineering recently completed. Considerable additional funding is needed. The project is important and should be completed as soon as possible. Mr. Seagriff noted that it is important to include a bikeway/walkway on the Freeport Bridge, to connect Butler to Freeport and link the Allegheny Township Trail network. Funds must be programmed as part of the bridge rehab or added separately.

In addition, Mr. Seagriff noted that SPC has conducted a limited study of the Freeport Bridge ramps, with \$500,000 on the current TIP for engineering of ramp relocation. This study must be done in 2005, with follow-up funding programmed for ROW and construction in 2006.

He also spoke in support of extension of the Route 28 Expressway north to I-80. This project is essential to economic development of the entire region. The first step would be to put at least \$1 million on the TIP for engineering, to come from various counties.

Mr. Seagriff spoke in support of a direct railroad spur to the Freeport Terminals. This facility transfers products between barge and trucks. The trucks put a great maintenance burden on the access roads. Two rail lines run close to the terminals, and a direct rail spur would take some of the truck

traffic off the roads. Meetings should be held with the rail lines, Freeport Terminals, and State and County officials.

Other important transportation projects include: commuter rail from Arnold to Pittsburgh; a cantilevered bikeway/walkway across the Kiski Junction Railroad bridge; extension of the Kiski Junction Railroad to Leechburg; and possible rebuilding of the rail system from Kittanning to Pittsburgh.

Tom Bradigan noted that he will submit written personal testimony after the meeting.

5. Conclusion

Chuck DiPietro noted that applications for Transportation Enhancements will be due October 30. There will be 4 workshops scheduled soon, including one in Saltsburg, and a final one on September 9 in Pittsburgh.

Beaver County
PUBLIC PARTICIPATION PANEL
AUGUST 5, 2003

Public Meeting to Receive Testimony on Project Priorities for the
2005-2008 Transportation Improvement Program (TIP)

Meeting Held:

Beaver County Courthouse, Commissioners' Conference Room, 810 Third Street, Beaver
7:00 p.m., August 5, 2003

In Attendance:

Panel members:

Louis Boykins, Jr., Co-Chair
Carl DeChellis, Co-Chair
Guy Shugert
Harry Wolf, Jr., Brighton Township Supervisor
Don Wachter, Big Beaver Borough Mayor
John Bates, Hopewell Township Zoning Officer

Panel resource persons:

Rick Packer, Beaver County Planning
Dick Shaw, SPC Member

Other attendees:

John Barrett, Borough of Beaver
Kelly Shroads, Widmer Engineering
Terry Biss, Heritage Valley Health System
Mark Devinney, Pittsburgh Intermodal Terminals
Nicholas Yanosich, Industry Borough
Thomas George, Jr., Marion Township
Paul Goschke
Jim Roberts
Diane Beal
Trace Fox
Jon Swan
John Hanna
Dave Ginns, Sustainable Pittsburgh
Joan Barlow, Sustainable Pittsburgh

SPC Staff:

Ken Flack
Doug Smith
Carol Uminski

Meeting notes:

1. Welcome and Introductions

Co-Chair Louis Boykins opened the meeting, welcoming all attendees. He introduced himself and Carl DeChellis as Committee Co-Chairs. He also introduced the SPC Staff members and had meeting attendees introduce themselves.

2. Statement of Purpose of the Meeting

Mr. Boykins stated that the purpose of the meeting was to gather testimony to input into the 2005-2008 Transportation Improvement Program (TIP) development process.

3. Introduction to the 2005-2008 TIP

Ken Flack of SPC gave a PowerPoint presentation that provided an overview of the TIP process, the status of the 10-county regional TIP, and the status of Beaver County's portion of the current (2003-2006) TIP.

The presentation also provided information to address the questions that were raised at the previous PPP meeting. Ken also provided information on the status of the Engle Road Bridge project in Industry Borough, which was another question that was raised at the previous PPP meeting. This project is currently on the TIP for construction in 2006.

Carol Uminski stated that each person will be limited to 5 minutes. Mr. Boykins pointed out the box that was available for people submitting written testimony.

Nicholas Yanosich, Mayor of Industry Borough, asked if people should continue to testify for projects that are on the current TIP or if this meeting was strictly to gather testimony on new projects. Ken indicated that people should continue to testify for projects until they see the project done. Testimony for projects already on the TIP may help to keep them from being deferred or taken off the TIP to make room for something else.

Dick Shaw, SPC Member, pointed out that just because a project is funded in a certain year on the TIP doesn't mean that you can start building immediately. Projects still must go through the engineering and environmental processes, which can have a big impact on when you actually see construction going on.

4. Public Testimony for Consideration During Development of the 2005-2008 TIP

Terry Biss, Vice President of System Operations for Heritage Valley Health System, presented testimony on behalf of the Beaver Hollow Road project that is partially funded on the current TIP. Mr. Biss stated that representatives from the Heritage Valley Health System Medical Center and other members of the community have been advocating for this project for 23 years. He also pointed out that the Beaver Hollow Road project meets the guiding principles and goals and objectives set forth in SPC's long-range plan, and felt that it should be a high priority because of that. He questioned the criteria used to prioritize projects in the county and in the region. He also felt that the Fallston Bridge

project may increase problems on Beaner Hollow Road. See written testimony submitted by Mr. Biss for more information.

Mr. Boykins stated that he also supports the Beaner Hollow Road and Engle Road Bridge (Industry Borough) projects.

Harry Wolf, Brighton Township Supervisor, supports the Beaner Hollow Road project and provided testimony that Dutch Ridge Road needs to be addressed in this area as well. He also indicated that bridge projects in the area could exacerbate problems on these roads. He also indicated that an improvement to Beaner Hollow Road may increase the stress on Dutch Ridge Road. Mr. Wolf provided written testimony for two sections of Dutch Ridge Road. Mr. Wolf also provided a copy of the Traffic Impact Study for Brighton Township Elementary School, which was completed in October 2002.

Paul Goschke, a Brighton Township resident who has lived along Beaner Hollow Road for 48 years, also stated his support for the Beaner Hollow Road project. He indicated that this road was never a big problem when it was primarily used by farmers in the area, but it has seen increasing use over the years since developments like the geriatric center and hospital have occurred. He indicated that the road has not changed along with the development and that now there are significant erosion and safety problems. Mr. Goschke did not provide written testimony at the meeting.

Mr. Wolf stated that he felt that Beaner Hollow Road should be relocated in the valley and that upgrading along the existing alignment would not work.

Mr. Shaw confirmed Mr. Goschke's statement that previous administrations had committed to fixing Beaner Hollow Road, but did not follow through with it. He also confirmed that preliminary studies and engineering for this project looked at the option of relocating the road into the valley, but that was not selected as the preferred alternative. To reevaluate that option would mean to go back to square one and start everything over.

Mr. Boykins stated that the County Commissioners should attend these PPP meetings and that it needs to be communicated to them that Beaner Hollow Road is the #1 priority of the people who have testified to the PPP.

John Barrett, Beaver Borough Manager, stated that he also supports the Beaner Hollow Road and Dutch Ridge Road projects. He testified on behalf of a project to reconstruct Buffalo Street and install a traffic signal at the intersection of Buffalo Street and Fourth Street. This project is needed in order to improve safety conditions, including bicycle and pedestrian safety, as well as traffic flow. See written testimony submitted by Mr. Barrett for more information.

Mr. Yanosich testified on behalf of the Engle Road Bridge project, which he has been working to see accomplished since 1972. Mr. Yanosich indicated that he would complete a project abstract form for this project and fax it to SPC in the next few days.

Tom George testified on behalf of the Marion Township Supervisors for a project to rehabilitate West Road Bridge over CSX Railroad. This bridge serves Veka, Inc., a major manufacturing company in the Township, as well as other residential and commercial properties in the area. The bridge currently has a 6-ton weight limit, and a 3-ton weight limit has been contemplated. There is an existing at-grade crossing that also serves these areas; however, this crossing is often blocked by trains switching tracks nearby, which leaves the bridge as the sole means of access. Mr. George stated that the bridge is owned by CSX, and they do not have any plans to improve it significantly. The Township has considered taking over the bridge, but with an annual road budget of approximately \$30,000, that is not feasible at the current time. See Mr. George's written testimony for more information.

David Ginns of Sustainable Pittsburgh gave a brief overview of what his organization does and their priorities. He also provided literature about Sustainable Pittsburgh. See Sustainable Pittsburgh's written testimony for more information.

John Bates, Hopewell Township Zoning Officer, provided written testimony for four projects and spoke with regard to the Kane/Gringo Road (SR 151) intersection project and the Green Garden Bridge over Raccoon Creek project. He indicated that the Kane/Gringo Road intersection is a major safety concern, especially with the number of school buses that use that intersection. He also stated that this project has significance to economic development and it should be a prerequisite to the SR 151 project that is listed on SPC's long-range plan. See Mr. Bates's written testimony for more information on all four of the projects.

Dick Shaw indicated that at one time, Michael Baker Corporation agreed to donate engineering services for the Kane/Gringo Road intersection project and Duquesne Light agreed to donate some right-of-way for the project. He agreed that this intersection is a major safety issue. A number of people in the audience recalled hearing of a fatal accident at that intersection within the past 12 months or so.

Pamela Caskie, Borough of Ambridge, testified on behalf of a 19th Extension project from Duss Street to Route 65. She indicated that this project is needed in order to redevelop a brownfield site in the area and that they already have \$700,000 of the anticipated \$1.2 million for the project. She indicated that Congresswoman Melissa Hart is working on getting an earmark for the other \$500,000. Any other needed funds would be raised at the local level. Ms. Caskie indicated that Congresswoman Hart's office told her that the project needed to be on the TIP in order to get an earmark. Ken Flack explained that once an earmark is obtained, the project would automatically be put on the TIP. Ken also explained that SPC might be able to program only the local funds on the TIP without any federal funds and then put the federal funds on once the earmark was received. See Ms. Caskie's written testimony for further information on this project.

Rick Packer presented written testimony from Frank Mancini on behalf of Beaver County. He indicated that the County feels that the projects that are fully funded on the current TIP are priority projects as are projects such as Beaver Hollow Road, Crows Run Relocation, SR 51 / Franklin Avenue Interchange, and the Ambridge-Aliquippa Bridge. See Mr. Mancini's written testimony for further information.

Donald Wachter, Mayor of Big Beaver Borough, testified on behalf of a project on Route 351 from SR 60 to Ellwood City. He indicated that this roadway has major truck traffic and that a potential racetrack in this area could increase traffic significantly. He also indicated that land values are rising quickly in this area so it will be more and more difficult to fund improvements in the future. See Mr. Wachters written testimony for additional information.

Mr. Wachter also mentioned the Idlewild Bridge project that is on the current TIP and indicated that it was important to complete that project, because the Borough will not agree to take the bridge over from the state until it is rehabilitated.

Robert Dudash, P.E., provided written testimony on behalf of the Center Beltway project in Center Township.

5. Next Public Meeting

Mr. Boykins indicated that the date for the next meeting of the Public Participation Panel has not been set.

Butler County Public Participation Panel
Public Meeting to Receive Testimony on
Project Priorities for the
2005-2008 Transportation Improvement Program and
2005 Twelve-Year Program

July 31, 2003

Attendance:

Panel members:

Don Surrena, Adams Township, PPP Chair
Marnie Repasky, Zelenople-Harmony Area Chamber, PPP Vice-Chair
Kenneth R. Brennan, Seneca Valley School District
Chuck Stowe, Allegheny Township
Mary Zacherl, Clinton Township
Shirley Dunn
Marianne Hill, Buffalo Township Supervisor
Stephen Harding, VA Medical Center
Bill Cully, United Plate Glass
Rev. Paul Cope, Mars Alliance Church
Thomas L. Franceschina, Adams Township Supervisor

PPP Resource People:

David Johnston, Butler County Planning
Dave Cook, PennDOT District 10-0

Other attendees:

Paul Suorsa, Borough of Slippery Rock
William Cypher, Borough of Slippery Rock
Ron Olson, Center Township
John Evans, City of Butler
Mayor Pintell, City of Butler
Alex Brodsky, Sen. Jane Orie's Office
Doniele Andrews, Butler County Planning
Ray Steffler, Senator Mary Jo White's Office
Albert Roenigk, Buffalo Township
Dan Cox, Center Township
Mark Lauer, Center Township
Eleanore Batykefer, Slippery Rock Township
John H. Paul, BTCT MTA
Tara Nicotra, Delta Development
Duane McKee, Cranberry Township
Owen Oesterling, Center Township
Tim Oesterling, Center Township
Bob Oesterling, Center Township
Randi M. Harding, Butler
Judy Snyder, Clinton Township
Glenn L. Anderson, Butler County Commissioner

Maureen Sweeney, Jackson Township
David Ginns, Sustainable Pittsburgh and STPP
Linda Fry
Royce Lorentz, Slippery Rock Borough
Jeff Adamstroski, Butler Eagle
Scott Lowe, Butler County Commissioner
Jim Kennedy, Butler County Commissioner
SPC staff:
Chuck DiPietro
Sara Walfoort
Carol Uminski

1. Welcome and Introductions

PPP Chair, Don Surrena, called the meeting to order and welcomed everyone in attendance.

2. Statement of Purpose of Meeting

The purpose of this meeting is to receive public testimony on project priorities for consideration during development of the 2005-2008 Transportation Improvement Program.

3. Public Testimony

Dave Suorsa and Bill Cypher, Slippery Rock Borough

They are concerned about safety at the intersection of SR 8 and Branchtown Road. The community has been concerned about safety at this intersection for some time, but a fatal accident occurred there recently, making them even more anxious.

Shortly after the recent accident, a meeting with PennDOT (District 10-0) was held at the Slippery Rock Borough Building. PennDOT indicated that they were doing a safety study of the intersection, and were reported to have asked the Borough to hold off on requesting any additional action until PennDOT has completed this study. The Borough would like a copy of the study. They would also like PennDOT to complete a more comprehensive traffic study at the intersection.

The Borough of Slippery Rock has indicated that they will start a fund for the improvement of SR 8 and Branchtown Road, if PennDOT is unwilling to take action.

At the request of the Public Participation Panel, copies of this testimony will be provided by PennDOT District 10-0 as soon as possible.

Marnie Repasky, Executive Director of the Zelienople-Harmony Area Chamber of Commerce, and vice-chair of the Butler County Public Participation Panel, spoke of the need to upgrade the I-79 interchange at SR 3025 (Little Creek Road) to a full cloverleaf, through the construction of the missing ramps.

This is not a new problem, a traffic study completed in 2002 for the Borough of Zelienople confirmed the need for these missing ramps, and the 2001-2004 Transportation Improvement Program included funds for preliminary engineering of the missing ramps. Now additional funds are needed to fund the right of way and utilities phase of the project.

This interchange serves the rapidly growing Jackson Township area, but also provides access to Seneca Valley schools. The completion of this interchange would reduce the potential for accidents, enhance school bus movement, and decrease liability in the event of an accident.

Dan Cox, Chairman of the Board of Supervisors, Center Township

Mr. Cox testified regarding replacement of the Glenwood Way Bridge. This bridge is an important link between State Route 38 and State Route 8 North. This project has had a history going back ten years. Part of the bridge deck collapsed in May 2000. Just last month another part collapsed and the Township was forced to reduce the weight limit once again, this time to 3 tons. In anticipation of the project proceeding, the Township has awarded bids on a project to realign and improve the intersection of Glenwood Way and State Route 38. In addition to the cost of the intersection improvement, the Township has borne over \$50,000 in engineering and environmental fees for the bridge itself. The Township asks that the Glenwood Way Bridge replacement be a top priority, for reasons of enhancing local safety and economic development.

Alex Brodsky, representing **Senator Jane Orié's** office, noted that the townships of southern Butler County and the 40th District are diverse, with a wide range of issues. Butler County is unique, in that while the rest of the region has lost population over the last decennial period, Butler County has grown by 14.5 percent. The southern portion of the County is growing fastest, and roads are struggling to keep up.

Mr. Brodsky testified in support of the following projects in southern Butler County:

SR228 Upgrade is of "utmost priority" and please expedite. Myoma Road at SR 228 needs a turning lane and stop light. More than 10,000 vehicles per day pass through the intersection of SR 356 and SR 228. SR 228 is emerging as a major east-west connector, providing access from northern Allegheny and southern Butler Counties to Pittsburgh International Airport. This road needs to be widened, or the economic prosperity of the area will be threatened.

Freedom Road has received Phase 1 funding; but only \$500,000 in Phase II funds have been allocated. The project needs to be fully funded at \$25 million.

The Seneca Valley Interchange needs to be completed.

In Jackson Township, a lane needs to be added at the intersection SR 68 and Jackson Road. PennDOT refuses to add a lane until a stop light is provided at that intersection.

A very similar situation exists at the intersection of SR 528 and SR 68.

The 2001 TIP included a project at the intersection of SR 356 and Sarver Road. This intersection is of critical concern, and is a safety issue. There have been many accidents at this location. This is a growing area, and the intersection needs immediate attention to maintain safety.

Mr. Brodsky presented project abstract forms describing these and additional projects needed in Butler County, in Senator Orié's district.

Ron Olson, representing Center Township

The Glennwood Way Bridge, SR 38 to SR 8 North, provides critical access to a couple of industrial areas in Center Township. Since 1990, the Township has seen more and more stringent weight limits placed on the bridge. The bridge is currently posted with a maximum weight limit of 3 tons.

On two occasions, portions of the bridge deck have collapsed. The Township owns the bridge, which was included in a turn back program from PennDOT. The Township has begun an evaluation of the bridge replacement needs, and has spent \$275,000 on preliminary engineering, design and environmental assessments.

The Township is concerned that the bridge needs to be replaced, as a matter of safety. Replacement of the bridge would also enhance the economic well being of this portion of Butler County.

Owen Oesterling, owns Oesterling Sandblasting and Painting, Inc, a firm located in Center Township. His 30 employees and numerous trucks must use the Glennwood Way Bridge every day. With the most recent lowering of the posted weight limit on this one lane bridge to 3 tons, even his dump trucks are unable to use the bridge, requiring a round-about detour that is time consuming, and in winter, dangerous.

Because his trucks are forced to detour around the Glennwood Way Bridge, Mr. Oesterling is having difficulty getting materials in to service his clients, and he is losing jobs to competitors. In the past 14 years his employees have paid almost \$3 million in taxes. This bridge has been a problem for twenty years. It needs to be addressed now.

Timothy V. Oesterling, owns and operates Oesterling's Recycling and Rail Service in Center Township. He stated that since May 2003, when the weight limit on the one-lane Glennwood Way Bridge was reduced to 3 tons, he has been forced to route his 8,000-pound trucks up a hill and through a residential area, in order to detour around the bridge. He estimates that he runs about 30 to 40 trucks per day in this manner.

He estimates that he receives five 80,000-pound trucks at his facility every day. He expects this will increase to twenty per day in the near future. They come from all over the eastern US and Canada. The last 100 yards of their trip should take them from SR 38,

across the Glenwood Bridge to his facility. Instead, they need to take this long detour, up hills and through residential neighborhoods, to bypass the bridge. The bridge needs to be repaired or replaced before an accident happens.

Bob Oesterling, owns and operates Oesterling Concrete, Inc in Center Township. Included in his fleet mix are four mixer trucks, a number of heavy dump trucks and other heavy machinery. In order for his equipment to be routed north, on SR 38, to serve such clients as AK Steel and others, he needs to get his equipment across the bridge.

His plant is located a few hundred yards from the bridge. To detour the bridge, he adds 12 miles and 30 minutes to the trip. This becomes expensive when you factor in the additional fuel costs (his vehicles average 2.5 miles per gallon) and labor costs. Generally, his operation looks to make five round trips per day. The burden of this “lost time” due to the need to detour the bridge is considerable.

Mr. Oesterling would like to expand his business in Center Township, and is looking to add two additional trucks next year, and has been considering a \$1 million investment in a new plant. The rehabilitation or replacement of this bridge is a small project that is desperately needed to keep the businesses in the area viable, and to resume safe operations of these large trucks and heavy equipment.

John Evans, testified on behalf of Leonard Pintell, Mayor of the City of Butler.

The City is concerned about three bridges in the City of Butler: the Penn Street Bridge, the Brady Street Bridge and the New Castle Bridge. Each bridge is in poor condition, with posted weight limits, with recent reductions in the weight limits. Most of the City’s fire and emergency service vehicles exceed the current posted weights for these bridges, creating a safety hazard for those vehicles, and curtailing emergency service access to areas on the far side of the bridges. These bridges are vitally important to the City’s economic development, and provide access to important community resources. The Penn Street Bridge provides access to Memorial Park, while the Brady Street and New Castle Bridges are located just north and just south of the Broad Street School. The right of way acquisition phase of bridge work is ready now. The City is looking for \$1 million in construction dollars for completion of this work.

In addition, the City is concerned about the need for deck replacement on the Monroe Street Bridge, which carries a large volume of traffic, between SR 356 and SR 68.

Additionally, the Monroe Street Railroad Bridge needs replacement.

Albert Roenigk, Supervisor for Buffalo Township was testifying for the sixth time on the need for improvements to the SR 356 and 228 Corridor. The need for improvements in this corridor is evidenced by the inclusion of funding in the 2001 – 2004 TIP for intersection improvements for Sarver Road East, at SR 356. Two recent studies undertaken by SPC have also verified the need for improvements.

The Township has been able to secure \$1.5 million in private investment for the signalization of three intersections (including turn lanes), and roadway widening for a distance of one-quarter mile.

The Township joins others who view this corridor as a major east-west corridor through the region, providing access to Pittsburgh International Airport, Interstate 79, Cranberry Township and other growth areas. The east-west movement permitted by SR 228 is particularly important for trucks.

Continued development in the vicinity of the corridor will increase traffic volume on the roadway, and increase the danger posed by corridor inadequacies. Developments likely to increase traffic volume in the corridor are the NorthPointe Industrial Park in Armstrong County, Victory Industrial Park, and the new Pittsburgh Mills development off of SR 28. Other local employers expected to experience growth, therefore expected to place more demand on SR 228, include Obergs, Penn United, II-VI, Associated Ceramics, DUCO Ceramics, Dynamic Ceramics, and Harrison Hills Industrial Park. The corridor also provides access to such regional attractions as Penns Colony Arts and Crafts Festivals and the Lernerville Speedway.

Residential development is also occurring in Winfield, Buffalo and Clinton Townships.

The need for improvement is particularly urgent at the intersection of SR 356 and Sarver Road East, which should be advanced and completed in the next two years. The project had an estimated cost (in 2001) of \$600,000, and would improve capacity and safety for more than 10,460 vehicles per day.

Another intersection in need of improvement is at SR 228 and SR 356, which also serves more than 10,000 vehicles per day. \$65,000 in partnership funding has been provided for signalization of this intersection. We need PennDOT to do their share too and request funding for turning lanes at this dangerous intersection.

A major increase in traffic volume is anticipated at the intersection of SR 356 and SR 28, where daily traffic flow is anticipated to grow from more than 20,000 vehicles per day today, to more than 36,000 vehicles per day in 2012. SR 356, extending north from SR 28 needs to be widened, and the addition of turn lanes at exit ramps.

The intersection of Route 356 and Monroe Road needs to be widened to accommodate turning lanes. The estimated cost for this project is \$2 million.

At Route 356 and Bear Creek, the road will have to be realigned, with turn lanes on SR 356.

The entire Route 356-Route 228 corridor needs to be improved, to enhance developer investment for a safer, more efficient highway.

Some traffic is now using Ekastown Road as a connector between SR 228 and SR 28, bypassing Route 356. An assessment of this corridor is also advisable.

Buffalo Township is working with adjoining Clinton Township on the development of a multi-jurisdictional comprehensive plan, which includes an assessment of the safety and capacity improvements required in the SR 228 and SR 356 corridor, including Ekastown Road.

John Paul, from the Butler Township/City Joint Municipal Transit Authority, spoke regarding the need for a park and ride lot, local transfer center, and bus/rapid transit maintenance and storage facility, as well as purchase of new bus equipment.

A transit study of southwestern Butler County is needed, in Mr. Paul's view, to determine the need for transit services in this fast growing area. The only service currently available is a reverse commute program that is designed to take people from the area, to jobs in Pittsburgh. What is needed is a transit service that serves the area, and provides transit within Butler County. This project has the support of every community in the southern Butler County corridor, as well as the Mars and Seneca Valley School Districts. Moreover, the Township of Cranberry has agreed to provide the local matching funds for such a study.

Mr. Paul envisions the establishment of a transit facility that will include administrative offices, a park and ride facility with access to Pittsburgh, and a parking structure (given the cost of land in Cranberry, it is probably cost prohibitive to rely on surface parking).

The proposed service and facility improvements would result in a reduction in congestion in this fast growing corner of the county.

Ken Brennan, Seneca Valley School District, spoke about the need for the construction of the missing ramps at I-79 and SR 3025, Little Creek Road. In addition, the School District calls for an upgrade of the bridge at that location to four lanes, with one turn lane in each direction, to alleviate morning and afternoon peak hour congestion, as well as to improve school access.

Mr. Brennan also supports earlier testimony regarding the need for improvements to the Glennwood Way Bridge. In addition to the needs of the industry using the bridge, which were testified to earlier today, there is new housing development occurring in the area, increasing the demand for the bridge.

Another concern of the School District is the need for additional right of way acquisition to facilitate an anticipated need for the widening of SR 68 in the future. Their fear is that developers will acquire property bordering SR 68, and develop it in such a way that future expansion of the roadway will be impossible.

Finally, Mr. Henderson stated the School District's support for the SR 528 and Hartman Road project from the previous Transportation Improvement Program, and his personal

support for the widening of SR 422 through the northern and central portions of the County.

Tara Nicotra, of the Delta Development Group, testified on behalf of the Simon Property Group, a retail and mixed-use developer of such regional facilities as Century III Mall, Ross Park Mall and South Hills Village.

Their current proposal for the region is the Cranberry Town Center, to be located at the intersection of Interstate 79 and SR 228 in Cranberry Township. It is their intent to develop a retail and commercial mixed-use “lifestyle center” in this location.

The proposed 950,000 sq. ft. complex would look like a traditional “Main Street” with offices and retail arranged along a central corridor, or Main Street. There would be parking provided in front of each establishment, just as in a small town downtown location. The Main Street could be used to host community events, such as parades, hence the term “lifestyle center.” Visually, the complex would resemble the Waterfront development in Homestead, Pennsylvania.

With the development of the Lifestyle Center come jobs. 1200 construction jobs would be created. These jobs would last about two years. Once complete, an estimated 1,900 employees would be hired (full time and part time, total). The complex is expected to open in 2007.

The facility would require transportation improvements to SR 228 at Interstate 79. The proposed site has no direct access from SR 228. The developer is currently working with the Township of Cranberry and PennDOT District 10-0 to expedite work along SR 228, which will be augmented by work done by the Simon Property Group.

Simon Property Group is working with Cranberry Township to advance the construction of a loop ramp that will extend from eastbound SR 228 immediately east of I-79, and extend into the proposed site of the Cranberry Town Center. Capacity and safety improvements would also be made to the existing I-79 ramps and along SR 228, including the construction of a northbound on-ramp to I-79 from SR 228, and additional lanes along SR 228. A third component would be the improvement of local roadways serving the Simon Lifestyle Center, facilitating traffic flow between commercial and residential developments in the northeast quadrant of the interchange.

The developer is seeking a Congressional earmark for a portion of this work, and has the support of State Senator Jane Orié and Congresswoman Melissa Hart.

Chuck Stowe, from Allegheny Township, expressed his appreciation for recent paving work that has been done along the secondary state roads in the northern Butler County. He had testified in previous years about the need for such work, and was happy to report that much of what he had requested had been completed.

He is now requesting that pavement work be scheduled for SR 138 from North Washington to Sunbury, to correspond to the improvement of SR 138 at Emlenton Hill, a project that has been included in the Venango County Transportation Improvement Program. SR138 carries a lot of truck traffic, and has experienced recent landslides, which have closed portions of the roadway.

Duane McKee, speaking on behalf of the Township of Cranberry, expressed the Township's gratitude for the state's continued support of the Cranberry Connector project. This project represents a major step towards solving traffic issues in the area.

He expressed thanks for continued support for the Freedom Road Phase I "3R" project, which is a partnership project to improve Freedom Road from SR19 to the Turnpike Bridge, as well as the intersection of Freedom Road and Commonwealth Drive.

However, additional improvements are required, and your support is requested for the following projects:

Freedom Road, Phase 2, road and traffic light improvements from Commonwealth Drive to township line. This project is believed to be in the design stages, with an estimated cost of \$20 million.

Franklin Road improvements, from SR 228 to the township line. This major collector road is used to access SR 228 from the north, and is in need of horizontal and vertical alignment changes. This project could be completed in phases.

Rochester Road at SR 19/Wisconsin Avenue intersection improvements including turn lanes, stoplights and roadway upgrades. The project cost is estimated at \$1.5 million, of which the Township has \$1.1 million from developer partnerships. The last \$400,000 to complete this project is requested.

The Township also asks your support for the Simon Mall improvements to SR 228. The required road improvements will provide access to nearly 300 acres of developable property in one of the fastest growing corridors in the township and county.

Mary Zacherl, Clinton Township, stated that she has been concerned about the SR 228 corridor for at least the last five years. The improvements that have been implemented along the corridor west of SR 8 are commendable, and additional improvements are scheduled in Clinton Township later this year. But, these are small steps, being completed in a piecemeal fashion.

It is time that the region recognizes that SR 228 functions as a northern beltway from SR 28 to Pittsburgh International Airport, and that the corridor is therefore deserving of *big steps*, with a long term objective of making this a viable northern beltway.

It is clear, she stated, that the plan for improvements is piecemeal, when what is required is a comprehensive analysis of the issues and a program for remediation.

Among her specific concerns are that other communities in the area are also feeling the impact of recent development in Clinton Township. Saxonburg Borough is struggling with the question of how to get the big trucks out of town. Buffalo Township recognizes that traffic is growing much faster than had been anticipated, and that improvements to the intersection of SR 228, Sarver Road and SR 356 must be implemented very soon. In Middlesex Township, care must be taken to ensure that the SR 228 development project does not decimate a community, but works to minimize disruption to the neighborhood.

In summary, Ms. Zacherl identified the immediate needs in the corridor as improvements to the intersection of SR 228 and SR 356, and a creative solution to the SR 228 and Saxonburg Road interchange in Cooperstown.

She reiterated earlier comments that SR 228 serves as a northern beltway, connecting northern Allegheny County and southern Butler County communities to the Pittsburgh International Airport.

Judy Snyder, reinforced the need for improvements at the intersection of SR 228 and SR 8. This intersection sees heavy northbound traffic on SR 8, making left turns from southbound SR 8 to eastbound SR 228 very difficult. A turning lane is in place, but a left turn arrow should be added to the existing traffic light at the intersection. During rush hour, traffic backs up, and there have been many traffic accidents and close calls. The safety of residents who travel the intersection daily requires the addition of a turning arrow. The turn arrow needs only to be activated when traffic is in the turning lane, similar to that at the Dinnerbell Road and SR 8 intersection, and the intersection of McCalmont, Vogel and SR 8.

Maureen Sweeney spoke on behalf of Jackson Township homeowners who support earlier testimony regarding the need for improvements of the I-79 ramps at Little Creek Road (SR 3025). The safety of the children attending the Seneca Valley Schools, and the residents of this rapidly growing community is at risk.

David Ginns, of Sustainable Pittsburgh and the Transportation for Livable Communities Project provided testimony that was not project specific, but spoke to the region's transportation planning process.

He requested that Congestion Management Air Quality (CMAQ), Job Access/Reverse Commute (JARC) and Transportation Enhancement funds in the region be augmented by highway funds, with a one percent set aside to plan corridors and encourage multi-modalism. Under this proposal, use of these funds would be limited to communities who have adopted comprehensive plans, or are working on multi-jurisdictional plans. Efforts to promote transit-oriented development, sidewalks and other pedestrian friendly design components would be rewarded.

Sustainable Pittsburgh also requests that SPC enhance its efforts on Environmental Justice and Title VI compliance through the establishment of an Environmental Justice/Title VI committee, with representation from all member counties, and the responsibility for conducting Environmental Justice/Title VI assessments.

Sustainable Pittsburgh also requests that the role of the Public Participation Panels be expanded to also include review and approval of the agendas of the Transportation Technical Committee, TIP project selection and TIP amendments. An Environmental Justice representative should be added to the Public Participation Panel in each County.

There is a need for additional public transportation funds, especially in southern Butler County. In light of this urgent need, Sustainable Pittsburgh recommends that federal highway funds be “flexed” to transit uses to fund such initiatives as alternate fuel vehicles and smart fare systems.

Royce Lorentz, Slippery Rock Borough Council, spoke of the need for improvements to the intersection of SR 422 and Interstate 79 to address the needs of increased traffic in the area. He applauds recent efforts to address the access problem along the north shore of Lake Arthur in Moraine State Park, and reinforces the need to provide enhanced north shore access. But, he also cites a need for a full cloverleaf intersection at the intersection of Interstate 79 and SR 422.

Dave Johnston, Butler County Planning Commission, spoke to address comments made during the meeting.

With regards to the Branchtown Road intersection, the County Commissioners have requested a meeting with PennDOT District 10-0 to discuss the terrible accident that occurred at the Route 8/Branchtown Road intersection recently. This meeting has been scheduled for later in August.

Mr. Johnston also spoke of the importance of SR 228 east of SR 8. He acknowledged that a detailed study of on-line and off-line improvements has been developed for SR 228 between SR 19 and SR 8, but since development has not yet moved east of SR 8 for the most part, no study has yet been done in that area. Because development is believed to be imminent, the time is right for such a study. With development pressures come needs, and now is the time to act, as property remains available and options remain open.

4. Introduction to the 2005-2008 Transportation Improvement Program (TIP)
Chuck DiPietro of SPC gave a presentation that provided an overview of the TIP process, the funding status of the 10-county regional TIP, and the status of Butler County’s portion of the current (2003-2005) TIP.

5. Conclusion
In closing the meeting, the Chairs of the Public Participation Panel acknowledged the receipt of written testimony from Don Surrena of Adams Township, and Floyd Zang.

Fayette County
TRANSPORTATION POLICY COMMITTEE /
PUBLIC PARTICIPATION PANEL

AUGUST 12, 2003

Public Meeting to Receive Testimony on Project Priorities for the
2005-2008 Transportation Improvement Program (TIP)

Meeting Held:

Penn State - Fayette, Williams Building, Swimmer Auditorium, Route 119 between Uniontown and Connellsville

4:30 p.m., August 12, 2003

In Attendance:

Panel members:

Myron Hoskins, Co-Chair
Muriel Nuttall, PPP Co-Chair, and Fayette Chamber of Commerce
Robert Schiffbauer, South Union Township
Norma Ryan, Brownsville Mayor
Judy Reed, Connellsville Mayor
Michelle Shumar, Fayette Area Coordinated Transit
Robbie Matesic, Fayette County Transportation Alliance
Bob Junk, Fay-Penn Economic Development Council
Joe Segilia, Penn State - Fayette
Mike Krajovic, Fay-Penn Economic Development Council

Panel resource persons:

State Senator Richard Kasunic
Jo Lofstead, Representative DeWeese's Office
Mike Dufalla, PENNDOT District 12-0
Matt Skovera, PENNDOT District 12-0
Alan Bailey, PENNDOT District 12-0
Stacey Rabatin, PENNDOT District 12-0
Bill Piper, Fayette County Consultant

Other attendees:

Vince Vicites, Fayette County Commissioner
Terry McMillen, McMillen Engineering
Ron DeSalvo, Luzerne Township Supervisor
Donna Holdorf, National Road Heritage Corridor
Jim Barger, Gabriel Brothers
Andy Berdar, Gabriel Brothers
James Gabriel, Gabriel Brothers
Patrick Ricater

Molly Kantorik Duda, Route 40 Residents
Domenic Piccolomini, SPK Engineering
George Faris, business owner
Mark Faris, business owner
Tina Faris
Dave Ginns, Sustainable Pittsburgh / Surface Transportation Policy Project
Marie Swallop
Andrew French, Fayette County Redevelopment Authority
Tim Grindle

SPC Staff:

Ken Flack
Chuck Imbrogno
Doug Smith

Meeting notes:

1. **Welcome and Introductions**

Myron Hoskins opened the meeting, welcoming all attendees. He introduced himself and Muriel Nuttall as the co-chairs of the Public Participation Panel. He also introduced the other members of the PPP, SPC staff members, and the legislators and legislative staffers present.

2. **Statement of Purpose of the Meeting**

Mr. Hoskins stated that the purpose of the meeting was to gather testimony to input to the 2005-2008 Transportation Improvement Program (TIP) development process. He explained the ground rules for the meeting and that each speaker would be limited to five minutes. He stated that each person that would like to speak should fill out a project abstract form for each project on which they intend to give oral testimony.

3. **Introduction to the 2005-2008 TIP**

Ken Flack of SPC gave a PowerPoint presentation that provided an overview of the TIP process, the status of the 10-county regional TIP, and the status of Fayette County's portion of the current (2003-2006) TIP.

4. **Public Testimony for Consideration During Development of the 2005-2008 TIP**

Myron Hoskins and Chuck Imbrogno reviewed the procedures and protocol for the meeting and Mr. Hoskins opened the floor for public testimony.

Ron DeSalvo, Luzerne Township Supervisor, testified in support of the Mon-Fayette Expressway and Faeco Drive and the particular need for direct access to the new State Correctional Institute.

Jo Lofstead, of Representative DeWeese's office and the Fayette County Transportation Alliance, testified in support of the six needs identified by the Alliance: the Mon-Fayette Expressway, sequencing of the Mon River Bridge and Centerville and Luzerne Interchange portions of the Mon-Fayette first, Faeco Drive, Faeco Drive Extension, ferry boat improvement funding, and cooperation with Washington County on the ferry boat issue.

Donna Holdorf, Executive Director of the National Road Heritage Corridor (NRHC), testified on NRHC's desire to partner with PENNDOT in order to leverage scenic byways funding to do a betterment project including sight line improvements on U.S. 40. This project would start where the recently completed betterment project (west of Uniontown) ended and would extend to near the Torchlight restaurant. NRHC has the opportunity to obtain \$700,000 in scenic byways funding for construction. The project would require another \$700,000 in construction funding as well as funding for design phases. In addition to improving motorist safety and rideability, this project would provide wider shoulders that could be used by bicyclists and by the annual wagon train event.

Jim Barger, Gabriel Brothers & JARA Group, testified on behalf of the Walnut Hill Interchange completion project. JARA Group has 154 acres of land ready to be developed near this interchange, but it cannot be developed without this transportation improvement. Mr. Barger's group has hired an engineering firm at their own expense to design the sewer system expansion to this site and PENNDOT is currently reviewing the plans.

Molly Kantorik Duda testified on behalf of 35 families in the Hopwood area who live along Route 40. They are experiencing a noise problem due to the new Portland cement concrete pavement on the Uniontown bypass. Ms. Duda has researched noise walls, vegetative noise barriers, and other options as well as a National Cooperative Highway Research Program (NCHRP) study on pavements and noise. Ms. Duda feels that the most effective solution would be to place an asphalt overlay in this approximately one-mile segment. According to Ms. Duda's research, this could reduce the noise levels by 3 decibels, which the residents feel would be a significant improvement. The residents in this area request that PENNDOT take the first step of studying the noise levels in this area in order to address this problem. She indicated that there is an FHWA pilot program for projects that address noise pollution.

David Ginns of Sustainable Pittsburgh gave a brief overview of the priorities of his organization, the Transportation for Livable Communities (TLC) project, and the Surface Transportation Policy Project (STPP). He indicated that they would like to see certain percentages of the region's highway funding set aside for a number of special programs including additional Enhancements funding, transit, and Title VI environmental justice programs.

Bob Junk, Fay-Penn Economic Development Council, testified on behalf of a project to move the existing technology park traffic signal on Route 119 (near Penn State). Due to the tight turning radii at this intersection, the Council has been limited to 300,000 square feet of development at this location, and they are likely to have over 50% of this developed by the end of the year. The Council would like to develop an additional 500,000 square feet at this location and feels that in order to do that, the existing traffic light should be

relocated, which will cost approximately \$750,000. Fay-Penn is willing to build the two side roads to access the new signal location, which would cost approximately \$150,000, and they would like PENNDOT to fund the rest of the project. Mr. Junk indicated that in addition to improving traffic flow, he feels that this project will improve safety. He indicated that there has been a fatality in this section of U.S. 119 within the past 5 years.

Mike Krajovic testified regarding congestion problems on U.S. 119 in the Connellsville area. With water and sewer expansions in the area, development in Westmoreland County (including Sony), and the location of nearby interstates, this area continues to see increased traffic and congestion. Residents of Fayette County are dealing with it now, but these congestion problems will need to be addressed in the near future. Mr. Krajovich mentioned that a Connellsville Bypass was considered at one time, but he was unsure of whether this was still a viable alternative.

Senator Rich Kasunic testified on behalf of a number of projects that he feels are important to Fayette County including: State Route 21, Masontown Bridge, Memorial Bridge, Mon-Fayette Expressway and early phasing of the Mon River Bridge section, Route 711 safety improvements and truck bypass, Route 31 safety improvements, Route 51 upgrade, Route 40 @ Chalk Hill intersection, five points intersection in Connellsville, Route 119 between Uniontown and Westmoreland County, Faeco Drive, Mathew Drive, Fan Hollow Road, New Salem Road, and the Fayette County Airport runway extension. Senator Kasunic recognized that there is not enough money to accomplish all of these projects right away, but emphasized that we should not forget that they all need to be addressed.

Commissioner Vince Vicites testified on behalf of a number of projects that he feels are important to Fayette County including: Mon-Fayette Expressway, Connellsville Airport, Matthew Drive / Matthew Drive Extension / New Salem Road, Walnut Hill Interchange, Faeco Drive, State Route 21, State Route 51, and Evans Manor Bridge. Commissioner Vicites indicated that he feels that projects that encourage development and job creation should receive higher priority than maintenance projects.

Myron Hoskins closed the meeting with a brief summary and stated that any additional written testimony should be submitted to SPC within seven days in order to ensure that it is included in the PPP's submission to the State Transportation Commission (STC) on September 11th. He asked if there were any further questions.

Mike Krajovic asked if people should testify on behalf of trail and/or transit projects. Ken Flack provided information on the upcoming round of enhancements applications and indicated that while testimony on these types of projects is not necessary, it can help raise awareness of the project. Chuck Imbrogno indicated that the same is true for transit projects.

Southwestern Pennsylvania Commission
Public Participation Panel

Greene County
August 6, 2003

Public Meeting and Testimony on Priorities for
the 2005-2008 Transportation Improvement Program Update

Introductions and Welcome

Ann Bargerstock, PPP Chair, began the meeting at 6:00 pm with introductions to various community leaders and members of the Southwestern Pennsylvania Commission Public Participation Panel and a brief statement of the purpose of the meeting.

PPP Members in attendance:

Ann Bargerstock, Greene County Planning Commission
Ruth Enci
Don Chappel, Green County Industrial Development Authority
Suzy Funka Petery, USDA Farm Service Agency
Ryan Hartley, National City Bank
Jesse Wrick
Julia Meese, Temptations Unlimited

Panel resource persons:

Michael N. Dufalla, PENNDOT District 12-0 Engineer
Matt Skovera, PENNDOT District 12-0

General attendance:

Robert McGurk, DeBartolo Property Group
Jason Yakelis, Delta Development Group
Senator J. Barry Stout, 46th District
Joyce Popovich, Senator Stout's Office
Dave Ginns, Sustainable Pittsburgh/STPP
Paul Lagojda, County Resident
Edwin E. Young, County Resident
Thomas Milinivich, Resident
Herman Osso, Resident
Jerome E. Murphy, Resident
Scott Blair, Greene County Commissioner
Robert Rice, Resident

Southwestern Pennsylvania Commission Staff in attendance:

Ken Flack
Chuck Imbrogno
Karen Franks

Introduction to the 2005-2008 Transportation Improvement Program (TIP)

Ken Flack reviewed the agenda for the evening and began with a Power Point presentation concerning the process of updating the TIP.

Schedule for 2005-2008 TIP Development

July/August 2003 – SPC Collects Public Testimony

Sept 11, 2003 – Joint Public Hearing by SPC and State Transportation Commission – PPPs will present all testimony collected in July/August workshops.

Fall/Winter/Spring 2003-2004 – Development of TIP & Air Quality Conformity

May/June 2004 – Public Comment on Draft TIP & Air Quality Conformity Determination

June 28, 2004 – SPC adopts 2005-2008 TIP & Air Quality Conformity Determination for Southwestern Pennsylvania

July 2004 – State Transportation Commission adopts Statewide TIP

September 2004 – U.S. Department of Transportation approves SPC's TIP & State TIP

October 1, 2004 – TIP Implementation Begins

TIP Basics

The current TIP covers the period 2003-2006. The new TIP will cover 2005-2008. SPC's TIP, when adopted, will be rolled into the Statewide TIP as well as becoming Stage 1 of the Commonwealth's 12-Year Transportation Program. TIP projects must be consistent with the region's Long Range Plan (LRP) that was adopted by SPC in July 2003. The TIP & LRP will use every transportation dollar that we expect to get, so to add something, something equivalent has to be taken off the program. We give first priority to Capital Maintenance projects by committing to rebuild the transportation system that we already have. We do this by keeping a continuous flow of projects that are ready for construction each year. The funding program must be fiscally balanced year-to-year.

Challenges

Revenues are declining and project costs are increasing. Federal and state budget deficits affect multiple areas of the transportation program and we can anticipate a moderate reduction in our overall capacity to fund projects. Project costs naturally increase because of inflation, but they increase more because of needed design changes. As project designers respond to public input about the needs for a project, what started as a basic project is given more complicated design features to mitigate community impacts and make the project more useful. The cost increases can be substantial. What we're also finding is that regionally, we're advancing a number of really big projects that can rapidly eat up all the available money, leaving little room for other projects.

A reduced level of federal participation is anticipated for transit projects, changing from 80% to possibly as low as 60%. State and local funds will be required to meet the difference.

Region-wide, there are 689 highway & bridge projects on the TIP. 168 highway & bridge projects are not fully funded. Making up this shortfall will take up the majority of the 2005-2008 TIP. The transit portion of the TIP has identified \$1.02 billion for the 4-year period.

County-wide, the 4-Year Base Funding Target is about \$40 million. There are 29 road, bridge,

and miscellaneous projects in Greene County. Six projects are not fully funded. These Greene County projects need an additional \$5 million to become fully funded.

The “carryover” from the current TIP is still being determined, but this is the principal factor in figuring out how much “new” money will be available to finish projects with a funding shortfall. This, in turn, affects how long it will take to deliver all the current projects on the TIP.

In conclusion, there’s not enough funding to accomplish everything that needs to be done, but there are still substantial, valuable projects in Greene County that will be completed during the 4-year TIP timeframe. Serious decisions on project priorities will have to be made and the oral and written testimony from these public hearings is critical to the decision-making that has to occur.

Questions were taken and an individual at the meeting asked why the public was responsible for paying for improvements to the 218 South Morgan Street at-grade rail crossing?

Mike Dufalla responded that when they make improvements into the right-of-way and the crossing was privately owned before the highway came along, then it is PENNDOT’s responsibility to assure the safety of this rail crossing.

Senator Stout explained that they have been trying to make changes to this area for some time but that the historical and environmental clearances have held up the priority project for some time. He concluded that they would contact the Historical Society and the DEP to get the clearance issue solved.

Ann Bargerstock noted that there were three structures with historical significance and materials buried underground that must be cleared before the at-grade structure can be built. In addition, there have been various on-going meetings to determine if an alternative would be cost effective and less destructive.

Public Testimony on Project Priorities for Consideration During Development of the 2005-2008 TIP

Robert McGurk, DeBartolo Property Group

Requested highway improvements to the SR 21 Corridor with signalization installed at the intersection of Route 21 and Kiwi Road and both the northbound and southbound ramps of I-79 at the point of intersecting SR 21.

In addition, requested the widening of the intersection at Route 21 and Kiwi Road with Kiwi Road also being extended to intersect with Rolling Meadows Road to relieve congestion. These improvements are necessary not only to correct current hazards and deficiencies, but also to prepare for two planned economic developments projects that will significantly add to the existing traffic congestion while also providing a significant amount of new jobs to the economy.

Dave Ginns, Sustainable Pittsburgh

Requested priority consideration for the following general funding categories and policy initiatives in guiding the TIP process: Congestion Management Air Quality (CMAQ), Jobs Access/Reverse Commute (JARC), Transportation Enhancements, stronger coordination of land use and transportation planning, enhanced Title VI/Environmental Justice planning, expanded role of public participation, and additional flex funding to transit providers.

Paul Lagojda, Cumberland Township Resident

Proposed the construction of a SR 88 Bypass for Carmichaels beginning at the Carmichaels Golf Course and intersecting with SR 21 at Baily's Crossroads. Mr. Lagojda explained that this bypass would divert traffic around the community and that there has been little done in the past 100 years to improve this section of SR 88.

Also, recommended the revitalization of the expansion of SR21 from Monongahela River westward to the West Virginia Border to coincide with the current SR21 expansion in Fayette County already underway. Explained that the consolidations of school districts to reduce education costs would create the traffic situation to coincide with the SR21 revitalization.

Edwin E. Young, County Resident

Proposed the resurrection of the stalled SR 21 bypass for Morrisville/Waynesburg to coincide with current congestion management issues. Mr. Young noted that the current flooding in this area was worse than ever and proposed an alternative of entering on SR21, crossing over SR188 over the railroad and back in on Main Street. He noted that this suggestion would cut down on the property that would be torn down.

Senator Stout expressed frustration and responded that he previously secured an \$8 million-dollar earmark for this project, but due to a lack of community support the project was delayed. He suggested that Mr. Young be placed on the panel that was established to look into the options for this project but noted that the project could not be resurrected until supported by the community.

Thomas Milinivich, Resident

Requested more information on the SR19 detours planned for the SR79 collapse during the planned longwall mining and inquired how to stop the coal company.

Mike Dufalla of PENNDOT responded that the Coal Review Board has already determined the Coal Company owns the right to mine this coal, and therefore they will have SR19 ready as a detour if SR 79 does collapse.

Jerome Murphy, Aleppo Township Resident

Asked for safety improvements to the state owned Aleppo Road, between SR21 and SR18, approximately 12 miles in length. Primarily concerned about the deteriorated state of the guide rails and requested painted lines on the road.

Mr. Murphy expressed his dismay with the coal companies taking the coal and water and suggested taxing them a penny a ton to cover the costs of their damage. In addition, Mr. Murphy noted that he was in favor of smaller schools and felt that the land taxes gathered on Game Commission owned land was much too low.

Senator Stout noted that the Aleppo Road improvements were a general maintenance problem and PENNDOT would work to improve the situation.

Herman Osso, Resident

Suggested an alternative to the SR188 realignment to I79, concentrating on or near the existing one-lane bridge. Expressed his frustration with PENNDOT engineers and their current plans to shortchange Greene County by making this re-alignment longer than necessary with a sharper curve due to environmental concerns.

Requested that PENNDOT pull/clear the ditches on SR19 due to increase safety concerns caused by water runoff.

Ann Bargerstock, Director of the Greene County Department of Planning and Development

Greene County supports the improvements to the 218 South Morgan Street at-grade rail crossing, noting that the immediate installation of drop-gates would be helpful. The County continues to support and emphasize all currently programmed improvements to the SR 21 corridor with additional funding for the extension to WalMart. Next, the County advocates a resolution to completion of the SR 21 bypass for Morrisville/Waynesburg and a solution to the one-lane bridge issue on SR188 realignment to I79, as testified by Mr. Osso. The County also supports the requests to upgrade and sustain the Evergreene Industrial Park and Retail development.

The County asks that ten additional bridge replacement projects be added to the program with a list of these bridges forthcoming.

The County supports and requests funds concerning Phase 3 of the Greene Trail (3 to 5-mile) project as a major opportunity to increase travel and tourism to our community. In addition, we ask for consideration of funding for a county-wide storm water management plan for state highways as well as concentrating on High and Greene Streets.

Meeting participants were reminded that the testimony presented tonight as well as any other written testimony from Greene County will be prepared for presentation to the State Transportation Commission hearing on September 11th.

The meeting adjourned at approximately 7:32 p.m.

Indiana County
PUBLIC PARTICIPATION PANEL
AUGUST 14, 2003

Public Meeting to Receive Testimony on Project Priorities for the
2005-2008 Transportation Improvement Program (TIP)

Meeting Held:

Indiana Area Senior High School, Large Group Instruction Room, 450 North Fifth Street, Indiana
7:00 p.m., August 14, 2003

In Attendance:

Panel members:

Bret Baronak, PPP Co-Chair, and Indiana County Planning
Dana Henry, PPP Co-Chair, and Indiana Chamber of Commerce
Larry Garner, White Township Manager
Laurie Lafontaine, Livable Indiana Neighborhood Connections
Lillian O. Clemons, Livable Indiana Neighborhood Connections, Chevy Chase

Panel resource persons:

Jim Struzzi, PENNDOT District 10-0

Other attendees:

Bernie Smith, Indiana County Commissioner
David Miller, Representative Jess Stairs's staff
Craig Chelednik, PENNDOT District 10-0
Byron Stauffer, Jr., Indiana County Planning Department
Sean Henderson, DMJM+HARRIS, Inc.
Ken Hawk, Renda Radio, Inc., 1160 WCCS
Daniel Feldbusch, 1450 WDAD
Court Gould, Sustainable Pittsburgh
Denny Semsick, Gibson-Thomas Engineering
Mary Ugoletti, Borough of Blairsville
Linda Gwinn, B.I.G., Cambria & Indiana Trails
T.J. Kokolis
John Como, Indiana Gazette
Ken Rich, McCormick Taylor & Associates
Tom Harley, Downtown Indiana
Angela Coulter
Jim Panicalli

SPC Staff:

Chuck DiPietro
Chuck Imbrogno
Doug Smith

Meeting notes:

1. Welcome and Introductions

Co-Chair Bret Baronak opened the meeting, welcoming all attendees.

2. Statement of Purpose of the Meeting

Mr. Baronak stated that the purpose of the meeting was to gather testimony to put into the 2005-2008 Transportation Improvement Program (TIP) development process. He explained that the testimony received would be packaged together by SPC staff and presented to the State Transportation Commission on September 11th by the PPP Chair.

3. Introduction to the 2005-2008 TIP

Chuck DiPietro, of SPC, provided some additional background and introductions and then gave a PowerPoint presentation that provided an overview of the TIP process, the status of the 10-county regional TIP, and the status of Indiana County's portion of the current (2003-2006) TIP.

4. Public Testimony for Consideration During Development of the 2005-2008 TIP

Larry Garner, White Township Manager, testified on behalf of the Rose Street #2 Extension and SR 286 West Congestion projects. There has been a lot of development in White Township in recent years, and there continues to be significant development pressure. These projects are needed to improve congestion and safety in White Township. Mr. Garner also stated that the final alignment for Rose Street #2 is almost complete and that subsequent phases of this project should be included on the 2005-2008 TIP.

Court Gould of Sustainable Pittsburgh gave a brief overview of what his organization does, who their partners are, and their priorities. He indicated that they would like to see certain percentages of the region's highway funding set aside for a number of special programs including additional bike/ped funding, transit, and Title VI environmental justice programs.

Mary Ugoletti, Blairsville Borough Council, testified on behalf of traffic calming and streetscaping projects in Blairsville. These projects are needed to promote smart growth and livability issues in Blairsville and to mitigate for things like truck traffic. The local Rotary and some private corporations have already donated some funds for downtown revitalization. Ms. Ugoletti also added her support for local trail projects.

Linda Gwynn, Cambria & Indiana Trail Council, testified on behalf of the Hoodlebug Trail Extension, a pedestrian bridge on the West Penn Trail in Westmoreland County, and other trail projects. She also supported the need for traffic calming efforts in Blairsville Borough.

County Commissioner Bernie Smith testified on a number of projects in the County that are needed to improve safety, promote multimodal transportation options, and foster economic development. These projects include: Route 119 south of Indiana, Route 119 in northern Indiana County, Route 22 from Indiana to Cambria County, Route 286, Roofers Curve safety project, Route 422, Rose Street #2 Extension, Bolivar Bridge, Tunnelton Bridge, Jimmy Stewart Airport Improvements, Hoodlebug Trail Extension, Blairsville Secondary Trail, and eight County bridge projects. Commissioner Smith also stressed the need to build partnerships.

Laurie Lafontaine, Livable Indiana Neighborhood Connections and Cambria & Indiana Trail Council, testified on the need for improvements to promote bicycle and pedestrian transportation. She indicated that pedestrian and bicycle improvements should be a high priority because they can give more “bang for the buck” than many other types of projects. Ms. Lafontaine discussed two specific projects: East Pike Road and Wayne Avenue. She supports adding bicycle lanes on East Pike Road, which provides access to the White Township Recreational Complex and a school. She would also like to see Wayne Avenue (Jimmy Stewart Boulevard) transformed with boulevard-type improvements when the IUP development center is built in order to make this a gateway to the Indiana community. Ms. Lafontaine stated that this would be a prime opportunity to make an improvement like this, one that is not likely to present itself again.

Tom Harley, Downtown Indiana, indicated that Indiana has many of the same issues as Blairsville in their desires to implement traffic calming and downtown revitalization improvements. Mr. Harley would like to see Philadelphia Street reengineered to create a more pedestrian friendly environment. He indicated that the traffic patterns and traffic signals have not been significantly updated in decades and that Philadelphia Street is in need of a major upgrade to provide new signals, turn lanes, pedestrian crossing signals, and other improvements. He indicated that bicycle and pedestrian elements should be integrated into every project rather than be an afterthought or an amenity. Pedestrians should have equal footing as motorists.

Angela Coulter testified on behalf of needed safety improvements at the intersection of SR 3008 & SR 3013 (Thompson Road and Blacklick Road) in Blacklick Township. There are significant sight distance problems at this intersection that have caused many near misses. Ms. Coulter provided a brief history of her efforts, which began in 1995, to have improvements done at this intersection. These efforts included a 1999 petition signed by 247 local residents. This petition is on file with the Indiana County Planning Commission.

Lillian Clemons, Livable Indiana Neighborhood Connections, provided testimony on various projects in the Chevy Chase area of White Township. Ms. Clemons’s testimony included the need for sidewalks, bike lanes, and transit shelters in Chevy Chase. She also discussed a specific project at the intersection of 5th Street and 5th Avenue. This intersection includes four legs that converge at odd angles, which creates a wide expanse of pavement and confusion for drivers. She indicated that the intersection is difficult for pedestrians to cross and the stop signs are ineffective. She would like to see a roundabout at this location with sidewalks in the area.

5. Conclusion

Chuck DiPietro closed the meeting and explained that additional testimony should be submitted within 7 days in order to ensure that it is included in the materials prepared for the State Transportation Commission meeting on September 11th. He also mentioned that the next cycle of the Enhancements programs is starting and there will be a workshop in Saltsburg on August 28th at 7PM. There will be 3 other workshops throughout the region including one in Pittsburgh on September 9th, with Dan Accurti, Enhancements Coordinator from PENNDOT Central Office.

Lawrence County
TRANSPORTATION POLICY COMMITTEE /
PUBLIC PARTICIPATION PANEL

AUGUST 7, 2003

Public Meeting to Receive Testimony on Project Priorities for the
2005-2008 Transportation Improvement Program (TIP)

Meeting Held:

Lawrence County Government Center, Old Court House, Jurors' Holding Room, 2nd Floor, 430
Court Street, New Castle
7:00 p.m., August 7, 2003

In Attendance:

Panel members:

Jim Gagliano, Jr., Chairman and Lawrence County Planning Department
Janet Verone, Lawrence County Planning Commission
Robert Callen, Lawrence County Regional Council of Governments
Linda Nitch, Lawrence County Economic Development Corporation

Panel resource persons:

Frank Gingras, Lawrence County Planning Department
Amy McKinney, Lawrence County Planning Department

Other attendees:

Roy Magee, Perry Township
Linda Zig, McCormick Taylor & Associates
Dave Ginns, Sustainable Pittsburgh

SPC Staff:

Chuck DiPietro
Chuck Imbrogno
Doug Smith

Meeting notes:

1. Welcome and Introductions

Planning Director Jim Gagliano opened the meeting, welcoming all attendees. He introduced himself and the Lawrence County Planning staff as well as the SPC Staff members present.

2. Statement of Purpose of the Meeting

Mr. Gagliano stated that the purpose of the meeting was to gather testimony to put into the 2005-2008 Transportation Improvement Program (TIP) development process. He also explained that Lawrence County was previously an independent county and performed these duties on its own, but now Lawrence County is part of SPC, so SPC is taking a leading role in the process.

3. Introduction to the 2005-2008 TIP

Chuck DiPietro of SPC gave a PowerPoint presentation that provided an overview of the TIP process, the status of the 10-county regional TIP, and the status of Lawrence County's portion of the current (2003-2006) TIP. Chuck also explained how joining SPC impacts Lawrence County and the County's relationship with other members of the region. Chuck also provided information regarding the upcoming round of Transportation Enhancements applications and announced that there will be an Enhancements work session in Zelienople on August 26th.

4. Public Testimony for Consideration During Development of the 2005-2008 TIP

Jim Gagliano opened the meeting up for public testimony.

Linda Nitch, Lawrence County Economic Development Corporation, testified on behalf of the Millennium (technology industrial) Park project and the need for an interchange to provide access from Route 60. Ms. Nitch indicated that there is broad local support for this project, including many of the local municipalities, as well as state support from the Governor's office. Approximately \$9.5 million is needed to bring this project to fruition, and the desire is to have the project underway within a year.

Doug Smith asked if a Point of Access Study was planned for this interchange, and Jim Gagliano indicated that that would be the next step in the project development process.

Robert Callen, Lawrence County Regional Council of Governments, expressed support for the Millennium Park project on behalf of the COG due to its potential for major economic development activity.

Janet Verone also expressed support for the Millennium Park project on behalf of the Lawrence County Planning Commission.

David Ginns of Sustainable Pittsburgh gave a brief overview of the priorities of his organization, the Transportation for Livable Communities (TLC) project, and the Surface Transportation Policy Project (STPP). He indicated that they would like to see certain percentages of the region's highway funding set aside for a number of special programs including additional Enhancements funding, transit, and Title VI environmental justice programs.

Roy Magee, Perry Township Supervisor, testified on behalf of two bridge projects on Camp Run Road near Barkley Road in Perry Township. These bridges are both very old and in poor condition and have been recommended for replacement on recent bridge inspection reports.

Chuck DiPietro closed the meeting with a brief summary and stated that any additional written testimony should be submitted to SPC within seven days in order to ensure that it is included in the PPP's submission to the State Transportation Commission (STC) on September 11th.

Southwestern Pennsylvania Commission
Public Participation Panel

Washington County
July 30, 2003

Public Meeting and Testimony on Priorities for
the 2005-2008 Transportation Improvement Program Update

Introductions and Welcome

LueAnn Pawlick, PPP Chair, began the meeting at 6:10 pm with introductions to various community leaders and members of the Public Participation Panel and a brief statement of the purpose of the meeting.

PPP Members in attendance:

LueAnn Pawlick, PPP Chair, Middle Monongahela Industrial Development Association
Joseph Thomas, City of Washington
Philip A. Fiumara Jr.
John Lignelli, Donora Mayor
Robert Umstead, Washington County Redevelopment Authority

Panel resource persons:

Michael N. Dufalla, PENNDOT District 12-0 Engineer
Lisa Cessna, Washington County Planning Commission
Jeff Leithauser, Washington County Planning Commission
Stacey Rabatin, PENNDOT District 12-0

General attendance:

Rich Perin, Zediker Associates
Tom Hoffman, Zediker Associates
Michael A. Silvestri, Peters Township
Frank Startane, Beallsville Borough
Lee Crowthers, Beallsville Borough
Scott Becker, PA Trolley Museum
John Moore, Somerset Township
Jean Hamel, City of Washington
Jim Robbins, Montour Trail Council
Karen Robbins, Montour Trail Council
Peter Kohnke, Montour Trail Council
John J. Stickle, South Strabane Township
Senator J. Barry Stout, 46th District
Joyce Popovich, Senator Stout's Office
Farrell Jackson, Former Washington County Coroner
Steve Presto, Four Seasons Resort
Tim Thomassy, Panhandle Trail
Malcolm Morgan, Washington County Council on Economic Development
Stuart Koop, Washington & Jefferson College
Vince Yoos, Triline Associates
Ed Gergerich, Triline Associates
Bill McCurry, Tri State Design & Development
Carol Baker, Chartiers Township

Dave Ginns, Sustainable Pittsburgh, STPP
Cynthia Malone, South Strabane Township
R. Dennis Malone, South Strabane Township
Ned Williams, Panhandle Trail Association
Harlan Shober, Chartiers Township
Dan Angelo, McCormick Taylor & Associates
April Scwewer, McCormick Taylor & Associates
Terry Hazlett, Canonsburg Borough
Angela Lash

Southwestern Pennsylvania Commission Staff in attendance:
Ken Flack
Chuck Imbrogno
Karen Franks

Introduction to the 2005-2008 Transportation Improvement Program (TIP)

Ken Flack reviewed the agenda for the evening and began with an overlay presentation concerning the process of updating the TIP.

Schedule for 2005-2008 TIP Development

July/August 2003 – SPC Collects Public Testimony

Sept 11, 2003 – Joint Public Hearing by SPC and State Transportation Commission – PPPs will present all testimony collected in July/August workshops.

Fall/Winter/Spring 2003-2004 – Development of TIP & Air Quality Conformity

May/June 2004 – Public Comment on Draft TIP & Air Quality Conformity Determination

June 28, 2004 – SPC adopts 2005-2008 TIP & Air Quality Conformity Determination for Southwestern Pennsylvania

July 2004 – State Transportation Commission adopts Statewide TIP

September 2004 – U.S. Department of Transportation approves SPC's TIP & State TIP

October 1, 2004 – TIP Implementation Begins

TIP Basics

The current TIP covers the period 2003-2006. The new TIP will cover 2005-2008. SPC's TIP, when adopted, will be rolled into the Statewide TIP as well as becoming Stage 1 of the Commonwealth's 12-Year Transportation Program. TIP projects must be consistent with the region's Long Range Plan (LRP) that was adopted by SPC in July 2003. The TIP & LRP will use every transportation dollar that we expect to get, so to add something, something equivalent has to be taken off the program. We give first priority to Capital Maintenance projects by committing to rebuild the transportation system that we already have. We do this by keeping a continuous flow of projects that are ready for construction each year. The funding program must be fiscally balanced year-to-year.

Challenges

Revenues are declining and project costs are increasing. Federal and state budget deficits affect multiple areas of the transportation program and we can anticipate a moderate reduction in our overall capacity to fund projects. Project costs naturally increase because of inflation, but they increase more because of needed design changes. As project designers respond to public input about the needs for a project, what started as a basic project is given more complicated design features to mitigate community impacts and make the project more useful. The cost increases

can be substantial. What we're also finding is that regionally, we're advancing a number of really big projects that can rapidly eat up all the available money, leaving little room for other projects.

A reduced level of federal participation is anticipated for transit projects, changing from 80% to possibly as low as 60%. State and local funds will be required to meet the difference.

Region-wide, there are 689 highway & bridge projects on the TIP. 168 highway & bridge projects are not fully funded. Making up this shortfall will take up the majority of the 2005-2008 TIP. The transit portion of the TIP has identified \$1.02 billion for the 4-year period.

County-wide, the 4-Year Base Funding Target is about \$125 million. There are 122 road, bridge, and miscellaneous projects in Washington County. Twenty-seven projects are not fully funded. These Washington County projects need an additional \$95 million to become fully funded.

The "carryover" from the current TIP is still being determined, but this is the principal factor in figuring out how much "new" money will be available to finish projects with a funding shortfall. This, in turn, affects how long it will take to deliver all the current projects on the TIP.

In conclusion, there's not enough funding to accomplish everything that needs to be done, but there are still substantial, valuable projects in Washington County that will be completed during the 4-year TIP timeframe. Serious decisions on project priorities will have to be made and the oral and written testimony from these public hearings is critical to the decision-making that has to occur.

Public Testimony on Project Priorities for Consideration During Development of the 2005-2008 TIP

Mike Silvestri, Peters Township

Proposed the funding or continued TIP funding of five projects in order of priority to the Township.

Valley Brook Road SR1010 Intersection with SR19 – Supported the continued funding for this project with the additional request of design funding.

Bebout SR 1010/Valley Brook Road Trail Bridge – Requested TIP funds to replace this bridge, a major bottleneck situation.

McMurray Road Intersection with SR 19 – Asked for continued funding to complete a needs study and design to implement the recommendations from this study.

McMurray Road/Center Church Road Intersection – A preliminary traffic study

Indicates that a signal and turning lanes are necessary at this intersection to prevent the large number of accidents that occur. The Township is prepared to install the signal and would like to partner with PENNDOT to advance the remainder of the project.

Venetia Road/McCombs Road Intersection – This intersection is in need of safety improvements and a road relocation to accommodate increasing traffic.

Tom Hoffman, Zediker Associates:

Proposed the construction of a new Interchange on Interstate 70 near Zediker Station Road in South Strabane Township. Will enhance access from I 70/79 to a planned 1300 acre, mixed-use development site that is expected to provide 2,000 to 4,000 immediate jobs to the community. The closest interchanges providing full access are 5 ½ miles apart and would require travel on sub-standard roads. Prepared to become a private partner in the development of this interchange that is estimated to cost much less than the Southpointe interchange with twice as much development potential.

John Lignelli, Mayor of Donora Borough

Requested continued support and quick project completion on the maintenance and repair for a deteriorated Cemetery retaining wall adjacent to SR 837 on Meldon Avenue between

13th and 14th Streets in the Northern end of the Borough. This wall retains an old Cemetery that holds Civil War and WWI Veteran graves that are dangerously close to sliding out onto the State Route. The conditions have caused the sidewalk to drop and the surface of SR 837 to crack.

Also, testified in support of a complete bridge deck replacement to the Donora-Monessen Bridge that is in great disrepair and essential access to the local industrial park.

Scott Becker, PA Trolley Museum

Explained the progress made on their three-phase expansion project noting that the first-phase was the construction of a ½ mile loop and track extension, the second phase is the construction of the trolley display building and the third phase is the trolley era heritage complex. Requested assistance with funding of the third phase that was recommended for funding by the PA Growth Alliance as part of their top 50 projects in the region.

Peter Kohnke, Montour Trail

The Allegheny Trail Alliance is comprised of seven trail building organizations working to complete the Pittsburgh to Cumberland Trail. The Montour Trail is a 47 mile trail that connects Groveton to the City of Clairton, running through several communities west and south of Pittsburgh. The Montour Trail Council has identified four critical segments in Washington County, SR 19 to Valleybrook Road in Peters Township, Chartiers Creek to Hendersonville in Cecil Township, Muse to Bishop Road Crossing, and Washington/Allegheny County Line to Library Junction in Peters Township that need a total of \$2,820,000 in funding for completion of these segments, encompassing approximately 3.3 miles of trail.

John Stickle, Manager of South Strabane Township

Requested the addition of the following projects to the Commonwealth's next Twelve-Year Transportation Program:

Addition of Interstate 70/Zediker Station Road Interchange.

Upgrade of the traffic signal and intersection at SR 19 and US 40 on Sanitarium Road,

Widening of Washington Road (SR 19) from Manifold Road to the I-70/I79 Interchange, and the

Upgrade of I-79/Meadowlands Interchange (Exit 40) to a full interchange.

At this time, Senator J. Barry Stout of the 46th District addressed the audience and commended them for such a great attendance to hear priorities for the 2005-2006 TIP. In addition, Senator Stout shared a brief background on the safety history (fatalities) of the I-70/I-79 South Junction Interchange project, otherwise known as Dead Man's Turn. And finally, he gave a brief introduction of the next individual to testify.

Farrell Jackson, Former Washington County Coroner

Mr. Farrell testified to the past fatalities, agreed upon quick fixes and pleaded to the members of the audience to support and include the complete re-configuration of the I-70/I-79 South Junction Interchange project on the 2005-2008 TIP with priority over any other project due to the serious safety and life threatening concerns.

Steve Presto, Four Seasons Resort Owner

Testified in favor of directional signage and cutting back brush and overgrown tree branches along SR 3035 in West and East Finley Township. Mr. Presto owns a recreational business and would like to prevent any more damage or loss of business to tourist campers who use SR 3035 for access to his site.

Max Morgan, WCCED

Proposed continued support for the relocation of the West bound Exit Ramp and Intersection to SR 22 and SR 18 to accommodate the Starpointe Business Park in Hanover Township and an increase of approximately 900 new jobs. The engineering for this project is under way with a WCCED 20% match and the request is for construction to begin at the completion of engineering phase.

In addition, Senator J. Barry Stout noted that the Findlay Connector project will begin in the Fall and the engineering of this project will be completed in 90 days.

Stuart Koop, Washington and Jefferson College

Testified in support of the Route 19 Corridor Improvement Project from Interstate 79 to the City of Washington downtown area noting the significance of cleaning up the current traffic/congestion and safety issues relating to the college campus.

Ed Gergerich, Victory Centre Associates

Proposed support concerning Corridor Improvements on Interstate 79 and Race Track Road (SR 1041) to accommodate the planned Victory Centre multi-use commercial project in South Strabane Township. Improvements requested include the replacement of the I-79 Bridge structure over Race Track Road and widening the I-79 ramps and Race Track Road for increased capacity. Victory Centre would contribute \$1,000,000 toward design engineering and construction on the park is thought to provide about 5,575 jobs.

Harlan Shober, Chairman of Chartiers Township Board of Supervisors

The continued support and completion of construction for the re-alignment of Allison Hollow Road and Race Track Road at the intersection of Pike Street. The project will provide safe traffic flow as trucks have difficulty turning, which will be alleviated by new turning lanes. This project is on the current TIP with construction in 2004.

Dave Ginns, Sustainable Pittsburgh

Requested priority consideration for the following general funding categories and policy initiatives in guiding the TIP process: Congestion Management Air Quality (CMAQ), Jobs Access/Reverse Commute (JARC), Transportation Enhancements, stronger coordination of land use and transportation planning, enhanced Title VI/Environmental Justice planning, expanded role of public participation, and additional flex funding to transit providers.

Joe Thomas, City of Washington

Asked for the continuation of TIP support with the Route 19 Corridor Improvement Project, one of the prime gateways into the City of Washington. These Corridor improvements will compliment adjacent projects including the Highland-Ridge residential project and the on-going Downtown Revitalization project. This Corridor project requires sufficient funds to complete design, engineering, and right of way acquisition.

Ned Williams, Panhandle Trail Association

Called for the continued funding and support of the 29 mile, rail/trail with 6.5 miles completed in Allegheny County, 4.5 miles in West Virginia, and a .6 mile demonstration section completed with another 1.2 mile extension to this demo project in Washington County near Primrose and another 6.3 miles under engineering from Primrose to Raccoon Station.

The Panhandle Trail Association is strongly advocating the continuation of nearly 9 miles of unfunded Panhandle Trail within the county with a total estimated cost of \$1 million dollars.

Lue Ann Pawlick, MIDA

Testified in support of the upgrades to the Bentleyville Interchange project (Exit 32A & 32 B) a substandard Class C interchange with the addition of two bridge replacements on I-70 that are connected to the intersection and approaching 50 years old. This area serves an increasing growth area and with traffic congestion resulting in a decrease in safety.

In addition, Ms. Pawlick requested the continued TIP funding and support for the SR 2044 Bridge Replacement. This bridge is the primary access into the Alta Vista new pad ready mixed-use business park and current conditions of the existing bridge have impeded marketing plans for the Park.

Philip Fiumara, PPP member

Requested various improvements to Route 50 from Cecil Township to the Village of Hickory. Improvements to address a shifting roadway with collapsed sides and guardrails that are falling over. Mr. Fiumara submitted numerous photos of this roadway that illustrate the dangers and safety concerns created .

As a representative of the Disabled American Veterans Association, Mr. Fiumara called for an increase in the ability to accommodate veterans' transportation needs, especially in the case of health care concerns.

Supported the earlier testimony in reference to the complete re-configuration of the I-70/I-79 South Junction Interchange project or "Dead Man's Curve."

Meeting participants were reminded that the testimony presented tonight as well as any other written testimony from Washington County will be prepared for presentation to the State Transportation Commission hearing on September 11th.

The meeting adjourned at approximately 8:34 p.m.

Westmoreland County
Public Participation Panel

Public Meeting to Receive Testimony on Project Priorities for the
2005-2008 Transportation Improvement Program (TIP) and
2005 Twelve-Year Program

August 13, 2003, 6:00 p.m.

Westmoreland County Courthouse, Commissioners' Meeting Room

Attendance:

Panel members:

Tay Waltenbaugh, PPP Chair, and Westmoreland Human Opportunities
Jim Gebicki, PPP Vice-Chair, and Westmoreland County Transit
Alex Graziani, Smart Growth Partnership of Westmoreland County
George Guido, Tri-Cities Transportation Committee
Brian Dombroski, Westmoreland County Agency on Aging
Joyce Somers, Municipality of Murrysville
Kathy Clingan, Westmoreland County MH/MR
Lance Sokol, Southwestern Pennsylvania Human Services
David Neurohr
Ray Zimmerman, Mt. Pleasant Township
John Skiavo, Economic Growth Connection of Westmoreland

Resource persons:

Mike Dufalla, PENNDOT District 12-0
Matt Skovera, PENNDOT District 12-0
Bill Piper, Westmoreland County Transportation Consultant
Lynn Showalter, Westmoreland County Planning Department

Other attendees:

State Rep. Tom Tangretti
Mike Langer, New Kensington/Alle-Kiski Coalition
Andy Temoshenka, Rostover Township
Scott Hilty, The EADs Group and Penn Township
Christine Taras, McTish, Kunkel & Assoc., JARA, Gabriel Brothers
Andy Berdar, JARA, Gabriel Brothers
James Barger, JARA, Gabriel Brothers
Lori Paletta-Davis, JARA, Gabriel Brothers
Lisa Kay Schweyer, CommuteInfo
David Miller, State Rep. Jess Stairs' Legislative Aide
Jill Thompson, Orth-Rodgers
Michael O'Barto, Unity Township
Robert Regola, Hempfield Township
Eric Lange, McCormick Taylor Associates
Hal Turkowski
Noreen Turkowski
James Garland, Federal Highway Administration Resource Center

Joy Abbott, Allegheny Conference on Community Development
Annie Urban, Laurel Highlands Visitors Bureau
Paul Trimbur, Mountain Laurel Chamber of Commerce
Ray Schilling, McCormick Taylor Associates
Carol Brady, New Stanton Business Association
David Ginns, Sustainable Pittsburgh and STPP
Marie McCandless, Latrobe Bulletin
Daniel J. Hewitt, Unity Township
Linda Norris
Danny Norris
Tom Balya, Westmoreland County Commissioner

SPC staff:

Ken Flack
Prue Larson

1. Welcome and introductions

PPP Chair Tay Waltenbaugh called the meeting to order and welcomed everyone. He introduced key individuals and invited PPP members to introduce themselves.

2. Purpose of the Meeting

This meeting is for the purpose of receiving public testimony on transportation projects for consideration during development of the 2005-2008 TIP. The PPP Chairs will present all testimony heard tonight, along with anything submitted to SPC by August 20, to the State Transportation Commission and Southwestern Pennsylvania Commission at their joint hearing on September 11.

3. Introduction to the 2005-2008 Transportation Improvement Program

Ken Flack reviewed the schedule for development of the TIP update. The PPP will hold a meeting in late May or early June 2004, after the 2005-2008 TIP has been developed, to receive public comments on the draft prior to its adoption by SPC.

Basic concepts behind the TIP are as follows. The TIP adopted by SPC becomes Stage 1 of the State's 12-Year Program. TIP projects must be consistent with SPC's Long-Range Plan and must be based on realistic funding estimates. The TIP must stay within fiscal limits and must be balanced year-by-year. Because of the fiscal limits plus our intent to use every dollar that's available, if a new project is added then something else must be deleted. A guiding principle is to fund capital maintenance needs first, with a goal of 80% for such projects. There are many challenges facing us because of limited revenues and significant financial needs. Therefore we must be innovative in programming.

Completing projects partially funded on the current TIP could take up almost all the next TIP. About \$154 million is projected to be available for roads and bridges in Westmoreland County for 2005-2008. Of that, the goal is to program \$123 million (80%) for system preservation and \$31 million (20%) for new capacity. For public transportation, the funding allocation is expected to be \$18.4 million, of which \$11.4 million would be available for operating expenses and \$6 million for capital projects.

The current TIP includes 122 road, bridge and miscellaneous projects in Westmoreland County, 45 of which are not fully funded. Approximately \$332 million would be needed to complete these projects. Examples of projects with a funding shortfall include: the Laurel Valley Transportation Improvement project; I-70 interchanges at New Stanton and Smithton; I-70 bridges; Rt. 30 corridor safety improvements; Ligonier truck route; Rt. 119 reconstruction in New Stanton; Freeport Bridge; Seward Bridge; and Trafford Bridge. There are number of important projects on the Long-Range Plan, which might be next in line. Transit funding may also experience a shortfall for operating expenses.

In conclusion, there are many valuable projects on the TIP but not enough funding to accomplish everything that needs to be done. SPC is always looking for innovative ways to bring in additional money, but tough decisions need to be made. Your input is critical, as we work to set priorities.

4. Public testimony on Project Priorities

State Rep. Tom Tangretti spoke in support of a number of projects in his district.

--First, he emphasized the importance of improvements at Route 30 and Greengate Road, where the Gabriel Brothers folks plan major redevelopment at the old Greengate Mall site. This includes addressing problems with the one-lane tunnel under the Norfolk and Southern trestle.

--Next, Rep. Tangretti expressed support for the Fort Allen Improvement Project on Route 136, where traffic has increased due to the Toll 66 highway. Eighty-some school buses use this facility twice a day. We have kids walking across the highway, major residential development, and industrial development in the area. This project needs to be fully funded on the TIP.

--Next, he described the need for improvements to Route 119, from the Turnpike through Youngwood to South Greensburg. This has been divided into three segments, and the section through Youngwood has been delayed on the TIP. The process needs to be better coordinated in order to complete projects that are ready for completion.

--Route 130, a four-lane highway through a residential area past the Greensburg Country Club, has experienced a number of fatal accidents. Funding for intersection improvements, especially at Pleasant Valley, needs to be programmed.

--The New Stanton Interchange project has been on the list for many years. We understand that the acquisition of rights-of-way will be concluded at the end of this year. This project needs to proceed.

--Rep. Tangretti offered his endorsement for various bridge projects submitted by municipalities, including Salem Township, City of Greensburg, and Unity Township.

In conclusion, he asked for serious consideration of the recommendation in the Eastern Corridor Study regarding construction of a light rail line between Pittsburgh and Greensburg.

Andy Berdar and Christine Taras spoke on behalf of Gabriel Brothers and the JARA Group. The THF Realty Development Group has prepared a traffic study regarding deficiencies at North Greengate Road and Route 30. This intersection does not handle the current capacity. This should be addressed as part of the THF development proposal. Delay is significant on North Greengate Road. Access from Township Road 529 has been ignored. This will back up traffic at the Bruster's driveway and the entrance to Greengate Mall. Southbound travelers on North Greengate Road can expect a 3 ½ to 5-minute delay by 2005. There is an issue with the railroad tracks so close to the road. Widening for turning lanes is proposed, with JARA possibly making concessions for right-of-way on the opposite side from the tracks.

Andy Langer testified, on behalf of the City of New Kensington and the Alle-Kiski Valley Coalition. He spoke in support of funding for the Alle-Kiski Connector Bridge, which will provide direct access across the Allegheny River to Route 28. This is important to economic development in New Kensington.

Andy Temoshenka, on behalf of the Rostraver Township Commissioners, spoke in support of intersection improvements on Route 3013, Vance DeiCas Memorial Highway, near the I-70 and Route 201 interchange. This project would include lane widenings, traffic signals, turn lanes, and access service road stubs. This is important to provide access to a planned 1,000-acre new mixed-use development site.

David Miller spoke on behalf of State Representative Jess Stairs. He spoke in support of widening Route 30 between Routes 981 and 982. Significant retail development is occurring in this corridor. A traffic and safety survey should be conducted to see if a new signal is needed at the new Lowe's/WalMart entrance.

Rep. Stairs also supports intersection improvements at Routes 30 and 981. Route 981 should be four lanes from this intersection to the Westmoreland County Airport. Route 981 also needs upgrade from Latrobe to the Sony plant.

Rep. Stairs supports upgrade of Route 31, from Donegal to Jones Mills, due to increased tourist traffic and safety concerns.

And finally, he supports funding of the railroad tunnel bypass on the Westmoreland side of the Bolivar Bridge, due to the increase in truck traffic.

Scott Hilty testified for the EADS Group and Penn Township Commissioners, in support of improvements at five intersections on Route 130. The Township has adopted an impact fee ordinance, and 50% of the collections are committed to this project, which must be spent within three years of receipt.

Mike O'Barto spoke on behalf of Unity Township. Our priority is the reconstruction of Route 30, with additional travel lanes. There is significant through traffic on Route 30, plus local traffic to three major development projects on the corridor. The three projects that constitute Route 30 improvements have a \$13.5 million shortfall, but is critical to the Township and to the region.

Mr. O'Barto also spoke in support of the SR 981/Monastery Drive/ Beatty County Road intersection improvement project; Baldrige Bridge; Baggaley Bridge; and Kiley Road Bridge projects.

Bob Regola testified on behalf of Hempfield Township. The Township supports several important projects, including Route 4002 (North Greengate Road), two bridge projects, and improvements to Route 136. The Route 136 project is our first priority. There are serious safety concerns on this corridor, which is used as a shortcut to the Toll 66 interchange. School buses and many trucks travel this road. Students cross the road to their parking area. Many driveways intersect the road.

Hal Turkowski spoke as a Penn Township resident. Route 130 has become a major throughway. There is a bottleneck at Pleasant Valley Road, which should be added to the project. The bridge over the Turnpike should be widened for five lanes.

Joy Abbott, of the Allegheny Conference on Community Development, testified on behalf of Citizens for the Future of the Donegal Area. This group is seeking improvements to Route 31 from Donegal to Jones Mills, for safety and appearance of the corridor. We request a Safety and Mobility Needs Assessment. This roadway carries a heavy volume of traffic, including heavy trucking. It is the gateway to regional recreational amenities. PENNDOT has an opportunity to showcase Context Sensitive Design on this corridor.

Annie Urban of the Laurel Highlands Visitors Bureau spoke in support of the Donegal citizens' effort to improve Route 31. Tourism is important in this area, and Donegal is the key access point. Please consider funding of a Safety and mobility Needs Assessment.

Paul Trimbur, of the Mountain Laurel Chamber of Commerce, spoke in support of funding for a Safety and Mobility Needs Assessment for the Route

31 corridor. This highway impacts the economic success of the area. The local tax base depends on economic growth from local businesses, which is important because of the high percentage of non-taxable properties. The Route 31 corridor presents safety concerns, which must be addressed proactively before more traffic accidents occur.

David Ginns testified, representing Transportation for Livable Communities, Sustainable Pittsburgh, and the Surface Transportation Policy Project. They recommend funding set-asides for Congestion Management and Air Quality, Job Access/Reverse Commute, and Transportation Enhancements as well as for coordination of land use and transportation planning. They would like to see Title VI, Environmental Justice strengthened in the region and an expanded role for the PPPs. The public transportation funding crisis needs to be addressed.

Carol Brady testified on behalf of the New Stanton Business Association, in support of a new project to fund construction of a new interchange at New Stanton. Such a project would include new westbound on and off ramps, eliminating the current ramps, as well as eastbound off ramps over I-70 and access roads. A Safety and Mobility Study would be appropriate here. This interchange could provide access to the Amos K. Hutchinson Highway (Toll 66), as a bypass in case of emergency.

George Guido requested that his testimony to the panel in June be included as testimony for the 2005-2008 TIP.

Mayor Joyce Somers testified on behalf of the Municipality of Murrysville. Funding has been delayed for the B02 section of Route 22. The traffic impact on Murrysville will be significant, where four lanes are reduced to two, if this project does not proceed on the original schedule. Delay will have significant impact on our businesses. She presented a petition with over 800 signatures and resolutions in support of this project from surrounding communities, businesses, the Meyers Bus Company, and state legislators. What is the shelf life of an environmental study? If this project is delayed, we would waste considerable money. Murrysville needs to know what the timing will be on this project, so we can work with our businesses.

John Skiavo, President of the Economic Growth Connection of Westmoreland, recommends continuation of all projects on the current TIP which are not let for construction by September 2004. He also urged that SPC must lobby for their fair share of spike funds and explore additional funding avenues. The PPP and Westmoreland County officials must insist on project-by-project accounting of project advancement and fiscal year funding in an understandable format. Such a report should be provided on a quarterly basis. He submitted a list of 39 additional projects supported by the Economic Growth Connection. He also pointed attention to the June testimony

submitted by Terry Daughenbaugh, including the Laurel Valley Transportation Project, with a connector to Sony and upgrades on Routes 981 and 982; Route 30 improvements in Unity Township; Route 30 improvements between the Turnpike and Allegheny County; and completion of Route 22 upgrades, which have regional impact.

5. Conclusion

Ken Flack noted that applications for Transportation Enhancements will be due October 30. There will be 4 workshops scheduled soon, including one in Saltsburg, and a final one on September 9 in Pittsburgh.

Tay Waltenbaugh announced that PPP members will be notified soon of another meeting date to review the testimony that is received.