Public Participation Report
Response to Public Comments

May / June 2016

- Draft 2017-2020 Transportation Improvement Program (TIP) for Southwestern Pennsylvania
  - Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

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# Members of the Southwestern Pennsylvania Commission

## 2016

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- **Vice Chairman:** Larry Maggi  
- **Secretary-Treasurer:** Rich Fitzgerald  
- **Executive Director:** James R. Hassinger

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<td>Renee Sigel</td>
<td>Theresa Garcia-Crews</td>
<td>Laura Mohollen</td>
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*Nonvoting Members

The preparation of this publication was financed in part through grants from the United States Department of Transportation’s Federal Highway Administration and Federal Transit Administration; the U.S. Department of Commerce; the Appalachian Regional Commission; the Commonwealth of Pennsylvania; the Department of Transportation of the Commonwealth of Pennsylvania; and, the counties of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, Westmoreland, and the City of Pittsburgh. The views and opinions of the authors or agency expressed herein do not necessarily state or reflect those of these agencies.
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- Amendment to the region’s transportation plan *Mapping the Future: The Southwestern PA Plan* to reflect project phasing and cost information included in Draft 2017-2020 TIP
The Southwestern Pennsylvania Commission (SPC) hereby gives public notice that it is the policy of the Commission to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI and other related statutes require that no person in the United States of America shall, on the grounds of race, color, sex, national origin, age, or disability, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which SPC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by SPC under Title VI has a right to file a formal complaint with the Commission. Any such complaint must be in writing and filed with SPC’s Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at: www.spcregion.org or call 412-391-5590.
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- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region's transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

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I. Introduction

This document presents comments received and responses to comments for the Southwestern Pennsylvania Commission's (SPC) public comment period from May 4 through June 3, 2016 on the following draft documents:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

All comments and responses in this Public Participation Report were distributed to members of the Southwestern Pennsylvania Commission for their review prior to the June 27, 2016 meeting for action to consider the above items.
II. Organization of Report

This report includes a Summary of Public Comments and the Response to Public Comments on the following draft documents:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

SPC staff has responded to each comment and shared both the comments and responses with the SPC Commissioners.

- **Part 1** includes the Summary of Public Comments and the Response to Public Comments.
- **Part 2** includes summaries of Public Participation Panel meetings that were held during the May 4 through June 3, 2016 public comment period.
- **Part 3** includes copies of the written and electronic comments that were received during the May 4 through June 3, 2016 public comment period.
- **Part 4** includes documentation of the public outreach activities during the May 4 through June 3, 2016 public comment period.
- **Part 5** documents revisions to the Draft 2017-2020 TIP, Air Quality Conformity Determination, Environmental Justice Report, and the Mapping the Future Plan Amendment, as a result of the public comment period of May 4 through June 3, 2016.
Part 1

Summary of Public Comments and the Response to Public Comments
## 2017 TIP Summary of Public Comments and the Response to Comments

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| Bike Trail between Millvale and Etna/Sharpsburg | Allegheny County | **Jaime Oliva**  
Does anyone know if there are plans to finish the bike trail between Millvale and Etna/Sharpsburg? In case you are not familiar with it, there is beautiful trail running on the north side of the Allegheny River, between the PNC Park and Millvale (3 miles between these points). The trail is heavily used for casual riders and commuters to downtown, as the bike trail extends all the way to The Point without going into streets. A bike-dedicated bridge connects the trail with Washington Landing Island, also a nice attraction to bike. However if you want to venture further east, or if you live in Etna or Sharpsburg, as I do, and want to bike to work to downtown, you better have a mountain bike and patience to ride on 2B gravel base!. The stretch between Millvale (GPS = 40°28'35.1"N 79°58'05.7"W) and the Rt-8 bridge (GPS=40°29'32.7"N 79°56'21.1"W), which is 1.97 miles, has a service road for the maintenance crew of the railroad. The road is good and solid, because is mostly made with the left over gravel from the tracks; but it is really rough for bike riding. I commute there, along with a handful other people that venture in riding such conditions, and would be very nice to know that there are some plans in the future to complete the trail. Probably that has not been done because the land must belong to the rail road and they would not want the liability, but people use the road all the time anyway. If volunteer work would expedite the process, I would happily help! |

**Response:** Thank you for your comments. The development of a long-distance multi-municipal and multi-regional trail, especially along an active rail line, is challenging. SPC is actively working with the municipalities of Shaler Township and Etna Borough to advance the development of the Three Rivers Heritage Trail. There is a project programmed in the Draft 2017-2020 TIP to construct a portion of the trail along with a riverfront park in Etna Borough. Also, a feasibility study of connecting the portion of the trail in Etna that will be constructed with the existing trail in Millvale will be undertaken by Shaler Township in 2017.
### 2017 TIP Summary of Public Comments and the Response to Comments

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| Charles Anderson Bridge  | Allegheny County | *Eric Boerer, BikePGH*  
This bridge is unnecessarily wide. With the addition of safe bike infrastructure, it could prove a great bicycle connection to Schenley Park for the South Oakland neighborhood. Currently it is really dangerous to access the park from this part of town, despite being so close. Also, it could connect to the existing bike lanes on Schenley Dr, offering a safe connection to the University of Pittsburgh's campus, Phipps and Squirrel Hill. |

**Response:** Thank you for your comments in support of this project. Your comments have been shared with PennDOT and Allegheny County Planning, City of Pittsburgh, and URA of Pittsburgh. Project sponsors are CMU and OTMA. The project is programmed on the Draft 2017-2020 TIP.
Comments on the Draft TIP

Pittsburghers for Public Transit is a grassroots organization of public transit riders, workers, and residents who defend and expand public transit. For the past 2 years we have worked closely with communities who have little to no bus service (due to the 30% cut in service between 2006 and 2011). Residents led community campaigns that advocated for transit service by expressing their needs to the Port Authority, elected officials, and the public at-large. Fortunately, in 2015, Baldwin and Groveton had service extended into their communities, and this year Port Authority included a proposal for service additions in Garfield and Penn Hills. These changes have made and will make a huge difference in residents' lives. The service connects people to jobs, schools, medical appointments, grocery stores, cultural events, places of worship, family, friends, and more. The service helps to boost the local economy and makes our region more accessible and equitable. However, there are still many communities who are cut off and need increased transit service. This year, Port Authority received nearly 1500 individual requests for service, which included 85 unique ideas. This demonstrates the huge demand for service in our region. The challenge right now is that Port Authority does not have the funding to provide service to all the places in need. Their funding projections up to 2025 allow them to maintain their current level of service but not provide the significant increases that are so desperately needed. The Port Authority needs operating funds that go beyond what Act 89 has designated. We are asking the Southwestern Pennsylvania Commission to prioritize securing more operating funds for transit service. If this funding cannot be secured at the state and federal level, we need to use local sources of revenue. Examples include: the drink and car rental tax (which has a surplus every year); taxes/fees on companies and institutions who rely on the transit system to get employees, patients, customers, and clients to their doors; transit impact fees on developers. Thank you for your time.

Response:

Thank you for your comments. Federal and state sources for transit operating for Port Authority of Allegheny County (PAAC) are limited. The four year TIP total programmed for operations and capital cost of contracting for PAAC is $1.33 billion. The dedication of local revenue sources for local transit project funding is a function of local decision-making.
The Draft 2017-2020 Transportation Improvement Program (TIP) anticipates investing $4.9 billion over the next four years in the transportation network spanning the 10 counties of southwestern Pennsylvania. That is a considerable amount of money, and it is only possible because of the increased revenue that will be produced thanks to the passage of Act 89 in 2013 which provided a much-needed boost to funding for Pennsylvania's transportation infrastructure, as well as passage of the federal FAST Act. Despite the large sum, the TIP does not promise a new transportation future for the region. Most of that $4.9 billion will go toward maintaining the system that we currently have. It is a large and vital system that requires constant maintenance and rebuilding to keep it from decaying. If the community wants more or better from our transportation network - e.g., leveraging investment in large-scale intelligent transportation systems to help our roads flow better, increasing the reach and scale of our public transit systems, expanding roads/highways/bridges/rail/ports to facilitate more efficient freight transport - it will need to find solutions above and beyond what's outlined in this TIP and in the Transportation Improvement Program planning documents in the years to come. Dollars are so tight that when projects are identified that will bring major benefits to the region, they can take years - even decades - to complete. Consider how long improvements along Route 22 east of Murrysville took to complete. Or consider this current example: The space limitations of the Fort Pitt tunnel lead to traffic congestion on the inbound Parkway West for hour after hour every day. While adding new lanes to the tunnel is not a realistic option, helping traffic flow more smoothly through the complicated Banksville Road interchange at the tunnel's entrance would help mitigate the problem. PennDOT engineers have ideas on how to change the interchange to make the Parkway West work better. The draft TIP includes $8 million for PennDOT to develop the design and engineering drawings that would be necessary to build the project. But there is no money currently available for its construction. The Allegheny Conference is helping to facilitate an ongoing regional community discussion to imagine how our transportation could and should work differently so we can remain competitive in the future for people, jobs, and investment in the global marketplace as well as better link people to opportunity today. As part of that ongoing regional community discussion, the Regional Transportation Alliance (www.regionaltransportational liance.org) has heard from more than 350 human service agencies, environmental groups, aging advocates, community colleges, businesses, parks and recreation agencies, and other groups from across the region on what they would like to see when they imagine a better transportation system. Three themes stand out in that feedback. The first is around surviving, removing barriers to meet the basic needs of everyday life. And the top priority under that theme, not surprisingly, is a transportation system that better connects residents to jobs and education. The second theme is optimizing the operation of the current transportation network, improving the residents' day-to-day experiences with it. And the top priority under that theme is to improve the network's reliability and ease of use. And the third major theme that emerged from that community crowdsourcing exercise was a focus on thriving, imagining the kind of place where people want to be. And the top priority to emerge under that theme was the desire for more and different kinds of mobility.
options, everything from more extensive ride-sharing coverage from companies like Uber or Lyft to using the rivers to transport people as well as goods. And improved public transit is the top priority suggested by these community-based groups for addressing these priorities. In some cases, that might mean more money to expand service. But in other cases, improving regularly scheduled transit service or on-demand paratransit service could mean changing policies and practices to adapt to new technology and new business models in order to provide better service to more people at a lower cost. That, too, should be part of the ongoing discussion of how to imagine a different transportation future. The Regional Transportation Alliance will continue to gather additional input from different business sectors, public officials, and stakeholder groups through interviews, focus groups, town meetings over the next several months to gain a deeper understanding of the region’s mobility challenges. Ultimately, the decision of whether the greater Pittsburgh region can realize a new transportation future rests in the hands of its residents: Is there enough interest in what a better future could look like to support the changes that would be necessary? Thank you for your consideration.

**Response:**
Thank you for your comments. The TIP is the primary implementation vehicle for Mapping the Future, the region’s official long range transportation plan, which defines the policies, strategies, and overall vision for the region. The TIP will invest $4.9 billion over the first four years of the long range transportation plan, but there is not enough funding available through current sources to fully fund the projects envisioned in the plan. Funding levels for transportation have fallen statewide. Act 89 did provide a boost in state funding, and progress is being made, though the continued escalation in funding for the Pennsylvania State Police from the Motor License Fund results in less transportation revenues for projects than projected when Act 89 was passed. Infrastructure Condition is a key federal performance goal and a major emphasis of the region’s long range plan and TIP. Any massive expansion of highway and transit networks is currently beyond funding that can reasonably be expected to be available through existing federal or state funding sources. Regarding the Banksville Interchange project, we are actively working with PennDOT to pursue FASTLANE discretionary funding. As noted in Section 6, last paragraph of the region’s plan, “To advance many projects and concepts that are discussed in Mapping the Future: The Southwestern PA Plan, a way to pay for them must be found. Alternative funding and other potential options will need to be part of the ongoing regional discussion as we work together to achieve the Regional Vision of Transportation and land use that supports and enhances the regional economy and the communities within it.” SPC is committed to keeping our region connected and moving forward, and we appreciate the Allegheny Conference’s efforts to increase transportation funding in Southwestern Pennsylvania.
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<td>Federally Aided Roads</td>
<td>Allegheny County</td>
<td><strong>Darrell Rapp, Swissvale</strong>&lt;br&gt;There needs to be investment in the Federally Aided Roads in the region. For example, though a locally-owned road may be appropriate to be paved and regular maintenance to be the responsibility of the local municipality. It can be unreasonable for a local municipality that has a Federally Aided Road that serves a much wider community of users to be able to perform full road reconstruction every several decades. An appropriate study is the first step towards identifying the unmet needs and a method for developing the criteria for performing large-scale projects that are much beyond the scope of a local municipality.</td>
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<td>Forbes Ave Safety</td>
<td>Allegheny County</td>
<td><strong>Eric Boerer, BikePGH</strong>&lt;br&gt;While it seems like it is going in this direction, safe bike infrastructure, like bike lanes, are very important in this corridor. Forbes is a major bike network connection and safety problem through CMU campus. Bike lanes are integral to improving safety of the large number of people on bikes in the area,</td>
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**Response:**<br>Thank you for your comments. SPC is continually investing in the Federal-Aid Highway System. Preserving the existing transportation system is the top priority in the long range transportation plan, Mapping the Future, as well as the Draft 2017-2020 TIP. SPC is aware of the issues associated with locally owned federal-aid roads and is continuing to work with planning partners at PennDOT and the counties to develop a regional strategy to assist municipalities in the maintenance of locally owned federal-aid roads.

**Response:**<br>Thank you for your comments. Your comments have been shared with Allegheny County and PennDOT representatives. Bicycle and pedestrian facilities and safety are aspects PennDOT considers early in the project development stage in order to assure consistency with regional comprehensive plans and economic factors. PennDOT has received significant input regarding bicycle and pedestrian improvements and is currently evaluating these suggestions.
### 2017 TIP Summary of Public Comments and the Response to Comments

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| General TIP Comments            | Allegheny County | *John Tague, City of Pittsburgh PPP*  
It is critical that the TIP continue to emphasize bridge maintenance and replacement. |

**Response:** Thank you for your comments. Bridges continue to be a priority in Southwestern Pennsylvania. The TIP includes nearly $790 million of investment in bridge maintenance over the next four years.

| Grandview Avenue/ McArdle Roadway | Allegheny County | *Darla D'Anna*  
This an entrance to the main attraction of the city - The Mt Washington View. Railing is deplorable blocks out view travelling up McArdle. We did massive studies and input years ago and still have not seen any new railing. Also still have drainage problems on hillside to road. The Incline needs to be maintained and in working order as it is main mode of transportation for many. |

**Response:** Thank you for your comments. The City is well aware of the infrastructure related issues along the Mount Washington hillside and hilltop. Given the magnitude and complexity of the issues, a comprehensive funding stream and approach has been elusive, including federal transportation funding currently being allocated to address city wide infrastructure needs. Instead the city continues to allocate and pursue smaller targeted funding sources to address key infrastructure needs along Mount Washington.
Grandview Avenue/ McArdle Roadway  Allegheny County  

**Comment Summary**

*Michael Grande*

I am writing to echo the requests of the Mt. Washington Community Development Corporation for you to review and address the drainage, subsidence, and overall lack of proper long term maintenance issues along PJ McArdle Roadway and Grandview Avenue in the City of Pittsburgh. These would include the need to stabilize the hillside, repair/replace sidewalks and fencing along Grandview Avenue, and address poor drainage in the area of McArdle Roadway which is no doubt contributing to the destablization of the hillside. I would be happy to discuss with any concerned party. Pedestrian and Bicycle corridors are either non existent or in desperate need of upgrade.

**Response:**

Thank you for your comments. The City is well aware of the infrastructure related issues along the Mount Washington hillside and hilltop. Given the magnitude and complexity of the issues, a comprehensive funding stream and approach has been elusive, including federal transportation funding currently being allocated to address city wide infrastructure needs. Instead the city continues to allocate and pursue smaller targeted funding sources to address key infrastructure needs along Mount Washington.
Grandview Avenue/McArdele Roadway

I am writing to echo the requests of the Mt. Washington Community Development Corporation for you to review and address the drainage, subsidence, and maintenance issues along the Grandview Avenue and McArdele Roadway in the City of Pittsburgh. As the front door to Mount Washington, this asset serves as the neighborhood’s most visited tourist destination. Not only is Mount Washington home to 11,000 residents, but over 1 million people visit the neighborhood annually from out of town. I would be happy to discuss with any concerned party. The asset is critical to the economic development of the neighborhood and the stability of the hillside. The needs addressed here have been raised with city, county, state, and federal officials. Funding is needed to support the stabilization of the hillside, repair/replace sidewalks and fencing along Grandview Avenue, and address poor drainage in the area of McArdele Roadway which is no doubt contributing to the destabilization of the hillside.

Breen Masciotra
Allegheny County

Thank you for your comments. The City is well aware of the infrastructure needs along the Mount Washington hillside and hilltop. Thank you for bringing these issues to our attention. Given the magnitude and complexity of the issues, a comprehensive funding stream and approach has been elusive, including federal transportation funding currently being allocated to address city-wide infrastructure needs. Instead, the City continues to allocate and pursue smaller targeted funding sources to address key infrastructure needs along Mount Washington.
I am writing to echo the requests of the Mt. Washington Community Development Corporation for you to review and address the drainage, subsidence, and overall lack of proper long term maintenance issues along PJ McArdle Roadway and Grandview Avenue in the City of Pittsburgh. Pedestrian and Bicycle corridors are either non existent or in desperate need of upgrade. This is a priority as Grandview Avenue is the face of western PA. Grandview Avenue in Mount Washington is the most visited site in Western Pennsylvania, attracting nearly 1.5 million visitors a year. It is the place from which Pittsburgh and our region makes an impression on the world. However, after years of delayed maintenance, Grandview Avenue and PJ McArdle's pedestrian amenities and infrastructure are quite literally crumbling. The sidewalks are cracked with large potholes, revealing rebar and open hillside beneath, the railing is rusted away in some places it no longer connects with the sidewalk. Even more concerning is that the structures the Grandview Avenue sidewalks sit upon seem to be collapsing in place. This collapse is likely due to slippage and erosion along Mount Washington's steep hillside arising from a complicated relationship between underground mines, the movement of water and gravity. The jersey barriers along PJ McArdle are falling down in place.

Edward Preston

Response: Thank you for your comments. The City is well aware of the infrastructure related issues along the Mount Washington hillside and hilltop. Given the magnitude and complexity of the issues, a comprehensive funding stream and approach has been elusive, including federal transportation funding currently being allocated to address city wide infrastructure needs. Instead the city continues to allocate and pursue smaller targeted funding sources to address key infrastructure needs along Mount Washington.
**2017 TIP Summary of Public Comments and the Response to Comments**

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| Grandview Avenue/McArdle Roadway | Allegheny County | *Josh Whiteside*  
Sidewalks are in disarray, parts of road are crumbling. With Grandview Avenue being the single largest tourist destination in the city, I think it should be a priority to make sure that this part of the city is presentable. |

**Response:** Thank you for your comments. The City is well aware of the infrastructure related issues along the Mount Washington hillside and hilltop. Given the magnitude and complexity of the issues, a comprehensive funding stream and approach has been elusive, including federal transportation funding currently being allocated to address city wide infrastructure needs. Instead the city continues to allocate and pursue smaller targeted funding sources to address key infrastructure needs along Mount Washington.

| Grandview Avenue/McArdle Roadway | Allegheny County | *Kyle Stewart*  
I am writing as a Mount Washington resident and request that Grandview Avenue, as well as the road leading up to Grandview Avenue (McArdle Roadway) be incorporated into the SPC transportation plan. This roadway leads to the greatest asset and greatest tourist destination the City of Pittsburgh has—the view from the Mount looking at our beautiful city. Without the proper maintenance and investment in these roadways—this asset will not be fully utilized by all. The drainage issues and runoff from the lack of maintenance and investment into Grandview Ave/McArdle roadway lead to the bridge being affected as you drive up McArdle into the Mount. The pedestrian fence and walk way is dilapidated and bike lanes are non-existent. The best view of the city does not have the investment needed to attract pedestrians and cyclists. |

**Response:** Thank you for your comments. The City is well aware of the infrastructure related issues along the Mount Washington hillside and hilltop. Given the magnitude and complexity of the issues, a comprehensive funding stream and approach has been elusive, including federal transportation funding currently being allocated to address city wide infrastructure needs. Instead the city continues to allocate and pursue smaller targeted funding sources to address key infrastructure needs along Mount Washington.
Grandview Avenue/ McArdle Roadway | Allegheny County | *Bob Zilch*
---|---|---
Grandview and McArdle have fallen into a state of disrepair and have become unsightly and dangerous for pedestrians. Mine drainage from the hillside is affecting McArdle in the Winter.

**Response:** Thank you for your comments. The City is well aware of the infrastructure related issues along the Mount Washington hillside and hilltop. Given the magnitude and complexity of the issues, a comprehensive funding stream and approach has been elusive, including federal transportation funding currently being allocated to address city wide infrastructure needs. Instead the city continues to allocate and pursue smaller targeted funding sources to address key infrastructure needs along Mount Washington.
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| Grandview Avenue/ McArdle Roadway | Allegheny County   | *Laura Guralnick, Interim Executive Director, MWCDC*
I am writing to request assistance with the entire length of Grandview Avenue and PJ McArdle Roadway from the Liberty Bridge/Tunnel upwards, as both roadways are currently in need of significant structural repair. These are not only regional amenities for citizens and tourists alike, but also vital connections for those who live on or near Mount Washington and its adjoining neighborhoods, and crossing points for commuters to downtown Pittsburgh and to major arterials to the South Hills, such as Route 51 and 1-376. Grandview Avenue in Mount Washington is the most visited site in Western Pennsylvania, attracting nearly 1.5 million visitors a year. It is the place from which Pittsburgh and our region makes an impression on the world. However, after years of delayed maintenance, Grandview Avenue and PJ McArdle’s pedestrian amenities and infrastructure are quite literally crumbling. The sidewalks are cracked with large potholes, revealing rebar and open hillside beneath, the railing is rusted away – in some places it no longer connects with the sidewalk. Even more concerning is that the structures that the Grandview Avenue sidewalks sit upon seem to be collapsing in place. This collapse is likely due to slippage and erosion along Mount Washington’s steep hillside arising from a complicated relationship between underground mines, and the movement of water and gravity. The jersey barriers along PJ McArdle are falling down in place. We imagine that some sort of preventative stabilization is in order, but cannot know the full cost without a study and understanding of what geotechnical solutions are possible. At this time, the Mount Washington Community Development Corporation (MWCDC) is seeking advice and assistance to aid in the repair and reconstruction of these roadways. Please consider Grandview Avenue and PJ McArdle Roadway in the Draft 2017-2020 Transportation Improvement Program (TIP), and going forward as part of your planning process.

**Response:** Thank you for your comments. The City is well aware of the infrastructure related issues along the Mount Washington hillside and hilltop. Given the magnitude and complexity of the issues, a comprehensive funding stream and approach has been elusive, including federal transportation funding currently being allocated to address city wide infrastructure needs. Instead the city continues to allocate and pursue smaller targeted funding sources to address key infrastructure needs along Mount Washington.
# 2017 TIP Summary of Public Comments and the Response to Comments

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<tr>
<td>Grandview Avenue/McArdle Roadway</td>
<td>Allegheny County</td>
<td><em>Amanda Rubio</em></td>
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<td></td>
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<td>I am writing to echo the requests of the Mt. Washington Community Development Corporation for you to review and address the drainage, subsidence, and overall lack of proper long term maintenance issues along PJ McArdle Roadway and Grandview Avenue in the City of Pittsburgh. These would include the need to stabilize the hillside, repair/replace sidewalks and fencing along Grandview Avenue, and address poor drainage in the area of McArdle Roadway which is no doubt contributing to the destabilization of the hillside. Drainage beneath and along the PJ McArdle Roadway (bridge). A bicycle lane is needed.</td>
</tr>
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</table>

**Response:** Thank you for your comments. The City is well aware of the infrastructure related issues along the Mount Washington hillside and hilltop. Given the magnitude and complexity of the issues, a comprehensive funding stream and approach has been elusive, including federal transportation funding currently being allocated to address city wide infrastructure needs. Instead the city continues to allocate and pursue smaller targeted funding sources to address key infrastructure needs along Mount Washington.
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<tr>
<td>Grandview Avenue/</td>
<td>Allegheny County</td>
<td><strong>Talia Piazza</strong>&lt;br&gt;I am writing to echo the requests of the Mt. Washington Community Development Corporation for you to review and address the drainage, subsidence, and overall lack of proper long term maintenance issues along PJ McArdle Roadway and Grandview Avenue in the City of Pittsburgh. These would include the need to stabilize the hillside, repair/replace sidewalks and fencing along Grandview Avenue, and address poor drainage in the area of McArdle Roadway which is no doubt contributing to the destabilization of the hillside. I would be happy to discuss with any concerned party.</td>
</tr>
<tr>
<td>I-79 at Exit 75</td>
<td>Allegheny County</td>
<td><strong>Alan Sekula</strong>&lt;br&gt;Exit 75 (Warrendale) needs updates to include an entry Northbound and an exit Southbound.</td>
</tr>
<tr>
<td>I-79 at Exit 75</td>
<td>Warrendale</td>
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</table>

**Response:** Thank you for your comments. The City is well aware of the infrastructure related issues along the Mount Washington hillside and hilltop. Given the magnitude and complexity of the issues, a comprehensive funding stream and approach has been elusive, including federal transportation funding currently being allocated to address city wide infrastructure needs. Instead the city continues to allocate and pursue smaller targeted funding sources to address key infrastructure needs along Mount Washington.

**Response:** Thank you for your comments. Your comments have been shared with county and PennDOT District 11-0 representatives and will be retained as input into the next TIP update.
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| Kenmawr Bridge   | Allegheny County | *Darrell Rapp, Swissvale*  
This project will benefit the two communities and the many users of this section of roadway, improving safety and efficiency. Thank you for funding this project. |

**Response:** Thank you for your comments in support of this project. The project is programmed on the Draft 2017-2020 TIP.

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<th>Project</th>
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| Kenmawr Bridge   | Allegheny County | *Darrell Rapp, Swissvale*  
The Kenmawr Bridge has been in dire need of replacement for many years. It is an excellent step forward to have this project in the 2015-2018 TIP and its construction scheduled for 2017 and 2018 in this Draft TIP. This bridge is a critical link between many neighborhoods of the eastern suburbs and the riverfront trails. What this project needs is appropriate bike infrastructure to accommodate the growing demand for safe bicycle routes. Including a well-developed, alternatives analysis of the bridge surface, pedestrian accommodations and their approaches is necessary so that this 50-100 year infrastructure investment will benefit future users. A good public participation process is needed for the public to feel their tax dollars are being invested wisely. |

**Response:** Thank you for your comments. The proposed bridge typical section includes two 14'-0" lanes and two 5'-8" sidewalks. Also, the proposed approach roadways included two 14'-0" lanes and two 5'-0" sidewalks with 8" wide curbs separating the sidewalks from the traffic lanes. 14'-0" lane widths meet the minimum requirements for shared bike/travel lanes per the AASHTO Guide for the Development of Bicycle Facilities.
Mon-Fayette Expressway

Allegheny County

Rebecca Bradley, Manager, Township of Wilkins

Wilkins Township wishes to formally comment on the Southwestern Pennsylvania Commission’s 2017-2020 Transportation Improvement Program. We are broadly opposed to the newest iteration of the Pennsylvania Turnpike Commission’s Mon-Fayette Expressway and believe that a comprehensive evaluation of the project and its myriad impacts as well as the exploration of alternative courses for increasing connectivity such as expanded public transit should be a component of the newest TIP. The members of the Wilkins Township Board of Commissioners are highly concerned with the fact that the more significant piece of the prior Mon-Fayette Expressway proposal, the connection to Interstate 376 at Bates Street, has been eliminated from the current proposal and what remains is a project that will bring additional traffic, congestion, pollution, and noise to the already heavily congested Route 22 and Parkway East. The amended plan for the Mon-Fayette Expressway runs counter to the efforts of the Department of Transportation to reduce congestion and increase safety on these corridors. Further, with the elimination of the Bates Street connection, what is left is overly burdensome for residents of Wilkins Township and many surrounding communities. In addition to our primary concern — that the additional traffic generated by the expressway will increase congestion on Route 22 and Interstate 376 — additional traffic on these roads will likely cause some motorists to seek alternate routes, many of which are already congested. These impacts would be felt not only by Wilkins residents, but also by the broader population that lives and works in Pittsburgh’s eastern suburbs and east end. More localized impacts include increased air pollution and noise and the potential loss of local roads and reside. Generally residents in the Pittsburgh region’s eastern suburbs are not seeking quicker access to Jefferson Hills and the Mon Valley, which can be accessed amply using Routes 30, 148, 48, and 837. The Turnpike Commission has made the claim that the Mon-Fayette Expressway, when combined with several other existing and potential toll roads, would provide an alternate route to the Pittsburgh International Airport. Certainly other shorter alternate routes already exist such as connecting Route 65 via Routes 28 or 376. Further this rather roundabout secondary path to the airport is not worth sacrificing convenient access to Downtown Pittsburgh. The project as currently conceived seems to be centered around bringing people into Monroeville and does not holistically address the transportation needs of Pittsburgh’s eastern suburbs and east end. Further it encourages individuals to move further out from the urban core and take on longer commutes. The nearly two billion dollars that is required to build the newest iteration of the Mon-Fayette Expressway would be better spent making improvements to the Interstate 376, which already links the eastern suburbs to Downtown Pittsburgh and the Pittsburgh International airport, and reducing congestion on that highway by significantly expanding regional transit and multi-modal and active transportation options. The Wilkins Township Board of Commissioners would like to see the Southwestern Pennsylvania Commission 1) conduct a cost-benefit analysis of the project as it relates to all impacted communities; 2) evaluate the potential environmental impacts of the expressway; 3) explore alternative methods of increasing connectivity such as expanding public transit and active transportation infrastructure and 4) explore alternative routes to connect the eastern
suburbs to Oakland.

Response: Thank you for your comments. The Mon-Fayette Expressway is not currently included in the Draft 2017-2020 TIP. The PA Turnpike Commission (PTC) is currently restarting this project, and SPC anticipates that the Turnpike Commission will request an amendment to the Draft 2017-2020 TIP and the long-range plan (Mapping the Future) in early 2017. The Commission will act on the PTC's request at that time.

PA 28/Highland Park Bridg
Allegheny County

Eric Boerer, BikePGH
This is a good opportunity to include safe bike infrastructure on the popular cycling route of Freeport Rd and provide important connectivity with the bike network through truly a dangerous area. Also, it is important that sidewalk connectivity is improved and that crossings are not too long or difficult. As this is a connector between two communities it is important that speeds are limited, and that the current highway-like atmosphere is downplayed in favor of a more neighborhood-centric and connected environment.

Response: Thank you for your comments in support of this project. Your comments have been shared with PennDOT, City of Pittsburgh and Allegheny County Planning. The project is programmed on the Draft 2017-2020 TIP.
## 2017 TIP Summary of Public Comments and the Response to Comments

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<tr>
<td>Penn Circle Conversion</td>
<td>Allegheny County</td>
<td><strong>Eric Boerer, BikePGH</strong>&lt;br&gt;This project needs to incorporate safe bike infrastructure. It's an important piece for bike network connectivity.</td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. The project is programmed on the Draft 2017-2020 TIP. Your comments have been shared with PennDOT, City of Pittsburgh and Allegheny County Planning so they may consider them during the design process.

| Request for Audible Traffic Signals | Allegheny County | **Thomas Burgunder**<br>Please consider installing audible signals along the 5th ave. corridor in downtown from Wood st. through Ross St. Please also address the lack of a signal at forbes and Smithfield. There is construction at that intersection so maybe the signals are contemplated. Please consider addressing the lack of signals along most of the grant st. corridor. The same can be requested for wood st. There are audible signals in Oakland. Some of them are activated by a button on a pole. There is not a locator signal on that pole. A blind person unfamiliar with the area can not take advantage of the technology because he/she can not find the activation button. Finally, I live in McKees Rocks. Island Avenue and Chartiers Ave. is a five way intersection that cries out for an audible signal. |

**Response:** Thank you for your comments. As funds become available, the City of Pittsburgh is installing accessible traffic signals as well as other ADA amenities at many of their over 600 signalized intersection locations. Funding is available through PennDOT for these types of improvements through their Automated Red Light Enforcement (ARLE) program as well as their Green-Light-Go program.
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| Route 50 and Washington Pike     | Allegheny County | *Ryan Eggelson*  
Our advisory task force, consisting of South Fayette Township, Bridgeville Borough, and Upper St. Clair Township, has made recommendations and prepared plans by Gateway Engineers to address major traffic issues in the state route 50 and Washington Pike corridors including the current state bridge over Chartiers Creek on the border of Bridgeville and South Fayette. The Task force, working diligently with PENNDOT, desires to provide appropriate levels of transportation and service to its citizens so as to adequately protect their health, safety and welfare. To this end, we are requesting that the SPC and its members consider amending the current TIP to allow our planned improvements for State Route 50 and Washington Pike to be included in the updated TIP. South Fayette Township is wholeheartedly in support of this project and wishes to share this with the SPC. |

**Response:** Thank you for your comments. Your comments have been shared with PennDOT representatives. Funding for the preliminary engineering phase of the SR 50/Chartiers St improvement project is on the 2015-2018 TIP. Once the funding plan for the final design, right-of-way and construction phases is finalized, the subsequent project phases will be added to the TIP. SPC encourages municipalities to work collectively when planning transportation improvements in multi-municipal corridors, which the advisory task force is doing. Preserving the existing transportation system is the top priority in Mapping the Future, the region's long range transportation plan, as well as the 2017-2020 TIP. SPC is aware of the traffic concerns in your municipalities and will continue to work with our planning partners at PennDOT and Allegheny County to address these issues in the Route 50 and Washington Pike Corridor.
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| Route 88 Corridor Study     | Allegheny County| Karen Fosbaugh, South Park Township  
Please be advised that South Park Township is requesting consideration under the Transportation Improvement Program (TIP) with regard to an area of concern within our community. South Park Township officials, in conjunction with the firm Mullin & Lonergan, have studied the area of the Rt. 88 corridor for the purpose of improving traffic flow and enhancing economic development. The end result of the study is the Library Corridor Study and addresses the following concerns: (copy of letter enclosed).  Traffic Congestion, Land Use and Economic Development, Environmental Concerns, and Potential for Development. It is the position of Township officials that each of the (see letter) points merits enhancements to the Township's infrastructure in the vicinity of the Rt. 88 and Brownsville Road intersection. South Park Township is poised to move ahead to greater economic growth; however, it is being hampered by the traffic conditions in the vicinity of the above-mentioned intersection. Any consideration that SPC can give to this important project would be most appreciated.  
Response: Thank you for your comments. Your comments have been shared with county and PennDOT representatives. While no additional funding is available to program this project on the Draft 2017-2020 TIP at this time, the project will be retained for consideration in the next TIP update or if additional funding becomes available. Intersections on SR 88 at King School Road and Logan Road, along with SR 3004 in Bethel Park are planned for signalization upgrades and turn lanes. |
| S 10th St Bridge Phase 1    | Allegheny County| Eric Boerer, BikePGH  
There has been a good amount of talk of putting bike lanes on this bridge, then it was taken away. We understand that there's issues with putting bike lanes on the bridge, but it is worth it to get them in place while we have the opportunity.  
Response: Thank you for your comments. Your comments have been shared with Allegheny County and PennDOT District 11-0. Bike infrastructure is intended to be an integral part of this conversion. |
## 2017 TIP Summary of Public Comments and the Response to Comments

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| Transit Comments, TIP | Allegheny County | *John Tague, City of Pittsburgh PPP*  
We must do a better job on air quality mitigation, with the use of fuel cell and electric powered buses. There is a lack of affordable transportation for people with disabilities after 12 PM. Lastly we need to invest in first and last mile transit, given limited bus and rail service in several area. We need to spend funds on multimodal transit centers, especially to create connectivity to others counties. No reason for all buses to come to downtown Pittsburgh. |
|        |                           | **Response:** Thank you for your comments. The TIP includes purchase of 34 CNG and 17 diesel/electric hybrid buses. Fleet conversion is likely to accelerate in coming years as PennDOT's CNG's public-private partnership project gets underway. |
| Briar Hill and Dunbar Airport Rd | Armstrong County | *Charlotte Wells*  
I travel that road frequently, and there have been numerous accidents in this area. A school bus stops at Briar Hill Road (at the knoll), and the large truck traffic is traveling far too fast for the speed limit (40 mph). Please consider upgrades to this area to improve safety measures for all. |
|        |                           | **Response:** Thank you for your comments. Your comments have been shared with county and PennDOT representatives and will be retained as input into the next TIP update. |
**Comment Summary**

**Beaver County Biking Concerns**  
*Beaver County*

**Linda Davenport**

I live in Beaver County and am a bicycle rider and walker. I always bike outside of Beaver County due to poor bicycle accessibility on our roads. I do walk at Hopewell Park, but walking to a shopping center or school cannot be done safely. I believe Beaver County should be a safe place to Bike and Walk, and that our transportation system should be diversified enough to include bicycle and pedestrian transport as viable means to travel. My commute to work is 22 miles via personal auto and then I park on the Three Rivers Bike Trail and bicycle 3 miles. I previously biked a 12 mile route around Hopewell and Aliquippa but was run off the road by a truck and suffered a broken arm, so I no longer enjoy any road riding in Beaver County. My daughter’s friend, Taylor Banks was killed bicycling on Route 51 between Aliquippa and Monaca, a designated bike route. Since his death absolutely nothing has been done to make the road safer for bicyclists. Some very low cost fixes would be to clear the shoulders of debris, make the designated Bike Route consistently 35 mph throughout, and paint the right lane for bicyclists. Better education of drivers on how to share the lane is also necessary. Each time a road in Beaver County has work done on it, I look for pedestrian and bicycle improvements but see none. I have gone to township meeting and written to state representatives and it hasn’t helped. Beaver County has rolling hills and beautiful river banks, it should be a great place to ride a bike, but no one puts bike safety or access in their plans. Transportation is more than cars and trucks. We would be a healthier county if we had some access to safe walking and riding of bikes. We should be able to ride our bikes and connect to the Montour Trail, which takes us all the way to Washington DC, and we should connect by bicycle train to the Pittsburgh network of bike trails so a full 25 mile commute can be done.

**Response:** Thank you for your comments in support of biking and walking. Your comments have been shared with county and PennDOT representatives and will be retained as input as we move forward with development of an Active Transportation Plan for the region later this year.
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<tr>
<td>Corridors in Monaca Borough</td>
<td>Beaver County</td>
<td><em>Mario Leone, Monaca Borough Manager, PPP</em> Please keep a focus on Route 65 (Crows Run/Freedom Crider Road), that as improvements are made, that flow of traffic improves as well in order to optimize those new improvements.</td>
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<tr>
<td><em>Response:</em></td>
<td></td>
<td>Thank you for your comments in support of this project. The project is programmed on the Draft 2017-2020 TIP.</td>
</tr>
<tr>
<td>Corridors in Monaca Borough</td>
<td>Beaver County</td>
<td><em>Mario Leone, Monaca Borough Manager, PPP</em> The corridors in Downtown Monaca should be reviewed for better traffic pattern movement, specifically the following: 17th Street Roundabout (Route 51) and Pennsylvania Avenue and the 9th Street Intersection (Route 18).</td>
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<tr>
<td><em>Response:</em></td>
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<td>Thank you for your comments. Work is planned on an upcoming betterment project in the area of 9th St and Pennsylvania Ave. Opportunities for upgrades will be reviewed during the project development stage. The information you have provided will be retained for consideration.</td>
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| Pleasant Drive Realignment    | Beaver County       | *Joe West, on behalf of Center and Potter Townships*  
(After) discussions with officials, from Center and Potter Township about realigning Pleasant Drive, they seem to be receptive to the idea. Please discuss adding the Pleasant Drive realignment to the TIP. (Discussion about increased traffic and activity in the area of the proposed Shell Cracker Plant.) |
|                               |                     | **Response:** Thank you for your comments. Your comments have been shared with county and PennDOT representatives and will be retained as input into the next TIP update.                                                                                                                                                                                                                                                                                   |
| SR 108 & I-79, Exit 105       | Butler County       | *William Elliott*  
Requesting upgrades to the existing intersection, I-79 and SR 108. Signals, signage and lines. Proposed truck stop and maintenance center planned for site, will employ as many as 50.                                                                                                                                                                                                                                                                               |
|                               |                     | **Response:** Thank you for your comments. Should the proposed development you mention involve direct access to the State Route system, that access will very likely involve the Highway Occupancy Permit process. Should that occur, PennDOT District 10 would work with the entities involved to establish the necessary upgrades to the State Route system to support the development. However, those upgrades may not be fundable through the TIP process. Your comments will be retained as input for the next TIP update. |

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| Bridge Improvements, Fayette County | Fayette County | *Arthur Cappella, Fayette County Planning*  
In consultation with our Director of Bridges and engineer of record, we submit the following bridge project list for inclusion in the Draft 2017 — 2020 Transportation Improvement Plan: Bridge #3 Braznell, Bridge #182 Dutch Hill, Bridge #15 Doc Twiggs, Bridge #91 Buncic's, Bridge #153 Confluence Dam, Bridge #6 Bethelboro                                                                                     |
|         |                | **Response:** Thank you for your comments. While no additional funding is available to program this project on the Draft 2017-2020 TIP at this time, the project will be retained for consideration in the next TIP update or if additional funding becomes available. |
| Cast Iron Bridge | Fayette County | *Jim Hart*  
As a former resident of Brownsville, I urge you to support the restoration of the Dunlap Creek iron bridge. This historical structure was built between 1836 and 1839, the first iron bridge in our country, and is now approaching 180 years old. As such, it represents a key landmark of Brownsville’s storied heritage, along with Nemacolin Castle (1789), the Flatiron Building (1830) and St. Peter’s Church (1845).                                                                 |
|         |                | **Response:** Thank you for your comments in support of this project. The project is programmed on the Draft 2017-2020 TIP. PennDOT District 12-0 is aware of the historical importance of this structure. |
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| General TIP Comments | Fayette County | Fred Junko  
In regard to funding to the SPC and the TIP projects. How did Southwestern PA got zero dollars and the bulk of money continues to eastern PA? Transportation funding sources for Southwestern PA must be priority. |

Response: Thank you for your comments. Transportation needs are great throughout the Commonwealth. SPC works to ensure that the region receives a fair share of transportation funding. Southwestern PA consistently receives about 25% of all highway and bridge funding in the state, which is roughly proportionate given the size of the region.

| Route 119 and Fayette County Corridors | Fayette County | Arthur Cappella, Fayette County Planning  
Fayette County is currently undertaking a major development project at the Joseph Hardy Connellsville Airport that includes construction of four corporate hangars and twelve T-hangars with the assistance of a grant from the Commonwealth and matching funds from the Joseph Hardy foundation. It is a $2 million dollar development project located adjacent to a new business park designated as the Dunbar Township Business Park. Therefore, the U.S. Route 119 corridor is identified as central to the Fayette County economy. Fayette has no interstate, so the importance of attracting businesses to this location is a leading attribute. Thoroughfares like U.S. Route 119, Route 21, Route 43, Route 51, Route 40 (National Road Heritage Corridor) are all significant highways in Fayette and are vital to the successes of Fayette’s economic state of affairs. We would like to see continued funding assistance to make these roadways safe and profitable for citizens and businesses. |

Response: Thank you for your comments. While no additional funding is available to program this project on the Draft 2017-2020 TIP at this time, the project will be retained for consideration in the next TIP update or if additional funding becomes available.
Other key projects for Fayette are as follows: Thompson Crossing to Mall Entrance, Masontown Bridge, US 40 at New Salem Road, PA 51 Oliver to Bitner, McClure Road Intersection and Kingview Road Intersection, Cast Iron Bridge (Fayette County Commissioners — in March 2016 — initiated a special request for $11 million in the event SPIKE funding becomes available to the region), US Route 119 Pechin Road to Bell Drive (currently under construction), and US 40 / PA 381 Intersection.

Response:

Thank you for your comments. While no additional funding is available to program this project on the Draft 2017-2020 TIP at this time, the project will be retained for consideration in the next TIP update or if additional funding becomes available.

Response:

Thank you for your comments. PennDOT District 12 has identified a project manager and has begun the study process for this area. Once the study is completed, the results will determine if improvements are needed for this location.
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| SR 3012, Aleppo Road Improvement | Greene County | Jerome Murphy  
Requests centerline separation for road. Fog is an issue, centerline separation could aid in visual sight. Improvements to guard rails and widening are required. |

**Response:** Thank you for your comments. While no additional funding is available to program this project on the Draft 2017-2020 TIP at this time, the project will be retained for consideration in the next TIP update or if additional funding becomes available.

| Bridge over Route 22 | Indiana County | Linda Gwinn  
I wanted to comment on the Bridge over Rt. 22 that is to carry pedestrians and bicycles. I want to write in support of the construction of ADA-compliant approach ramps and the construction of that bicycle-pedestrian bridge, near the Rt. 119/22 interchange in Burrell Township. Completion of this important project will not only carry bikes/pedestrians over Rt. 22 via an above grade bridge, as was addressed in a PA Road Safety Audit that was completed for this section of Rt. 22 in 2011, as a logical way to avoid a dangerous situation on Rt. 22 where there are no pedestrian accommodations for safe crossing in that corridor, it will also extend the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to an existing park and ride, which will serve as a trailhead. From the park and ride, the trail will traverse the corridor between that point and the existing Blairsville Riverfront Trail in Blairsville Borough. This important trail link will boost regional economic development initiatives and position Indiana County communities to capitalize on their natural and recreation resources. |

**Response:** Thank you for your comments in support of this project. This project was partially funded on the 2015-2018 TIP, and SPC continues to work with PennDOT, Indiana County and the local community to identify funding sources to complete construction.
### 2017 TIP Summary of Public Comments and the Response to Comments

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| Bridge over Route 22 | Indiana County | *Carol Perschetti*  
I recently attended the PPP meeting in Indiana County. I was able to examine the 2017 TIP Summary for Indiana County Projects. I am writing in order to support the Bridge over Rt. 22. It is firstly a safety necessity. Plus, it would be a much needed extension of local trails which would positively impact regional communities. |
| **Response:**      |               | Thank you for your comments in support of this project. This project was partially funded on the 2015-2018 TIP, and SPC continues to work with PennDOT, Indiana County and the local community to identify funding sources to complete construction. |
| Old Route 18 Bridge | Lawrence County | *Kevin Bowser, State Rep. Jaret Gibbons*  
Attached (see full comment section) is the Old Route 18 Bridge General Inspection Report and associated Invoice No. 9538. Please note the Immediate Attention section of the narrative, which the Borough should address in the near future. Would like to see this structure qualify for inclusion in the TIP. Thanks for any direction. |
<p>| <strong>Response:</strong>      |               | Thank you for you comments. This locally owned structure is under 20 ft in length and therefore not NBIS eligible. (Not eligible to use federal funding). In order to be added to the TIP the bridge must be included on an approved bridge bill allowing state funding to be utilized for the structure. |</p>
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<tr>
<td>Route 488 over Connoquenessing Creek</td>
<td>Lawrence County</td>
<td><strong>Dominic Viccarri, Lawrence PPP Co-Chair</strong>&lt;br&gt;Would like SPC to consider alternative funding for connection Ellport in Ellwood City PA via suspension bridge across the Connoquenessing creek from the nature trail to a point in Ellport. There are suitable sites that have been explored currently connection to Ellwood by auto or by walking along a narrow Highway - Route 488.</td>
</tr>
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</table>

**Response:** Thank you for your comments. Your comments have been shared with DCNR and PennDOT representatives and will be retained as input into the next TIP update.

| General TIP Comments | SPC Region | **Robin Dushane, Tribal Historic Preservation Officer, Eastern Shawnee Tribe**<br>To whom it may concern, The Eastern Shawnee Tribe values the opportunity to review the programs referenced above in this subject title from the SPC. At this time we have no comments. |

**Response:** Thank you for your comments. SPC is committed to engage the public, planning partners, and interested parties to share information, ideas, needs and priorities. Your continued participation is encouraged.
<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Comment Summary</th>
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</table>
| Potter Bridge    | Washington County | *David Martin*  
Potter Bridge Repair/Replacement. Washington County owns this bridge. The bridge is needed for local residents to access their property and for health emergency services. |
| Route 19 & McMurray Road | Washington County | *Michael Silvestri*  
Peters Township is having major issues of traffic congestion on its Route 19 corridor. There are 2 specific issues. The McMurray Road & Route 19 intersection is in total gridlock at all rush hours. This situation is compounded by the anticipated Southern Beltway connection to I-79. A combination of additional lane capacity and improved signal capabilities is needed. The Township does have traffic impact fees that could be targeted for this purpose. We are requesting a study be conducted to identify a viable solution. McDowell Lane Bridge over Canonsburg lake will increase the traffic to and from North Strabane. |

Response: Thank you for your comments. Potter Bridge located in West Finley Township is currently part of a three-bridge engineering contract for design under a county bridge program. Barring delay, rehabilitation/replacement of the superstructure should advance in the next two years.

Response: Thank you for your comments. SPC is aware of the issues concerning traffic congestion in Peters Township and the surrounding municipalities. SPC has commissioned a data collection study in order to gain a clear understanding of the current conditions of the transportation network in this area. This data collection study will lead to a corridor based small area study over the next year to identify short, medium and long-term multimodal transportation improvements for this area.
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<tr>
<th>Project</th>
<th>Location</th>
<th>Comment</th>
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<tbody>
<tr>
<td>SR 1009 - Chater Creek Bridge</td>
<td>Washington County</td>
<td><strong>Joe Thomas, Freedom Transit</strong>&lt;br&gt;Freedom Transit offers (34 per weekday 6 on Saturday) of passenger trips over SR 1009 - Chartiers Creek Bridge. With that number of trips the concern is with the efficient operations of out routes in that area. We ask that prime consideration of the flow of two-way traffic be prioritized for our system's riders.</td>
</tr>
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</table>

**Response:** Thank you for your comments. Your comments have been shared with PennDOT District 12-0, and the project manager for this location. The District will be in contact with Freedom Transit regarding this issue.
### Project Location

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<tr>
<th>Project</th>
<th>Location</th>
<th>Comment</th>
<th>Response:</th>
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</table>
|         | Westmoreland County              | **Chris Bova, Westmoreland County Planning and Development**  
With the announcement of the Shell cracker plant in Beaver, Elliott Company is moving forward and is currently in the process of designing / manufacturing major pieces of equipment that will be installed at the cracker facility. In addition, Elliott Company is competing for numerous other significant projects that would have a tremendous impact on the company and, as such, Westmoreland County’s local economy. The issue is one of permitting and access. We have been working closely with Elliott, the Pennsylvania Turnpike Commission, and PennDOT to come up with solutions to these problems. It is now an immediate issue. Without proper access to PA Toll 66 and the ability to ship larger superloads, Elliott Company will be at a distinct disadvantage in competing for these projects because some of them would have to be built at an overseas facility or built here, but disassembled for shipping and reassembled on site. That is not an ideal solution for their customers. It is my understanding that the PTC is to have their study completed around the 10th of June, which of course is today. This is an immediate need, and we’ll need to explore every route necessary to find a solution. | Thank you for your comments. Your comments have been shared with PennDOT District 12 representatives and will be retained as input and potential consideration based on the results of the Pennsylvania Turnpike Commission (PTC) study. |
2017 TIP Summary of Public Comments and the Response to Comments

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<tr>
<th>Project</th>
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| Bus stop Needed Monessen at Grand Boulevard | Westmoreland County | Brian Dombroskie, Westmoreland County PPP
A bus stop and crosswalk is being sought on the north side of 1925 Grand Boulevard, Monessen. This is to facilitate future bus service to the Monessen Center for Active Adults, a/k/a the Monessen senior center. Supervisor Miko Green of the Monessen senior center is trying to get a Mid Mon Valley Transit Authority (MMVTA) bus route to go past the senior center. Currently there is no bus service going past the center. Dirk Matson, the Administrator of the Westmoreland County Area Agency on Aging, is trying to assist in getting MMVTA bus service for the center. We have connected the MMVTA, and they are willing to begin a bus route that would pass and stop at the center, but, MMVTA Executive Director Donna Weckoski states that a bus stop pad of some sort with a crosswalk needs to be constructed across the street from the senior center so that they can pick up and drop off the riders on the opposite side of the road, and they won’t start the route until the pad is built. The senior center is 1925 Grand Boulevard, on the south side of the road. A monessen public park is on the north side of the road. We've approached Monessen City Council during a recent public meeting about building a bus stop pad, and the essentially said that Monessen does not have the funds to do it, but that they support our efforts for the bus route and building a pad, but we need to find funding elsewhere for the pad. Thank you for any assistance and/or advice you can provide to us regarding this matter. A copy of a memo directed to the Monessen Mayor and City Council prior to the previously mentioned public meeting has been copied on the reverse side of this comment form.

Response: Thank you for your comments. The following funding programs: Smart Transportation, Multimodal fund, and Transportation Alternatives Program could be potential funding sources for the project. MMVTA could also include it in the Capital Planning Tool for consideration by PennDOT and Bureau of Public Transit as part of the agency’s capital program. Federal formula funding encourages transit project sponsors to "set aside" 1% capital funds per year for Associated Transit Improvements.
### 2017 TIP Summary of Public Comments and the Response to Comments

<table>
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| City of Greensburg Bridges      | Westmoreland County    | *Barbara Ciampini, City of Greensburg*  
Mt. Pleasant Street Bridge, 2. Brewery Lane Bridge, 3. Alley #2 Bridge. The three (3) bridges listed above have all been found to be structurally deficit by recent NBIS Inspections by the City's consulting engineer, Gibson-Thomas Engineering. They are listed in order of their need for replacement and are a priority for the City of Greensburg. |

**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2017-2020 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available.

| City of Greensburg Bridges      | Westmoreland County    | *Chad Amond, Westmoreland County PPP Chair*  
In the City of Greensburg, Structurally-Deficient Bridges requested to be considered for projects on 2017-2020 TIP include the following: Mt. Pleasant Street, Brewery Street, Alley Bridge #2. |

**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2017-2020 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available.
### 2017 TIP Summary of Public Comments and the Response to Comments

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</table>
| General TIP Comments | Westmoreland County | Ren Steele, Allegheny Twp Supervisor, Westmoreland PPP  
I want to thank you, the members of SPC, and PennDot for your help in funding the projects planned for Allegheny Township. Your understanding of our needs is critical in making Allegheny Township a better place to live. |

**Response:** Thank you for your comments in support of this project.

| General TIP Comments | Westmoreland County | Alec Italiano  
Suburban sprawl is a real problem. The de-urbanization that happened in the latter part of the 20th century did permanent damage to our region and we are still picking up the pieces. Making suburbia more urban and dedicating resources to those urban centers out on the edges is extremely important for the long-term success of this region in my opinion. We have a great housing stock here, especially in Westmoreland, but it is aging. Without new buyers and people willing to do fixer uppers, that housing stock will go to waste. One step to better land use is to make our urban areas more dense and to use public transit to connect and entice people to move here and take advantage of our wonderful region. |

**Response:** Thank you for your comments. At the core of SPC's planning process is the Regional Vision of "Transportation and land use that supports and enhances the regional economy and the communities within it." Within that vision are policy goals and strategies that emphasize the revitalization of regional places and prioritizing regional connections. SPC continues to work with its county partners to promote development which takes advantage of existing resources and emphasizes a sustainable transit system that connects the region.
Project Location

2017 TIP Summary of Public Comments and the Response to Comments

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| General TIP Comments | Westmoreland County | Chad Amond, Westmoreland County PPP Chair  
Transportation funding levels have fallen from the prior TIP. For example, in Westmoreland County, the 2015-2018 TIP included $219M in funding. Currently, the Draft 2017-2020 TIP projection has fallen to $172 million. Amongst the reasons discussed are smaller realized revenues from Act 89, and the funding of the State Police Pension Fund. Funding levels are a concern in the short and long term. |

Response: Thank you for your comments. Funding levels for transportation have fallen statewide. As a result of the recently passed Federal Transportation Legislation (FAST Act), the Commonwealth and the nation as a whole have a stable federal funding stream for the next five years. While Act 89 did provide a boost in state funding, the continued escalation in funding for the Pennsylvania State Police from the Motor License Fund has yielded less transportation revenues than expected. Act 89 is not producing the amount of funding for transportation that was projected at the time it was passed. SPC shares your concern for the sustainability of funding for the long-term. SPC continues to be vigilant in working with our partners to pursue discretionary funding opportunities at the state and federal level.

Laurel Valley Transportation Improvement Project | Westmoreland County | Chad Amond, Westmoreland County PPP Chair  
Concerns were voiced about the lack of progress on the Laurel Valley Transportation Improvement Project. No funding has been identified in the TIP for the 2017/2018, and the status of Federal earmark funds being used for the project is unclear. This remains a Westmoreland County priority project. |

Response: Thank you for your comments. The initial phases of this project are programmed on the Draft 2017-2020 TIP. SPC recognizes the Laurel Valley Transportation Improvement Project is a priority for Westmoreland County.
### 2017 TIP Summary of Public Comments and the Response to Comments

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| PA 356/PA 66 Roundabout  | Westmoreland County           | *Chad Amond, Westmoreland County PPP Chair*  
A roundabout design was requested/suggested for the PA 356/PA 66 Intersection (At Hour-Glass Photo).                                                                                                                                 |

**Response:** Thank you for your comments. Your comments have been shared with PennDOT District 12 representatives and will be retained as input into the next TIP update.

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| PA Turnpike, Electronic Tolling | Westmoreland County           | *Chad Amond, Westmoreland County PPP Chair*  
Several questions were raised and support conveyed regarding the status of the planning study on AET (All Electronic Tolling) on the PA Turnpike, specifically in Westmoreland County. |

**Response:** Thank you for your comments. SPC will complete the AET planning study in 2016.
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| Route 51/Vernon Drive         | Westmoreland County | *Thomas Godzak, Rostraver Township*  
Rostraver Township is asking for the Draft 2017-2020 TIP to include funding for safety improvements to the SR 51/Vernon Drive (SR 3025) Intersection. |
|                               |                      | **Response:** Thank you for your comments. PennDOT District 12-0 has developed short term and long term improvement alternatives for the Route 51 corridor including safety improvements that will be considered for future TIP updates. |
| Route 66 into Route 356       | Westmoreland County | *Ren Steele, Allegheny Twp Supervisor, Westmoreland PPP*  
The folks in Allegheny Township and Northern Westmoreland County need a roundabout at Hourglass Photo where Route 66 into Route 356. Traffic builds up at this intersection during rush hour. We need better traffic flow in this area. |
|                               |                      | **Response:** Thank you for your comments. Your comments have been shared with Westmoreland County and PennDOT representatives and will be retained as input into the next TIP update. |
## 2017 TIP Summary of Public Comments and the Response to Comments

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<tr>
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<tbody>
<tr>
<td>Route 819</td>
<td>Westmoreland County</td>
<td><strong>Jim Palygus</strong>&lt;br&gt;Broadway Street into Scottsdale has become extremely bumpy. The pavement surface has become rippled causing a poor riding condition for vehicles traveling through the area. Broadway Street is the main thoroughfare, and visitors have commented on the road's poor condition.</td>
</tr>
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**Response:** Thank you for your comments. Your comments have been shared with PennDOT District 12-0 and their maintenance department.

| Rte 366 Bridge, Millers Lane and SR 4069 | Westmoreland County | **Scott Johnson**<br>I have a question that will lead to a comment, based upon the answer: In regards to the 2017 TIP Summary Westmoreland County Project List- Map#19 Route 366, MPMS#76115, is this project restoring the bridge located on Rt 366 (Greensburg Rd) that is between the local road of Millers Lane and SR 4069 (Dutchmans Run Road)? Please verify as I could not locate a map physically showing the location. If it is not this bridge, can it please be added to the project list in 2017 as I have presented this issue to Penn DOT over the past 2 years. Thanks for your time and I look forward to hearing from you. |

**Response:** Thank you for your comments in support of this project. The project is programmed on the Draft 2017-2020 TIP.
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<tr>
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</table>
| Transit Comments, TIP | Westmoreland County | **Alec Italiano**  
First of all, the WCTA is stretched way too thin. With them having to supply commuter service into Pittsburgh, intra-county travel suffers. For example, I live off rt. 130 in Jeannette, 4 miles from my job in downtown Greensburg and there is no convenient bus for me to take to work. So I drive and pay the parking fee for less than it would be to take the bus - there is something wrong there. The bus system needs to act more as a feeder system and less as a commuter system. Why can't the Port Authority (who sucks up 90+% of the region's public transit TIP money) run buses into Greensburg that way the WCTA can use her resources more appropriately with the shoestring resources we are allocated out here, yes the second largest county in the region. |

**Response:**  
Thank you for your comments. The public resources allocated to Westmoreland County Transportation Authority are a function of the federal and state funds available to them as well as the ability of the county and local municipalities to devote local revenue to match that funding. Federal funds are provided through a formula based on WCTA's size and service area. State funds are provided through an agreement with PennDOT. The amount is based on annual service statistics. Both sources of subsidy are dependent on local matching funds. SPC's Planning Work Program for FY2016-2018 calls for the provision of technical assistance to WCTA to engage in Transit Development Planning. This process includes a review of existing and potential service. Cooperative service planning with the Port Authority of Allegheny County would require an agreement between the two entities.
### Transit Comments, TIP

**Location:** Westmoreland County  

**Comment Summary:**

*Chad Amond, Westmoreland County PPP Chair*

Many concerns were voiced regarding Public Transportation Initiatives. Overall, the Westmoreland PPP was frustrated that 90% of total SPC transit budget goes to the Port Authority of Allegheny County. Westmoreland has a desire to expand and address transit/commuting issues of its own, yet funding is disproportionately channeled to a neighboring county. The following specific transit issues were discussed: - Extending routes in Westmoreland County is being looked at with a study on the TIP. Westmoreland County needs additional access into the City of Pittsburgh - PPP members would like to see catalytic and innovative public transit projects - LRP amendment to provide funding for the Mon-Fayette expressway north leg - A request was made regarding the status of the East Corridor Transit Study. PPP members wish to know if this initiative is still being considered.

**Response:**

Thank you for your comments. The public resources allocated to Westmoreland County Transportation Authority are a function of the federal and state funds available to them as well as the ability of the county and local municipalities to devote local revenue to match that funding. Federal funds are provided through a formula based on WCTA’s size and service area. State funds are provided through an agreement with PennDOT. The amount is based on annual service statistics. Both sources of subsidy are dependent on local matching funds. SPC’s Planning Work Program for FY2016-2018 calls for the provision of technical assistance to WCTA to engage in Transit Development Planning. This process includes a review of existing and potential service. Cooperative service planning with the Port Authority of Allegheny County would require an agreement between the two entities. The Port Authority of Allegheny County is currently looking at potential extension of the Martin Luther King, Jr. East Busway.
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| Turnpike Exit 91 to Sarnellis in Donegal | Westmoreland County | Adrienne Wagner  
As Realtors® we've been trained to recognize the economic potential of properties and are in support of project 57452, a 3.5 mile stretch from Turnpike Exit 91 to Sarnellis in Donegal, Township, Westmoreland County. Locals refer to this section of the Laurel Highlands Scenic Byway as “the Gateway to the Laurel Highlands.” Many people entering this area are here to take advantage of our four seasons and the facilities that support them. Think Falling Water, Ohiopyle, Seven Springs, and Hidden Valley just to name a few. It is not just a road to us. It provides visitors that support our businesses and we are growing. It’s hard to believe that even without public sewage we have seen commercial growth along this corridor. A Family Dollar, Holiday Inn, Dollar General, and a Shaker rental complex that includes multiple offices have all been constructed over the past 5 years. Every establishment had to install their own private sewage systems. PennDot records show that almost 2,000,000 people use Exit 91 (2014). We anticipate this number to climb substantially with the possibility of a World Heritage Award for Fallingwater and the re-opening of Laurel Mountain Ski Resort this year. Without zoning or sign restrictions the Mountain Laurel Chamber of Commerce is trying to encourage community evolvement in a consistent signage and re-planting strategy along the improved roadway. Thank you for trying to make this corridor a safer and more memorable road to travel. |

Response: Thank you for your comments in support of this project. The project is programmed on the Draft 2017-2020 TIP.
Part 2

Summaries of Public Participation Panel Meetings
Public Meeting Report
2017-2020 Draft Transportation Improvement Program (TIP)
Allegheny County/City of Pittsburgh
Carnegie Borough Building / Public Meeting Room
Pittsburgh, PA
May 17, 2016, 5:00pm

Attendees
16 Attendees

*The purpose of this meeting was to provide background information regarding the 2013-2016 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Matt Pavlosky, SPC Public Involvement/Outreach Specialist called the meeting to order, welcomed the attendees and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Pavlosky gave a brief rundown regarding the event’s agenda. SPC’s TIP video was shown, providing an overview of the TIP development process, and impact in the 10 county region. Additionally, Pavlosky discussed the public participation process, including how to offer comments, and how comments and responses to comments will be shared. He noted that a session for question and answers would be made available prior to the event's public comment segment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification.

SPC Presentation
Dan Alwine, SPC Transportation Planner, offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: the TIP, Environmental Justice report, the region's Air Quality assessment, and project locations in Allegheny County and the City of Pittsburgh. Alwine also offered an overview of the next steps in the TIP development process over the next few months.

3. Informal Question and Answer:

-Pavlosky reminded those in attendance that the public comment period for the 2017-2020 Draft TIP is in effect until Friday, June 3rd, 2016 at 4pm, and encouraged additional comments and input.

Members of Carnegie Borough, including Mayor Jack Kobistek and Borough Manager, Steve Beuter, asked questions to Port Authority representative David Wohwill, regarding the status of Carnegie Park and Ride upgrade. Wohwill discussed the upcoming construction phases, including additional parking and the care taken to minimize impacts of construction on PAAC rider during the construction process. Additionally, the Borough requested more information on the SPC transportation program, specific to trails and transit. Pavlosky mentioned SPC's Active Transportation meetings, as well as Transportation Technical Committee and Transit Operators Committee, as avenues for information, in addition to SPC's newsletters. Pavlosky will extend invites to all referenced information to Borough.
In addition, Collier Township’s Sal Sirabella stated support for the Thoms Run to Mayer Street project, and stated that a formal letter would be sent at a later date. Additionally, Sirabella directed a comment to PAAC’s Wohlwill regarding the re-instatement of the G2 route to Oakland. Wohlwill offered a brief explanation of the unlikely nature of the return of the route, and offered a detailed response to Sirabella via email, which would detail the costs and requests for new service, and the increase of frequency of the existing G2 route.

4. **Formal Comment:** *(Comments can be found in Part 1 of the Public Participation Report)*

- No formal comments were offered at the meeting

  ❖ With no further comments, Pavlosky thanked the attendees, and the event concluded at 6:18pm.
Attendees
14 Attendees

*The purpose of this meeting was to provide background information regarding the 2015-2018 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Tom Bradigan, Chairperson of the Armstrong County Public Participation Panel called the meeting to order, welcomed everyone, provided a brief agenda rundown, and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Matt Pavlosky, SPC Public Involvement/Outreach Specialist gave a short rundown regarding the event’s agenda. SPC’s TIP video was shown, providing an overview of the TIP development process, and impact in the 10 county region. Additionally, Pavlosky discussed the public participation process, including how to offer comments, and how comments and responses to comments will be shared. He noted that a session for question and answers would be made available prior to the event’s public comment segment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification.

Armstrong County:
Armstrong County Planner, Tom Swisher gave a status update on a number of Armstrong County Act 13 projects, and their status for construction/completion.

SPC Presentation
Doug Smith offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: TIP, Environmental Justice, the region’s Air Quality assessment, and project locations in Armstrong County. Smith also offered an overview of the next steps in the TIP development process over the next few months.

3. Informal Question and Answer:
-Pavlosky reminded those in attendance that the public comment period for the 2017-2020 Draft TIP is in effect until Friday, June 3rd, 2016 at 4pm, and encouraged additional comments and input.

Tom Bradigan asked a general question, in regard to funding and an intersection issue at Kittanning Elementary 422. David Cook of PennDOT District 10-0, gave his overview of the TIP development process, and the placement of projects on the TIP. Cook stated that the TIP is an active list, with projects moving in phases and that the District is optimizing funding and phases of development. Patty Baker of TACT, discussed items on the Transit TIP, which will have an effect on Armstrong riders.

4. Formal Comment: (Comments can be found in Part 1 of the Public Participation Report)
No formal comments were offered at the TIP Meeting.

With no further comments, Pavlosky thanked the attendees, and the event concluded at 4:30pm.
*The purpose of this meeting was to provide background information regarding the 2015-2018 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Matt Pavlosky, SPC Public Involvement/Outreach Specialist called the meeting to order, welcomed the attendees and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Pavlosky gave a brief rundown regarding the event’s agenda. SPC’s TIP video was shown, providing an overview of the TIP development process, and impact in the 10 county region. Additionally, Pavlosky discussed the public participation process, including how to offer comments, and how comments and responses to comments will be shared. He noted that a session for question and answers would be made available prior to the event’s public comment segment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification.

SPC Presentation
Doug Smith, SPC Transportation Director, offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: the TIP, Environmental Justice report, the region’s Air Quality assessment, and project locations in Beaver County. Smith also offered an overview of the next steps in the TIP development process over the next few months.

3. Informal Question and Answer:
Pavlosky reminded those in attendance that the public comment period for the 2015-2018 Draft TIP is in effect until Friday, July 18th, 2014 at 4pm, and encouraged additional comments and input.

4. Formal Comment: (Comments can be found in Part 1 of the Public Participation Report)

- Beaver County Planner, Joe West submitted written comment
- Mario Leone, Monaco Borough Manager submitted written comments regarding Freedom Crider Road (Route 65), and the corridor of 9th Street (Route 18) and the 17th Street Roundabout (Route 51).

With no further comments, Pavlosky thanked the attendees and reminded them of the closure of Public Comment date, (Friday, June 3rd). The event concluded at approximately 4:15pm.
Attendees
18 Attendees

*The purpose of this meeting was to provide background information regarding the 2017-2020 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Doug Smith, SPC Transportation Director called the meeting to order, welcomed everyone, provided a brief agenda rundown, and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Matt Pavlosky, SPC Public Involvement/Outreach Specialist gave a short rundown regarding the event’s agenda. SPC’s TIP video was shown, providing an overview of the TIP development process, and impact in the 10 county region. Additionally, Pavlosky discussed the public participation process, including how to offer comments, and how comments and responses to comments will be shared. He noted that a session for question and answers would be made available prior to the event's public comment segment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification.

SPC Presentation
Doug Smith offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: TIP, Environmental Justice, the region’s Air Quality assessment, and project locations in Butler County. Smith also offered an overview of the next steps in the TIP development process over the next few months.

3. Informal Question and Answer:
Pavlosky reminded those in attendance that the public comment period for the 2017-2020 Draft TIP is in effect until Friday, June 3rd, 2016 at 4pm, and encouraged additional comments and input.

Colleen Stephan asked a question about submitting written comments, a. A general question about transit funding was directed to SPC staff member David Totten, who provided an explanation of the Transit TIP handout made available to attendees. Commissioner Leslie Osche thanked the SPC staff for the overview of the TIP process, as did Commissioners Kevin Boozel and Kim Geyer.

4. Formal Comment: (Comments can be found in Part 1 of the Public Participation Report)

5. Conclusion:
❖ With no further comments, Pavlosky thanked the attendees, and the event concluded at 4:40pm.
Attendees
17 Attendees

*The purpose of this meeting was to provide background information regarding the 2017-2020 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Matt Pavlosky, SPC Public Involvement/Outreach Specialist called the meeting to order, welcomed the attendees and asked those in the room to introduce themselves.

2. Regional TIP Video Brief Description and Public Meeting Process
Matt Pavlosky, SPC Public Involvement/Outreach Specialist gave a short rundown regarding the event’s agenda. SPC’s TIP video was shown, providing an overview of the TIP development process, and impact in the 10 county region. Additionally, Pavlosky discussed the public participation process, including how to offer comments, and how comments and responses to comments will be shared. He noted that a session for question and answers would be made available prior to the event's public comment segment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification.

SPC Presentation
Andy Waple, Transportation Programs Manager, offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: TIP, Environmental Justice, the region's Air Quality assessment, and project locations in Fayette County. Waple also offered an overview of the next steps in the TIP development process over the next few months.

3. Informal Question and Answer:
Pavlosky reminded those in attendance that the public comment period for the 2017-2020 Draft TIP is in effect until Friday, June 3rd, 2016 at 4pm, and encouraged additional comments and input.

Art Cappella requested information regarding a number local bridge projects from PennDOT District 12. Fred Junko asked about the future of highway funding being directed toward the Philadelphia area. Joe Grata, reiterated concerns about future funding, and offered additional information about transportation funds assisting the PA State Police. Commissioner Angela Zimmerlink stated that formal comment will be provided by the county before the conclusion of the comment period.

4. Formal Comment: *(Comments can be found in Part 1 of the Public Participation Report)*

   - Fred Junko offered a written comment.

5. Conclusion:
With no further comments, Pavlosky thanked the attendees, and the event concluded at 4:50pm.
Public Meeting Report
2017-2020 Draft Transportation Improvement Program (TIP)
Greene County
Greene County Office Building, Commissioners Meeting Room,
93 East High Street, Waynesburg, PA
May 18, 2016, 5:00pm

Attendees
16 Attendees

*The purpose of this meeting was to provide background information regarding the 2017-2020 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Matt Pavlosky, SPC Public Involvement/Outreach Specialist called the meeting to order, welcomed the attendees, provided a brief agenda rundown, and asked those in the room to introduce themselves.

2. Regional TIP Video Brief Description and Public Meeting Process
Matt Pavlosky, SPC Public Involvement/Outreach Specialist gave a short rundown regarding the event’s agenda. SPC’s TIP video was shown, providing an overview of the TIP development process, and impact in the 10 county region. Additionally, Pavlosky discussed the public participation process, including how to offer comments, and how comments and responses to comments will be shared. He noted that a session for question and answers would be made available prior to the event's public comment segment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification.

SPC Presentation
Doug Smith offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: TIP, Environmental Justice, the region’s Air Quality assessment, and project locations in Greene County. Waple also offered an overview of the next steps in the TIP development process over the next few months.

3. Informal Question and Answer:
Pavlosky reminded those in attendance that the public comment period for the 2017-2020 Draft TIP is in effect until Friday, June 3rd, 2016 at 4pm, and encouraged additional comments and input.

Commissioners Zimmerman and Trader requested updates on when the current bridge project (downtown) would be completed, and if the new program included completion of Route 21 as a 4-lane facility to I-79. They also noted the deplorable maintenance condition of the roadway both east and west of Waynesburg as a direct result of heavy trucks supporting the fracking industry. They thanked Rachel Duda (PennDOT) for immediate help with potholes in the area. Duda also stated Route 21 to 4 lanes was not on the TIP update and would likely find great difficulty gaining sufficient public support because of the negative impacts on numerous existing businesses. She agreed to check the completion date for the under-construction bridge.

Crystal Simmons, IDA Manager, was interested in PennDOT processes to ensure that future bridge replacement projects would include sufficient capacity to support planned industrial/commercial
development projects. Duda answered by describing PennDOT’s typical public involvement process when a project is being planned and the separate analysis that is part of PennDOT's Highway Occupancy Permit process, which considers the developer’s responsibility for addressing traffic impacts added by a proposed development.

Walt Stout, Washington Township, requested an update on the status of an intersection realignment study for Route 121/19, which is programmed for 2016 in the current TIP. Rachel replied that PennDOT has not yet assigned a project manager to initiate the study.

Nate Regotti for Pam Snyder's Office inquired about the Clarksville Bridge project, an existing P3 or ECB bridge project for the local government. There has been extensive discussion about whether this project will include a sidewalk. Rachel Duda noted that PennDOT's standard policy under the P3 (and ECB) programs is to include a 5-foot shoulder wide enough to accommodate bicycles and pedestrians.

Robbie Matesic, Economic Development Director, identified Ruff Creek as the county's number one development opportunity.

4. Formal Comment: *(Comments can be found in Part 1 of the Public Participation Report)*

- Walt Stout submitted a written comment in support of the continued advancement of Ruff Creek Interchange Route 19 and 221.

5. Conclusion:

- With no further comments, Pavlosky thanked the attendees, and the event concluded at 6:10pm.
Public Meeting Report
2015-2018 Draft Transportation Improvement Program (TIP)
Indiana County
Career Link of Indiana County, Main Classroom,
300 Indian Spring Road, Indiana, PA
May 24, 2016, 3:30pm

Attendees
28 Attendees

*The purpose of this meeting was to provide background information regarding the 2017-2020 Draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Byron Stauffer, Director of Indiana County Planning and Development called the meeting to order, welcomed everyone, provided a brief agenda rundown, and asked those in the room to introduce themselves. Commissioner Rod Ruddock delivered a brief address to the attendees regarding the importance of the TIP process, and the need for public comment to help guide planning and development.

2. Brief Description of TIP and Public Meeting Process
Pavlosky gave a brief rundown regarding the event’s agenda. SPC’s TIP video was shown, providing an overview of the TIP development process, and impact in the 10 county region. Additionally, Pavlosky discussed the public participation process, including how to offer comments, and how comments and responses to comments will be shared. He noted that a session for question and answers would be made available prior to the event's public comment segment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification.

SPC Presentation
Ryan Gordon, SPC Transportation Planner offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: the TIP, Environmental Justice report, the region's Air Quality assessment, and project locations in Indiana County. Gordon also offered an overview of the next steps in the TIP development process over the next few months. Additionally, Smith reminded attendees that the Public Meeting at the Courthouse was a good opportunity to talk in-depth about items related to the TIP.

3. Informal Question and Answer:
Pavlosky reminded those in attendance that the public comment period for the 2017-2020 Draft TIP is in effect until Friday, June 3rd, 2016 at 4pm, and encouraged additional comments and input. Ron Nocco asked a question about SPC, regarding locks and dams, and commerce. Pavlosky stated that SPC monitors freight movement via its Freight Program, but specific questions regarding locks and dams would be best directed to the Port of Pittsburgh, or the Army Corp of Engineers. Joe Dubovi and Dave Cook reiterated many of the themes offered in the SPC staff presentation: Their prime focus upon driver and pedestrian safety and system preservation. The projects programmed on the TIP are chosen to optimize efficiency and make the best use of the dollars available. Dubovi also mentioned that the public's input at such events is very valuable. These public meetings give the opportunity for the District to hear what the public most concerned about in their communities, gives the District an opportunity to
respond to concerns and inquiries, and provides a dialogue to update construction projects in the county and district.

4. **Formal Comment:** *(Comments can be found in Part 1 of the Public Participation Report)*

   - No public comments were submitted at the Indiana Public Meeting.

5. **Conclusion:**

   - With no further comments, Stauffer thanked the attendees, turned the event back over to Pavlosky, and the event concluded at 5:05pm.
Attendees
23 - Public Participation Panel (11:30am)
12- Public Meeting (2pm)

*The purpose of this meeting was to provide background information regarding the 2017-2020 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Doug Smith, SPC Transportation Director called the Public Participation Panel meeting to order, welcomed the attendees and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Matt Pavlosky gave a brief rundown regarding the day's events. Including the public meeting display later that day at the Courthouse. SPC's TIP video was shown, providing an overview of the TIP development process, and impact in the 10 county region. Additionally, Pavlosky discussed the public participation process, including how to offer comments, and how comments and responses to comments will be shared. He noted that a session for question and answers would be made available prior to the event's public comment segment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification.

SPC Presentation
Doug Smith, offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: the TIP, Environmental Justice report, the region's Air Quality assessment, and project locations in Lawrence County. Smith also offered an overview of the next steps in the TIP development process over the next few months. Additionally, Smith reminded attendees that the Public Meeting at the Courthouse was a good opportunity to talk in-depth about items related to the TIP.

3. Informal Question and Answer
Pavlosky reminded those in attendance that the public comment period for the 2017-2020 Draft TIP is in effect until Friday, June 3rd, 2016 at 4pm, and encouraged additional comments and input.

Kevin Bowser of Rep. Jaret Gibbons’ office, discussed that New Beaver Borough concerning one of their bridges, a structure on Old Route 18. Bowser mentioned that a comment would be submitted on behalf of Gibbons office. Karolee Loughhead asked a question in regard to transit routes and funding. Additionally, a few basic questions regarding public comments and submission of written comments were taken by Pavlosky.

Commissioner Dan Vogler thanked the Panel for attendance, and stated the importance of their involvement in the planning process.

4. Formal Comment: (Comments can be found in Part 1 of the Public Participation Report)
- Written comment was submitted by Dominic Viccari.
5. Conclusion:
   The Public Participation Panel meeting concluded at 1pm.
   The Public meeting for Lawrence County (Courthouse) concluded at 3:10pm.
Public Meeting Report
2017-2020 Draft Transportation Improvement Program (TIP)
Allegheny County/City of Pittsburgh
Two Chatham Center / North Meeting Room
Pittsburgh, PA
May 19, 2016, 2:00pm

Attendees
14 Attendees

*The purpose of this meeting was to provide background information regarding the 2017-2020 draft TIP and its associated documents and receive public testimony. This was the second meeting held in the county, in order to have a downtown event and be cognizant of the Penguins playoff series. As an alternative, an evening meeting was held in Carnegie, Tuesday June 17th as a nighttime offering.

1. Welcome & Introductions
Matt Pavlosky, SPC Public Involvement/Outreach Specialist called the meeting to order, welcomed the attendees and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Matt Pavlosky, SPC Public Involvement/Outreach Specialist gave a short rundown regarding the event’s agenda. SPC's TIP video was shown, providing an overview of the TIP development process, and impact in the 10 county region. Additionally, Pavlosky discussed the public participation process, including how to offer comments, and how comments and responses to comments will be shared. He noted that a session for question and answers would be made available prior to the event's public comment segment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification.

SPC Presentation
Doug Smith, SPC Transportation Director, offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: the TIP, Environmental Justice report, the region's Air Quality assessment, and project locations in Allegheny County and the City of Pittsburgh. Smith also offered an overview of the next steps in the TIP development process over the next few months.

3. Informal Question and Answer:

-Pavlosky reminded those in attendance that the public comment period for the 2017-2020 Draft TIP is in effect until Friday, June 3rd, 2016 at 4pm, and encouraged additional comments and input.

4. Formal Comment: (Comments can be found in Part 1 of the Public Participation Report)

- No formal comments were offered at the meeting

✈ With no further comments, Pavlosky thanked the attendees, and the event concluded at 3:18pm.
The purpose of this meeting was to provide background information regarding the 2017-2020 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Matt Pavlosky, SPC Public Involvement/Outreach Specialist called the meeting to order, welcomed the attendees, provided a brief agenda rundown, and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Pavlosky gave a short rundown regarding the evening’s agenda. SPC would start with a brief presentation, followed by a TIP project review from PennDOT District 12-0. A brief session for question and answers would be made available prior to public comment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification. In addition, he outlined the evening’s public comment process. The formal verbal testimony portion of the meeting would include three (3) minutes per person for those who wished to testify.

SPC Presentation
Andy Waple, Transportation Programs Manager offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: TIP, Environmental Justice, the region's Air Quality assessment, and project locations in Fayette County. Waple also offered an overview of the next steps in the TIP development process over the next few months.

3. Informal Question and Answer:

Pavlosky reminded those in attendance that the public comment period for the 2015-2018 Draft TIP is in effect until Friday, July 18th, 2014 at 4pm, and encouraged additional comments and input.

Canonsburg Signal Upgrades (SR 1009 Signal Upgrades; MPMS # 83446)
- Question was posed as to the locations that this project would affect, and the scope of work involved; e-mail was sent earlier in the day to SPC with answers. Question was answered at the meeting.

SR 1009 over Chartiers Creek (MPMS# 30687)
- Question about traffic control during construction was asked; project is too early in the design phases to give an accurate answer.
  - Project has a let date in mid-2019; when decisions are made question will be followed up.
There were also concerns about transit buses/detour during the construction phase.
  - County and regional transit crosses the bridge multiple times a day (in the mid-30’s), and there is not a designated runaround/detour set up yet.
  - PennDOT said that these issues would be discussed and addressed when the project is closer to construction, but we would look into half-width construction to avoid a detour.

**McMurray Road/US 19 Study**
- Question was posed asking if this was a currently-running study.
- Along the 19 corridor, the county is looking to reduce gridlock at specific times during the day.
- Washington County identified a project that would have commenced in 2017 but will not happen now due to budget constraints.
  - Impact fees could be partially matched by the county.
  - Looking into corridor approach (signal timing, intersection improvements, etc.)
  - New development coming into the area will only exacerbate the situation.
- SPC- Currently collecting traffic data, will eventually look at the entire US 19/PA 50/Morganza corridors for reasonable cost-effective improvements.
- PennDOT- Be careful of ROW lines when allowing development to grow (it can get expensive when planning new projects if there is a lot of Right of Way).
  - Adaptive signals could work on this system (similar to US 22 adaptive signal system).
  - Great opportunity on US 19 (especially with the new Diverging Diamond Interchange that is being built just south of the city).
  - This could be considered a project of significance (due to the effect that the finished project could have on traffic movement through the area).

**4. Formal Comment:** *(Comments can be found in Part 1 of the Public Participation Report)*
- Michael Silvestri, Peters Township – Bebout Road Improvements
- Steven Hall, Washington County Housing Authority – Request for ADA improvements on West Main Street in Monongahela, PA

**5. Conclusion:**

Pavlosky mentioned before the Panel meeting’s conclusion, that holding this 3pm meeting has been very helpful to the Panel members' attendance, and this was in response to their requests. With that in mind, a 5pm public meeting would also be held to accommodate members of the general public.

- With no further comments, Pavlosky thanked the attendees, and the event concluded at 4:10pm.
*The purpose of this meeting was to provide background information regarding the 2015-2018 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Chad Amond, Chairperson of the Westmoreland County Public Participation Panel called the meeting to order, welcomed everyone, provided a brief agenda rundown, and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Matt Pavlosky, SPC Public Involvement Coordinator gave a short rundown regarding the evening’s agenda. SPC would start with a brief presentation, followed by a TIP project review from PennDOT District 12-0. A brief session for question and answers would be made available prior to public comment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification. In addition, he outlined the evening’s public comment process. The formal verbal testimony portion of the meeting would include three (3) minutes per person for those who wished to testify.

SPC Presentation
Doug Smith, SPC Transportation Director, offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: the TIP, Environmental Justice report, the region's Air Quality assessment, and project locations in Westmoreland County. Smith also offered an overview of the next steps in the TIP development process over the next few months.

3. Informal Question and Answer:
Amond reminded those in attendance that the public comment period for the 2017-2020 Draft TIP is in effect until Friday, June 2nd, 2016 at 4pm, and encouraged additional comments and input.

Amond led the questions and those have been summarized below:
Why does there appear to be less money in the draft 2017 TIP compared to the current 2015 TIP?
- 2015-2018 TIP: $219M (in Westmoreland County)
- 2017-2020 TIP: $172M (in Westmoreland County)
  - Due to Penna. State Police share of the take, and changed fiscal projections from Central Office.
  - Act 89: Provided $1.3B in statewide funding, but due to the Police share, funding levels are lower than expected.

State Police always had funding from the Motor License Fund (MLF), but what does Act 89 do?
Better fuel economy = less fuel being purchased, and less money going into the MLF.
Without Act 89, funding levels would be such that only basic winter maintenance projects and existing projects would be funded (no new projects).
FAST Act provides five years of sustainable funding.

A roundabout design was requested/suggested for the PA 356/PA 66 Intersection (At Hour-Glass Photo). Greensburg Structurally-Deficient Bridges requested to be considered for projects on 2017-2020 TIP:
- Mt. Pleasant Street.
- Brewery Street.
- Alley Bridge #2.

Planning study on AET (All Electronic Tolling) on Turnpike - Projects on 2019 TIP?
- Preliminary studies show that it will not impact costs as much as previously thought.
  - 80% of all travelers on turnpike use EZ Pass, so transition to AET will not be as difficult as expected.
  - Project planned at Donegal Exit on I-76 will help solve one of the problem areas identified (through the reconstruction and new design of the interchange with the Continuous, or “Florida”, T Interchange and longer entrance/exit ramps).

Laurel Valley Transportation Improvement Project (LVTIP) - No funding of project in 2017/2018?
- Federal earmark for project was rescinded through FAST Act program.
  - Sony Connector Project earmark may be used on the LVTIP (if action is approved by Central Office).
    - Earmark is for $3.2M
  - Question about Penn Township slip ramp earmark - earmark has been rescinded.
    - Penn Township will look at this (Township has provided $650K to PA 130 @ Pleasant Valley project).

New start to Public Transportation Initiatives?
- 90% of total SPC transit budget goes to the Port Authority.
- $5M in funding for new buses in Westmoreland County is on the new TIP.
- Transit development plan study is planned to begin January 1, 2017.
  - Similar studies have been successful in the past with other transit operations (MMVTA, etc.)
- Extending routes in Westmoreland County is being looked at with a study on the new TIP.
- LRP amendment to provide funding for the Mon-Fayette expressway north leg.
  - No funds will be drawn from the SPC TIP for this (Turnpike will provide funding).

East Corridor Transit Study- is this still being funded/looked into?
- It is assumed that the Port Authority is still looking into this.
  - Area of study ends at Turtle Creek (where the corridor runs out of track).

4. Formal Comment: *(Comments can be found in Part 1 of the Public Participation Report)*
• Chad Amond, Westmoreland County Chamber of Commerce – Provided report of comments heard at the meeting
• Chris Bova, Westmoreland County Planning & Development – Business access to PA Toll 66

5. Conclusion:

Amond thanked the all of attendees, and encouraged them to ask questions post-meeting. Pavlosky reminded attendees of the closure of Public Comment date, (Friday, June 3rd).

❖ With no further comments, the event concluded at 6:25pm.
Part 3

Written and Electronic Comments
Allegheny County
Could you please help me find a venue to post this comment and request?

Does anyone know if there are plans to finish the bike trail between Millvale and Etna/Sharpsburg?
In case you are not familiar with it, there is beautiful trail running on the north side of the Allegheny River, between the PNC Park and Millvale (3 miles between these points). The trail is heavily used for casual riders and commuters to downtown, as the bike trail extends all the way to The Point without going into streets. A bike-dedicated bridge connects the trail with Washington Landing Island, also a nice attraction to bike.
However if you want to venture further east, or if you live in Etna or Sharpsburg, as I do, and want to bike to work to downtown, you better have a mountain bike and patience to ride on 2B gravel base!. The stretch between Millvale (GPS = 40°28′35.1″N 79°58′05.7″W) and the Rt-8 bridge (GPS= 40°29′32.7″N 79°56′21.1″W), which is 1.97 miles, has a service road for the maintenance crew of the railroad. The road is good and solid, because is mostly made with the left over gravel from the tracks; but it is really rough for bike riding. I commute there, along with a handful other people that venture in riding such conditions, and would be very nice to know that there are some plans in the future to complete the trail.
Probably that has not been done because the land must belong to the rail road and they would not want the liability, but people use the road all the time anyway.
If volunteer work would expedite the process, I would happily help!
Thanks
Jaime

2015 Northrop Grumman WORLD CLASS SUPPLIER OF THE YEAR

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Checked by AVG - www.avg.com
Version: 2015.06081 / Virus Database: 4568/12285 - Release Date: 05/23/16
From: Eric Boerer [mailto:eric@bikepgh.org]
Sent: Friday, June 03, 2016 3:54 PM
To: Dee Pamplin
Subject: Draft TIP Comments 2016

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Project Title</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>91845</td>
<td>PA 28/Highland Park Bridg</td>
<td>This is a good opportunity to include safe bike infrastructure on the popular cycling route of Freeport Rd and provide important connectivity with the bike network through truly a dangerous area. Also, it is important that sidewalk connectivity is improved and that crossings are not too long or difficult. As this is a connector between two communities it is important that speeds are limited, and that the current highway-like atmosphere is downplayed in favor of a more neighborhood-centric and connected environment.</td>
</tr>
<tr>
<td>105053</td>
<td>Penn Circle Conversion</td>
<td>This project needs to incorporate safe bike infrastructure. It's an important piece for bike network connectivity.</td>
</tr>
<tr>
<td>47203</td>
<td>Forbes Ave Safety Improve</td>
<td>While it seems like it is going in this direction, safe bike infrastructure, like bike lanes, are very important in this corridor. Forbes is a major bike network connection and safety problem through CMU campus. Bike lanes are integral to improving safety of the large number of people on bikes in the area.</td>
</tr>
<tr>
<td>88705</td>
<td>S 10th St Bridge Phase 1</td>
<td>There has been a good amount of talk of putting bike lanes on this bridge, then it was taken away. We understand that there's issues with putting bike lanes on the bridge, but it is worth it to get them in place while we have the opportunity.</td>
</tr>
<tr>
<td>91907</td>
<td>Charles Anderson Bridge</td>
<td>This bridge is unnecessarily wide. With the addition of safe bike infrastructure, it could prove a great bicycle connection to Schenley Park for the South Oakland neighborhood. Currently it is really dangerous to access the park from this part of town, despite being so close. Also, it could connect to the existing bike lanes on Schenley Dr, offering a safe connection to the University of Pittsburgh's campus, Phipps and Squirrel Hill.</td>
</tr>
</tbody>
</table>

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Eric Boerer  
BikePGH Advocacy Director  
412-325-4334  
bikepgh.org
From: Molly Nichols [mailto:molly@pittsburghforpublictransit.org]
Sent: Friday, June 03, 2016 4:08 PM
To: Dee Pamplin
Cc: Matt Pavlosky
Subject: Pittsburghers for Public Transit comments on the TIP

June 3, 2016

Pittsburghers for Public Transit is a grassroots organization of public transit riders, workers, and residents who defend and expand public transit. For the past 2 years we have worked closely with communities who have little to no bus service (due to the 30% cut in service between 2006 and 2011). Residents led community campaigns that advocated for transit service by expressing their needs to the Port Authority, elected officials, and the public at-large. Fortunately, in 2015, Baldwin and Groveton had service extended into their communities, and this year Port Authority included a proposal for service additions in Garfield and Penn Hills. These changes have made and will make a huge difference in residents’ lives. The service connects people to jobs, schools, medical appointments, grocery stores, cultural events, places of worship, family, friends, and more. The service helps to boost the local economy and makes our region more accessible and equitable. However, there are still many communities who are cut off and need increased transit service.

This year, Port Authority received nearly 1500 individual requests for service, which included 85 unique ideas. This demonstrates the huge demand for service in our region. The challenge right now is that Port Authority does not have the funding to provide service to all the places in need. Their funding projections up to 2025 allow them to maintain their current level of service but not provide the significant increases that are so desperately needed. The Port Authority needs operating funds that go beyond what Act 89 has designated.

We are asking the Southwestern Pennsylvania Commission to prioritize securing more operating funds for transit service. If this funding cannot be secured at the state and federal level, we need to use local sources of revenue. Examples include: the drink and car rental tax (which has a surplus every year); taxes/fees on companies and institutions who rely on the transit system to get employees, patients, customers, and clients to their doors; transit impact fees on developers.
Thank you for your time.

Sincerely,

Molly Nichols
on behalf of Pittsburghers for Public Transit

--
Molly Nichols
Director
Pittsburghers for Public Transit
molly@pittsburghforpublictransit.org
412-216-9659

No virus found in this message.
Checked by AVG - www.avg.com
Version: 2016.0.7639 / Virus Database: 4598/12371 - Release Date: 06/06/16
June 3, 2016

Southwestern Pennsylvania Commission
Two Chatham Center, Suite 500
Pittsburgh, PA 15219

RE: Draft 2017-2020 Transportation Improvement Program

To Whom It May Concern:

The Draft 2017-2020 Transportation Improvement Program (TIP) anticipates investing $4.9 billion over the next four years in the transportation network spanning the 10 counties of southwestern Pennsylvania. That is a considerable amount of money, and it is only possible because of the increased revenue that will be produced thanks to the passage of Act 89 in 2013 which provided a much-needed boost to funding for Pennsylvania’s transportation infrastructure, as well as passage of the federal FAST Act.

Despite the large sum, the TIP does not promise a new transportation future for the region. Most of that $4.9 billion will go toward maintaining the system that we currently have. It is a large and vital system that requires constant maintenance and rebuilding to keep it from decaying.

If the community wants more or better from our transportation network — e.g., leveraging investment in large-scale intelligent transportation systems to help our roads flow better, increasing the reach and scale of our public transit systems, expanding roads/highways/bridges/rail/ports to facilitate more efficient freight transport — it will need to find solutions above and beyond what’s outlined in this TIP and in the Transportation Improvement Program planning documents in the years to come.

Dollars are so tight that when projects are identified that will bring major benefits to the region, they can take years – even decades – to complete. Consider how long improvements along Route 22 east of Murrysville took to complete.

Or consider this current example: The space limitations of the Fort Pitt tunnel lead to traffic congestion on the inbound Parkway West for hour after hour every day. While adding new lanes to the tunnel is not a realistic option, helping traffic flow more smoothly through the complicated Banksville Road interchange at the tunnel’s entrance would help mitigate the
problem. PennDOT engineers have ideas on how to change the interchange to make the Parkway West work better. The draft TIP includes $8 million for PennDOT to develop the design and engineering drawings that would be necessary to build the project. But there is no money currently available for its construction.

The Allegheny Conference is helping to facilitate an ongoing regional community discussion to imagine how our transportation could and should work differently so we can remain competitive in the future for people, jobs, and investment in the global marketplace as well as better link people to opportunity today.

As part of that ongoing regional community discussion, the Regional Transportation Alliance (www.regionaltransportationalliance.org) has heard from more than 350 human service agencies, environmental groups, aging advocates, community colleges, businesses, parks and recreation agencies, and other groups from across the region on what they would like to see when they imagine a better transportation system. Three themes stand out in that feedback.

The first is around surviving, removing barriers to meet the basic needs of everyday life. And the top priority under that theme, not surprisingly, is a transportation system that better connects residents to jobs and education.

The second theme is optimizing the operation of the current transportation network, improving the residents' day-to-day experiences with it. And the top priority under that theme is to improve the network's reliability and ease of use.

And the third major theme that emerged from that community crowdsourcing exercise was a focus on thriving, imagining the kind of place where people what to be. And the top priority to emerge under that theme was the desire for more and different kinds of mobility options, everything from more extensive ride-sharing coverage from companies like Uber or Lyft to using the rivers to transport people as well as goods.

And improved public transit is the top priority suggested by these community-based groups for addressing these priorities.

In some cases, that might mean more money to expand service. But in other cases, improving regularly scheduled transit service or on-demand paratransit service could mean changing policies and practices to adapt to new technology and new business models in order to provide better service to more people at a lower cost. That, too, should be part of the ongoing discussion of how to imagine a different transportation future.

The Regional Transportation Alliance will continue to gather additional input from different business sectors, public officials, and stakeholder groups through interviews, focus groups, town meetings over the next several months to gain a deeper understanding of the region's mobility challenges.
Ultimately, the decision of whether the greater Pittsburgh region can realize a new transportation future rests in the hands of its residents: Is there enough interest in what a better future could look like to support the changes that would be necessary?

Thank you for your consideration.

Ken Zapinski
Senior Vice President, Energy & Infrastructure
Dee Pamlin
Administrative Assistant II
Southwestern Pennsylvania Commission
Two Chatham Center - Suite 500
Pittsburgh, PA 15219-3451
412.391.5590 Ext. 301
412.391.9160 Fax
www.spcregion.org

Please consider the environment before printing this email

From: Darrell Rapp [mailto:DRapp@SwissvaleBorough.com]
Sent: Friday, June 03, 2016 3:59 PM
To: Dee Pamlin
Subject: Draft TIP public comment

PUBLIC COMMENT FROM DARRELL C. RAPP,
MEMBER OF BOROUGH COUNCIL, SWISSVALE BOROUGH, ALLEGHENY COUNTY, PENNSYLVANIA

<table>
<thead>
<tr>
<th>Map #</th>
<th>State</th>
<th>MHMS</th>
<th>Project Title</th>
<th>County - Municipality</th>
</tr>
</thead>
<tbody>
<tr>
<td>107</td>
<td></td>
<td>27543</td>
<td>Kenmawr Br ov NS</td>
<td>Allegheny - Swissvale (BORO)</td>
</tr>
<tr>
<td>133</td>
<td>9900</td>
<td>107055</td>
<td>S. Braddock Ave Pedestrian Impr</td>
<td>Edgewood Borough, Swissvale Borough</td>
</tr>
</tbody>
</table>

Kenmawr Bridge
The Kenmawr Bridge has been in dire need of replacement for many years. It is an excellent step forward to have this project in the 2015-2018 TIP and its construction scheduled for 2017 and 2018 in this Draft TIP. This bridge is a critical link between many neighborhoods of the eastern suburbs and the riverfront trails. What this project needs is appropriate bike infrastructure to accommodate the growing demand for safe bicycle routes. Including a well-developed, alternatives analysis of the bridge surface, pedestrian accommodations and their approaches is necessary so that this 50-100 year infrastructure investment will benefit future users. A good public participation process is needed for the public to feel their tax dollars are being invested wisely.

S. Braddock Avenue Pedestrian Improvement Project
This project will benefit the two communities and the many users of this section of roadway, improving safety and efficiency. Thank you for funding this project.
Federally Aided Roads
There needs to be investment in the Federally Aided Roads in the region. For example, though a locally-owned road may be appropriate to be paved and regular maintenance to be the responsibility of the local municipality. It can be unreasonable for a local municipality that has a Federally Aided Road that serves a much wider community of users to be able to perform full road reconstruction every several decades. An appropriate study is the first step towards identifying the unmet needs and a method for developing the criteria for performing large-scale projects that are much beyond the scope of a local municipality.

Darrell

-----
Darrell Rapp, Ph.D.
Swissvale Borough Council Member
DRapp@SwissvaleBorough.com
412-247-7676

Swissvale

No virus found in this message.
Checked by AVG - www.avg.com
Version: 2016.0.7639 / Virus Database: 4598/12371 - Release Date: 06/06/16
WRITTEN COMMENT FORM

(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the regions priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region’s transportation plan mapping the Future: The Southwestern PA Plan
To reflect project phasing and cost information included in Draft 2017-2020 TIP

Comments:

It is critical that the TIP continue to emphasize bridge maintenance and replacement. We must do a better job on air quality mitigation, with the use of fuel cell and electric powered buses.

There is a lack of affordable transportation for people with disabilities after 12 PM.

Lastly we need to invest in first and last mile transit, given limited bus and rail service in several area.

We need to spend funds on multimodal transit centers, especially to create connectivity to others counties. No reason for all buses to come to downtown Pittsburgh

(Please use reverse for additional space)

Optional Information

Name: John L Tague

Organization: Allegheny County PPP

County of Residence: Allegheny

Address: 5836 Penn Avenue Apt 405 Pittsburgh PA 15206

Email: jtaguejr@aol.com

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC Comments
Two Chatham Center, Suite 500 / 112 Washington Place / Pittsburgh, PA 15219

By Fax: 412-391-9160 or By Email: comments@spcregion.org

All comments must be received by 4:00 p.m. on Friday, June 3, 2016
On 2016-06-03 at 13:07:16,
The following information was submitted:
From Host: 71.245.184.35
PropAdv = Mt. Washington Community Development Corp
FirstName = Darla LastName = D'Anna
AddressOne = 430 Olympia Road AddressTwo = City = Pittsburgh State = Pa Zip = 15211 submit_by = darla.danna@pittsburghmoves.com Fax = Phone = 412-759-4413 ProbLoc = Allegheny Mun = Mt. Washington MPORPO = PropTitle = Loc = McArthur Roadway & Grandview Avenue PreWork = RdPoorCond = 1 RdDrainageIssue = 1 RdShdRepairNeeded = 1 RdOther = This an entrance to the main attraction of the city - The Mt Washington View. Railing is deplorable blocks out view travelling up McArthur. We did massive studies and input years ago and still have not seen any new railing. Also still have drainage problems on hillside to road.
BrPoorCnd = 1
BrDeckNoisy =
BrClosed =
BrRestrOnsRestr =
BrRestrOnsLane = 1
BrOther =
CongCongDurRushHr = 1
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRTProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = Port Authority of Allegheny County TransNoServeWhenNeed = TransBusesOldNeedRep = TransBusNotFue1Eff = 1 TransMoreBusesNeeded = 1 TransNewOrAddRtsNeeded = TransMorePnRNeeded = TransNeedMoreSafety = TransConcernWithParatrans = TransOther = The Incline needs to be maintained and in working order as it is main mode of transportation for many.
IssueDescr =
AltNoExistFac =
AltExFacNeedsRep =
AltNoCurbCuts =
AltNoPedsCrossSigOrCallButt =
AltAudPedsSigsNeeded =
AltCrossMarksOldOrFaded = 1
AltNewBikeLnOrSharrNeeded =
AltExBikeLnOrSharrOldOrFaded =
AltBikeLnSharrShouldBeRemoved =
AltMaintNeededForRdShldr = 1


On 2016-06-03 at 09:42:14,
The following information was submitted:
From Host: 50.73.172.195
PropAdv = Mt. Washington Community Development Corporation FirstName = Michael LastName = Grande AddressOne = 153 Plymouth St AddressTwo = City = Pittsburgh State = PA Zip = 15211 submit_by = mgrand@mandi-efd.com Fax = Phone = 412-389-6062 ProbLoc = Allegheny Mun = Pittsburgh MPORPO = PropTitle = Loc = Grandview Avenue & PJ McArdle Roadway PreWork = RdPoorCond = 1 RdDrainageIssue = 1 RdShdrRepairNeeded = 1 RdOther = I am writing to echo the requests of the Mt. Washington Community Development Corporation for you to review and address the drainage, subsidence, and overall lack of proper long term maintenance issues along PJ McArdle Roadway and Grandview Avenue in the City of Pittsburgh. These would include the need to stabilize the hillside, repair/replace sidewalks and fencing along Grandview Avenue, and address poor drainage in the area of McArdle Roadway which is no doubt contributing to the destabilization of the hillside. I would be happy to discuss with any concerned party.
BrPoorCnd = 1
BrDeckNNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther = Drainage beneath and along the PJ McArdle Roadway (bridge) CongCongDurRushHr = CongCongDurRushHrAndOthers = CongCongDuringEvents = CongDiffTurn = CongPostedDetrTProb = CongOther = SafeSerCrashesOccur = SafeManyCrashOccur = SafeCantSeeFarEnoughWhenTurn = SafePolesTrees = SafeTooManyHills = SafeCurvesTooFast = SafeNoVisibleLines = SafeTurnConflicts = SafeSignalIssues = SafeGuideRailIssues = SafeOther = TransitProv = None Selected TransNoServeWhenNeed = TransBusesOldNeedRep = TransBusNotFuelEff = TransMoreBusesNeeded = TransNewOrAddRtsNeeded = TransMorePnRNeeded = TransNeedMoreSafety = TransConcernWithParatrans = TransOther = IssueDescr = AltNoExistFac = AltExFacNeedsRep = 1 AltNoCurbCuts = 1 AltNoPedCrossSigOrCallButt = AltAudpSigsNeeded = 1 AltCrossMarksOldOrFaded = 1 AltNewBikeLnOrSharrNeeded = 1 AltExBikeLnOrSharrOldOrFaded = AltBikeLnSharrShouldBeRemoved = AltMaintNeededForRdShldr = 1 AltOther = Pedestrian and Bicycle corridors are either non existent or in desperate need of upgrade.
FrBrClosed =
FrBrWeightRestr =
FrBrWideldRestr =
FrBrTallOverHghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther =
ProbDescr =
LUEDDescr =
EnvConcerns =
Comments =
On 2016-06-03 at 11:02:58,
The following information was submitted:
From Host: 173.75.51.34
PropAdv =
FirstName = Breen
LastName = Masciotra
AddressOne = 451 Kathleen Street
AddressTwo =
City = Pittsburgh
State = PA
Zip = 15211
submit_by = bmasciotra@gmail.com
Fax =
Phone =
ProLoc = Allegheny
Mun = Pittsburgh
MPORPO =
PropTitle = Grandview Avenue Rehabilitation Loc = Grandview Avenue PreWork = RdPoorCond = 1
RdDrainageIssue = 1 RdShdRepairNeeded = RdOther = There is a need to stabilize the hillside,
repair/replace sidewalks and fencing along Grandview Avenue, and address poor drainage in
the area of McArdle Roadway which is no doubt contributing to the destabilization of the hillside.
BrPoorCnd = 1
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther = Drainage beneath and along the PJ McArdle Roadway (bridge)
CongCongDurRushHr =
CongCongDurRushHrAndOthers = CongCongDuringEvents = CongDiffTurn = CongPostedDetRtProb =
CongOther = SafeSerCrashesOccur = SafeManyCrashOccur = SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees = SafeTooManyHills = SafeCurvesTooFast = SafeNoVisibleLines =
SafeTurnConflicts = SafeSignalIssues = SafeGuideRailIssues = SafeOther = TransitProv = None
Selected TransNoServeWhenNeed = TransBusesOldNeedRep = TransBusNotFuelEff =
TransMoreBusesNeeded = TransNewOrAddRtsNeeded = TransMorePnRNeeded = TransNeedMoreSafety =
TransConcernWithParatrans = TransOther = IssueDescr = AltNoExistFac = AltExFacNeedsRep = 1
AltNoCurbCuts = 1 AltNoPedCrossSigOrCallButt = AltAudPedSigNeeded = AltCrossMarksOldOrFaded =
1 AltNewBikeLnOrSharrNeeded = 1 AltExBikeLnOrSharrOldOrFaded =
AltBikeLnSharrShouldBeRemoved = AltMaintNeededForRdShldr = 1 AltOther = Sidewalks and
railings on Grandview Avenue are unsafe and unattractive. Sidewalks on McArdle are narrow and
inaccessible, wedged between jersey barriers and rusted fencing.
FrBrClosed =
FrBrWeightRestr =
FrBrWideldRestr =
FrBrTailOverHghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther =
ProbDescr = I am writing to echo the requests of the Mt. Washington Community Development Corporation for you to review and address the drainage, subsidence, and overall lack of proper long-term maintenance issues along PJ McArdle Roadway and Grandview Avenue in the City of Pittsburgh. I would be happy to discuss with any concerned party.
LUEDDescr = Grandview Avenue is one of the Pittsburgh region's most visited tourist destinations. Not only is Mount Washington home to 11,000 residents, but over 1 million people visit the neighborhood annually from out of town. This asset serves as the front door of our city, both to visitors and the national media. It is an imperative that we repair this infrastructure to support the economic development through tourism and small business growth.
EnvConcerns = There are significant concerns regarding the stability of the hillside between Grandview Avenue and McArdle Roadway, which could jeopardize the stability and viability of both roads if not properly addressed.
Comments = The needs addressed here have been raised with city, county, state, and federal officials. Funding is needed to support engineering and construction to remedy the unsafe and unattractive conditions.

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No virus found in this message.
Checked by AVG - www.avg.com
Version: 2015.0.6081 / Virus Database: 4598/12375 - Release Date: 06/06/16
On 2016-06-03 at 12:33:25,
The following information was submitted:
From Host: 206.123.252.218
PropAdv =
FirstName = Edward
LastName = Preston
AddressOne = 429 Wimer Drive
AddressTwo =
City = Pittsburgh
State = PA
Zip = 15237
submit_by = edwardpreston@outlook.com
Fax =
Phone = 4122600687
ProbLoc = Allegheny
Mun = City of Pittsburgh
MPORPO =
PropTitle = Grandview Avenue and PJ McArdle Roadway
Loc = Grandview Avenue and PJ McArdle Roadway
PreWork = RdPoorCond = 1 RdDrainageIssue = 1 RdShdRepairNeeded = 1 RdOther = I am writing to echo the requests of the Mt. Washington Community Development Corporation for you to review and address the drainage, subsidence, and overall lack of proper long term maintenance issues along PJ McArdle Roadway and Grandview Avenue in the City of Pittsburgh.
BrPoorCond =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
TransMoreBusesNeeded =
TransNewOrAddRtsNeeded =
TransMorePnRNeeded =
TransNeedMoreSafety =
TransConcernWithParatrans =
TransOther =
IssueDescr =
AltNoExistFac =
AltExFacNeedsRep = 1
AltNoCurbCuts = 1
AltNoPedCrossSigOrCallButt = 1
AltAudPedSigsNeeded =
AltCrossMarksOldOrFaded = 1
AltNewBikeLnOrSharrrNeeded = 1
AltExBikeLnOrSharrrOldOrFaded =
AltBikeLnSharrrShouldBeRemoved =
AltMaintNeededForRdShldr = 1
AltOther = Pedestrian and Bicycle corridors are either non existent or in desperate need of upgrade. This is a priority as Grandview Avenue is the face of western PA.
FrBrClosed =
FrBrWeightRestr =
FrBrWideLdRestr =
FrBrTallOverflowRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther =
ProbDescr =
LUEDDescr = Grandview Avenue in Mount Washington is the most visited site in western Pennsylvania, attracting nearly 1.5 million visitors a year. It is the place from which Pittsburgh and our region makes an impression on the world. However, after years of delayed maintenance, Grandview Avenue and PJ McArdle’s pedestrian amenities and infrastructure are quite literally crumbling. The sidewalks are cracked with large potholes, revealing rebar and open hillside beneath, the railing is rusted away â€” in some places it no longer connects with the sidewalk. Even more concerning is that the structures the Grandview Avenue sidewalks sit upon seem to be collapsing in place. This collapse is likely due to slippage and erosion along Mount Washington’s steep hillside arising from a complicated relationship between underground mines, the movement of water and gravity. The jersey barriers along PJ McArdle are falling down in place.
EnvConcerns =
Comments =

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No virus found in this message.
Checked by AVG - www.avg.com
Version: 2015.0.6081 / Virus Database: 4598/12375 - Release Date: 06/06/16
On 2016-06-03 at 11:59:22,
The following information was submitted:
From Host: 24.3.64.69
PropAdv =
FirstName = Josh
LastName = Whiteside
AddressOne = 227 Seward St.
AddressTwo =
City = Pittsburgh
State = PA
Zip = 15211
submit_by = jwhiteside27@gmail.com
Fax =
Phone = 412-719-8784
ProbLoc = Allegheny
Mun = Pittsburgh
MPORPO =
PropTitle =
Loc = Grandview Ave.
PreWork =
RdPoorCond = 1
RdDrainageIssue = 1
RdShdRepairNeeded = 1
RdOther = Sidewalks are in disarray, parts of road are crumbling. With Grandview Avenue
being the single largest tourist destination in the city, I think it should be a priority to
make sure that this part of the city is presentable.
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
On 2016-06-03 at 15:36:54,
The following information was submitted:
From Host: 76.90.239.70
PropAdv =
FirstName = Kyle
LastName = Stewart
AddressOne = 120 Prospect St
AddressTwo =
City = Pittsburgh
State = PA
Zip = 15211
submit_by = kpstew@gmail.com
Fax =
Phone = 4127607796
ProbLoc = Allegheny
Mun = Pittsburgh
MPORPO =
PropTitle =
Loc = Grandview Ave/McArdle Roadway
PreWork =
RdPoorCond = 1
RdDrainageIssue = 1
RdShdRepairNeeded =
RdOther = I am writing as a Mount Washington resident and request that Grandview Avenue, as well as the road leading up to Grandview Avenue (McArdle Roadway) be incorporated into the SPC transportation plan. This roadway leads to the greatest asset and greatest tourist destination the City of Pittsburgh has—the view from the Mount looking at our beautiful city. Without the proper maintenance and investment in these roadways—this asset will not be fully utilized by all.
BrPoorCnd = 1
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther = The drainage issues and runoff from the lack of maintenance and investment into Grandview Ave/McArdle roadway lead to the bridge being affected as you drive up McArdle into the Mount.
CongCongDurRushHr =
CongCongOurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
The pedestrian fence and walk way is dilapidated and bike lanes are non-existent. The best view of the city does not have the investment needed to attract pedestrians and cyclists.
On 2016-06-03 at 16:33:40,
The following information was submitted:
From Host: 100.6.8.117
PropAdv = MW/CDC
FirstName = ROBERT
LastName = ZILCH
AddressOne = 38 COWAN ST
AddressTwo =
City = PGH
State = PA
Zip = 15211
submit_by = nbzilch@aol.com
Fax =
Phone = 412 580-2833
ProbLoc = Allegheny
Mun = PITTSBURGH
MPORPO =
PropTitle = PJ MCARDE/GRANDVIEW AVE
Loc = SAME
PreWork =
RdPoorCond = 1
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr = 1
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = Port Authority of Allegheny County
TransNoServeWhenNeed = TransBusesOldNeedRep
TransBusNotFuelEff = TransMoreBusesNeeded = TransNewOrAddRtsNeeded = TransMorePnRNeeded =
June 1, 2016

To the Southwestern Pennsylvania Commission:

I am writing to request assistance with the entire length of Grandview Avenue and PJ McArdle Roadway from the Liberty Bridge/Tunnel upwards, as both roadways are currently in need of significant structural repair. These are not only regional amenities for citizens and tourists alike, but also vital connections for those who live on or near Mount Washington and its adjoining neighborhoods, and crossing points for commuters to downtown Pittsburgh and to major arterials to the South Hills, such as Route 51 and I-376.

Grandview Avenue in Mount Washington is the most visited site in Western Pennsylvania, attracting nearly 1.5 million visitors a year. It is the place from which Pittsburgh and our region makes an impression on the world. However, after years of delayed maintenance, Grandview Avenue and PJ McArdle's pedestrian amenities and infrastructure are quite literally crumbling. The sidewalks are cracked with large potholes, revealing rebar and open hillside beneath, the railing is rusted away — in some places it no longer connects with the sidewalk. Even more concerning is that the structures the Grandview Avenue sidewalks sit upon seem to be collapsing in place. This collapse is likely due to slippage and erosion along Mount Washington's steep hillside arising from a complicated relationship between underground mines, the movement of water and gravity. The jersey barriers along PJ McArdle are falling down in place. We imagine that some sort of preventative stabilization is in order, but cannot know the full cost without a study and understanding of what geotechnical solutions are possible.

At this time, the Mount Washington Community Development Corporation (MWCDC) is seeking advice and assistance to aid in the repair and reconstruction of these roadways. Please consider Grandview Avenue and PJ McArdle Roadway in the Draft 2017-2020 Transportation Improvement Program (TIP), and going forward as part of your planning process.

Thank you for your consideration,

Laura Guralnick  
Interim Executive Director  
Mount Washington Community Development Corporation
On 2016-06-03 at 11:48:14,
The following information was submitted:
From Host: 67.231.124.170

On 2016-06-03 at 11:48:14,
The following information was submitted:
From Host: 67.231.124.170
PropAdv = Mount Washington Community Development Corporation
FirstName = Talia
LastName = Piazza
AddressOne = 412 Eureka Street
AddressTwo = City = Pittsburgh
State = PA
Zip = 15211
submit_by = talia.piazza@gmail.com
Fax = Phone = 724 255 5669
ProbLoc = Allegheny Mun = Pittsburgh
MPORPO = PropTitle = Loc = Grandview Avenue and PJ McArdle Roadway
PreWork = RdPoorCond = 1
RdDrainageIssue = 1
RdShdRepairNeeded = 1
RdOther = I am writing to echo the requests of the Mt. Washington Community Development Corporation for you to review and address the downgrade, subsidence, and overall lack of proper long term maintenance issues along PJ McArdle Roadway and Grandview Avenue in the City of Pittsburgh. These would include the need to stabilize the hillside, repair/replace sidewalks and fencing along Grandview Avenue, and address poor drainage in the area of McArdle Roadway which is no doubt contributing to the destabilization of the hillside. I would be happy to discuss with any concerned party.
BrPoorCnd = 1
BrDeckNoisy =
BrClosed =
BrWeightNoisy =
BrRestrOneLane =
BrOther = Drainage beneath and along the PJ McArdle Roadway (bridge)
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther = SafeSerCrashesOccur = SafeManyCrashOccur = SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees = SafeTooManyHills = SafeCurvesTooFast = SafeNoVisibleLines =
SafeTurnConflicts = SafeSignalIssues = SafeGuideRailIssues = SafeOther = TransitProv = None
Selected =
TransNoServeWhenNeed =
TransBusesOldNedRep =
TransBusNotFueEff =
TransMoreBusesNded =
TransNewOrAddRtsNded =
TransMorePnRnNded =
TransNeedMoreSafety =
TransConcernWithParatrans =
TransOther =
IssueDescr =
AltNoExistFac =
AltExFacNedsRep = 1
AltNoCurbCuts =
AltNoPdCrossSigOrCallButt = 1
AltAudPedSigsNded =
AltCrossMarksOldOrFaded = 1
AltNewBikeLnOrSharrNded =
AltExBikeLnOrSharrOldOrFaded =
AltBikeLnSharrShouldBeRemoved =
AltMaintNdedForRdShldr = 1
AltOther = Pedestrian and Bicycle corridors are either non existent or in desperate need of upgrade.
FrBrClosed =
FrBrWeightNoisy =
FrBrWidEdLRestr =
FrBrTallOverHghtRestr =
FrRdWeightNoisy =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther =
ProbDescr =
LUEDDescr =
EnvConcerns =
Comments =

-----
On 2016-06-03 at 14:53:40,
The following information was submitted:
From Host: 71.112.165.76
PropAdv = Laura Guralnick of the MWCD
FirstName = Amanda
LastName = Rubio
AddressOne = 446 Hallock St. #2
AddressTwo =
City = Pittsburgh
State = PA
Zip = 15211
submit_by = amandazrubio@gmail.com
Fax =
Phone =
ProbLoc = Allegheny
Mun = City of Pittsburgh
MPORPO =
PropTitle = PJ McArdle/Grandview Avenue
Loc = PJ McArdle/Grandview Avenue
PreWork =
RdPoorCond = 1
RdDRAINAGEISSUE = 1
RdShdRepairNeeded = 1
RdOther = I am writing to echo the requests of the Mt. Washington Community Development Corporation for you to review and address the drainage, subsidence, and overall lack of proper long term maintenance issues along PJ McArdle Roadway and Grandview Avenue in the City of Pittsburgh. These would include the need to stabilize the hillside, repair/replace sidewalks and fencing along Grandview Avenue, and address poor drainage in the area of McArdle Roadway which is no doubt contributing to the destabilization of the hillside.
BrPoorCnd = 1
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther = Drainage beneath and along the PJ McArdle Roadway (bridge).
CongCongDurRushHr =
CongCongDurRushHRAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
TransMoreBusesNeeded =
TransNewOrAddRtsNeeded =
TransMorePnRNeeded =
TransNeedMoreSafety =
TransConcernWithParaTrans =
TransOther =
IssueDescr =
AltNoExistFac =
AltExFacNeedsRep =
AltNoCurbCuts =
AltNoPedCrossSigOrCallButt =
AltAudPedSigsNeeded =
AltCrossMarksOldOrFaded =
AltNewBikeLnOrSharrNeeded = 1
AltExBikeLnOrSharrOldOrFaded =
AltBikeLnSharrShouldBeRemoved =
AltMaintNeededForRdShldr =
AltOther = A bicycle lane is needed.
FrBrClosed =
FrBrWeightRestr =
FrBrWideLdRestr =
FrBrTallOverHghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther =
ProbDescr =
LUEDDescr =
EnvConcerns =
Comments =

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No virus found in this message.
Checked by AVG - www.avg.com
Version: 2015.0.6081 / Virus Database: 4598/12375 - Release Date: 06/06/16
On 2016-05-19 at 12:27:31,
The following information was submitted:
From Host: 72.77.17.9
PropAdv =
FirstName = Alan
LastName = Sekula
AddressOne = 312 Providence Dr
AddressTwo =
City = Wexford
State = PA
Zip = 15090
submit_by = alansekula@gmail.com
Fax =
Phone =
ProbLoc = Allegheny
Mun = Marshall
MPORPO =
PropTitle =
Loc = I-79
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther = Exit 75 (Warrendale) needs updates to include an entry Northbound and an exit Southbound.
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = None Selected
From: Darrell Rapp [mailto:DRapp@SwissvaleBorough.com]
Sent: Friday, June 03, 2016 3:59 PM
To: Dee Pamplin
Subject: Draft TIP public comment

PUBLIC COMMENT FROM DARRELL C. RAPP,
MEMBER OF BOROUGH COUNCIL, SWISSVALE BOROUGH, ALLEGHENY COUNTY, PENNSYLVANIA

<table>
<thead>
<tr>
<th>Map #</th>
<th>State</th>
<th>MPMS</th>
<th>Project Title</th>
<th>County - Municipality</th>
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<tbody>
<tr>
<td></td>
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<td></td>
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</tr>
<tr>
<td>107</td>
<td>27543</td>
<td>27543</td>
<td>Kenmawr Br ov NS</td>
<td>Allegheny - Swissvale (BORO)</td>
</tr>
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<td></td>
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</tr>
<tr>
<td>133</td>
<td>9900</td>
<td>107055</td>
<td>S. Braddock Ave Pedestrian Impr</td>
<td>Edgewood Borough, Swissvale Borou</td>
</tr>
</tbody>
</table>

Kenmawr Bridge
The Kenmawr Bridge has been in dire need of replacement for many years. It is an excellent step forward to have this project in the 2015-2018 TIP and its construction scheduled for 2017 and 2018 in this Draft TIP. This bridge is a critical link between many neighborhoods of the eastern suburbs and the riverfront trails. What this project needs is appropriate bike infrastructure to accommodate the growing demand for safe bicycle routes. Including a well-developed, alternatives analysis of the bridge surface, pedestrian accommodations and their approaches is necessary so that this 50-100 year infrastructure investment will benefit future users. A good public participation process is needed for the public to feel their tax dollars are being invested wisely.

S. Braddock Avenue Pedestrian Improvement Project
This project will benefit the two communities and the many users of this section of roadway, improving safety and efficiency. Thank you for funding this project.
May 24, 2016

SPC Comments
Two Chatham Center, Suite 500
112 Washington Place
Pittsburgh, PA 15219

To Whom it May Concern:

Wilkins Township wishes to formally comment on the Southwestern Pennsylvania Commission’s 2017-2020 Transportation Improvement Program. We are broadly opposed to the newest iteration of the Pennsylvania Turnpike Commission’s Mon-Fayette Expressway and believe that a comprehensive evaluation of the project and its myriad impacts as well as the exploration of alternative courses for increasing connectivity such as expanded public transit should be a component of the newest TIP.

The members of the Wilkins Township Board of Commissioners are highly concerned with the fact that the more significant piece of the prior Mon-Fayette Expressway proposal, the connection to Interstate 376 at Bates Street, has been eliminated from the current proposal and what remains is a project that will bring additional traffic, congestion, pollution, and noise to the already heavily congested Route 22 and Parkway East. The amended plan for the Mon-Fayette Expressway runs counter to the efforts of the Department of Transportation to reduce congestion and increase safety on these corridors. Further, with the elimination of the Bates Street connection, what is left is overly burdensome for residents of Wilkins Township and many surrounding communities.

In addition to our primary concern – that the additional traffic generated by the expressway will increase congestion on Route 22 and Interstate 376 – additional traffic on these roads will likely cause some motorists to seek alternate routes, many of which are also already congested. These impacts would be felt not only by Wilkins residents, but also by the broader population that lives and works in Pittsburgh’s eastern suburbs and east end. More localized impacts include increased air pollution and noise and the potential loss of local roads and residential property as well as broader residential property value decline.
Generally residents in the Pittsburgh region’s eastern suburbs are not seeking quicker access to Jefferson Hills and the Mon Valley, which can be accessed amply using Routes 30, 148, 48, and 837. The Turnpike Commission has made the claim that the Mon-Fayette Expressway, when combined with several other existing and potential toll roads, would provide an alternate route to the Pittsburgh International Airport. Certainly other shorter alternate routes already exist such as connecting Route 65 via Routes 28 or 376. Further this rather roundabout secondary path to the airport is not worth sacrificing convenient access to Downtown Pittsburgh.

The project as currently conceived seems to be centered around bringing people into Monroeville and does not holistically address the transportation needs of Pittsburgh’s eastern suburbs and east end. Further it encourages individuals to move further out from the urban core and take on longer commutes. The nearly two billion dollars that is required to build the newest iteration of the Mon-Fayette Expressway would be better spent making improvements to the Interstate 376, which already links the eastern suburbs to Downtown Pittsburgh and the Pittsburgh International airport, and reducing congestion on that highway by significantly expanding regional transit and multi-modal and active transportation options.

The Wilkins Township Board of Commissioners would like to see the Southwestern Pennsylvania Commission 1) conduct a cost-benefit analysis of the project as it relates to all impacted communities; 2) evaluate the potential environmental impacts of the expressway; 3) explore alternative methods of increasing connectivity such as expanding public transit and active transportation infrastructure and 4) explore alternative routes to connect the eastern suburbs to Oakland.

Sincerely,

TOWNSHIP OF WILKINS

[Signature]

Rebecca Bradley
Manager

Cc: Board of Commissioners
**Dee Pamlin**  
Administrative Assistant II  
Southwestern Pennsylvania Commission  
Two Chatham Center - Suite 500  
Pittsburgh, PA 15219-3451  
412.391.5590 Ext. 301  
412.391.9160 Fax  
www.spcregion.org

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**Please consider the environment before printing this email**

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**From:** Eric Boerer [mailto:eric@bikepgh.org]  
**Sent:** Friday, June 03, 2016 3:54 PM  
**To:** Dee Pamlin  
**Subject:** Draft TIP Comments 2016

<table>
<thead>
<tr>
<th>Project Number</th>
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</tr>
</tbody>
</table>

--

Eric Boerer  
BikePGH Advocacy Director

412-325-4334  
bikepgh.org
Dear Mr. Pavlowsky:

My name is Tom Burgunder. I attended the regional that you spoke at on Saturday May 21.

I offer the following questions for your consideration. I also have some requests for your consideration.

Please consider installing audible signals along the 5th ave. corridor in downtown from Wood st. through Ross St. Please also address the lack of a signal at forbes and Smithfield. There is construction at that intersection so maybe the signals are contemplated. Please consider addressing the lack of signals along most of the grant st. corridor. The same can be requested for wood st.

There are audible signals in Oakland. Some of them are activated by a button on a pole. There is not a locator signal on that pole. A blind person unfamiliar with the area can not take advantage of the technology because he/she can not find the activation button.

Finally, I live in McKees Rocks. Island Avenue and Chartiers Ave. is a five way intersection that cries out for an audible signal.

Thank you for your consideration. Tom Burgunder

No virus found in this message.
Checked by AVG - www.avg.com
Version: 2015.0.6081 / Virus Database: 4598/12386 - Release Date: 06/08/16
On 2016-06-03 at 13:48:37, the following information was submitted:
From Host: 70.89.227.149
PropAdv = South Fayette Township
FirstName = Ryan
LastName = Eggleston
AddressOne = 515 Millers Run Road
AddressTwo =
City = Morgan
State = PA
Zip = 15064
submit_by = reggleston@sftwp.com
Fax =
Phone = 412-221-8700
ProbLoc = Allegheny
Mun = South Fayette
MPORPO =
PropTitle = Route 50 Traffic Task Force Work Loc = Washington Pike and Route 50 Corridor
PreWork = RdPoorCond = RdDrainageIssue = RdShdRepairNeeded = RdOther = BrPoorCnd =
BrDeckNoisy = BrClosed = BrWeightRestr = BrRestrOneLane = BrOther = Major traffic congestion
occurs daily because of a lack of adequate lanes on the existing bridge which was built
decades ago.
CongCongDurRushHr = 1
CongCongDurRushHrAndOthers = 1
CongCongDuringEvents = 1
CongDiffTurn = 1
CongPostedDetRTProb =
CongOther = Our advisory task force, consisting of South Fayette Township, Bridgeville
Borough, and Upper St. Clair Township, has made recommendations and prepared plans by Gateway
Engineers to address major traffic issues in the state route 50 and Washington Pike corridors
including the current state bridge over Chartiers Creek on the border of Bridgeville and
South Fayette. The Task force, working diligently with PENNDOT, desires to provide
appropriate levels of transportation and service to its citizens so as to adequately protect
their health, safety and welfare. To this end, we are requesting that the SPC and its
members consider amending the current TIP to allow our planned improvements for State Route
50 and Washington Pike to be included in the updated TIP. South Fayette Township is
wholeheartedly in support of this project and wishes to share this with the SPC.

SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCutSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =

1
June 2, 2016

James Hassinger, President and CEO
Southwestern Pennsylvania Commission
Two Chatham Center, Suite 500
112 Washington Place
Pittsburgh, PA 15219

Re: 2017-2020 Transportation Improvement Program

Dear Mr. Hassinger:

Please be advised that South Park Township is requesting consideration under the Transportation Improvement Program (TIP) with regard to an area of concern within our community. South Park Township officials, in conjunction with the firm Mullin & Loneran, have studied the area of the Rt. 88 corridor for the purpose of improving traffic flow and enhancing economic development. The end result of the study is the Library Corridor Study (copy enclosed) and addresses the following concerns:

Traffic/Congestion:

The study indicates that the intersection of Brownsville Road and Rt. 88 (Library Road) requires the installation of either a turning or a mini-roundabout to facilitate traffic flow through the area (beginning on Page 18 of the Study). There are traffic “bottle neck” issues during the hours of peak traffic flow. Another concern is that any growth in a neighboring community, Union Township, will further exacerbate existing problematic traffic conditions.

Peak traffic usually occurs first thing in the morning between the hours of 7:00 a.m. to 9:00 a.m., and again at 4:00 p.m. to 6:00 p.m. which can be directly attributed to people traveling to and from work. During these periods the traffic flow pattern leads to extreme congestion. A stacking lane at the intersection of Rt. 88 and Brownsville Road would move traffic more expeditiously and provide relief to drivers in a heavily traveled area. The lane would be located on Rt. 88, turning left onto Brownsville Road at the intersection.
An issue that continues to surface in neighboring Union Township is the possibility of a "big box" development with an entrance/egress onto Rt. 88. The development would be located approximately ¼ of a mile from the intersection of Rt. 88 and Brownsville Road, and increased traffic would certainly add to the vehicular stress at this juncture.

**Land use/Economic Development:**

Township officials are of the collective opinion that Rt. 88 in this area, which is a main Township thoroughfare, suffers from blight and vacant commercial structures. The unsightly conditions stem in part from the difficult traffic situation as well as environmental concerns. Both of these conditions are impeding economic growth.

**Environmental Concerns:**

A number of environmental concerns impede economic development along the Rt. 88 corridor. One issue in particular is the residual damages from subsurface mining activities. Deep mining was prevalent along the Library Corridor for many years. Lingering problems have affected 6-7 residential and commercial structures with methane gas infiltration and negative pressure venting. The DEP and EPA have made several attempts to alleviate the condition via venting measures; however, the gas issue remains a concern. The sale of the properties have been impeded by these concerns. Perhaps there is no viable solution and demolition of several buildings may be the only course of action which would free up one side of Rt. 88 for a turning lane.

**Potential For Development:**

The area in the vicinity of the Library Corridor has experienced economic growth in spite of the need for infrastructure enhancements. A number of positive improvements made to the area are as follows:

A. **PAT Park and Ride:** The Port Authority developed a five (5) acre site located approximately 300 feet from the Library Corridor, which is owned by Consol Energy, into a Park and Ride facility. The development took place in 2001. The lot accommodates 429 vehicles and is typically filled to capacity on a daily basis. Unfortunately, during periods of heavy work flow traffic and due to the present infrastructure, particularly at the Brownsville Road/Rt. 88 intersection, drivers utilizing the facility contribute to the congestion within the intersection. A turning lane would assist in alleviating this problem.

B. **Library School Apartments:** Adjacent to the Park and Ride is an apartment complex comprised of 40 units that is located approximately 1/8 of a mile from the intersection. The access driveway is
positioned off of Pleasant Street which intersects with Brownsville Road. The building is a former elementary school that was renovated and converted into rental units. The complex is extremely successful, in part, due to its close proximity to public transportation.

C. The Champion Building: A former strip mall owned by the Levitske family and in dire need of renovation was purchased and redeveloped in 2008. The mall is located on Brownsville Road directly in front of the Park and Ride, and contains seven businesses. This has been another successful enterprise which has resulted in economic development of the area. The basement of the structure is empty, with the potential for additional development. An improvement in the infrastructure, particularly with the intersection, would encourage additional economic growth.

D. South Park Trails: This is a single-family subdivision comprised of 35 lots located approximately ¼ mile from the intersection of Rt. 88 and Brownsville Road, and located off of Pleasant Street. The homes range in price from $240,000-$310,000. The initial construction began in 2007 and has proven to be a great success. Ryan Homes has sold most of the lots, which have been developed and the homes occupied. The success of the development is in part due to the Park and Ride; however, infrastructure improvements, particularly at the Rt. 88 and Brownsville Road intersection, would further enhance the area and alleviate traffic congestion emanating from the residential plan.

E. The Bingo Lots: A project currently in the pipeline for future development is identified as the Bingo Lots. This tract of land is approximately ½ mile from the intersection in question and is comprised of 61 acres of land. There are 269 parcels that were given to the winners of bingo games held at movie theaters in the Pittsburgh area in the 1920s and 1930s to encourage people to relocate to the rural suburbs. The majority of the lot owners cannot be located, hampering the sale and development of the properties. Property taxes have been delinquent for many years which is an economic drain upon the Township, School District and Allegheny County. The Redevelopment Authority of Allegheny County partnered with South Park Township to assist with the development process in 2008. The RAAC has undertaken the legal initiative to clear the liens to prepare the tract for potential development in the not too distant future. Once the single-family, multi-family plan comes to fruition, additional stress will be placed on the infrastructure and further congest the intersection. South Park Township officials will be meeting with RAAC representatives within the next several weeks to discuss the status of the endeavor.

F. Consol Energy: Consol Energy is located on Brownsville Road approximately ½ mile from the intersection under discussion. The facility houses the company’s research and development arm. The site includes approximately 71 acres of vacant land. It has come to the Township’s attention that Consol recently sold the property, with the exception of four acres, to a private developer. It is the developer’s intent to demolish the existing Consol buildings and proceed with a residential development. The Township’s vision for future development of the land is retail establishments fronting Brownsville Road, with single-family homes located further back on the site, to which the developer is receptive.
The potential for growth when combining the bingo lot parcel and the Consol Energy site is enormous, and is of monumental importance to South Park Township. Again, traffic conditions impeded by an inferior intersection will aggravate an already congested area.

It is the position of Township officials that each of the above-referenced points merits enhancements to the Township’s infrastructure in the vicinity of the Rt. 88 and Brownsville Road intersection. South Park Township is poised to move ahead to greater economic growth; however, it is being hampered by the traffic conditions in the vicinity of the above-mentioned intersection. Any consideration that SPC can give to this important project would be most appreciated.

Do not hesitate to call should additional information or clarification be required.

Sincerely,

Karen F. Fosbaugh,
Township Manager

/kff

Cc: Board of Supervisors

Enclosure
<table>
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</table>

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Eric Boerer
BikePGH Advocacy Director
412-325-4334
bikepgh.org
Armstrong County
On 2016-05-18 at 15:07:50,
The following information was submitted:
From Host: 75.151.239.65
PropAdv =
FirstName = charlotte
LastName = wells
AddressOne = simpson church road
AddressTwo =
City = kittinging
State = pa
Zip =
submit_by = clwells@co.armstrong.pa.us
Fax =
Phone = --724-548-3291
ProbLoc = Armstrong
Mun = kittinging twp.
MPORPO =
PropTitle =
Loc = Briar Hill and Dunbar Airport Rd
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
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BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
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SafeManyCrashOccur =
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SafeNoVisiblelines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransProv = None Selected
TransNoServeWhenNeed =

1
Beaver County
I live in Beaver County and am a bicycle rider and walker. I always bike outside of Beaver County due to poor bicycle accessibility on our roads. I do walk at Hopewell Park, but walking to a shopping center or school cannot be done safely. I believe Beaver County should be a safe place to Bike and Walk, and that our transportation system should be diversified enough to include bicycle and pedestrian transport as viable means to travel.

My commute to work is 22 miles via personal auto and then I park on the Three Rivers Bike Trail and bicycle 3 miles. I previously biked a 12 mile route around Hopewell and Aliquippa but was run off the rode by a truck and suffered a broken arm, so I no longer enjoy any road riding in Beaver County.

My daughter's friend, Taylor Banks was killed bicycling on Route 51 between Aliquippa and Monaca, a designated bike route. Since his death absolutely nothing has been done to make the road safer for bicyclists. Some very low cost fixes would be to clear the shoulders of debris, make the designated Bike Route consistently 35 mph throughout, and paint the right lane for bicyclists. Better education of drivers on how to share the lane is also necessary.

Each time a road in Beaver County has work done on it, I look for pedestrian and bicycle improvements but see none. I have gone to township meeting and written to state representatives and it hasn't helped. Beaver County has rolling hills and beautiful river banks, it should be a great place to ride a bike, but no one puts bike safety or access in their plans. Transportation is more than cars and trucks. We would be a healthier county if we had some access to safe walking and riding of bikes. We should be able to ride our bikes and connect to the Montour Trail, which takes us all the way to Washington DC, and we should connect by bicycle train to the Pittsburgh network of bike trails so a full 25 mile commute can be done.

Linda Davenport
2501 Wigwam Road
Aliquippa, Pa 15001
lindalight300@yahoo.com
WRITTEN COMMENT FORM  
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

Comments:

The crossings in front of Monaca are lowered at far traffic pattern moment.

17th Street Interchange (Rte 51)
- Pennsylvania Avenue & 9th St Interchange (Rte 18)

Please keep focus on Route 65/Cheers new interchange design. As improvement made, that traffic flow improves and optimizes new improvements.

(Please use reverse for additional space)

Optional Information

Name: Mario Leon

Organization: Monaca Borough County of Residence: Beaver

Address: 

Email: 

Thank You! Please feel free to take this form with you and send it back to us when you have a minute. 
By Mail: SPC Comments
Two Chatham Center, Suite 500 / 112 Washington Place / Pittsburgh, PA 15219
By Fax: 412-391-9160 or By Email: comments@speregion.org
All comments must be received by 4:00 p.m. on Friday, June 3, 2016.
WRITTEN COMMENT FORM
(Please Print Clearly)

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Comments:

Matt, I had a brief discussion with [redacted], From [redacted] and [redacted] Townshend about realigning Pleasant Drive. They seem to be receptive to the idea. So can we discuss possibly realigning Pleasant Drive to the TIP?

(Please use reverse for additional space)

Optional Information

Name: Joseph West

Organization: 

County of Residence: Beaver

Address:

Email:

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC Comments
Two Chatham Center, Suite 500 / 112 Washington Place / Pittsburgh, PA 15219
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:00 p.m. on Friday, June 3, 2016.
Butler County
On 2015-06-25 at 13:51:00,
The following information was submitted:
From Host: 216.48.51.18
PropAdv =
FirstName = William
LastName = Elliott
AddressOne =
AddressTwo =
City = Slippery Rock
State = PA
Zip = 16057
submit_by = welliott@zoominternet.net
Fax =
Phone =
ProbLoc = Butler
Mun = Worth Township
MPORPO =
PropTitle = SR 108 & I-79
Loc = Exit 105
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr = 1
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
TransMoreBusesNeeded =
TransNewOrAddRtsNeeded =
TransMorePnRNeeded =
TransNeedMoreSafety =
TransConcernWithParatrans =
TransOther =
IssueDescr =
AltNoExistFac =
AltExFacNeedsRep =
AltNoCurbCuts =
AltNoPedCrossSigOrCallButt =
AltAudPedSigsNeeded =
AltCrossMarksOldOrFaded =
AltNewBikeLnOrSharrNeeded =
AltExBikeLnOrSharrOldOrFaded =
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FrBrTallOverHghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther =
ProbDescr =
LUEDDescr = Requesting upgrades to the existing intersection, I-79 and SR 108. Signals, signage and lines. Proposed truck stop and maintenance center planned for site, will employ as many as 50.
EnvConcerns =
Comments =

-----
No virus found in this message.
Checked by AVG - www.avg.com
Version: 2015.0.5961 / Virus Database: 4365/10093 - Release Date: 06/25/15
Fayette County
WRITTEN COMMENT FORM

(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

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- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region’s transportation plan *Mapping the Future: The Southwestern PA Plan* to reflect project phasing and cost information included in Draft 2017-2020 TIP

Comments:

As always, we would like to thank the staff at Southwestern Planning Commission for all the work they complete in the coordination of these very challenging Transportation Improvement Plans. We also want to thank our PennDOT District office for their efforts and accomplishments throughout the year.

In consultation with our Director of Bridges and engineer of record, we submit the following bridge project list for inclusion in the Draft 2017 – 2020 Transportation Improvement Plan:

- Bridge #3 Braznell
- Bridge #182 Dutch Hill
- Bridge #15 Doc Twiggs
- Bridge #91 Buncie’s
- Bridge #153 Confluence Dam
- Bridge #6 Bethelboro

Additionally, Fayette County is currently undertaking a major development project at the Joseph Hardy Connellsville Airport that includes construction of four corporate hangars and twelve T-hangars with the assistance of a grant from the Commonwealth and matching funds from the Joseph Hardy foundation. It is a $2 million dollar development project located adjacent to a new business park designated as the Dunbar Township Business Park. Therefore, the U.S. Route 119 corridor is identified as central to the Fayette County economy. Fayette has no interstate, so the importance of attracting businesses to this location is a leading attribute. Thoroughfares like U.S. Route 119, Route 21, Route 43, Route 51, Route 40 (National Road Heritage Corridor) are all significant highways in Fayette and are vital to the success of Fayette’s economic state of affairs. We would like to see continued funding assistance to make these roadways safe and profitable for citizens and businesses.

Other key projects for Fayette are as follows: Thompson Crossing to Mall Entrance, Masontown Bridge, US 40 at New Salem Road, PA 51 Oliver to Bimler, McClure Road Intersection and Kingview Road Intersection, Cast Iron Bridge (Fayette County Commissioners – in March 2016 – initiated a special request for $11 million in the event SPIKE funding becomes available to the region), US Route 119 Pechin Road to Bell Drive (currently under construction), and US 40 / PA 381 Intersection.

Thank you.
Optional Information

Name: Arthur Cappella
Organization: Fayette County
Address: 61 East Main Street, Uniontown PA 15401
Email: acappella@fayette.pa.org

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC Comments
Two Chatham Center, Suite 500 / 112 Washington Place / Pittsburgh, PA 15219
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:00 p.m. on Friday, June 3, 2016.
Dee Pamplin
Administrative Assistant II
Southwestern Pennsylvania Commission
Two Chatham Center - Suite 500
Pittsburgh, PA 15219-3451
412.391.5590 Ext. 301
412.391.9160 Fax
www.spcregion.org

Please consider the environment before printing this email

From: J Hart [mailto:hrt1@comcast.net]
Sent: Friday, May 20, 2016 9:23 AM
To: Dee Pamplin
Subject: Cast Iron Bridge

As a former resident of Brownsville, I urge you to support the restoration of the Dunlap Creek iron bridge. This historical structure was built between 1836 and 1839, the first iron bridge in our country, and is now approaching 180 years old. As such, it represents a key landmark of Brownsville's storied heritage, along with Nemacolin Castle (1789), the Flatiron Building (1830) and St. Peter's Church (1845).

Jim Hart
Trafford, PA

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Version: 2016.0.7597 / Virus Database: 4568/12264 - Release Date: 05/20/16

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Version: 2015.0.6081 / Virus Database: 4568/12265 - Release Date: 05/20/16
WRITTEN COMMENT FORM
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

Comments:
- Regarding Funding to the SPC and ReTIP Projects
- How Southwestern PA got a couple billion of money went to Eastern PA.

(Please use reverse for additional space)

Optional Information

Name: Fred Junko
Organizations: SPC County of Residence: Fayette
Address: P.O. Box 906 Uniontown, PA 15401
Email: fmsjrnt@atlanticbb.net

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By Mail: SPC Comments
Two Chatham Center, Suite 500 / 112 Washington Place / Pittsburgh, PA 15219
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:00 p.m. on Friday, June 3, 2016.
Greene County
WRITTEN COMMENT FORM
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

Comments:

Rte 19 & Rte 681 Intersection
Rte 19 @ Rte 681 Creek Traffic Study 2013-2015, currently on that TIP. We urge that this project move forward with study completion and selection of project move is made. This is a priority to keep this project in this area.

(Please use reverse for additional space)

Optional Information

Name: WALT STOUT
Organization: WASHINGTON TWP. County of Residence: GREENE
Address: 
Email: WALTSTOUT1@GMAIL.COM

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC Comments
Two Chatham Center, Suite 500 / 112 Washington Place / Pittsburgh, PA 15219
By Fax: 412-391-9160 or By Email: comments@sperregion.org
All comments must be received by 4:00 p.m. on Friday, June 3, 2016.
Indiana County
Hello,

I attended the PPP meeting in Indiana County and looked over the 2017 TIP Summary for Indiana County Projects.

I wanted to comment on the Bridge over Rt. 22 that is to carry pedestrians and bicycles.

I want to write in support of the construction of ADA-compliant approach ramps and the construction of that bicycle-pedestrian bridge, near the Rt. 119/22 interchange in Burrell Township.

Completion of this important project will not only carry bikes/pedestrians over Rt. 22 via an above grade bridge, as was addressed in a PA Road Safety Audit that was completed for this section of Rt. 22 in 2011, as a logical way to avoid a dangerous situation on Rt. 22 where there are no pedestrian accommodations for safe crossing in that corridor, it will also extend the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail to an existing park and ride, which will serve as a trailhead. From the park and ride, the trail will traverse the corridor between that point and the existing Blairsville Riverfront Trail in Blairsville Borough. This important trail link will boost regional economic development initiatives and position Indiana County communities to capitalize on their natural and recreation resources.

Thank you!

Linda Gwinn
724-388-6854 c
lsg150@yahoo.com
Dee Pamplin
Administrative Assistant II
Southwestern Pennsylvania Commission
Two Chatham Center - Suite 500
Pittsburgh, PA 15219-3451
412.391.5590 Ext. 301
412.391.9160 Fax
www.spcregion.org

-----Original Message-----
From: Greg Persichetti [mailto:paxz@comcast.net]
Sent: Friday, June 03, 2016 3:39 PM
To: Dee Pamplin
Subject: Indiana County TIP

To whom it may concern,
I recently attended the PPP meeting in Indiana County. I was able to examine the 2017 TIP Summary for Indiana County Projects.
I am writing in order to support the Bridge over Rt. 22. It is firstly a safety necessity. Plus, it would be a much needed extension of local trails which would positively impact regional communities.
Thank you,
Carol Persichetti
724-331-6404
paxz@comcast.net

Sent from my iPad

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No virus found in this message.
Checked by AVG - www avg com
Version: 2016.0.7639 / Virus Database: 4598/12371 - Release Date: 06/06/16
See Pamplin
Administrative Assistant II
Southwestern Pennsylvania Commission
Two Chatham Center - Suite 500
Pittsburgh, PA 15219-3451
412.391.5590 Ext. 301
412.391.9160 Fax
www.spcregion.org

-----Original Message-----
From: Laurie [mailto:trailsrme@hughes.net]
Sent: Friday, June 03, 2016 3:53 PM
To: Dee Pamplin
Subject: Indiana County TIP Project List

I actually have a question and depending on the answer then maybe a formal comment.

Map #39, State Route 4008, MPMS 105550, Chambersville Corridor Cr: By looking at the map I
cannot tell what kind of work is being done. If it is road resurfacing or anything to do
with the road surface, I would like to make a comment regarding including more room for
bicycling.
This road is a very active bicycle route. Just this year a friend was hit by a car and
sustained a broken collar bone and 3 pelvic fractures.
I also have been hit by a car on this road. It is very narrow, blind curves, and no shoulder
whatsoever. If there is any way to give a piece of this project a piece of the road for
cyclists it should be completed.

I did not see the bike/ped bridge project over Rt. 22 at the Rt.
119/Blairsville interchange. I know we have funding and have started the wheels grinding
forward so I am wondering where this project is in the TIP process.

Laurie

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Checked by AVG - www.avg.com
Version: 2016.0.7639 / Virus Database: 4598/12371 - Release Date: 06/06/16
Lawrence County
April 28, 2015

New Beaver Borough
RD#1 Box 171
New Galilee, PA 16141
Attn: Borough Council

Re: Old Route 18 Bridge
New Beaver Borough, Lawrence County, PA
Bridge Inspection Schedule and Estimates

Dear Council,

Attached is the Old Route 18 Bridge General Inspection Report and associated Invoice No. 9538. Please note the Immediate Attention section of the narrative, which the Borough should address in the near future. We will be providing the Borough with an estimate for the repairs determined to be Priority Attention, which means they should be addressed within the next twelve (12) months. This estimate will be submitted to the Borough upon preparation.

It is our recommendation that the Borough schedule the inspection of this bridge every two (2) years to assess the bridge’s condition and weight limit. Our office can provide these services by a certified bridge inspector at an approximate cost to the Borough of $1,400. Please confirm that the Borough would like R.A.R. engineering group, inc. to include the Old Route 18 Bridge in our bridge inspection schedule.

If there are any questions or comments, please contact our office.

Sincerely,

[Signature]

Janine A. Malloy

Attachment(s)
cc: file

J:\RAR-NN\New Beaver Borough Old Rt-18 Bridge\3015-04-28 cover letter.doc

724 652 1004 fax 724 652 3814 email rizzo@rareengineering.com
GENERAL INSPECTION-NARRATIVE

Old Route-18 Bridge
New Beaver Borough, Lawrence County PA

A. Location

This existing bridge-structure is located on Old Route-18, immediately south of the intersection with Possum Hollow Road. The bridge crosses an unnamed stream-tributary of the Beaver River. Refer to the attached "Structure Location-Maps" for specifics.

B. Description of Structure

This structure consists of a simply supported single-span steel-reinforced concrete-deck bridge. The c/c bearing span length is approximately fourteen and a half feet (14'-6''), with a net structure length (out/out parapets) of roughly fifteen and a half feet (15'-5''). The concrete deck is eight inches (8'') thick with an existing asphalt overlay. This structure is situated on a 90° skew over a perennial unnamed stream-tributary (UNT) of the Beaver River. The bridge superstructure appears to be "integally" supported at each abutment along the full deck width. From Borough conversations, the current weight-posting for this bridge-structure is twelve (12) tons.

The bridge roadway width is twenty-five and a third feet (25'-4'') as measured inside/inside of existing deck-parapets. The structure approaches consist of typical two-lane bituminous roadways (i.e., 24½' typical widths). The average daily traffic (ADT) for this section of Old Route-18 is unknown. No sidewalks exist on or near the bridge.

The substructure consists of two "old" reinforced-concrete abutments with stone and/or concrete wing-walls. The existing stream UNT has a history of acid-mine drainage (AMD), which has resulted in severe deterioration of the "exposed" above-grade footing-corner of the North abutment. This has created localized areas of concrete "spalling" and undermining of the Abutment-Wall.

The deck of the bridge is approximately seven feet (7'') above the stream bed. The average structure "waterway" opening was measured as 13½-feet wide by 6¼-feet high.

C. History

This bridge was mostly likely constructed in the early 1940's, but was formally taken-over by New Beaver Borough in the 1960's. However, the Borough has NO formal records or history for this bridge-structure in regards to past servicing and/or improvements.

D. Miscellaneous Information

We believe that this bridge structure does NOT qualify for any federal and/or state funding due to its span length is LESS THAN the minimum twenty foot (20') length. However, continued monitoring needs to be performed to assess overall deterioration issues.

New Beaver Borough
Old Route-18 Bridge Inspection

Inspection-Narrative: Page 1 of 2
April, 2015
The following summary provides a brief synopsis of this field inspection:

A. **Critical**
   1. None observed during this inspection.

B. **Immediate Attention**
   1. PennDOT PUB-238, Section IP 1.7.1.1 states that “The Bridge Owner has an overall obligation to ensure that its structure does not present an unacceptable safety risk to the public”. As such, proper ‘Weight-Limit’ signs need to be installed both up and down from the existing bridge structure to prevent passage by overweight vehicles. All signage must follow PennDOT PUB-236 standards and guidelines (see attachments).

C. **Priority Attention (within 12-months / 1-year)**
   1. The deteriorated “exposed” top footing-corner of the North Abutment needs repaired/replaced using new concrete (with steel-reinforcement and proper formwork).
   2. All areas of concrete “spalling” and undermining along the North abutment-wall needs properly cleaned, followed by new placement of concrete.

D. **General**
   1. All areas of exposed rebar (under and along the outside edges of the deck-superstructure) need to be cleaned by blasting and/or wire-bushing, epoxy-coated, and have suitable concrete patchwork put in place to reduce/avoid further rusting and deterioration.
   2. The visible “leaning” of the east downstream parapet should be periodically monitored for any continued worsening.
   3. Overall, the bridge superstructure was judged to be in a general “satisfactory” condition.
   4. We recommend a “standard” inspection schedule should be established by the Borough for this and all other municipally-owned bridges. Typically, bridges should be inspected on a bi-annual basis (i.e., once every two years). This is the standard inspection-frequency for federal and state bridges.
   5. Photos and/or field inspection notes (for this bridge-structure) are available upon request.
   6. Excluding the proper signage comment (B-1), our office will provide all necessary cost-estimates (for Borough budgetary purposes) to complete Items C-(1 & 2) above.
R12-1-2
BRIDGE SIGN

(a) Justification. The Bridge Sign (R12-1-2) shall be mounted above the Weight Limit Sign (R12-1) when applicable. As an advance warning it shall also be used in conjunction with the Distance Ahead Plaque (W19-103P).

(b) Size. The size shall be determined by and be in accord with the size of the sign to which it is appended.

![Diagram of Bridge Sign]

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<th>E</th>
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COLOR:

LEGEND AND BORDER:
BLACK (NON-REFLECTORIZED)

BACKGROUND:
WHITE (REFLECTORIZED)

APPROVED FOR THE SECRETARY OF TRANSPORTATION

By: C. Pare

Data: 02-29-12

Chief, Traffic Engineering and Permits Section
Bureau of Maintenance and Operations
R12-1

WEIGHT LIMIT ( ) TONS SIGN

(a) Justification. The Weight Limit ( ) Tons Sign (R12-1) shall be authorized to restrict the weight permitted on a highway or bridge when an engineering and traffic study determines that a restriction is warranted. When used to advise of a weight restriction on a bridge, the Bridge Sign (R12-1-2) shall be mounted directly above the R12-1 sign.

(b) Placement. The R12-1 sign shall be located within 25' of each end of the bridge or section of highway to which it applies (75 Pa.C.S. 4902 (b)). In the case of an extended length of highway, it shall be placed on the right hand side of the restricted highway not more than 25' beyond any intersection so as to be clearly visible from all vehicles about to enter the restricted highway. A supplementary sign may be necessary on the left-hand side of the highway.

(c) Size. The standard size of the R12-1 sign shall be 24" x 30".

```
| SIGN SIZE | C | D | E | F | G | H | J | K | L | MAR- | BOR- | BLANK |
|------------|---|---|---|---|---|---|---|---|---|GIN-|DER|STD. |
| 24" x 30"  | 3 | 4 | 1.6 | 2.2 | 6E | 5D | 9.3 | 6.3 | 8.3 | 0.4 | 0.6 | BS-3024 |
| 36" x 48"  | 4.8 | 6 | 2.8 | 3.8 | 6E | 8D | 14 | 9.6 | 13.3 | 0.6 | 0.8 | BS-4836 |
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COLOR:
LEGEND AND BORDER:
BLACK (NON-REFLECTORIZED)

BACKGROUND:
WHITE (REFLECTORIZED)

APPROVED FOR THE SECRETARY OF TRANSPORTATION

By: [Signature]  Date: 02-29-12

Chief, Traffic Engineering and Permits Section
Bureau of Maintenance and Operations
W16-103P
DISTANCE AHEAD PLAQUE

The Distance Ahead Plaque (W16-103P) may be used below any standard warning sign or regulatory sign to indicate the distance to the condition cited by the warning sign or regulatory sign. Normally distances used should be in an increment of 500'. When used with a warning sign, the W16-103P sign shall have the same background color as the warning sign with which it is displayed. When used with a regulatory sign, the W16-103P sign shall have a yellow background.

The 36" x 24" size should be used with 48" x 48" and larger warning signs and regulatory signs wider than 36".

The W16-103P sign may be used below the Weight Limit Sign (R12-1) when the sign is used as an advance warning of a weight limitation. As an advance warning of a bridge limitation, it shall be used in conjunction with the Bridge Sign (R12-1-2). When the distance to the restriction is 1 mile or less, the distance shall be rounded to 1 MILE, 3/4 MILE or 1/2 MILE, except as follows:

a. When the distance to the restriction is less than 1/2 MILE, the distance shall be rounded to the nearest multiple of 500 FT.

b. When the distance to the restriction is less than 500 FT, the distance shall be rounded to the closest 100 FT.

When the distance to the restriction is greater than 1 MILE, the distance may be rounded to the nearest whole integer or nearest 1/4 MILE.

When used, the W16-103P sign shall be placed at the intersection nearest each end of the restricted bridge or section of highway which would allow drivers an opportunity to avoid the restriction.

---

**DIMENSIONS - IN**

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</table>

* CHOOSE STANDARD ALPHABETS SERIES FOR BEST FIT

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**COLOR:**

LEGEND AND BORDER:
BLACK (NON-REFLECTORIZED)

BACKGROUND:
YELLOW OR FLUORESCENT
YELLOW-GREEN (REFLECTORIZED)

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**APPROVED FOR THE SECRETARY OF TRANSPORTATION**

By: ___________________________ Date: 02-29-12
Chief, Traffic Engineering and Permit Section
Bureau of Maintenance and Operations
New Beaver Borough (Lawrence County, PA)

Old Route 18 Bridge (Existing Structure)
Would like SPC to consider alternative funding for connection Ellport in Ellwood City PA via suspension bridge across the Connoquenessing creek from the nature trail to a point in Ellport. There are suitable sites that have been explored currently connection to Ellwood by auto or by walking along a narrow Highway - Route 488.

Dom Viccari
724-657-4388

On May 25, 2016 9:45 AM, "Matt Pavlosky" <mpavlosky@spcregion.org> wrote:

Lawrence County Public Participation Panels, Resource Members, and Panel Information Network:

Just a reminder for tomorrow's events, Thursday, May 26. (You may plan to attend either or both events.)

**PPP Luncheon:** 11:30 am. Four Brothers Restaurant, 333 E. Washington St., New Castle *(Please RSVP to Amy McKinney today if you plan to attend)*

and...

**Public Meeting:** 2:00 p.m., Lawrence County Courthouse, Commissioners Meeting Room, 430 Court Street, New Castle

Here are a few items for background information:

- Lawrence County Highway Bridge TIP
- SPC Regional Transit TIP
- SPC TIP Public Input Form

Public meetings are your opportunity to let SPC and our Planning Partners know what's important to you. Please help spread the word about these meetings, bring your questions and comments. We look forward to seeing you!

*(For additional regional TIP information, see below.)*

------

Starting Wednesday, May 4th until Friday, June 3rd at 4:00pm, the Draft 2017-2020 Transportation Improvement Program (TIP) is available for public comment and review. Advertisements will appear in today's editions of the Post-Gazette, Tribune-Review, and the
SPC Region
General Comments
From: Robin Dushane [mailto:RDushane@estoo.net]
Sent: Thursday, May 19, 2016 10:43 AM
To: Dee Pamplin
Subject: Draft 2017-2020 TIP

To whom it may concern,
The Eastern Shawnee Tribe values the opportunity to review the programs referenced above in this subject title from the SPC.
At this time we have no comments.
Sincerely,

Robin Dushane
Tribal Historic Preservation Officer
Eastern Shawnee Tribe
70500 E 128 Rd.
Wyandotte, OK 74370
918 533 4104-cell
rdushane@estoo.net

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- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

Comments:

*Freedom Transit offers ___ of passenger trips over SR 1009 - Chartiers Creek Bridge. With that number of trips the concern is with the efficient operation of our routes in that area. We ask that prime consideration of the flow of two-way traffic be prioritized for our system's needs.* (Penout D. 12)

(Please use reverse for additional space)

Optional Information

Name: Joe Thomas

Organization: Freedom Transit

County of Residence: Washington

Address: 50 East Chestnut Street, Washington, PA 15301

Email: jthomas@freedom-transit.org

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC Comments
Two Chatham Center, Suite 500 / 112 Washington Place / Pittsburgh, PA 15219

By Fax: 412-391-9160 or By Email: comments@spcregon.org

All comments must be received by 4:00 p.m. on Friday, June 3, 2016.
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Comments:

Peters Township is having major issues of traffic congestion on its Route 19 corridor. There are 2 specific issues. The McMurray Road & Route 19 intersection is in total gridlock at all rush hours. This situation is compounded by the anticipated Southern Beltway connection to I-79. A combination of additional lane capacity and improved signal capabilities is needed. The Township does have traffic impact fees that could be targeted for this purpose. We are requesting a study be conducted to identify a viable solution.

The second issue is the overall traffic congestion on a 1.25mile section of Route 19 from the above mentioned intersection to our border. This area has 5 signalized intersections that are in gridlock at the AM Lunch and PM rush hours. Adaptive signals may be the solution. In addition development in North Strabane on both Waterdam Road and on McDowell Lane are contributing to increased traffic at these intersections. The planned replacement McDowell Lane Bridge over Canonsburg lake will increase the traffic to and from North Strabane.

(Please use reverse for additional space)

Optional Information

Name: Michael A. Silvestri

Organization: Peters Township

County of Residence: Washington

Address: 610 E. McMurray Road, McMurray, PA 15317

Email: MASilvestri@peterstownship.com

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC Comments
Two Chatham Center, Suite 500 / 112 Washington Place / Pittsburgh, PA 15219

By Fax: 412-391-9160 or By Email: comments@spcregion.org

All comments must be received by 4:00 p.m. on Friday, June 3, 2016.
On 2015-06-22 at 14:34:14,
The following information was submitted:
From Host: 71.182.238.98
PropAdv =
FirstName = David
LastName = Martin
AddressOne = 401 Beham Ridge Road
AddressTwo =
City = West Alexander
State = PA
Zip = 15323
submit_by = WestFinley@aol.com
Fax = 724-484-7566
Phone = 724-484-9200
ProbLoc = Washington
Mun = West Finley Township
MPORPO =
PropTitle = Potter Bridge Repair/Replacement - Washington County Owns this bridge Loc = T-360/Robison Run Road PreWork = RdPoorCond = RdDrainageIssue = RdShdRepairNeeded = RdOther = BrPoorCnd = BrDeckNoisy = BrClosed = 1 BrWeightRestr = BrRestrOneLane = BrOther = Guard Rail damaged on one side.
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuellEff =
TransMoreBusesNeeded =
TransNewOrAddRtsNeeded =
TransMorePnRNeeded =
TransNeedMoreSafety =
TransConcernWithParatrans =
TransOther =
IssueDescr =
This bridge is needed for local residents to access their property and for health emergency services.
Westmoreland County
Subject: FW. Westmoreland PPP Letter

With the announcement of the Shell cracker plant in Beaver, Elliott Company is moving forward and is currently in the process of designing/manufacturing major pieces of equipment that will be installed at the cracker facility. In addition, Elliott Company is competing for numerous other significant projects that would have a tremendous impact on the company and, as such, Westmoreland County’s local economy. The issue is one of permitting and access. We have been working closely with Elliott, the Pennsylvania Turnpike Commission, and PennDOT to come up with solutions to these problems. It is now an immediate issue. Without proper access to PA Toll 66 and the ability to ship larger superloads, Elliott Company will be at a distinct disadvantage in competing for these projects because some of them would have to be built at an overseas facility or built here, but disassembled for shipping and reassembled on site. That is not an ideal solution for their customers.

It is my understanding that the PTC is to have their study completed around the 10th of June, which of course is today. I’m not sure if this needs to be added to the official comment list because it is an immediate need and we’ll need to explore every route necessary to make something happen rather than going through the traditional programming process. I just wanted to bring this issue to your attention. Thank you.

Chris

Christopher J. Bova
Deputy Director
Westmoreland County Department of Planning and Development
5th Floor, Suite 520
40 N. Pennsylvania Ave.
Greensburg, PA 15601
(724)830-3995
www.co.westmoreland.pa.us/planning

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Version: 2015.0.6081 / Virus Database: 4598/12409 - Release Date: 06/12/16
WRITTEN COMMENT FORM
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

Comments:

TOPIC: A bus stop pad and crosswalk is being sought on the north side of 1925 Grand Boulevard, Monessen. This is to facilitate future bus service to the Monessen Center for Active Adults, a/k/a the Monessen senior center.

Supervisor Miko Green of the Monessen senior center is trying to get a Mid Mon Valley Transit Authority (MMVTA) bus route to go past the senior center. Currently there is no bus service going past the center. Dirk Matson, the Administrator of the Westmoreland County Area Agency on Aging, is trying to assist in getting MMVTA bus service for the center. We have contacted the MMVTA, and they are willing to begin a bus route that would pass and stop at the center, but, MMVTA Executive Director Donna Weckoski states that a bus stop pad of some sort with a crosswalk needs to be constructed across the street from the senior center so that they can pick up and drop off riders on the opposite side of the road, and they won’t start the route until the pad is built. The senior center is at 1925 Grand Boulevard, on the south side of the road. A Monessen public park is on the north side of the road. We’ve approached Monessen City Council during a recent public meeting about building a bus stop pad, and they essentially said that Monessen does not have the funds to do it, but that they support our efforts for the bus route and building a pad, but we need to find funding elsewhere for the pad. Thank you for any assistance and/or advice you can provide to us regarding this matter.

A copy of a memo directed to the Monessen Mayor and City Council prior to the previously mentioned public meeting has been copied on the reverse side of this comment form.

(Please use reverse for additional space)

Optional Information

Name: Brian Dombroske
Organization: Administrative Assistant
Westmoreland County
Area Agency on Aging
County of Residence: __________
Address: 200 S. Main St, Greensburg 15601
Email: bdombroske@co.westmoreland.pa.us

Thank You! Please Feel free to take this form with you and send it back to us when you have a minute.
By Mail: SPC Comments
Two Chatham Center, Suite 500 / 112 Washington Place / Pittsburgh, PA 15219
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:00 p.m. on Friday, June 3, 2016.
From: Matt Pavlosky
Sent: Friday, June 03, 2016 10:33 AM
To: Matt Pavlosky; Shannon O'Connell
Subject: FW: bus stop pad
Attachments: 20160601150656696.pdf; IMG_8424.JPG

Dee Pamplin
Administrative Assistant II
Southwestern Pennsylvania Commission
Two Chatham Center - Suite 500
Pittsburgh, PA 15219-3451
412.391.5590 Ext. 301
412.391.9160 Fax
www.spcregion.org

-----Original Message-----
From: Fumiko Green [mailto:fgreen@thenutritiongroup.biz]
Sent: Friday, June 03, 2016 9:33 AM
To: Dee Pamplin
Cc: 
Subject: FW: bus stop pad

To whom It may concern:

From: Henry (Brian) Dombroske [HDOMBROS@co.westmoreland.pa.us]
Sent: Thursday, June 02, 2016 9:37 AM
To: Dirk Matson; Bridgett Schickel; Lou Ann Petronick; Fumiko Green
Cc: Kate Johnson
Subject: bus stop pad

The Southwestern PA Commission, or SPC, holds Public Participation Panel meetings mostly yearly seeking public comment generally regarding PennDOT’s transportation expenditures plans, mostly concerning public comment about roads and bridges and future projects. I don’t know if PennDOT would consider funding and building or in any way be a part of a bus stop pad construction, but at any rate I turned in the attached comment-sheet at the meeting regarding the bus stop pad across from the Monessen Center.
Brian

Call 2-1-1 for Social Services. Help Starts Here.

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This email was Anti Virus checked by Sophos UTM. http://www.sophos.com

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No virus found in this message.
Checked by AVG - www.avg.com
Version: 2016.0.7639 / Virus Database: 4591/12353 - Release Date: 06/03/16
May 11, 2016

To: Mayor Mavrakis & City Council

From: Work Group for Monessen Senior Center on Transportation (see list below)

We would like to request a meeting with you to discuss three related issues. One is to ask the City of Monessen to pay for a cement platform to be used as a bus stop across the street from the Monessen Center for Active Adults, located at 1925 Grand Boulevard in Monessen. This stop would serve both the Senior Center and City Park. A second consideration is that a cross walk from the new bus stop to the Senior Center also be installed. The third consideration we are asking you to consider is that a ramp from the bus stop to the walking track in City Park be constructed.

This is part of a larger effort to extend a bus route from downtown Monessen to the Senior Center and City Park, Park Manor, East Gate/West Gate/Valley Manor Hi-Rises, and shopping in various plazas. This is a coordinated effort involving the Mid Mon Valley Transit Authority, the Monessen Senior Center, and the Westmoreland County Area Agency on Aging.

TRANSPORTATION BENEFITS OF THE EXTENDED LOOP - It benefits:
- 4 City Hi-Rises Residents (East Gate, West Gate, Valley Manor)
- Park Manor Residents
- City Park use
- Monessen Center for Active Adults
- Westmoreland County Area Agency on Aging Satellite Office
- Shopping (Tri-County Plaza, K-Mart Plaza, Walmart Plaza)
- Mid Mon Valley Transit as the consultant recommended this area be serviced for the benefit of the community

We look forward to securing a date to discuss the feasibility of the project and your support for this. Thank you!

Transportation Work Group:
Dirk Matson, Westmoreland County Area Agency on Aging (WCAA) Administrator, 724-830-4450, dmatson@co.westmoreland.pa.us
Bridgett Schickel, WCAA Senior Center Services Director, 724-830-4405, bschickel@co.westmoreland.pa.us
Brian Dombroske, WCAA Administrative Assistant II, 724-830-4527, hdombros@co.westmoreland.pa.us
Miko Green, Supervisor of Monessen Center for Active Adults 724-684-6105, fgreen@thenutritiongroup.biz
Della Guesman, Center Participant, 724-684-8648
Donna Weckoski, Executive Director, Mid Mon Valley Transit, 724-489-0615, dweckoski@mmvta.com
Ashley Altemare, Director Marketing/Planning, 724-489-0615, aaltemare@mmvta.com
On 2016-05-19 at 15:01:50,
The following information was submitted:
From Host: 208.103.118.82
PropAdv = City of Greensburg
FirstName = Barb
LastName = Ciampini
AddressOne = 416 South Main Street
AddressTwo =
City = Greensburg
State = PA
Zip = 15601
submit_by = bciampini@greensburgpa.org
Fax = 724-838-4328
Phone = 724-838-4334
ProbLoc = Westmoreland
Mun = City of Greensburg
MPORPO =
PropTitle = Bridges, bridges & bridges
Loc = 1. Mt. Pleasant Street Bridge, 2. Brewery Lane Bridge, 3. Alley #2 Bridge PreWork =
RdPoorCond = RdDrainageIssue = RdShdRepairNeeded = RdOther = BrPoorCnd = 1 BrDeckNoisy =
BrClosed = BrWeightRestr = BrRestrOneLane = BrOther = The three (3) bridges above have all
been found to be structurally deficient by recent NBIS Inspections by the City's consulting
engineer, Gibson-Thomas Engineering. The are listing in order of their need for replacement.
CongCongDurRushHr =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
TransMoreBusesNeeded =
TransNewOrAddRtsNeeded =
TransMorePnRNeeded =
TransNeedMoreSafety =
TransConcernWithParatrans =
Dear Matt Pavlosky,

I want to thank you, the members of SPC, and PennDot for your help in funding the projects planned for Allegheny Township. Your understanding of our needs is critical in making Allegheny Township a better place to live.

Best regards,
Ren Steele
Allegheny Twp. Supervisor

Thank You Westmoreland County!

We greatly appreciate your participation at yesterday evening’s public meeting for the Draft 2017-2020 TIP. As a reminder, public comment remains open until Friday, June 3rd at 4pm. The public comment form is attached, and the online TIP Public Input form is linked below, so please provide us with your comments!

Again, many thanks to our attendees, and we look forward to seeing you again soon!

- SPC TIP Overview Video
- Westmoreland Highway_Bridge TIP
- SPC Regional Transit TIP
- SPC TIP Public Input Form

(For additional regional TIP information, see below.)

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Starting Wednesday, May 4th until Friday, June 3rd at 4:00pm, the Draft 2017-2020 Transportation Improvement Program (TIP) is available for public comment and review. Advertisements will appear in today’s editions of the Post-Gazette, Tribune-Review, and the New Pittsburgh Courier. Draft TIP information has also been posted at the SPC website and SPC’s Public Participation Portal. The public meeting notice is attached in pdf. to this email. Please share this information with your networks!
June 3, 2016

To the Southwestern PA Commission:

It is imperative that Westmoreland County possess and maintain adequately funded and reliable transportation and utility systems and other infrastructure. As President of the Westmoreland County Chamber of Commerce, I represent an organization that advocates for greater efficiencies in their construction, maintenance and delivery, including streamlined permit and regulatory processes. To be competitive with neighboring states and within our own region, we must improve our infrastructure to better facilitate the free flow of goods and commerce along with the mobility of our citizens for business and recreational activities. This includes roads, bridges, ports, railways, airports, mass transit, water, sewage, internet access, electricity, natural gas, and more.

Among the specific transportation projects the Westmoreland County Chamber identifies as vitally important to our long term economic success are the Laurel Valley Transportation Improvement Project which connects Routes 30 & 981 with the Pennsylvania Turnpike near New Stanton; and the construction of a new interchange connecting the Pennsylvania Turnpike (I-76) to Route 130 in Penn Township.

In my role as Chair of the Westmoreland County Public Participation Panel, I would like to report on some of additional issues heard, and priorities of those represented at our public meeting held at the Westmoreland County Courthouse on Wednesday, June 2, 2016 concerning the 2017-2020 draft TIP:

- Transportation funding levels have fallen from the prior TIP. For example, in Westmoreland County, the 2015-2018 TIP included $219M in funding. Currently, the Draft 2017-2020 TIP projection has fallen to $172 million. Amongst the reasons discussed are smaller realized revenues from Act 89, and the funding of the State Police Pension Fund. Funding levels are a concern in the short and long term.

- Concerns were voiced about the lack of progress on the Laurel Valley Transportation Improvement Project. No funding has been identified in the TIP for the 2017/2018, and the status of Federal earmark funds being used for the project is unclear. This remains a Westmoreland County priority project.

- A roundabout design was requested/suggested for the PA 356/PA 66 Intersection (At Hour-Glass Photo).

- In the City of Greensburg, Structurally-Deficient Bridges requested to be considered for projects on 2017-2020 TIP include the following: Mt. Pleasant Street, Brewery Street, Alley Bridge #2.

- Several questions were raised and support conveyed regarding the status of the planning study on AET (All Electronic Tolling) on the PA Turnpike, specifically in Westmoreland County.
- Many concerns were voiced regarding Public Transportation Initiatives. Overall, the Westmoreland PPP was frustrated that 90% of total SPC transit budget goes to the Port Authority of Allegheny County. Westmoreland has a desire to expand and address transit/commuting issues of its own, yet funding is disproportionately channeled to a neighboring county.

The following specific transit issues were discussed:
- Extending routes in Westmoreland County is being looked at with a study on the TIP
- Westmoreland County needs additional access into the City of Pittsburgh
- PPP members would like to see catalytic and innovative public transit projects
- LRP amendment to provide funding for the Mon-Fayette expressway north leg
- A request was made regarding the status of the East Corridor Transit Study. PPP members wish to know if this initiative is still being considered.

These above items encapsulate the issues voiced as most important to the Panel members and citizens of Westmoreland County. We strongly urge you to consider these items when considering the Draft 2017-2020 TIP, and to continue to work with the Panel to seek opportunities to advance these projects in future years of the TIP.

Sincerely,

Chad Amond
President, Westmoreland County Chamber of Commerce
Chairman, Westmoreland County Public Participation Panel
On 2016-06-03 at 10:07:36,
The following information was submitted:
From Host: 204.171.50.69
PropAdv =
FirstName = Alec
LastName = Italiano
AddressOne = 417 Welker St
AddressTwo =
City = Jeannette
State = PA
Zip = 15644
submit_by = aitalian@co.westmoreland.pa.us Fax = Phone = ProbLoc = Westmoreland Mun = All
MPORPO = PropTitle = Loc = PreWork = RdPoorCond = RdDrainageIssue = RdShdRepairNeeded =
RdOther = BrPoorCond = BrDeckNoisy = BrClosed = BrWeightRestr = BrRestrOneLane = BrOther =
CongCongDurRushHr = CongCongDurRushHrAndOthers = CongCongDuringEvents = CongDiffTurn =
CongPostedDetRtProb = CongOther = SafeSerCrashesOccur = SafeManyCrashOccur =
SafeCanSeeFarEnoughWhenTurn = SafePolesTrees = SafeTooManyHills = SafeCurvesTooFast =
SafeNoVisibleLines = SafeTurnConflicts = SafeSignalIssues = SafeGuideRailIssues = SafeOther =
TransitProv = Westmoreland County Transit Authority TransNoServeWhenNeed = 1
TransBusesOldNeedRep = TransBusNotFuelEff = TransMoreBusesNeeded = TransNewOrAddRtsNeeded = 1
TransMorePrnRtNeed = TransNeedMoreSafety = TransConcernWithParatrans = TransOther = First of
all, the WCTA is stretched way too thin. With them having to supply commuter service into
Pittsburgh, inter-county travel suffers. For example, I live off rt. 130 in Jeannette, 4
miles from my job in downtown Greensburg and there is no convenient bus for me to take to
work. So I drive and pay the parking fee for less than it would be to take the bus - there is
something wrong there. The bus system needs to act more as a feeder system and less as a
commuter system. Why can't the Port Authority (who sucks up 90+% of the region's public
transit TIP money) run buses into Greensburg that way the WCTA can use her resources more
appropriately with the shoestring resources we are allocated out here, yes the second largest
county in the region.
IssueDescr =
AltNoExistFac =
AltExFacNeedsRep =
AltNoCurbCuts =
AltNoPedCrossSigOrCallButt =
AltAudPedSigsNeeded =
AltCrossMarksOldOrFaded =
AltNewBikeLnOrSharrrNeeded =
AltExBikeLnOrSharrrOldOrFaded =
AltBikeLnSharrrShouldBeRemoved =
AltMaintNeededForRdShldr =
AltOther =
FrBrClosed =
FrBrWeightRestr =
FrBrWideLdRestr =
FrBrTallOverHghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
Suburban sprawl is a real problem. The de-urbanization that happened in the latter part of the 20th century did permanent damage to our region and we are still picking up the pieces. Making suburbia more urban and dedicating resources to those urban centers out on the edges is extremely important for the long-term success of this region in my opinion. We have a great housing stock here, especially in Westmoreland, but it is aging. Without new buyers and people willing to do fixer uppers, that housing stock will go to waste. One step to better land use is to make our urban areas more dense and to use public transit to connect and entice people to move here and take advantage of our wonderful region.

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Please use this form to submit your written comments on these draft documents:

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- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

Comments:

$1.93 B of money goes toward Public Trans., $1.7 B goes towards Port Authority – why are regional Transit Authorities being Marginalized? Especially in Westmoreland, the 2nd largest County in region, Behing Allegheny. With the "Congestion Management" mandate for TIP, why has Comprehensive Transportation on a regional scale not been addressed? A lot of money goes toward Roads/Bridges/interchanges but Commuter rail is an after thought. - That's Not Fair.

Also, PT slip Room is Badly needed.

Optional Information

Name: Alec Italiano

Organization: __________________________ County of Residence: Westmoreland

Address: 917 Welker St, Jeannette PA 15644

Email: italianoalec1@gmail.com

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC Comments
Two Chatham Center, Suite 500 / 112 Washington Place / Pittsburgh, PA 15219

By Fax: 412-391-9160 or By Email: comments@spcregion.org

All comments must be received by 4:00 p.m. on Friday, June 3, 2016.
WRITTEN COMMENT FORM  
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

Comments:

(Optional use reverse for additional space)

**Optional Information**

Name: ______________________  County of Residence: ______________________

Organization: ______________________  Address: ______________________

Email: ______________________

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC Comments  
Two Chatham Center, Suite 500 / 112 Washington Place / Pittsburgh, PA 15219

By Fax: 412-391-9160 or By Email: comments@spcregion.org

All comments must be received by 4:00 p.m. on Friday, June 3, 2016.
Rostraver Township, Westmoreland County
Support Safety Improvements
SR 51/Vernon Drive (SR 3025) Intersection

Rostraver Township is asking for the 2017-2020 Draft TIP to include funding for safety improvements to the SR 51/Vernon Drive (SR 3025) Intersection.

Brief History:
2015- *Rostraver Township submitted testimony and a letter to SPC during the Long Range Plan Public Comment Period for safety improvements to the SR 51/SR 3025 (Vernon Drive Intersection

2014- *Rostraver Township letter to Penn DOT asking for a safety study

*351 signatures requesting safety improvements at the SR 51/SR 3025 (Vernon Drive) Intersection

*Email from Commissioner Ted Kopas in support of a safety study at SR51 and Vernon Drive (SR 3025)

*Letter from State Representative Ted Harhai

A Fatality at this intersection, Tracy Stack State Employee

2013- *Letter from Belle Vernon Area School District stating how the District routes their vehicles around this intersection in order to avoid the intersection when possible

2007 - *ADT (average daily traffic) count of over 1,500 in 2007

*Documentation attached
June 8, 2015

SPC Comments
Two Chatham Center
112 Washington Place
Suite 500
Pittsburgh, PA 15219

RE: Public Comments on long range plans to the year 2040

To Whom It May Concern:

Enclosed please find documentation from the Rostraver Township Board of Commissioners for three intersections to consider in the long range plans. The first project is for funding for safety improvements to the SR 51/SR 3025 (Vernon Drive) intersection. The second project is for two intersections to include funding for the I-70/SR 201 Corridor, for the intersection of SR 3033 (Pricedale Road) and I-70 Eastbound Ramp and the intersection of SR 201 with SR 1099/3013 (Vance Dei Cas).

Thank you in advance for your time and consideration.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER

Patrick G. Egros
Chairman

TMS/psb
Enclosures

cc: Rostraver Township Board of Commissioners
Intersection (10): Route 51 with Vernon Drive/Business Driveway

Intersection Type: Unsignalized "+" Intersection

Transportation Service Area(s): Eastern

Existing 2007 Intersection Description:

Route 51 (SR 0051) is a state owned roadway with two approximately 12 foot lanes with six foot shoulders in each direction. At this intersection, there is also an 11 foot wide left-turn lane for both the north and southbound approaches. Route 51 has a downhill grade of 4 percent for the southbound approach and an uphill grade of 4 percent for the northbound approach. Vernon Drive (SR 3025) is 20 feet wide with minimal to no paved shoulders and has a downhill grade of 2 percent. Both the eastbound and westbound approaches have a shared left/through/right lane and are stop controlled. The posted speed limits are 50 mph for Route 51 and 35 mph for Vernon Drive.

Recommended Transportation Improvements: (See Appendix D: Cost Estimate)

- Install a traffic signal to provide for the existing traffic at this intersection.
- To provide for the anticipated future traffic at this intersection, construct a northbound right-turn lane on Route 51 as well as an exclusive left-turn lane on Vernon Drive.
Hi Gary,

Attached is a letter from BVA Transportation Director Dave Bashada endorsing the installation of a traffic light at the intersection of Route 51 & Vernon Drive.

We had sent this letter to the Rostraver Township Commissioners in early November; however, Ms. Spedaliere recommended sending a copy directly to you.

Thanks,

Pat Marsden
November 8, 2013

Ms. Tamira M. Spedaliere  
Rostraver Township Municipal Building  
201 Port Royal Road  
Belle Vernon, PA 15012

Dear Ms. Spedaliere,

As Belle Vernon Area School District’s Transportation Director, I am keenly aware that the intersection of Vernon Drive (State Route 3025) and State Route 51 is one of the most dangerous crossroads in Rostraver Township.

Throughout the school year, our bus and van drivers travel on Route 51 transporting children to and from their schools. The safety of their precious cargo is the drivers' ultimate responsibility. These drivers routinely express that the intersection at Vernon Drive would be made much safer with the installation of a traffic light.

When planning our bus and van runs each year, much consideration is given to routing our vehicles so that this intersection can be avoided when possible. This makes scheduling difficult and results in added time and mileage to the bus and van trips.

On behalf of the Belle Vernon Area School District, I wholeheartedly endorse and encourage installation of a traffic light at the intersection of Vernon Drive (State Route 3025 and State Route 51).

Sincerely,

David H. Bashada
The Vision Statement of the Belle Vernon Area School District is to
"Access the Future through Excellence in Education"
Joseph J. Szczur, P. E.
District Engineer
Engineering District 12-0
Commonwealth of Pennsylvania
Department of Transportation
P. O. Box 459
Uniontown, PA 15401

Dear Mr. Szczur:

Attached please find petitions presented to the Rostraver Township Board of Commissioners for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025). There are approximately 250 notarized signatures on said petitions. In addition, the Belle Vernon Area School District has sent a letter to the Township stating how they route their vehicles around this intersection to avoid it when possible.

Growth continues to happen along Vernon Drive, attached please find a 2007 Traffic Volume Summary showing over a 1500 ADT. Unfortunately, the past winter a fatality occurred at this intersection with the passing of Pennsylvania State Employee Tracy Stack.

The Rostraver Township Board of Commissioners is respectfully requesting that Penn DOT conduct a safety study to determine any improvements for the SR 51/Vernon Drive (SR 3025) intersection. In addition, the Rostraver Township Board of Commissioners plans to present testimony to the SPC at the next public meeting for the 2015-2018 draft Transportation Improvement Program (TIP). Thank you for your time and attention of this request.
TMS/psb

Attachments

cc: Rostraver Township Board of Commissioners
    Tamira Speziale, Planner
    Senator Kim Ward
    Representative Ted Harhai
    Westmoreland County Commissioners (Courtney, Kopas, Anderson 2 North Main Street
    Suite 101 Greensburg, PA 15601)
    Westmoreland County Planning Department (Jason Rigone)
    Chuck DiPietro, SPC (Two Chatham Center Suite 500, Washington Place, Pittsburgh, PA
    15219)
Tamira Spedaliere

From: Sharon Fleming
Sent: Thursday, June 19, 2014 12:05 PM
To: Brian L. Sokol (blsokol@verizon.net); Commissioner Ray Iacoboni (iacobonifamily@yahoo.com); Gary L. Litvany (garylitvany@comcast.net); Gary N. Beck, Sr. (garybecksr@gmail.com); Pat Egros (pgegros@atlanticbb.net)
Cc: Tamira Spedaliere
Subject: FW: SR 51 and Vernon Drive
Attachments: 201406191047.pdf

Importance: High

fyl

Sharon Fleming
Township Clerk
724-929-8877
sfleming@rostraver.us

NOTE: This e-mail transmission, including any attachments, is intended only for the named recipient(s) and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. If you have received this transmission in error, or are not the named recipient(s), please notify Rostraver Township immediately by return e-mail and permanently delete this transmission, including any attachments.

From: Ted Kopas [mailto:tkopas@co.westmoreland.pa.us]
Sent: Thursday, June 19, 2014 11:14 AM
To: commissioners@rostraver.us
Subject: SR 51 and Vernon Drive
Importance: High

gentlemen...thanks for the june 3 letter. i have expressed my support to the district perndot folks. see the edited email below..it included some information about issues in North Huntingdon as well.
keep me posted. and as always, let me know how i can help.

Ted Kopas
Westmoreland County Commissioner
2 North Main Street, Suite 101
Greensburg, PA 15601
(p) 724.830.3102 (f) 724.830.3029

From: Ted Kopas
Sent: Thursday, June 19, 2014 11:02 AM
To: Joe Szczur (jszczur@pa.gov); Rachel Duda (rduda@pa.gov)
Subject: Road Issues in Rostraver and North Huntingdon
Importance: High

Joe and Rachel...
Two issues have recently been brought to my attention regarding state-owned and maintained roads in Westmoreland County. I am hopeful that you will address promptly these two important matters.

1. Attached is a June 3 letter from the Rostraver Township Board of Commissioners that you received, with more than 250 petition signatures, about safety issues at the intersection of SR 51 and Vernon Drive (SR 3025). I am in full support of Rostraver’s request to conduct a safety study and hope too that you look favorably upon this request. My own experience with this particular intersection is most certainly consistent with the petitioners.

2. (DELETED)

Thanks so much for your quick attention to these important issues. I recognize how busy you all are.

Please keep me in the loop as you work to address them.
Thanks again.
~ Ted

Ted Kopas  
Westmoreland County Commissioner  
2 North Main Street, Suite 101  
Greensburg, PA 15601  
(p) 724.830.3102  (f) 724.830.3029

Call 2-1-1 for Social Services. Help Starts Here.
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

NAME          ADDRESS                       SIGNATURE

Bonnie Vedder 16 Second St. Ext. Donora PA 15033  
Frank Kacz Marek 150 Rt 837 Monongahela PA 15063
Steve Hoffman 830 Fayette City PA 15438
Tom Simon 550 Rostraver Rd. Belle Vernon
Joe Bruna 22 Crest Dr Monongahela PA 15063
Mark S. Schneider 1426 Meadlen Rd. Pgh PA 15207
Karen Kast 207 Vernon Street
Anthony Dymowski 165 Shilo Dr. Belle Vernon PA 15012
Kia Schneider 1426 Mifflin Rd. 15207
Michael Bohn 309 N 2nd St West Newton PA 15089
Anthony Dymowski 508 Tom Ewars Rd 15012
Jenny Leiklor 133 Mistletoe Ave. Coraopolis PA 15233
Kate Schweizer 319 Robertson Dr. Belle Vernon PA 15012
Michael Bohn 13 King Arthur Dr.
Tara Morgan 13 King Arthur Dr.
Ruth Turner

Subscribed & Sworn before me on this 19 day of October 2014

Kathleen M. Lemley, Notary Public
Rostraver Twp., Westmoreland County
My Commission Expires Nov. 29, 2015

MEMBER PENNSYLVANIA ASSOCIATION OF NOTARIES
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keisten Sverek</td>
<td>1719 Jane St., Pittsburgh, PA 15203</td>
<td>Judy J. Fink</td>
</tr>
<tr>
<td>Kristie Sprouls</td>
<td>703 Findley Rd, Belle Vernon, PA 15012</td>
<td>Sprouls</td>
</tr>
<tr>
<td>Teresa Felt</td>
<td>506 Jones St, Latrobe, PA 15650</td>
<td>Field</td>
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<tr>
<td>William Stuntz</td>
<td>153 Bruce Dr, Chelmer, PA 15022</td>
<td>Stuntz</td>
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<tr>
<td>Alex J. Paroda</td>
<td>110 Billian Ave, Monongahela, PA 15063</td>
<td>Paroda</td>
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<tr>
<td>Mary Perrotti</td>
<td>315 McCall Ave, Donora, PA 15037</td>
<td>Perrotti</td>
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<tr>
<td>Jeremy McNally</td>
<td>147 Adam Rd, Jeannette, PA 15643</td>
<td>McNally</td>
</tr>
<tr>
<td>Bob Walters</td>
<td>5041 Carolyn Dr., Pittsburgh, PA 15236</td>
<td>Walters</td>
</tr>
<tr>
<td>Kathy Jarka</td>
<td>603 6th St (Rt 88), Donora, PA 15285</td>
<td>Jarka</td>
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<tr>
<td>Patrice Amprim</td>
<td>847 Hill Street, Belle Vernon, PA</td>
<td>Amprim</td>
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<tr>
<td>Shanece Shaw</td>
<td>301 Main St, Dickerson Rd, PA 15330</td>
<td>Shaw</td>
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<tr>
<td>Shannon Falcone</td>
<td>620 Hamilton Ave, Belle Vernon 15012</td>
<td>Falcone</td>
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<tr>
<td>Shari Rosey</td>
<td>525 N 7th St, Jeannette, PA 15644</td>
<td>Rosey</td>
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<tr>
<td>Anne Trilli</td>
<td>135 20-14th St, Monessen, PA 15012</td>
<td>Trilli</td>
</tr>
<tr>
<td>Terri Greene</td>
<td>34 Columbus Dr, Monessen, PA 15012</td>
<td>Greene</td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 19th day of June, 2014.

[Signature]

Kathleen M. Lemley, Notary Public
Rostraver Twp., Westmoreland County
My Commission Expires Nov. 20, 2015
MEMBER, PENNSYLVANIA ASSOCIATION OF NOTARIES
This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 20:25) located in Rostraver Township.

**NAME**
- Bonnie Buchanan
- Michael Buchanan
- Joan Nowak
- Lynn Randich
- Wende Obor
- Brian Steak
- James Georgeus
- Robert Hernandez
- John J. Liotta
- More

**ADDRESS**
- 7207 Whipple St, Penn PA, 15213
- 112 Central Ave, Bell Villa, PA 15045
- 1181 Washington Blvd, Glassport PA, 15045
- 4637 Cook Ave, Pittsburgh PA, 15226
- 919 Superior Trail, Waynesburg PA, 15370
- 251 Quaker Ridge Rd, Turtle Creek PA, 15110
- 148 Sweetwater Dr, Baldwin PA, 15226
- 1513-15th St, Washington PA, 15301
- 236 E. Reade St, Allegheny PA, 15213
- 2009 Whipple St, Penn PA, 15213
- 1400 Washington Blvd, Bell Villa, PA 15045
- 10460 E. Almond Rd, Butler PA, 16001

**SIGNATURE**
- [Handwritten signatures]

**Subscribed & Sworn before me on this 19 day of June 2011.**
- [Notary Public Stamp]
This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
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<tbody>
<tr>
<td>Suzanne S. Schickl</td>
<td>331 Henry Street, Belle Vernon, PA</td>
<td>Suzanne Schickl</td>
</tr>
<tr>
<td>Mary Bednarczyk</td>
<td>1363 Connellsville Rd, Fayette City, PA</td>
<td>Mary Bednarczyk</td>
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<tr>
<td>Anthony Stark</td>
<td>1180 Rostraver Rd, Belle Vernon, PA</td>
<td></td>
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<tr>
<td>Karen Murchhead</td>
<td>393 Atken Ave, B.V., PA</td>
<td></td>
</tr>
<tr>
<td>Trina L. M. Eisen</td>
<td>144 Eastern Lane, West Newton</td>
<td></td>
</tr>
<tr>
<td>Angela Kookus</td>
<td>921 Fayette Ave, B.V., PA</td>
<td>Angela Kookus</td>
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<tr>
<td>Amy Spencer</td>
<td>164 Connellsville St, PA</td>
<td>Patricia</td>
</tr>
<tr>
<td>Roensy Freedman</td>
<td>214 Vernon St, Belle Vernon</td>
<td>Roensy Freedman</td>
</tr>
<tr>
<td>Mary Pangrum</td>
<td>415 Sunset Dr, Belle Vernon</td>
<td></td>
</tr>
<tr>
<td>Deana Lynn</td>
<td>1205 Rostraver Rd, Belle Vernon, PA</td>
<td></td>
</tr>
<tr>
<td>Rick Hurley</td>
<td>104 Long Ave, B.V.</td>
<td></td>
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<tr>
<td>Sandy Gelety</td>
<td>905 Amelia St, Belle Vernon, PA</td>
<td></td>
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<tr>
<td>John Spencer</td>
<td>611 Connellsville St, Fayette City, PA</td>
<td></td>
</tr>
<tr>
<td>John Colburn</td>
<td>108 Birch Dr, Belle Vernon, PA</td>
<td></td>
</tr>
<tr>
<td>Mary Sue Colburn</td>
<td>504 Vernon Dr, West Newton, PA, PA</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 5 day of May, 2014. Notary:

[Signature]

[Seal]

[Seal]

Christine A. Hutchens, Notary Public
City of Greensburg, Westmoreland County
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

NAME

Dona Fino
Benagetta Stake
Sharon Federski
Sandra McFarland
Linda Baker
Kim Hinerman
Stephanie Sauter
Brenda McLain
Kim Ursiny
Christine Mead
Laurie Agy
Vicki Hardin
Ken Hecker
Holly Braun
Melinda Columbus

ADDRESS

65 Lookout Ave, B.V., PA 15012
1190 Rostraver Rd B.V. PA 15012
105 Manor dr 15089
451 Elmwood Ave B.V. 15089
1709 Fayette Ave Belle Vernon PA 15012
102 Manor Dr Beth West Newton 15089
213 Henry St Belle Vernon Pa 15012
412 Lookout Rd B.V.
293 Bark Rd B.V 15012
529 Rosewood B.V 15012
516 Vernon Dr. B.V. 15012
816 Vernon Dr. B.V. 15012
576 Manor Rd. B.V.
108 Birch Drive Belle Vernon PA 15012

SIGNATURE

Dona Fino
Benagetta Stake
Sharon Federski
Sandra McFarland
Linda Baker
Kim Hinerman
Stephanie Sauter
Brenda McLain
Kim Ursiny
Christine Mead
Laurie Agy
Vicki Hardin
Ken Hecker
Holly Braun
Melinda Columbus

Subscribed & Sworn before me on this 5th day of May, 19... Notary.
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

NAME          ADDRESS                        SIGNATURE
Kelly Yaskosky 181 Valley View Dr. RV 15012   Kelly Yaskosky
Jeff Yaskosky   181 Valley View Dr. RV 15012   Jeff Yaskosky
Gabriela Steadman 126 West McClain Rd RV 15012  Gabriela Steadman
Ellen Steadman  126 N. McClain Rd RV 15012    Ellen Steadman
J. Wilson      387 Kenneth Dr RV 15012         J. Wilson
Karen Kardos   100 Fell Ave Belle Vernon PA 15012  Karen Kardos
Linda Hart     337 Rankin Rd Belle Vernon      Linda Hart
Heather Hart   337 Rankin Rd Belle Vernon      Heather Hart
Kelly Keegan   324 Melvin Dr. Belle Vernon     Kelly Keegan
Tina Branik    1051 Broad Ave Belle Vernon     Tina Branik
Barbiero Forian 818 Tyrol Blvd Belle Vernon    Barbiero Forian
Melissa Modar  416 Atwood Dr. Belle Vernon PA 15012  Melissa Modar
Kim Mesher     441 Gillings Road Belle Vernon PA 15012  Kim Mesher
Nicole Gillock 221 Keiper Rd. Belle Vernon PA 15012  Nicole Gillock

Subscribed & Sworn before me on this 5th day of May, 14. Notary:

COMMONWEALTH OF PENNSYLVANIA
Christine H. Hutchinsen, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 22, 2016
<table>
<thead>
<tr>
<th>NAME</th>
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<th>SIGNATURE</th>
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<tbody>
<tr>
<td>Allison G.</td>
<td>307 Copper St. W, Newton, IN 46160</td>
<td></td>
</tr>
<tr>
<td></td>
<td>147 East St. W, Newton, PA 15012</td>
<td></td>
</tr>
<tr>
<td></td>
<td>401 Copper St. W, Newton, PA 15012</td>
<td></td>
</tr>
<tr>
<td></td>
<td>150 Highway 1, Newk, PA 15012</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3083 Highway 1, West Newk, TX 15012</td>
<td></td>
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<tr>
<td></td>
<td>1227 Greenwood St. West Newk, PA 15012</td>
<td></td>
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<tr>
<td></td>
<td>2222 Greenwood St. West Newk, PA 15012</td>
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<td></td>
<td>3222 Greenwood St. West Newk, PA 15012</td>
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<tr>
<td></td>
<td>4222 Greenwood St. West Newk, PA 15012</td>
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</table>

This is a petition for safety improvements at the intersection of SR 61 and Vernon Drive (SR 3025) located in Rostrover Township. Subscribed & Sworn before me on this day of ___.

Notary
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
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<th>SIGNATURE</th>
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</thead>
<tbody>
<tr>
<td>Elizabeth Guy</td>
<td>250 Collinsburg Rd West Newton PA</td>
<td>Elizabeth Guy</td>
</tr>
<tr>
<td>John Guy</td>
<td>11920 Kink Rd Petersville PA</td>
<td>John Guy</td>
</tr>
<tr>
<td>Judy Harvey</td>
<td>256 South 6th St West Newton PA</td>
<td>Judy Harvey</td>
</tr>
<tr>
<td>Jerry Bevan</td>
<td>785 State Route 136 Belle Vernon PA</td>
<td>Jerry Bevan</td>
</tr>
<tr>
<td>William Melilli Jr</td>
<td>226 Collinsburg Rd West Newton PA</td>
<td>William Melilli Jr</td>
</tr>
<tr>
<td>Jim McGowan</td>
<td>108 Robbins Dr West Newton PA</td>
<td>Jim McGowan</td>
</tr>
<tr>
<td>Ray Barkley</td>
<td>301 V EPA 312 St</td>
<td>Ray Barkley</td>
</tr>
<tr>
<td>Beth Aikens</td>
<td>1803 Beaver Rd Dawson PA 15428</td>
<td>Beth Aikens</td>
</tr>
<tr>
<td>Brian Schmeltz</td>
<td>1803 Beaver Rd Dawson PA 15428</td>
<td>Brian Schmeltz</td>
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<tr>
<td>Melissa Harris</td>
<td>921 Plummer School Rd W Newton PA 15089</td>
<td>Melissa Harris</td>
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<tr>
<td>Marissa Wiley</td>
<td>921 Plummer School Rd W Newton PA 15089</td>
<td>Marissa Wiley</td>
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<tr>
<td>Don Wiley</td>
<td>115 Spruce Lane West Newton PA 15889</td>
<td>Don Wiley</td>
</tr>
<tr>
<td>Eileen Olszew</td>
<td>115 Spruce Lane Apt 4 West Newton PA 15889</td>
<td>Eileen Olszew</td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 5 day of May, 2014, Notary:
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

Name                  Address                                Signature
Eugene Farmer         305 Cypress St. 15089                              Eugene Farmer
Lindsay DeBarr         120 Sulphur Springs Rd. 15642                      Lindsay DeBarr
Leslie Hoffman         319 Court Street W.D. 15049                           Leslie Hoffman
Heather Troisi         1407 Walnut Ave Munising 15062                       Heather Troisi
John P. Adler          208 Cypress St.                                  John P. Adler
Danielle Grines        508 Locust St. West Newton                        Danielle Grines
John F. Weinhoffer Jr  327 Middletown Rd Madison                       John F. Weinhoffer Jr
Brittany Lester        323 N 4th Street West Newton 1569          Brittany Lester
Gary W. Bode Sr.       405 Callaway Rd Belle Vernon 15012               Gary W. Bode Sr.
Larry A. Callaway, Jr.  120 Callaway Ln. Belle Vernon 15012           Larry A. Callaway, Jr.
Tamra M. Spedaliere    108 Fell Avenue, Belle Vernon, PA 15012        Tamra M. Spedaliere
Sharon Fleming         500 Knickerbocker Ln. Belle Vernon, PA 15012      Sharon Fleming

Subscribed & Sworn before me on this _5_ day of __My__ 14. Notary.
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Roslaird Township

<table>
<thead>
<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>R. Ma. F. Melancon</td>
<td>402 Hickory Dr. 15089</td>
<td></td>
</tr>
<tr>
<td>Don Melancon</td>
<td>402 Hickory Rd. 15089</td>
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<tr>
<td>Amy Fitzsimmons</td>
<td>1138 Willowbrook Rd. 13i</td>
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<tr>
<td>Ricky Fitzsimmons</td>
<td>1138 Willowbrook Rd. 13i</td>
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<tr>
<td>Michelle Joseph</td>
<td>109 S. 4th St. 15089</td>
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<tr>
<td>Brenda Gregory</td>
<td>403 Parmer 15089</td>
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<tr>
<td>Cathy Garvin</td>
<td>53 Voyager 15089</td>
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<tr>
<td>Alisse Hitz</td>
<td>138 Manor Dr. 15089</td>
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<tr>
<td>Sharon Friend</td>
<td>947-11 West Newton Rd. 15037</td>
<td></td>
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<tr>
<td>Ron Friend</td>
<td>847-11 West Newton Rd. 15037</td>
<td></td>
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<tr>
<td>Tim Maleski</td>
<td>262 Wood St. PA 15089</td>
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<tr>
<td>Keith Beekinger</td>
<td>200 N. third St. 15089</td>
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</tr>
<tr>
<td>Julie Bowers</td>
<td>410 N. Water St. 15089</td>
<td></td>
</tr>
<tr>
<td>Andrew Faust</td>
<td>305 Cypress St. 15089</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 5 day of May, 14. Notary: [Signature]

Notarial Seal
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

NAME  Bobby Smith  ADDRESS  321 Cypress St, West Newton PA  SIGNATURE  [Signature]
Brose Thompson  34 E Rostraver Rd, Belle Vernon PA
Stephen Wood  222 Germantown St, West Newton PA
Stephanie Wood  222 Germantown St, West Newton PA
EARL MCREARY  214 Wood St, West Newton PA
BRYAN RENAPP  2412 Columbiana St, West Newton PA
Ronald Linder  311 N 4th St, West Newton PA
KEVIN MARILLE  904 E Main St, West Newton PA
Marvin Christy  301 Cypress St, West Newton PA
Ray Risku, Jr.  2416 N 2nd St, West Newton PA
LARRY RISKU  516 Poplar St, West Newton PA
Anthony M. Bevacqua  211 S 5th St, West Newton PA
Andrew H. Bergman, Jr.  324 N Water St, West Newton PA
Donnie Bergman  324 N Water St, West Newton PA
Damien McNeil  317 Forest Dr, Belle Vernon PA
Tom McNeil  317 Forest Dr, Belle Vernon PA

Subscribed & Sworn before me on this 5 day of May 14. Notary:

COMMONWEALTH OF PENNSYLVANIA
Notary Public

[Signature]
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 22, 2016
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
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<tbody>
<tr>
<td>Sean Anderson</td>
<td>219 South 7th Street Westmin...</td>
<td></td>
</tr>
<tr>
<td>Pat Campbell</td>
<td>1011 Sharon De Bv PA 15012</td>
<td></td>
</tr>
<tr>
<td>Tim Anderson</td>
<td>219 South 7th St West Newton Pa</td>
<td></td>
</tr>
<tr>
<td>TRUWOSCHEN</td>
<td>100 N Water Stt WNPA</td>
<td></td>
</tr>
<tr>
<td>Scott Risko</td>
<td>1829 Ohio Ave, White Oak</td>
<td></td>
</tr>
<tr>
<td>Keith Wander</td>
<td>III Windsor St, W. Newton</td>
<td></td>
</tr>
<tr>
<td>Donna Wander</td>
<td>III Windsor St, West Newton</td>
<td></td>
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<tr>
<td>Cody Panos</td>
<td>975 Yukan Rd, Ruffsdale</td>
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<tr>
<td>Brian Delaney</td>
<td>109 Janice Dr, West Newton</td>
<td></td>
</tr>
<tr>
<td>Jared Sherman</td>
<td>III Lark Lane West Newton</td>
<td></td>
</tr>
<tr>
<td>Craig Duzick</td>
<td>724 Broad Ave, Belle Vernon</td>
<td></td>
</tr>
<tr>
<td>Lisa Hoffer</td>
<td>S. 5th St W. Newton PA 15089</td>
<td></td>
</tr>
<tr>
<td>Steve Premich</td>
<td>1964 Mt. Pleasant Rd., West Newton 15089</td>
<td></td>
</tr>
<tr>
<td>James Balenovich</td>
<td>160 N. Water St, West Newton PA 15089</td>
<td></td>
</tr>
<tr>
<td>Michelle Dalek</td>
<td>III N Second St, West Newton  PA</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this _____ day of March, 11. Notary: [Signature]

[Stamp: COMMONWEALTH OF PENNSYLVANIA]
[Stamp: Notary Seal]
[Stamp: Name: Christine M. Hulshouser, Notary Public]
[Stamp: City of Greensburg, Westmoreland County]
[Stamp: Commission Expires: May 22, 2016]
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Alice Allan Walthourgh</td>
<td>3026 St. Illy Rd, Pa 15086</td>
<td>James Kayle</td>
</tr>
<tr>
<td>Janet Kraly</td>
<td>316 Sampson St, West Newton, Pa</td>
<td></td>
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<tr>
<td>Eileen Beckley</td>
<td>1427 N. Water St, West Deeded</td>
<td></td>
</tr>
<tr>
<td>Elizabeth Ooblak</td>
<td>345 Century Old Rd, PA 1502</td>
<td></td>
</tr>
<tr>
<td>Jessica Williams</td>
<td>400 Vernon Drive, West Newton</td>
<td></td>
</tr>
<tr>
<td>Allen Ooblak</td>
<td>538 Allison St, West Newton</td>
<td></td>
</tr>
<tr>
<td>Earl Ooblak</td>
<td>4100 North Water St</td>
<td></td>
</tr>
<tr>
<td>Lindsey Williams</td>
<td>120 W. Water St</td>
<td></td>
</tr>
<tr>
<td>Guy Jordan</td>
<td>104 Wood St, West Newton</td>
<td></td>
</tr>
<tr>
<td>Kelly Patterson</td>
<td>218 Wood St, West Newton</td>
<td></td>
</tr>
<tr>
<td>Jeffrey Kite</td>
<td>1015 Vine St, West Newton</td>
<td></td>
</tr>
<tr>
<td>Marie Ooblak</td>
<td>808 Collinsburg Rd, West Newton</td>
<td></td>
</tr>
<tr>
<td>Brian Garland</td>
<td>753 Calum Hill, Greensburg, Pa</td>
<td></td>
</tr>
<tr>
<td>Gregory Zwonjak</td>
<td>1514 Hollywood Place, West Newton</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this ___ day of ___ 2014. Notary: ____________________________

COMMONWEALTH OF PENNSYLVANIA
Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 22, 2016
This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rosetown Township.

NAME

Cliff Bouchard
Frank Basset
Ashley Bingham
Steve Five
Tom Albert
Al ООО

ADDRESS

999 N. Newton P.O. Box
West Newton, PA
West Newton PA
West Newton PA
West Newton PA
West Newton PA

SUBSCRIBED & SWORN before me on this 5 day of May 2014

M. L. L. Notary

Commonwealth of Pennsylvania

Charles E. Haupman, Secretary Public Notary

Commonwealth of Pennsylvania
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rosikaver Township

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
</tr>
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<tbody>
<tr>
<td>ALAN HEITZ</td>
<td>138 Manor Dr. West Newton, PA</td>
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<tr>
<td>Chris Indof</td>
<td>113 German St. West Newton, PA 15089</td>
<td></td>
</tr>
<tr>
<td>Adam Weaver</td>
<td>633 Principal Lane, Belle Vernon, PA 15012</td>
<td></td>
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<tr>
<td>Brian Weaver</td>
<td>633 Principal Lane, Belle Vernon, PA 15012</td>
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<tr>
<td>Craig Healy</td>
<td>107 Driftwood Lane, West Newton PA 15089</td>
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<tr>
<td>Duane Beare</td>
<td>824 German St. West Newton PA 15089</td>
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<tr>
<td>PW Volk</td>
<td>505 East Main St West Newton PA 15089</td>
<td></td>
</tr>
<tr>
<td>Raymond E. Shennan</td>
<td>212 Ward St. West Newton PA 15089</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this **5** day of **May**, **14** Notary.

[Notarial Seal]

Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 22, 2016
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Retraver Township.

NAME          ADDRESS                     SIGNATURE

Michael E. Yeager  613 Scottie Drive Belle Vernon PA 15012  Michael E. Yeager
Corey M McNulty  3112 State St White Oak PA 15131  Amy M McNamee
Robert G Roberts  2305 James St McKeesport PA 15132  Robert L Chapman
Charles E Heasley  1452 Cascade Ave Irwin PA 15642  Chad C Hard
Rodd Abels  794 47th St Northview PA 15010  
Andrew Hummell  1588 Robbins St Irwin PA 15642  
David Vides  432 1st Ave Sutersville PA 15083  
John Hoak  1060 Faurow Timberd Elizabeth PA 15037  
Scott A Smith  716 Plummer School Rd West Newton  
Ray E Poorebaugh  218 Meadow Lane Herminie PA 15637  
Shawn Holton  114 Elway St Buena Vista PA 15018  
Den Randolph  809 8th Ave Sutersville PA 15083  
Nicholas Lacey  2017 Devonwood Drive McKeesport PA 15135  
Mike Huston  436 Conroy St Avena Vista PA 15018  
Jeff Hoak Jr  2935 Buena Vista Rd Elizabeth PA 15037  

Subscribed & Sworn before me on this ___ day of ___ 14. Notary: ___
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Donna Messina</td>
<td>150 Rockwood Ln, Johnstown, PA 15905</td>
<td>Donna Messina</td>
</tr>
<tr>
<td>Joseph A. Messina</td>
<td>150 Rockwood Ln, Johnstown, PA 15905</td>
<td></td>
</tr>
<tr>
<td>Mary Kessel</td>
<td>343 Southmont Blvd, Johnstown, PA 15905</td>
<td>Mary J. Kessel</td>
</tr>
<tr>
<td>Nancy Simmons</td>
<td>2276 Sunshine Avenue, Johnstown, PA 15905</td>
<td>Nancy Simmons</td>
</tr>
<tr>
<td>John Messina</td>
<td>8100 Lucerne St, Johnstown, PA 15905</td>
<td></td>
</tr>
<tr>
<td>Allison Messina</td>
<td>8100 Lucerne St, Johnstown, PA 15905</td>
<td></td>
</tr>
<tr>
<td>Julie Maser</td>
<td>204 Wilson St, Johnstown, PA 15905</td>
<td>Julie M. Maser</td>
</tr>
<tr>
<td>Richard Messina</td>
<td>103 Ivy Rd, Johnstown, PA 15905</td>
<td></td>
</tr>
<tr>
<td>Michelle Messina</td>
<td>103 Ivy Rd, Johnstown, PA 15905</td>
<td>Michelle M. Messina</td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 5 day of May, 2016. Notary:

Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 22, 2016
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>LuAnn Carino</td>
<td>600 Santino Drive, Belle Vernon, PA 15012</td>
<td>[Signature]</td>
</tr>
<tr>
<td>Matthew Giordano</td>
<td>600 Santino Dr, Belle Vernon, Pa 15012</td>
<td>[Signature]</td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this **5** day of **May**, 2014. Notary:

[Signature]

**COMMONWEALTH OF PENNSYLVANIA**

[Seal]

Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
Notarization Completed May 22, 2014
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>John K. Jewell</td>
<td>659 Rosewood St, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Jeff Lee</td>
<td>1275 Ridge Rd, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Laurie Jewell</td>
<td>639 Rosewood St, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>John Leasure</td>
<td>214 Lasson Blvd, Belle Vernon, PA</td>
<td></td>
</tr>
<tr>
<td>Norbert Zdanowski</td>
<td>1567 Rosewood St, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Joseph Pinkham</td>
<td>44 Cherry Blossom Dr, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>William J. Hiller</td>
<td>147 Valley View, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Daniel Gargiulli</td>
<td>609 Skyline Dr, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Scott Petteno</td>
<td>562 Rosewood St, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Donald Hamer</td>
<td>109 Long Ave, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Ronette Anderson</td>
<td>321 Atken Ave, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Valerie Hamer</td>
<td>109 Long Ave, Belle Vernon, PA 15012</td>
<td></td>
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<tr>
<td>Rob Hoffman</td>
<td>142 Valley View, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Tomi Byrer</td>
<td>562 Rosewood St, Belle Vernon 15012</td>
<td></td>
</tr>
<tr>
<td>Stacy Minnit</td>
<td>638 Rosewood St, Belle Vernon 15012</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this ___ day of _____________.

Notary:

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires: May 22, 2016
# Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bryan H.</td>
<td>2463 Threwood Dr, Belle Plue PA 15012</td>
<td></td>
</tr>
<tr>
<td>David Jansen</td>
<td>214 Rilla Dr, Connellsville PA 15425</td>
<td></td>
</tr>
<tr>
<td>Antonio A. Cenca</td>
<td>154 CIMARRON DR, MUNO 15108</td>
<td></td>
</tr>
<tr>
<td>Zbigniew Kadow</td>
<td>108 STRICKLER ST, PENGROSE, PA 15403</td>
<td></td>
</tr>
<tr>
<td>Jennifer Briley</td>
<td>200 Edgewood Ln, Belle Vernon PA 15612</td>
<td></td>
</tr>
<tr>
<td>Robert S. Erdely</td>
<td>147 Barriers Rd, Perryopolis PA 15407</td>
<td></td>
</tr>
<tr>
<td>Steven A. Massaro</td>
<td>815 N St, S. PINERO, PA 15203</td>
<td></td>
</tr>
<tr>
<td>Mitchell R. Erdely</td>
<td>145 S 17th St, Pittsburgh PA 15233</td>
<td></td>
</tr>
<tr>
<td>Tim Bukowski</td>
<td>110 Kimberly Ct, Belle Vernon PA 15622</td>
<td></td>
</tr>
<tr>
<td>Tony Rodriguez</td>
<td>123 Valley View Dr, EV 15012</td>
<td></td>
</tr>
<tr>
<td>Russell Gottle</td>
<td>416 E Murphy Ave, Ev, PA 15203</td>
<td></td>
</tr>
<tr>
<td>Tyler Charles</td>
<td>613 S 19th St, Pittsburgh PA 15203</td>
<td></td>
</tr>
<tr>
<td>Tom Lamphood</td>
<td>105 Maricopa Dr, Belle Vernon PA 15032</td>
<td></td>
</tr>
<tr>
<td>Josh Becker</td>
<td>6 North St, Pittsburgh PA 15211</td>
<td></td>
</tr>
<tr>
<td>Gary Mean</td>
<td>323 Marmille Street, EV 15211</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 5th day of May, 2014

Notary:

[Notarial Seal]

Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires: May 22, 2016
# Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Henry Boldyzar, Sr.</td>
<td>541 Cedar Creek Rd, Belle Vernon, PA</td>
<td>15012</td>
</tr>
<tr>
<td>Lou Ann Kusmierik</td>
<td>547 Cedar Ct, B.V., PA</td>
<td>15012</td>
</tr>
<tr>
<td>Bob Kusmierik</td>
<td>547 Cedar CR Rd, B.V., PA</td>
<td>15012</td>
</tr>
<tr>
<td>Pyre Mielczar</td>
<td>102 Spring Brook Blvd, Belle Vernon, PA</td>
<td>15012</td>
</tr>
<tr>
<td>Edward Michael</td>
<td>102 Spring Brook Blvd, B.V., PA</td>
<td>15012</td>
</tr>
<tr>
<td>Edmond Eshoo</td>
<td>931 Vernon Dr, Belle Vernon, PA</td>
<td>15012</td>
</tr>
<tr>
<td>Chuck Greenwood</td>
<td>931 Vernon Dr, Belle Vernon, PA</td>
<td>15012</td>
</tr>
<tr>
<td>Beverly A. Konieczny</td>
<td>2138 Lakeview Spring Rd, B.V.</td>
<td>15012</td>
</tr>
<tr>
<td>Joanna Kusmierik</td>
<td>103 Ray Dr, Belle Vernon, PA</td>
<td>15012</td>
</tr>
<tr>
<td>Jill Boldyzar</td>
<td>531 Cedar Creek Rd, B.V.</td>
<td>15012</td>
</tr>
<tr>
<td>Mary Edye</td>
<td>531 Cedar Creek Rd, B.V.</td>
<td>15012</td>
</tr>
<tr>
<td>Christ Grandell</td>
<td>514 Circle Dr, B.V.</td>
<td>15012</td>
</tr>
<tr>
<td>Stacie Boldyzar</td>
<td>514 Circle Dr, B.V.</td>
<td>15012</td>
</tr>
<tr>
<td>Jared Lucier</td>
<td>541 Cedar Creek Rd, B.V.</td>
<td>15012</td>
</tr>
<tr>
<td>Rhonda Boldyzar</td>
<td>541 Cedar Creek Rd, Belle Vernon, PA</td>
<td>15012</td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 5 day of May, 14. Notary: [Notary Seal] Seek: Christine H. Hutchison, Notary Public City of Greensburg, Westmoreland County

---

**COMMONWEALTH OF PENNSYLVANIA**<br>Notary Seal<br>Christine H. Hutchison, Notary Public<br>City of Greensburg, Westmoreland County
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rossleevan Township

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Maisch</td>
<td>423 Jamie Drive B.V.</td>
<td></td>
</tr>
<tr>
<td>Ruth Ann Zupan</td>
<td>444 Belrose Drive B.V.</td>
<td></td>
</tr>
<tr>
<td>Georgia Wiles</td>
<td>1226 Reservoir Rd B.V.</td>
<td></td>
</tr>
<tr>
<td>Anthony Ruazzi</td>
<td>726 Hamilton Ave B.V</td>
<td></td>
</tr>
<tr>
<td>James H. Pembroke</td>
<td>203 Lanem Church Rd B.V</td>
<td></td>
</tr>
<tr>
<td>Judith E. Yurewsky</td>
<td>305 Deguara Sr. B.V.</td>
<td></td>
</tr>
<tr>
<td>Ellie Kovaes</td>
<td>2015 Lake View Drive B.V</td>
<td></td>
</tr>
<tr>
<td>Frank Kovaes</td>
<td>2015 Lake View Drive B.V</td>
<td></td>
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<tr>
<td>Edward Johnson</td>
<td>201 Remoott St. B.V.</td>
<td></td>
</tr>
<tr>
<td>Encore B. Flower</td>
<td>106 Daniel Sem. B.V. Pa. 15012</td>
<td></td>
</tr>
<tr>
<td>Gabriel Casto</td>
<td>319 Wildwind Dr 15012</td>
<td></td>
</tr>
<tr>
<td>Anne Crossham</td>
<td>305 Crest Ave., Belle Vernon, Pa. 15012</td>
<td></td>
</tr>
<tr>
<td>Meric Ellen Tilton</td>
<td>427 Sunset Dr, Belle Vernon, Pa 15012</td>
<td></td>
</tr>
<tr>
<td>Dave Rickle</td>
<td>27 W. Brook Rd Pgh, Pa 15236</td>
<td></td>
</tr>
<tr>
<td>Eileen Willey</td>
<td>712 Sunnen Dr, Belle Vernon, Pa 15012</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this _______day of ____________________________ Notary:

LINDA HAWKIN 292 Darr Rd., Belle Vernon, PA 15012  Notary: LINDA HAWKIN
This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rossmoor Township.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dana Marnie</td>
<td>304 Mathews Rd, Belle Vernon, PA 15012</td>
<td>Dana Marnie</td>
</tr>
<tr>
<td>Darryl Zarens</td>
<td>898 RTE 906 Apt 1 WEBSTER, PA 15081</td>
<td>Darryl Zarens</td>
</tr>
<tr>
<td>Marion Birkley</td>
<td>701 Vernon Dr, Belle Vernon, PA 15012</td>
<td>Marion Birkley</td>
</tr>
<tr>
<td>Larianno Spirydovich</td>
<td>451 Cherry Blossom Dr, Belle Vernon, PA 15012</td>
<td>Larianno Spirydovich</td>
</tr>
<tr>
<td>Donna Vaverka</td>
<td>215 Larson Belle Vernon, PA 15012</td>
<td>Donna Vaverka</td>
</tr>
<tr>
<td>Pamela Werner</td>
<td>115 State Route 136, Belle Vernon, PA 15012</td>
<td>Pamela Werner</td>
</tr>
<tr>
<td>Margaret Mathis</td>
<td>655 Township Dr, West Newton, PA 15089</td>
<td>Margaret Mathis</td>
</tr>
<tr>
<td>Jen Sukowicz</td>
<td>213 MHA Dr, West Newton, PA 15089</td>
<td>Jen Sukowicz</td>
</tr>
<tr>
<td>Ruth Cunningham</td>
<td>2077 Lake View Drive, Belle Vernon, PA 15012</td>
<td>Ruth Cunningham</td>
</tr>
<tr>
<td>Albert C. Gaudio</td>
<td>214 Country Dr, Belle Vernon, PA 15012</td>
<td>Albert C. Gaudio</td>
</tr>
<tr>
<td>Catherine Nemaseck</td>
<td>948 Vernon Dr, Belle Vernon, PA 15012</td>
<td>Catherine Nemaseck</td>
</tr>
<tr>
<td>Angela Davidson</td>
<td>217 Davidson Dr, Chalfont, PA 15089</td>
<td>Angela Davidson</td>
</tr>
<tr>
<td>Jeffrey Oblak</td>
<td>352 Aitken Ave, Belle Vernon, PA 15012</td>
<td>Jeffrey Oblak</td>
</tr>
<tr>
<td>Amelia Nemaseck</td>
<td>352 AITKEN AVE BELLE VERNON PA 15012</td>
<td>Amelia Nemaseck</td>
</tr>
<tr>
<td>Dennis Nemaseck</td>
<td>415 Pinedale Dr, Elizabeth, PA 15087</td>
<td>Dennis Nemaseck</td>
</tr>
<tr>
<td>Nancy Bachy</td>
<td>705 Skyline Dr, Belle Vernon, PA 15012</td>
<td>Nancy Bachy</td>
</tr>
<tr>
<td>Rosetto Burnett</td>
<td>296 Sutersville Rd, West Newton, PA 15089</td>
<td>Rosetto Burnett</td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this day of __________ Notary: ___________

Kerry McLeod, Notary
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rosthaver Township.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jennifer Wooley</td>
<td>566 Timms Lane, Belle Vernon, PA 15012</td>
<td>Jennifer Wooley</td>
</tr>
<tr>
<td>Diana Schuster</td>
<td>310 Beynon Ln, Smithton, PA 15479</td>
<td>Diana Schuster</td>
</tr>
<tr>
<td>Sherry Zapan</td>
<td>1018 Alexander Ave, Monessen, 15064</td>
<td>Sherry Zapan</td>
</tr>
<tr>
<td>Jared Copper</td>
<td>310 Presque Isle Blvd</td>
<td>Robert G. Copper</td>
</tr>
<tr>
<td>Andrea Gaurin</td>
<td>2007 Lakeview Dr, Belle Vernon</td>
<td>Andrea Gaurin</td>
</tr>
<tr>
<td>Pearley Cunningham</td>
<td>2007 Lakeview Dr, Belle Vernon</td>
<td>Pearley Cunningham</td>
</tr>
<tr>
<td>Jeree Anthony</td>
<td>188 Red Pl, Belle Vernon, PA 15012</td>
<td>Jeree Anthony</td>
</tr>
<tr>
<td>Melody Seamans</td>
<td>512 S. Atlantic 15087</td>
<td>Melody Seamans</td>
</tr>
<tr>
<td>Donna Skell</td>
<td>421 4th Street Webster, PA 15087</td>
<td>Donna Skell</td>
</tr>
<tr>
<td>Jennifer Bryant</td>
<td>302 Mabel Dr, West Weston, 15089</td>
<td>Jennifer Bryant</td>
</tr>
<tr>
<td>Steven Friedman</td>
<td>109 Center, WY PA 15088</td>
<td>Steven Friedman</td>
</tr>
<tr>
<td>Peggy Ann Brey</td>
<td>215 Lakeview Dr, BJ 15012</td>
<td>Peggy Ann Brey</td>
</tr>
<tr>
<td>Kelli Maryanski</td>
<td>759 Galaxy Dr, WN, PA 15089</td>
<td>Kelli Maryanski</td>
</tr>
<tr>
<td>Joseph Ripps</td>
<td>208 W. Third St, WN, PA 15089</td>
<td>Joseph Ripps</td>
</tr>
<tr>
<td>Nadie Beerhauser</td>
<td>443 Todd Farm Dr, BU, 15012</td>
<td>Nadie Beerhauser</td>
</tr>
<tr>
<td>Adrienne Demcuck</td>
<td>513 Locust Street, West Vernon, PA 15089</td>
<td>Adrienne Demcuck</td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this day of __________. Notary: ________________________________

Jennifer Craftsbach 246 Adams Dr, Belle Vernon, PA 15012
Marilyn Williams 554 Vernon Dr, Belle Vernon, PA 15012
June 17, 2014

Ms. Tamara Spedaliere
108 Fell Avenue
Belle Vernon, PA 15012

Dear Ms. Spedaliere,

I recently received a copy of a letter and petition sent to our local PennDOT District Executive by Mr. Patrick Egros, the Chairman of the Rostraver Township Board of Commissioners, and Mr. Gary Beck, the Chairman of the Road Department of the Rostraver Township Board of Commissioners. The purpose of the communication was to seek safety improvements for the intersection of SR 51 and Vernon Drive.

I have been in contact with our local PennDOT District Executive, and I have been informed that PennDOT has tentatively approved my request for a safety study for the intersection in question. Hopefully this study will finally lead to lasting improvements, which will help eliminate the accidents on that stretch of the highway.

Your input is always appreciated and if there is anything that I can do for you in the future, please don't hesitate to contact me.

Sincerely,

Ted Harhai
58th Legislative District
TH/jd
On 2015-06-25 at 14:09:16,
The following information was submitted:
From Host: 216.48.51.18
PropAdv =
FirstName = Jim
LastName = Pallygus
AddressOne =
AddressTwo =
City = Scottdale
State = PA
Zip =
submit_by = pallygus@zoominternet.net
Fax =
Phone =
ProbLoc = Westmoreland
Mun = Scottdale Borough
MPORPO =
PropTitle = Route 819 Milling/Rough Pavement Loc = Broadway Street PreWork = RdPoorCond = 1
RdDrainageIssue = RdShdRepairNeeded = RdOther = Broadway Street into Scottdale has become extremely bumpy. The pavement surface has become rippled causing a poor riding condition for vehicles traveling through the area. Broadway Street is the main thoroughfare, and visitors have commented on the road's poor condition.
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRest =
BrRestreOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
ProbDescr = Broadway Street into Scottsdale has become extremely bumpy. The pavement surface has become rippled causing a poor riding condition for vehicles traveling through the area. Broadway Street is the main thoroughfare, and visitors have commented on the road’s poor condition.

-----

No virus found in this message.
Checked by AVG - www.avg.com
Version: 2015.0.5961 / Virus Database: 4365/10093 - Release Date: 06/25/15
WRITTEN COMMENT FORM
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

Comments:

The folks in Allegheny Township and Northern Westmoreland County need a roundabout at Hourglass Drive where Route 66 ends into Route 386. Traffic builds up at this intersection during rush hour. We need better traffic flow in this area.

(Please use reverse for additional space)

Optional Information

Name: Robert Steele Supervisor

Organization: Allegheny Township County of Residence: Westmoreland

Address: 732 White Cloud Rd, Ligonier, PA 15658

Email: rrobert.steelest@gmail.com

Thank You! Please Feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC Comments
Two Chatham Center, Suite 500 / 112 Washington Place / Pittsburgh, PA 15219
By Fax: 412-391-9160 or By Email: comments@sperregion.org
All comments must be received by 4:00 p.m. on Friday, June 3, 2016.
Dee Pamlin
Administrative Assistant II
Southwestern Pennsylvania Commission
Two Chatham Center - Suite 500
Pittsburgh, PA 15219-3451
412.391.5590 Ext. 301
412.391.9160 Fax
www.spcregion.org

Please consider the environment before printing this email

From: Scott Johnson [mailto:scott@cityoflowerburrell.com]
Sent: Wednesday, June 01, 2016 9:09 AM
To: Dee Pamlin
Cc: 'Richard Callender'; 'Chris Fabry'
Subject: Question in regards to 2017 TIP Summary Westmoreland County Project List- Map#19 Route 366, MPMS#76115

To whom it may concern:
I have a question that will lead to a comment, based upon the answer:

In regards to the 2017 TIP Summary Westmoreland County Project List- Map#19 Route 366, MPMS#76115, is this project restoring the bridge located on Rt 366 (Greensburg Rd) that is between the local road of Millers Lane and SR 4069 (Dutchmans Run Road)? Please verify as I could not locate a map physically showing the location.

If it is not this bridge, can it please be added to the project list in 2017 as I have presented this issue to Penn DOT over the past 2 years.

Thanks for your time and I look forward to hearing from you.

Sincerely,

W. Scott Johnson
Public Works Foreman
City of Lower Burrell
724-889-2007
June 1, 2016  
RE: SPC Public Comment Period  

Dear Southwestern PA Commission,  

As Realtors® we’ve been trained to recognize the economic potential of properties and are in support of project 57452, a 3.5 mile stretch from Turnpike Exit 91 to Sarnellis in Donegal, Township, Westmoreland County. Locals refer to this section of the Laurel Highlands Scenic Byway as “the Gateway to the Laurel Highlands.” Many people entering this area are here to take advantage of our four seasons and the facilities that support them. Think Falling Water, Ohiopyle, Seven Springs, and Hidden Valley just to name a few. It is not just a road to us. It provides visitors that support our businesses and we are growing.  

It’s hard to believe that even without public sewage we have seen commercial growth along this corridor. A Family Dollar, Holiday Inn, Dollar General, and a Shaker rental complex that includes multiple offices have all been constructed over the past 5 years. Every establishment had to install their own private sewage systems.  

Penn Dot records show that almost 2,000,000 people use Exit 91 (2014). We anticipate this number to climb substantially with the possibility of a World Heritage Award for Fallingwater and the re-opening of Laurel Mountain Ski Resort this year. Without zoning or sign restrictions the Mountain Laurel Chamber of Commerce is trying to encourage community evolution in a consistent signage and re-planting strategy along the improved roadway.  

Thank you for trying to make this corridor a safer and more memorable road to travel.

Adrienne "Abe" Wagner, Associate Broker  
MRE, CRB, CRS, E-PRO, GRI, AHWD, RSPS, SRES, TRC  
Robert “Wags” Wagner, Retired Lt. Col. USAR (RET)  
CRB, CRS, E-PRO, GRI, AHWD, RSPS  
BHHS The Preferred Realty, Laurel Highlands  
3802 State Rt 31, Suite 1, Donegal, PA 15628  
800-419-7653 Work 412-897-8535 Cell
Part 4

Documentation of Public Outreach Activities
The Southwestern Pennsylvania Commission (SPC) is seeking input from the public on the following important draft documents that will advance investments in the region's transportation plan:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

Beginning Wednesday, May 4, 2016, these draft documents will be available for public review on the internet at www.spcregion.org, and at the Southwestern Pennsylvania Commission, at the Pittsburgh Department of City Planning, at County Planning Departments, and at many public libraries in Southwestern Pennsylvania.

SPC's Public Participation Panels encourage you to attend a public meeting to learn more about the draft documents. Meetings will be open house in format with an informational presentation approximately 15 minutes after starting time. There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments, ask questions, and submit your comments.

Please note the time and location of your county meeting. Individuals wishing to offer testimony should sign in upon arrival.

- May 11, 3:00 p.m., Butler County Government Center, 1st Floor, Public Meeting Room, 124 West Diamond Street, Butler
- May 12, 3:30 p.m., Fayette County Chamber of Commerce, 65 West Main Street, Uniontown
- May 16, 3:00 p.m., Armstrong County Commissioners Conference Room, 450 Market Street, Kittanning
- May 17, 5:00 p.m., Allegheny County, Carnegie Borough Council Chambers, One Veterans Way, Carnegie
- May 18, 5:00 p.m., Greene County, Greene County Office Building, 93 East High Street, Waynesburg
- May 19, 2:00 p.m., City of Pittsburgh, SPC Conference Center, Two Chatham Center, 112 Washington Place, 4th floor, Pittsburgh
- May 23, 3:00 p.m., Washington County, Courthouse Square Building, Room 103, 100 West Beau Street, Washington
- May 24, 3:30 pm., Indiana County, Indiana CareerLink, 300 Indian Springs Road, Indiana
- May 26, 2:00 p.m., Lawrence County Courthouse, Commissioners Meeting Room, 430 Court Street, New Castle
- June 1, 5:00 p.m., Westmoreland County Courthouse, Commissioners Meeting Room, 2 North Main Street, Greensburg
- June 2, 3:00 p.m., Beaver County Courthouse, Commissioners Meeting Room, 810 Third Street, Beaver

Comments on the draft documents will be accepted by SPC representatives at any meeting. Written comments may also be submitted to comments@spcregion.org, by mail to SPC Comments at Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 or by fax to (412) 391-9160.

All comments must be received by 4:00 p.m. on Friday, June 3, 2016.

Upon consideration of public comments received, the Southwestern Pennsylvania Commission will consider approval of the draft documents at their meeting at 4:30 p.m., on Monday, June 27, 2016. This meeting will be held at Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219.

SPC is committed to compliance with the non-discrimination requirements of applicable civil rights statutes, Executive Orders, regulations and policies. The meeting facility is accessible by persons with disabilities. Accommodations may be provided for those with special needs related to language, sight or hearing with 72 hours advance notice. If you have a request for special accommodations or desire additional information, please contact Matt Pavlosky at (412) 391-5590, Ext. 361, or mpavlosky@spcregion.org.

TRANSPORT SERVICE INFORMATION
For information regarding transit services in Allegheny County, please call Port Authority Customer Service at 412-442-2000. For transit information in other counties, please visit: www.commuteinfo.org/comm_trans.shtml or call 1-888-819-6110.

This notice satisfies the program of projects requirements of the Urbanized Area Formula Program of the Federal Transit Administration for Beaver County Transit Authority, Butler Transit Authority, Fayette Area Coordinated Transit, Mid Mon Valley Transit Authority, Port Authority of Allegheny County, Washington County Transportation Authority, Westmoreland County Transit Authority, Southwestern Pennsylvania Commission, and CommuteInfo, a program of the Southwestern Pennsylvania Commission.
AVIS DE PÉRIODE DE COMMENTAIRES PUBLICS ET DE RÉUNIONS

La Commission de Southwestern Pennsylvania (SPC) sollicite les commentaires du public sur les projets de documents importants suivants, lesquels feront progresser les investissements dans le plan de transport de la région :

- Le projet 2017-2020 Transportation Improvement Program (TIP), le programme d'amélioration du transport, qui identifie les améliorations prioritaires des chaussées, des transports en commun et des transports multimodaux de la région dont l'avancement est programmé pour les quatre prochaines années.
- Avantages de la justice environnementale et évaluation des inconvénients (Environmental Justice Benefits & Burdens Assessment) du projet 2017-2020 TIP.
- Détermination de la conformité de la qualité de l'air pour le projet 2017-2020 TIP.
- Modification au plan de transport de la région Mapping the Future : Le Southwestern PA Plan (plan de la Pennsylvanie du Sud-Ouest) prenant en compte le phasage du projet et les informations sur les coûts inclus dans le projet 2017-2020 TIP.

À partir du mercredi 4 mai 2016, ces projets de documents seront disponibles pour examen public sur le site Internet www.spcregion.org, à la Commission de Southwestern Pennsylvania, au Département de l'aménagement urbain de la ville de Pittsburgh (Pittsburgh Department of City Planning), aux divers services d'urbanisme du comté et à de nombreuses bibliothèques publiques de Pennsylvanie du Sud-Ouest.

Des panneaux de participation publique de la SPC vous encouragent à participer à une réunion publique pour en savoir plus sur les projets de documents. Les réunions se tiendront portes ouvertes et commenceront par une présentation informative d'environ 15 minutes. Il sera possible de consulter des cartes, de parler à des représentants de la SPC, de PennDOT, des opérateurs des transports en commun ainsi que des services de planification, de poser des questions et de soumettre vos commentaires.

Veuillez noter l'heure et le lieu de votre réunion de comté. Les personnes qui souhaitent offrir un témoignage doivent s'enregistrer à leur arrivée.

- 11 mai, 15h00, Butler County Government Center, 1st Floor, Public Meeting Room, 124 West Diamond Street, Butler
- 12 mai, 15h30, Fayette County Chamber of Commerce, 65 West Main Street, Uniontown
- 16 mai, 15h00, Armstrong County Commissioners Conference Room, 450 Market Street, Kittanning
- 17 mai, 17h00, Allegheny County, Carnegie Borough Council Chambers, One Veterans Way, Carnegie
- 18 mai, 15h00, Greene County, Greene County Office Building, 93 East High Street, Waynesburg
- 19 mai, 14h00, City of Pittsburgh, SPC Conference Center, Two Chatham Center, 112 Washington Place, 4th floor, Pittsburgh
- 23 mai, 15h00, Washington County, Courthouse Square Building, Room 103, 100 West Beau Street, Washington
- 24 mai, 15h30, Indiana County, Indiana CareerLink, 300 Indian Springs Road, Indiana
- 26 mai, 14h00, Lawrence County Courthouse, Commissioners Meeting Room, 430 Court Street, New Castle
- 1er juin, 17h00, Westmoreland County Courthouse, Commissioners Meeting Room, 2 North Main Street, Greensburg
- 2 juin, 18h00, Beaver County Courthouse, Commissioners Meeting Room, 810 Third Street, Beaver

Les commentaires sur les projets de documents seront acceptés par les représentants de la SPC lors de chaque réunion. Les commentaires écrits peuvent également être soumis par e-mail à l'adresse comments@spcregion.org, par courrier à SPC Comments, Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219, ou par fax au numéro (412) 391-9160.

Tous les commentaires devront être reçus pour le vendredi 3 juin 2016 à 16h00.

Après examen des commentaires publics reçus, la Commission de Southwestern Pennsylvania examinera l'approbation des projets de documents lors de sa réunion du lundi 27 juin 2016 à 16h30. Cette réunion sera tenue à Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219.

La SPC s'est engagée au respect des exigences de non-discrimination des lois sur les droits civiques, des décrets, des règlements et des politiques applicables. La salle de réunion est accessible aux personnes handicapées. Un hébergement peut être fourni aux personnes ayant des besoins particuliers liés au langage, à la vue ou à l'audition sur demande faite 72 heures à l'avance. Si vous avez une demande d'hébergement spécial ou si vous désirez un complément d'informations, veuillez contacter Matt Pavlosky au (412) 391-5590, ext. 361, ou mpavlosky@spcregion.org.

Informations concernant les services de transport en commun

Le présent avis satisfait aux exigences de programme de projets du Urbanized Area Formula Program (Programme formule pour les zones urbanisées) de la Federal Transit Administration pour le Beaver County Transit Authority, la Butler Transit Authority, la Fayette Area Coordinated Transit, la Mid Mon Valley Transit Authority, la Port Authority of Allegheny County (administration portuaire du comté d'Allegheny), la Washington County Transportation Authority, la Westmoreland County Transit Authority, la Commission de Southwestern Pennsylvania et CommuteInfo, un programme de la Commission Southwestern Pennsylvania.
SOUTHWESTERN PENNSYLVANIA COMMISSION
MITTEILUNG ZUR STELLUNGNAHME DER ÖFFENTLICHKEIT UND ÖFFENTLICHER SITZUNGEN

Die Kommission für das südwestliche Pennsylvania (im Folgenden: Southwestern Pennsylvania Commission, SPC) bittet zu den folgenden wichtigen Entwurfsdokumenten, mit denen die Investitionen in den regionalen Verkehrsplan weiter vorangetrieben werden sollen, um Eingaben aus der Öffentlichkeit:

- Entwurf zum Verkehrsverbesserungsprogramm 2017-2020 (Draft 2017-2020 Transportation Improvement Program, TIP), in dem die vorrangigen Verbesserungen der Region bei Straßen, Durchgangsverkehr und multimodal Transporten benannt sind, die in den nächsten vier Jahren weiterentwickelt werden sollen;
- Nutzen für die Umweltgerechtigkeit und Belastungsbewertung (Environmental Justice Benefits and Burdens Assessment) zum Entwurf 2017-2020 TIP;
- Richtlinien zur Luftqualität (Air Quality Conformity Determination) für den Entwurf 2017-2020 TIP;
- Änderung zum Verkehrsplan Mapping the Future: The Southwestern PA Plan der Region, um die im Entwurf 2017-2020 TIP enthaltenen Projektphasen und Kostenangaben zu berücksichtigen.


Bitte nehmen Sie Datum, Uhrzeit und Ort der Sitzung in Ihrem County zur Kenntnis. Personen, die sich äußern möchten, werden gebeten, sich bei ihrer Ankunft einzutragen.

Bitte nehmen Sie Datum, Uhrzeit und Ort der Sitzung in Ihrem County zur Kenntnis. Personen, die sich äußern möchten, werden gebeten, sich bei ihrer Ankunft einzutragen.

- 11. Mai, 15:00 Uhr, Butler County Government Center, 1. Stock, öffentlicher Sitzungssaal, 124 West Diamond Street, Butler
- 12. Mai, 15:30 Uhr, Fayette County Chamber of Commerce, 65 West Main Street, Uniontown
- 16. Mai, 15:00 Uhr, Armstrong County, Konferenzraum des Commissioners, 450 Market Street, Kittanning
- 17. Mai, 17:00 Uhr, Allegheny County, Carnegie Borough Council Chambers, One Veterans Way, Carnegie
- 18. Mai, 17:00 Uhr, Greene County, Greene County Office Building, 93 East High Street, Waynesburg
- 19. Mai, 14:00 Uhr, City of Pittsburgh, SPC Conference Center, Two Chatham Center, 112 Washington Place, 4. Stock, Pittsburgh
- 23. Mai, 15:00 Uhr, Washington County, Courthouse Square Building, Raum 103, 100 West Beau Street, Washington
- 24. Mai, 15:30 Uhr, Indiana County, Indiana CareerLink, 300 Indian Springs Road, Indiana
- 26. Mai, 14:00 Uhr, Lawrence County Courthouse, Sitzungssaal des Commissioners, 430 Court Street, New Castle
- 1. Juni, 17:00 Uhr, Westmoreland County Courthouse, Sitzungssaal des Commissioners, 2 North Main Street, Greensburg
- 2. Juni, 15:00 Uhr, Beaver County Courthouse, Sitzungssaal des Commissioners, 810 Third Street, Beaver

Stellungnahmen zu den Entwurfsunterlagen werden von den Vertretern der SPC bei jeder Veranstaltung entgegengenommen. Schriftliche Stellungnahmen können auch per E-Mail an comments@spcregion.org, per Post an SPC Comments, Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 oder per Fax an (412) 391-9160 eingereicht werden.

Alle Stellungnahmen müssen bis Freitag, den 3. Juni 2016, bis 16:00 Uhr eingegangen sein.


SPC hat sich zur Einhaltung der Anforderungen zur Gleichbehandlung der anwendbaren Bürgerrechtsgesetze, Rechtsverordnungen, Vorschriften und Grundsätzen verpflichtet. Die Versammlungsorte sind für Personen mit Behinderungen zugänglich. Für Personen mit besonderen Anforderungen aufgrund ihrer Sprache, Seh- und Hörfähigkeit können, wenn dies mindestens 72 Stunden vorher mitgeteilt wird, Erleichterungen bereitgestellt werden. Falls Sie besondere Erleichterungen beantragen möchten, wenden Sie sich bitte telefonisch an Matt Pavlosky unter (412) 391-5590, App. 361 oder per E-Mail an mpavlosky@spcregion.org.

VERKEHRSMITTEILUNGEN

Diese Mitteilung erfüllt das Projektanforderungsprogramm des Urbanized Area Formula Program (Programm für städtische Siedlungsgebiete) der Federal Transit Administration (föderale Verkehrsverwaltung) für Beaver County Transit Authority, Butler Transit Authority, Fayette Area Coordinated Transit, Mid Mon Valley Transit Authority, Port Authority of Allegheny County, Washington County Transportation Authority, Westmoreland County Transit Authority, Southwestern Pennsylvania Commission, und CommuteInfo, ein Programm der Southwestern Pennsylvania Commission.
La Southwestern Pennsylvania Commission (SPC) invita i cittadini a fornire suggerimenti in merito alle importanti bozze di documenti che prevedono investimenti per il piano dei trasporti della regione:

- **Bozza 2017-2020 Transportation Improvement Program (TIP - Programma di miglioramento dei trasporti)**, che identifica le priorità della regione relative ai miglioramenti previsti nei trasporti stradali, di transito e multimodal nei prossimi quattro anni
- **Vantaggi della giustizia in materia ambientale e valutazione dei costi della bozza 2017-2020 TIP**
- **Determinazione della conformità della qualità dell'aria della bozza 2017-2020 TIP**
- **Rettifica al piano di trasporto regionale Mapping the Future: The Southwestern PA Plan per riflettere le fasi del progetto e le informazioni sui costi inclusi nella bozza 2017-2020 TIP**


I panel di partecipazione pubblica di SPC vi invitano a partecipare alla riunione pubblica per avere maggiori informazioni sulle bozze di documenti. Le riunioni saranno in formato "open house" e prevedono una presentazione informativa della durata di circa 15 minuti a partire dall'orario di inizio. Sarà possibile osservare le mappe, parlare ai rappresentanti di SPC, PennDOT, agli operatori responsabili del transito e ai dipartimenti di pianificazione, porre domande ed esprimere commenti.

**Vi preghiamo di annotare l'orario e il luogo della riunione nella vostra contea. Le persone che intendono offrire la propria testimonianza devono registrarsi al momento dell'arrivo.**

- 11 maggio, 15:00, Butler County, Government Center, 1° piano, Public Meeting Room, 124 West Diamond Street, Butler
- 12 maggio, 15:30, Fayette County, Camera di Commercio, 65 West Main Street, Uniontown
- 16 maggio, 15:00, Armstrong County, Commissioners Conference Room, 450 Market Street, Kittanning
- 17 maggio, 17:00, Allegheny County, Carnegie Borough Council Chambers, One Veterans Way, Carnegie
- 18 maggio, 17:00, Greene County, Greene County Office Building, 93 East High Street, Waynesburg
- 19 maggio, 14:00, City of Pittsburgh, Centro Conferenze SPC, Two Chatham Center, 112 Washington Place, 4° piano, Pittsburgh
- 23 maggio, 15:00, Washington County, Courthouse Square Building, Room 103, 100 West Beau Street, Washington
- 24 maggio, 15:30, Indiana County, Indiana CareerLink, 300 Indian Springs Road, Indiana
- 26 maggio, 14:00, Lawrence County Courthouse, Commissioners Meeting Room, 430 Court Street, New Castle
- 1 giugno, 17:00, Westmoreland County Courthouse, Commissioners Meeting Room, 2 North Main Street, Greensburg
- 2 giugno, 15:00, Beaver County Courthouse, Commissioners Meeting Room, 810 Third Street, Beaver

**I commenti** sulle bozze di documenti saranno accettati dai rappresentanti di SPC in ogni riunione. I commenti scritti possono inoltre essere inviati a comments@spcregion.org, tramite posta a SPC Comments all’indirizzo Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 o tramite fax al numero (412) 391-9160.

Tutti i commenti dovranno pervenire entro le ore 16:00 di venerdì 3 giugno 2016.

In seguito all'analisi dei commenti pubblici ricevuti, la Southwestern Pennsylvania Commission prenderà in considerazione l'approvazione delle bozze di documenti nel corso della sua riunione alle ore 16:30 di lunedì 27 giugno 2016. Tale riunione si terrà presso il Two Chatham Center, 112 Washington Place, 4° piano, Pittsburgh, PA 15219.

SPC si impegna a rispettare i requisiti in materia di non discriminazione degli statuti dei diritti civili, delle ordinanze esecutive, dei regolamenti e delle politiche applicabili. Le strutture nelle quali si terrà la riunione sono accessibili alle persone con disabilità. Saranno fornite postazioni alle persone che hanno esigenze speciali relativamente al linguaggio, alla vista o all'udito con un preavviso di 72 ore. Se dovete richiedere postazioni speciali o desiderate avere maggiori informazioni, vi preghiamo di contattare Matt Pavlosky al numero (412) 391-5590, est. 361, o di scrivere all'indirizzo mpavlosky@spcregion.org.

**INFORMAZIONI SUL SERVIZIO DI TRASPORTO**

La presente notifica soddisfa il programma dei requisiti di progetto dell'Area Formula Program della Federal Transit Administration per l'autorizzazione al transito nella Contea di Beaver, l'autorizzazione al transito nella Contea di Butler, l'approvazione del progetto di regione per riflettere le fasi del progetto e le informazioni sui costi inclusi nella bozza 2017-2020 TIP.
La Southwestern Pennsylvania Commission (SPC) desea escuchar la opinión del público sobre los importantes borradores de documentos que se mencionan a continuación y que adelantarán las inversiones en el plan de transporte de la región:

- **Borrador 2017-2020 Programa de Mejoras al Transporte (TIP)**, el cual identifica las mejoras prioritarias en vialidad, tránsito y transporte multimodal en la región, que se ha programado adelantar en los próximos cuatro años.
- **Beneficios de la Justicia Medioambiental y Evaluación de Cargas del Borrador 2017-2020 TIP**
- **Determinación de Conformidad de la Calidad del Aire para el Borrador 2017-2020 TIP**
- **Enmienda al plan de transporte de la región Planificando el futuro (Mapping the Future): El plan del Sudoeste de Pensilvania (Southwestern PA Plan)** para reflejar la información de las fases y los costos incluidos en el Borrador 2017-2020 TIP.

A partir del miércoles 4 de mayo de 2016, los borradores de estos documentos estarán disponibles para revisión del público por internet en www.spcregion.org y en la Southwestern Pennsylvania Commission, en Planificación Urbana del Departamento de Pittsburgh, en los Departamentos de Planificación del Condado y en muchas bibliotecas públicas en el Sudoeste de Pensilvania.

Los Paneles de Participación Pública de la SPC le alientan a asistir a una reunión pública para conocer más acerca de los borradores de los documentos. Las reuniones se realizarán a puertas abiertas e incluirán una presentación informativa aproximadamente 15 minutos después de la hora de inicio. Habrá la oportunidad de revisar mapas, hablar con representantes de la SPC, PennDOT, operadores de transporte y departamentos de planificación, hacer preguntas y presentar comentarios.

**Por favor, observe la hora y ubicación de la reunión en su condado. Las personas que deseen hacer declaraciones deben registrarse a la llegada.**

- **Mayo 11, 15.00 hr, Butler County**, Edificio de Gobierno, 1er. piso, Sala de Reuniones Públicas, 124 West Diamond Street, Butler
- **Mayo 12, 15.30 hr, Fayette County**, Cámara de Comercio, 65 West Main Street, Uniontown
- **Mayo 16, 15.00 hr, Armstrong County**, Sala de Conferencias del Comisionado, 450 Market Street, Kittanning
- **Mayo 17, 17.00 hr, Allegheny County**, Salas del Ayuntamiento de Carnegie, One Veterans Way, Carnegie
- **Mayo 18, 17.00 hr, Greene County**, Edificio de Oficinas del Condado de Greene, 93 East High Street, Waynesburg
- **Mayo 19, 14.00 hr, City of Pittsburgh**, Centro de Conferencias de SPC, Two Chatham Center, 112 Washington Place, 4º piso, Pittsburgh
- **Mayo 23, 15.00 hr, Washington County**, Edificio de la Plaza de los Juzgados, Sala 103, 100 West Beau Street, Washington
- **Mayo 24, 15.30 hr, Indiana County**, CareerLink de Indiana, 300 Indian Springs Road, Indiana
- **Mayo 26, 14.00 hr, Juzgados del Condado de Lawrence**, Sala de Reuniones del Comisionado, 430 Court Street, New Castle
- **Junio 1º, 17.00 hr, Juzgados del Condado de Westmoreland**, Sala de Reuniones del Comisionado, 2 North Main Street, Greensburg
- **Junio 2, 15.00 hr, Beaver County Courthouse**, Sala de Reuniones del Comisionado, 810 Third Street, Beaver

Los representantes de la SPC aceptarán **comentarios** sobre los borradores de los documentos en cualquier reunión. También pueden enviarse comentarios por escrito a comments@spcregion.org, por correo postal a SPC Comments en Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 o por fax al (412) 391-9160. **Todos los comentarios deberán haberse enviado antes de las 16.00 hr el viernes 3 de junio de 2016.**

Una vez tomados en consideración los comentarios recibidos del público, la Southwestern Pennsylvania Commission considerará la aprobación de los borradores de documentos en su reunión de las 16.30 hr, el lunes 27 de junio de 2016. Esta reunión se celebrará en el Two Chatham Center, 112 Washington Place, 4to piso, Pittsburgh, PA 15219.

La SPC tiene el compromiso de cumplir con los requisitos de no discriminación de los estatutos de derechos civiles, Órdenes del Ejecutivo, normativas y políticas pertinentes. Las instalaciones de la reunión tienen acceso para personas con discapacidades. También se pueden ofrecer lugares para personas con necesidades especiales tanto lingüísticas, visuales como de audición con aviso previo de 72 horas. Si tiene una solicitud de ubicación especial o desea recibir información adicional, por favor póngase en contacto con Matt Pavlosky por el (412) 391-5590, Ext. 361 o mpavlosky@spcregion.org.

**INFORMACIÓN SOBRE EL SERVICIO DE TRÁNSITO**


Este aviso satsfica los requisitos del programa de proyectos del Programa para la Fórmula de Áreas Urbanizadas de la Administración Federal de Tránsito para la Autoridad de Tránsito del Condado de Beaver, Autoridad de Tránsito de Butler, Tránsito Coordinado del Área de Fayette, Autoridad de Tránsito de Mid Mon Valley, Autoridad Portuaria del Condado de Allegheny, Autoridad de Transporte del Condado de Washington, Autoridad de Tránsito del Condado de Westmoreland, Southwestern Pennsylvania Commission y CommuteInfo, un programa de la Southwestern Pennsylvania Commission.
MEMORANDUM

TO: Member Planning Departments
FROM: James R. Hassinger, Executive Director
RE: Documents for Public Review and Comment

May 2, 2016

The Southwestern Pennsylvania Commission (SPC) is seeking input from the public on the following important draft documents that will advance investments in the region's transportation plan.

Items for public review and comment:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region's transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

We have advertised that the public may review these documents and provide comment to SPC between May 4, 2016 and June 3, 2016. Your offices are identified as a member of our Document Review Network. You may receive inquiries from the public on how to access these documents. Please inform your staff so they can direct the public to this material.

A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents.

Thank you for your assistance and cooperation. Please call Matt Pavlosky of my staff, at 412-391-5590, extension 361, if you have any questions.
May 2, 2016

MEMORANDUM

TO: Libraries in our Document Review Network

FROM: James R. Hassinger, Executive Director

RE: Document for Public Review and Comment

The Southwestern Pennsylvania Commission (SPC) is seeking input from the public on the following important draft documents that will advance investments in the region’s transportation plan.

Items for public review and comment:

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We have advertised that the public may review these documents and provide comment to SPC between May 4, 2016 and June 3, 2016. Your facility is identified as a member of our Library Document Review Network. You may receive inquiries from the public on how to access these documents. These documents may also be found online at www.spcregion.org. We request that you make these documents easily accessible, and that you inform your staff so they can direct the public to this material.

A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents.

Thank you for your assistance and cooperation. Please call Matt Pavlosky of my staff, at 412-391-5590, extension 361, if you have any questions.
MEMORANDUM

TO: Libraries in our Online Document Review Network
FROM: James R. Hassinger, Executive Director
RE: Online Documents for Public Review and Comment

The Southwestern Pennsylvania Commission (SPC) is seeking input from the public on the following important draft documents that will advance investments in the region’s transportation plan.

Items for public review and comment:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
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- Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

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A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents.

Thank you for participating in SPC’s Online Document Review Network! We appreciate your assistance and cooperation. Please call Matt Pavlosky of my staff, at 412-391-5590, extension 361, if you have any questions.
Thank you for using the Southwestern Pennsylvania Commission's Online Document Review Network. By utilizing this service, and through the assistance and cooperation of this library, SPC is working to enhance the availability and review experience of our transportation planning efforts, while reducing mailing and disposal expenses.

1. Ask a staff library professional to direct you to a computer terminal with access to the World Wide Web.

2. You may access the SPC website using a variety of web browsers. The SPC website is best viewed using Internet Explorer or Mozilla Firefox, but is designed to work with all browsers.

3. Type: www.spcregion.org into your web browser address line, or, your library’s terminal may offer a link to our site.

4. At the SPC Homepage, under the “Latest News” tab on the left side of the page, click on: "Draft 2017-2020 Transportation Improvement Program (TIP)".

5. From here, you may review all associate materials related to the Draft 2017-2020 TIP

Note: Please ask your library professional regarding the availability and cost for copied or printed material. The Southwestern Pennsylvania Commission and our partner libraries are not responsible for costs related to any personal printed material.
May 2, 2016

MEMORANDUM

TO: Tribal Consultation Network

FROM: James R. Hassinger, Executive Director

RE: Documents for Public Review and Comment

The Southwestern Pennsylvania Commission (SPC) is seeking input from the public on the following important draft documents that will advance investments in the region’s transportation plan.

Items for public review and comment:

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Your nation has been identified as a member of the Pennsylvania Tribal Consultation Network. SPC has advertised that these documents are available for review, and all are welcome to provide comment to SPC between May 4, 2016 and June 3, 2016.

A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents.

In addition, SPC has included instructions as to how to access these documents online. At your request, a paper copy, or CD-ROM, of this information can be mailed to you for review.

Thank you for reviewing these documents and we welcome your comments and questions. Please call Matt Pavlosky of my staff, at 412-391-5590, extension 361, if you have any questions.
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5. From here, you may review all associated materials related to the **Draft 2017-2020 TIP**

*This information is available in hard copy or CD-ROM from the Southwestern Pennsylvania Commission at your request.*

**Request for Paper Copy (Or CD-ROM),**
**Draft 2017-2020 TIP Document**
**Southwestern PA Commission**
**112 Washington Place, Suite 500**
**Pittsburgh, PA 15219**
(ph) 412-391-5590
(fax) 412- 391-9160
comments@spcregion.org
SPC InBrief E-Newsletter
For Commissioners

May 5, 2016

SPC News

SPC Announces Public Comment Period

Download this notice in: [ English ] [ Spanish ] [ French ] [ German ] [ Italian ]

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Please note the time and location of your county meeting. Individuals wishing to offer testimony should sign in upon arrival.

- May 11, 3:00 p.m., Butler County Government Center, 1st Floor, Public Meeting Room, 124 West Diamond Street, Butler
- May 12, 3:30 p.m., Fayette County Chamber of Commerce, 65 West Main Street, Uniontown
- May 16, 3:00 p.m., Armstrong County Commissioners Conference Room, 450 Market Street, Kittanning
- May 17, 5:00 p.m., Allegheny County, Carnegie Borough Council Chambers, One Veterans Way, Carnegie
- May 18, 5:00 p.m., Greene County, Greene County Office Building, 93 East High Street, Waynesburg
- May 19, 2:00 p.m., City of Pittsburgh, SPC Conference Center, Two Chatham Center, 112 Washington Place, 4th floor, Pittsburgh
- May 23, 3:00 p.m., Washington County, Courthouse Square Building, Room 103, 100 West Beau Street, Washington
- May 24, 3:30 pm., Indiana County, Indiana CareerLink, 300 Indian Springs Road, Indiana
- May 26, 2:00 p.m., Lawrence County Courthouse, Commissioners Meeting Room, 430 Court Street, New Castle
Comments on the draft documents will be accepted by SPC representatives at any meeting. Written comments may also be submitted to comments@spcregion.org, by mail to SPC Comments at Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 or by fax to (412) 391-9160.

All comments must be received by 4:00 p.m. on Friday, June 3, 2016.

Upon consideration of public comments received, the Southwestern Pennsylvania Commission will consider approval of the draft documents at their meeting at 4:30 p.m., on Monday, June 27, 2016. This meeting will be held at Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219.

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TRANSIT SERVICE INFORMATION

For information regarding transit services in Allegheny County, please call Port Authority Customer Service at 412-442-2000. For transit information in other counties, please visit: www.commuteinfo.org/comm_trans.shtml or call 1-888-819-6110.

This notice satisfies the program of projects requirements of the Urbanized Area Formula Program of the Federal Transit Administration for Beaver County Transit Authority, Butler Transit Authority, Fayette Area Coordinated Transit, Mid Mon Valley Transit Authority, Port Authority of Allegheny County, Washington County Transportation Authority, Westmoreland County Transit Authority, Southwestern Pennsylvania Commission, and CommuteInfo, a program of the Southwestern Pennsylvania Commission.

Draft 2017-2020 Transportation Improvement Program (TIP)

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Planning & Development Activity Report

Includes Business Finance, Export Development, Government Procurement, ARC, and KOZ.

The March Planning and Development Programs Activity Report is available here.

[ top ]

SPC Active Transportation Forum & City Bike Ride

Please join SPC and its partners in welcoming PennDOT’s Bicycle and Pedestrian Coordinator, Roy Gothie, to southwestern Pennsylvania. Roy will be one of the speakers at our May 11th Active Transportation Forum. Following the Forum and Networking Lunch, we’ll hit the streets and experience Pittsburgh's vibrant cycling culture first-hand. The majority of the approximate 7-mile ride will take place on the City’s trails and protected bike lanes (on mostly flat terrain).

Map & Cue Sheet

**Date:** Wednesday, May 11, 2016  
**Meeting & Networking Lunch:** 10:00 AM—1:00 PM  
**City Bike Ride:** 1:30—3:30 PM

Ride will start from the Chatham Center Plaza, 112 Washington Place, Pittsburgh, PA 15219. Bring your own bike or use a Healthy Ride bike! Pittsburgh Bike Share is offering participants a promotional code for four free hours of riding. If you plan to use a Healthy Ride bike, let us know and we’ll email you a unique promo code with instructions on how to sign up.

RSVP by May 9th!

If you plan to participate in the ride, please reply to lchaney@spcregion.org by Monday, May 9, 2016. Don’t forget to let us know if you plan to use a Healthy Ride bike or if you are bringing your own bike!

This is a National Bike Month Celebration Event, sponsored by SPC in partnership with the City of Pittsburgh and BikePGH.

MAY IS COMMUTEINFO COMMUTE OPTIONS AWARENESS MONTH  
SPC Collecting Commuting Stories
PITTSBURGH, PA — The Southwestern Pennsylvania Commission (SPC) is encouraging all commuters in Southwestern Pennsylvania to learn more about commuting options available in our region. To focus attention on available commuting alternatives, SPC has proclaimed May to be CommuteInfo Commute Options Awareness Month. During May, SPC’s CommuteInfo program is promoting the benefits of alternatives to driving alone. The goal of SPC’s CommuteInfo program is for commuters in Southwestern Pennsylvania to choose ridesharing at least twice a week.

As a new feature of CommuteInfo Month 2016, CommuteInfo is encouraging commuters to join in the celebration by submitting a selfie, video, or story depicting what you enjoy about your commute (email to CommuteInfo@spcregion.org or visit the CommuteInfo facebook page). Selected submissions can be viewed on the program’s website.

Over 75% of the workers in the SPC region drive alone to work. This is slightly lower than the national average, but we can do better. If fewer commuters drove alone, there would be less traffic congestion and the air would be cleaner. And commuters could save money. Alternatives to driving alone, like vanpooling, carpooling, using public transit or biking to work, are just a few of the ways to lower the cost of commuting.

For more information about CommuteInfo and commuter alternatives, please visit www.commuteinfo.org, or call toll free 1-888-819-6110.

Read CommuteInfo Commute Options Awareness Month Proclamations:

- Proclamation from the Southwestern Pennsylvania Commission
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- Proclamation from the City of Greensburg
- Proclamation from Brooke-Hancock-Jefferson Metropolitan Planning Commission

Meetings & Events

Following is a list of upcoming meetings. Unless otherwise indicated, meetings will be held on the 4th Floor of Two Chatham Center, 112 Washington Place, Pittsburgh [directions):

May

May 11th
Active Transportation Forum, 10:00 a.m., South Meeting Room

May 16th
Planning Directors Forum, 10:00 a.m., South Meeting Room

May 19th
Transportation Technical Committee (TTC), 10:00 a.m., North Meeting Room

This e-newsletter is provided as a service to all SPC members. Please send any comments or suggestions to SPCNews@spcregion.org.
Southwestern Pennsylvania Commission (SPC) Region E-Newsletter

May 5, 2016

SPC News

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June 1, 5:00 p.m., Westmoreland County Courthouse, Commissioners Meeting Room, 2 North Main Street, Greensburg
June 2, 3:00 p.m., Beaver County Courthouse, Commissioners Meeting Room, 810 Third Street, Beaver

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This e-newsletter is provided as a service. Please send any comments or suggestions to SPCNews@spcregion.org.
$4.9 billion proposed on regional roadwork
Draft plan covers 4 years, 10 counties

By Ed Blazina
Pittsburgh Post-Gazette

With the Southwestern Pennsylvania Commission recommending $4.9 billion in roadwork over the next four years, the region’s robust investment in transportation projects is expected to continue.

The draft Transportation Improvement Program for 2017-20 contains a $200 million increase for the 10-county area over the current plan. It continues the high level of transportation spending that began with Pennsylvania’s passage of Act 89, a transportation funding bill that generates $1.1 billion more a year by eliminating the cap on the tax paid by gasoline wholesalers, plus increases in driver fees and fines.

The plan, which covers Allegheny, Westmoreland, Beaver, Butler, Washington, Greene, Fayette, Lawrence, Armstrong and Indiana counties, is updated every two years and includes only projects with expected or committed funding. Projects must be on the list to qualify for state or federal funding.

Some projects are continuations of ongoing work, such as $24 million for the last phase of Liberty Tunnel improvements. Others, such as $60.3 million to improve Interstate 279 from the North Shore to Camp Horne Road and $16.2 million to rebuild Route 657 from Homestead past Kennywood Park, are new projects expected to begin next year.

A project to rebuild the Banksville Road interchange with the Parkway West falls into a third category: PennDOT has $8 million to begin the design and engineering work but doesn’t have the construction money yet.

In all, the state Department of Transportation expects to spend $322 million for road and bridge projects over the next four years for District 11, which includes Allegheny, Butler and Lawrence counties, said district executive Dan Cessna. That includes $465 million for bridges, including 84 structurally deficient bridges; $302 million for road improvements; and $65 million for safety projects.

Mr. Cessna said the Liberty Tunnel work will mark the end of more than five years of efforts to upgrade that structure. The remaining work will occur over four years and includes improving the fan house for air circulation and should be done with only minor traffic disruptions overnight or on weekends, he said.

Another continuing project is on the Parkway West, where work begins this year to rebuild about 7.5 miles near Pittsburgh International Airport, from McClaren Road to just across the Beaver County line. About $60 million worth of work will take place over the next three years, but PennDOT expects to maintain traffic during the work.

Repaving I-779 from the Fort Duquesne Bridge to Camp Horne Road, including ramps to the North Shore and Veterans Bridge, should begin next year and take almost four construction seasons to finish.

The Route 837 project is expected to begin late next year and last at least two years. Mr. Cessna said the work will be staged to minimize congestion around Kennywood as much as possible.

Bridge projects include $20 million for the Andy Warhol (Seventh Street) Bridge between Downtown and the North Shore, a four-year project beginning next year; $21 million for the Rachel Carson (Ninth Street) Bridge between Downtown and the North Shore for two years beginning in 2018; $20 million for the Elizabeth Bridge on Route 81 between Elizabeth Borough and West Elizabeth to begin in 2018; $12.4 million for the McKeesport-Duquesne Bridge, beginning in 2018; $10.5 million for the Kenmawr Avenue Bridge between Rankin and Swissvale beginning next year; $17.4 million to begin designing the renovation of the Neville Island Bridge on I-79, a project expected to cost upward of $60 million; and $6.8 million for the Jerome Street Bridge in McKeesport, which should begin in late 2018.

In other counties, major projects include $306 million to continue widening and upgrading I-70 from the Ohio border through Washington and Westmoreland counties; $8 million next year to upgrade and paint the Vanport Bridge on I-76 in Beaver County; and $27 million for a three-year project to upgrade and realign Freedom Road in Beaver County from Route 65 in Conway to Park Quarry Road in New Sewickley.

The draft, which can be viewed at www.sperregion.org, is available for public comment through June 3. The agency will hold public hearings in each county and one in Pittsburgh before it votes on the plan at 4:30 p.m. June 27.

Ed Blazina: eblazina@post-gazette.com or 412-263-1470.
Major I-70 work planned

WASHINGTON COUNTY WILL RECEIVE $187.8 MILLION FOR 51 PROJECTS, 39 OF WHICH INVOLVE REPLACING SMALL BRIDGES.

Washington County will receive $187.8 million for 51 projects, 39 of which involve replacing small bridges.

The transportation improvement plan calls for nearly $41 million in spending in Greene County during the four-year period, and 28 of the 31 projects involve work on small bridges.

The biggest portion of the Greene spending plan is $7.5 million to maintain Route 18 from West Waynesburg to Holbrook. The second-largest project includes improvements to the Sugar Run Road intersection expected to cost $4.135 million.

The other large projects include $3.8 million earmarked to maintain Route 218 from Waynesburg to Bluff Ridge Road at the southern tip of Franklin Township. Another project includes $3.6 million to rehabilitate the Whiteley Creek Bridge in Whiteley Township.

The total money expected to be allocated for transportation projects in Greene County is down by about 7 percent from the previous plan two years ago that called for $44 million in spending.

Greene County Planning and Business Development Manager Jeremy Kelly said the amount is on par with what was expected. He pointed to a number of large projects in recent years - Morrisville train trestle, Route 21 bridge over the Monongahela River and Route 218 overpass in Waynesburg, to name a few - and those are now off the TIP books.

Please see I-70, Page B2

"The transportation (money) is about what we expected to see," Kelly said. "Of course, we always want more projects. Who doesn't?"

However, he said they are not yet seeing the full impact of Act 89 that raised the gasoline tax and other fees. But Greene County is still getting its fair share compared to the other larger counties in District 12 that includes Washington, Fayette and Westmoreland, he said.

Lisa Cessna, executive director of the Washington County Planning Commission, could not be reached for comment Friday.

The largest project in Washington County, excluding the I-70 work, involves spending $23.5 million to widen Route 519 at routes 980 and 19 in North Strabane Township, an intersection that also will receive traffic signals under the plan.

Public comment on the transportation plan for Greene County will be received at 5 p.m. May 18 in the county office building at 93 E. High St. in Waynesburg.

Public comment on the plan for Washington County will be received at 3 p.m. May 23 in Room 103 in Courthouse Square in Washington.

The full draft plan can be viewed at www.spcregion.org.
Meetings set on transportation plans
May 09, 2016 10:48 AM

The Southwestern Pennsylvania Commission (SPC) is seeking input from the public on several important draft documents that will advance investments in the region’s transportation plan.

The documents are:

• The draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years

• Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP

• Air Quality Conformity Determination for the Draft 2017-2020 TIP

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Meetings will be open house in format with an informational presentation approximately 15 minutes after starting time.

There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators and planning departments, and to ask questions and submit comments.

Individuals wishing to offer testimony should sign in when they arrive.

Locally, the meetings will be held at 3 p.m. May 16 at the Armstrong County Commissioners Conference Room, 450 Market St., Kittanning, and at 3:30 p.m. May 24 at the Indiana CareerLink, 300 Indian Springs Road, White Township.

Comments on the draft documents will be accepted by SPC representatives at both meetings. Written comments may also be submitted to comments@spcregion.org, by mail to SPC Comments at Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 or by fax to (412) 391-9160.

All comments must be received by 4 p.m. on June 3.

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County could see $215M in road, bridge upgrades

Freedom Road rebuild the most expensive of 31 projects planned for next 4 years using state, federal grants

By Jared Stonesifer
jstonesifer@timesonline.com

Beaver County could see nearly $215 million for 31 local bridge and road projects through 2020 under the Southwestern Pennsylvania Commission’s draft of its Transportation Improvement Project for the 10-county region.

Any project that hopes to receive state or federal funding must be on the commission’s list, while the list itself is only a recommendation for which projects should receive consideration.

The TIP list is updated every two years, and the most recent draft proposal contains $200 million more than the current list. Overall, the TIP proposal for 2017-20 includes nearly $5 billion of recommended work for the 10-county region over the next four years.

However, one of the most expensive projects on the list is one that won’t be funded by PennDOT or the county. That project involves the potential realignment of Route 18 in Potter and Center townships, which will happen only if Shell Chemicals decides to build a multibillion-dollar cracker plant along the Ohio River. According to the commission, the $60 million realignment project would be privately funded.

Work continues on Route 18 to get the road ready for potential realignment, although the road won’t actually be realigned unless Shell makes a final investment decision to build here.

The most expensive project in the draft is the realignment of Freedom Road, a multiyear project that is slated to receive nearly $70 million under the current proposal.

Projects, Page A3

That project consists of reconstructing Crows Run Road and relocating Freedom Road to follow the Crows Run Road corridor. Realignment and roadway reconstruction will happen on Freedom Road between Route 65 in Conway and Park Quarry Road in New Sewickley Township.

Additional aspects of the project will include the relocation of parts of the Crows Run stream, as well as guardrail and drainage improvements in the area.

The overall project is expected to continue into the spring of 2019, while traffic detours are expected in the area until then. Through traffic will be closed on Crows Run Road during construction while the Park Quarry Road intersection will be closed.

Another large project is $82 million slated for the reconstruction of the Koppel Bridge. An additional $14 million will go to improvements of Route 65 from the Allegheny County line to Crows Run.

There is also money included for projects already underway, such as $8 million for the Vanport Bridge project on Interstate 376.

Commission spokeswoman Shannon O’Connell said more than $18 million is included in the draft proposal for the Beaver County Transit Authority, which plans on converting half of its fleet to buses that run on compressed natural gas.

Mary Jo Morandini, general manager of the county transit authority, previously said her fleet consists of about 50 diesel buses, half of which will be converted to CNG buses.

As part of approving the draft proposal for final consideration, the SPC will host 11 public hearings in the region to solicit input from residents.

There will be a meeting at the Beaver County Courthouse at 3 p.m. June 2 for anyone wishing to offer comment.

Dan Cessna, the executive of PennDOT’s District 11, wasn’t immediately available for comment.
Southwestern Pennsylvania Commission Public Meeting-Allegheny County

May 17 @ 5:00 PM - 7:00 PM
SOUTHWESTERN PENNSYLVANIA COMMISSION
NOTICE OF PUBLIC COMMENT PERIOD AND PUBLIC MEETINGS

The Southwestern Pennsylvania Commission (SPC) is seeking input from the public on the following important draft documents that will advance investments in the region's transportation plan:

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
- Amendment to the region's transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

Beginning Wednesday, May 4, 2016, these draft documents will be available for public review on the internet at www.spcregion.org, and at the Southwestern Pennsylvania Commission, at the Pittsburgh Department of City Planning, at County Planning Departments, and at many public libraries in Southwestern Pennsylvania.

SPC's Public Participation Panels encourage you to attend a public meeting to learn more about the draft documents. Meetings will be open house in format with an informational presentation approximately 15 minutes after starting time. There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments, ask questions, and submit your comments.

Please note the time and location of your county meeting. Individuals wishing to offer testimony should sign in upon arrival:

- May 11, 3:00 p.m., Butler County Government Center, 1st Floor, Public Meeting Room, 124 West Diamond Street, Butler
- May 12, 3:30 p.m., Fayette County Chamber of Commerce, 65 West Main Street, Uniontown
- May 18, 3:00 p.m., Armstrong County Commissioners Conference Room, 450 Market Street, Kittanning
- May 17, 5:00 p.m., Allegheny County, Carnegie Borough Council Chambers, One Veterans Way, Carnegie
- May 18, 6:00 p.m., Greene County, Greene County Office Building, 93 East High Street, Waynesburg
- May 19, 2:00 p.m., City of Pittsburgh, SPC Conference Center, Two Chatham Center, 112 Washington Place, 4th floor, Pittsburgh
- May 23, 3:00 p.m., Washington County, Courthouse Square Building, Room 103, 100 West Beers Street, Pittsburgh
- May 24, 3:30 p.m., Indiana County, Indiana CareerLink, 300 Indian Springs Road, Indiana
- May 26, 2:00 p.m., Lawrence County Courthouse, Commissioners Meeting Room, 430 Court Street, New Castle
- June 1, 5:00 p.m., Westmoreland County Courthouse, Commissioners Meeting Room, 2 North Main Street, Greensburg
- June 2, 3:00 p.m., Beaver County Courthouse, Commissioners Meeting Room, 810 Third Street, Beaver

Comments on the draft documents will be accepted by SPC representatives at any meeting. Written comments may also be submitted to comments@spcregion.org, by mail to SPC Comments at Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 or by fax to (412) 391-9160.

All comments must be received by 4:00 p.m. on Friday, June 3, 2016.

Upon consideration of public comments received, the Southwestern Pennsylvania Commission will consider approval of the draft documents at their meeting at 4:30 p.m., on Monday, June 27, 2016. This meeting will be held at Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219.

SPC is committed to compliance with the non-discrimination requirements of applicable civil rights statutes, Executive Orders, regulations and policies. The meeting facility is accessible by persons with disabilities. Accommodations may be provided for those with special needs related to language, sight or hearing with 72 hours advance notice. If you have a request for special accommodations or desire additional information, please contact Matt Pavlosky at (412) 391-8590, Ext. 591, or mpavlosky@spcregion.org.

TRANSIT SERVICE INFORMATION

For information regarding transit services in Allegheny County, please call Port Authority Customer Service at 412-442-2000. For transit information in other counties, please visit www.commutefirst.org or call 1-866-810-4110.

This notice satisfies the program of projects requirements of the Urbanized Area Formula Program of the Federal Transit Administration for Beaver County Transit Authority, Butler Transit Authority, Fayette Area Coordinated Transit, Mon Valley Transit Authority, Port Authority of Allegheny County, Washington County Transportation Authority, Westmoreland County Transit Authority, Southwestern Pennsylvania Commission, and CommuteInfo, a program of the Southwestern Pennsylvania Commission.
Details

Date:
May 17

Time:
5:00 PM - 7:00 PM

Event Category:
Relevant Community Events

Organizer

Southwestern Pennsylvania Commission

Website:
http://www.spcregion.org/trans_ppp_sched.shtml#tip

Venue

Carnegie Borough Council Chambers

One Veterans Way
Carnegie, PA 15106 United States

Venue Map

Related Events

Swissvale Farmers Market
July 9 @ 9:00 AM - 1:00 PM
Recurring Event

Swissvale Farmers Market
June 4 @ 9:00 AM - 1:00 PM
Recurring Event

Public Wifi Learning Session-Braddock:
Planning the Braddock Mesh Network
May 24 @ 7:00 PM - 9:00 PM
Shannon O'Connell

From: Jim Struzzi, President, Indiana County Chamber of Commerce
[jstruzzi@indianacountychamber.ccsend.com] on behalf of Jim Struzzi, President, Indiana County Chamber of Commerce [jstruzzi@indianacountychamber.com]
Sent: Friday, May 13, 2016 12:05 PM
To: Shannon O'Connell
Subject: Transportation Improvement Plan Public Meeting May 24

Indiana County Chamber of Commerce
Media Invitation
May 13, 2016

For immediate release:

**Media Advisory**

SPC Transportation Improvement Plan Public Meeting for Indiana County

May 24 at 3:30 p.m. at CareerLink

Indiana, PA - The transportation improvement plan public meeting for Indiana County will be held on May 24 at 3:30 pm. at Indiana CareerLink, 300 Indian Springs Road. The Draft 2017-2020 Transportation Improvement Program (TIP) is available for public comment and review. Draft TIP information has been posted at the SPC website and SPC’s Public Participation Portal. Please share this information with your networks!

For your reference, the TIP Documents under review are below. Future updates will be provided to you using the Public Participation Portal.

Draft 2017-2020 Transportation Improvement Program

- Draft 2017-2020 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit and multi-modal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2017-2020 TIP
- Air Quality Conformity Determination for the Draft 2017-2020 TIP
• Amendment to the region's transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

Comments on the draft documents will be accepted by SPC representatives at the meeting. Written comments may also be submitted to comments@spcregion.org, by mail to: SPC Comments at Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 or by fax to (412) 391-9160. For your convenience, please check out the SPC Transportation Project Input Form. All comments must be received by 4:00 p.m. on Friday, June 3, 2016.

Upon consideration of public comments received, the Southwestern Pennsylvania Commission will consider approval of the draft documents at their meeting at 4:30 p.m., on Monday, June 27, 2016. This meeting will be held at Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219.

For further questions or assistance, please contact:
Matthew S. Pavlosky
Public Involvement/Outreach
Southwestern PA Commission
Two Chatham Center - Suite 500
112 Washington Place
Pittsburgh, PA 15219-3451
Voice: 412-391-5590, Ext.361
Fax: 412-391-9160
mpavlosky@spcregion.org

Indiana County Chamber of Commerce
1019 Philadelphia Street, Indiana PA 15701
James B. Struzzi II, President
www.IndianaCountyChamber.com
jstruzzi@indianacountychamber.com
Office: (724) 465-2511

Not a Chamber member? Click below for the application:
Chamber Membership Application

About the Indiana County Chamber
The Indiana County Chamber of Commerce is based on strong members and leadership that strives to make Indiana County an ideal setting for businesses to grow and prosper. Covering 827 square miles with a population of nearly 90,000 residents, the Indiana County community is about an hours drive northeast of Pittsburgh. Key infrastructure connections to points in all directions make Indiana County the perfect location for businesses to locate and grow. The county is positioned to be the hub for technology, agriculture, manufacturing, academia, finance, energy and many other growing industries.

The Chamber serves to promote our local economy and works to create new opportunities for our members, businesses and residents through continued partnerships with the Indiana County Commissioners, the Indiana County Development Corporation and the Indiana
County Center for Economic Operations.

Indiana County has much to offer businesses and their employees. Many pad-ready sites for all types of businesses are currently available. The Indiana County Chamber of Commerce will work with you to relocate or establish your business here.

Follow the Chamber's Twitter account, @IndianaCoCoC, for news, sales, special offers and other exciting information from the Chamber's nearly 700 member businesses and organizations. Know first-hand where to be and when to get the best deals and offers from our members.

Like the Indiana County Facebook page at facebook.com/IndianaCountyChamber. Community photos, events, news and promotions from Chamber member businesses and other information will be featured.
County road projects get $114.5M in program

By Aaron McKrell
Eagle Staff Writer

Several road projects will be done in Butler County starting in 2017 and stretching to 2020. They are part of the Southwestern Pennsylvania Commission’s Transportation Improvement Program.

“We’re excited, and we’re seeing more projects in the system,” said Matt Pavlosky of the commission.

The budget for the 38 Butler County highway and bridge TIP projects is $114.5 million. Route 228 West in the southern part of Butler County gets a lot of attention in the TIP. That road’s intersection with Three Degree Road and Pittsburgh Street will be improved, along with realignment of a stretch of the road known as Balls Bend.

Farther west on Route 228, the road will be repaved from the Interstate 79 ramp to Franklin Road.

“When it comes to Route 228, the recognition is Cranberry is a major area,” Pavlosky said. “With the continued development in Cranberry, it’s a priority.”

A project in Butler in the 2017-18 funding year will pave Center Avenue from Morton Avenue to Main Street.

Elsewhere in the county, other major projects during the next four years include work on Route 422 Butler bypass, Route 422 Shawood Pipe, Freedom Road Turnpike bridge, and Moraine State Park access.

Interstate maintenance projects include the south section of I-79 and the middle section of I-79. Total interstate funding is $46 million for the county.

Total TIP funding for the Butler Transit Authority is $12.8 million. Of that, $3.2 million will go to Gillig compressed natural gas buses, $2.3 to CNG buses, $100,000 for garages for the buses and $7.2 million for operational costs.

The commission has $4.9 billion total for the four-year TIP, which is part of a 25-year plan for the region.

Public transit will get $1.9 billion, while highways and bridges will get $1.6 billion and the rest will go for such work as railroads for freight movement, traffic signal updates, Pennsylvania Turnpike work and landslide repairs.
SPC prioritizing road, bridge projects

By Patty Yauger
puyauger@heraldstandard.com

The Southwestern Pennsylvania Commission (SPC) is currently prioritizing multiple transportation projects in its 10-county region.

The SPC recently released its draft 2017-2020 Transportation Improvement Program plan that includes numerous road, bridge and other transportation-related projects for Fayette, Washington, Greene, Westmoreland, Beaver, Butler, Lawrence, Allegheny and Armstrong counties.

Among the Fayette County projects is the replacement and rehabilitation of the roadway structure over Coal Lick Run in Uniontown. The estimated cost is $718,468.

A nearly $5 million project to complete slide repair and roadway realignment of Route 906 in Washington Township along with a $2 million rehabilitation/replacement of the Layton Bridge of the Youghiogheny River trail in Perry Township is also on the program list.

In Greene County, the replacement/rehabilitation of Center Street that crosses over South Fork of Ten Mile Creek in Jefferson Township and Clarksville Borough is a planned project, along with a Morgan Township bridge over Castile Run in Morgan Township. The estimated cost for the projects are listed at $767,470 and $749,883, respectively.

In Washington County, similar bridge rehabilitation and roadway construction projects are listed, including the proposed Pike Street bridge over Chartiers Creek in Houston Borough at an estimated cost of $1 million and traffic signal replacements in Canonsburg Borough at a cost of $1.05 million.

The complete list of projects can be found on the SPC website at www.spcregion.org.

Fayette County Commissioner Angela M. Zimmerlink said the listing along with a comment form can be found on the county website at www.co.fayette.pa.us under the heading of “What’s News.”

For those without internet or fax capabilities, residents can call SPC representative Matt Pavlosky at 412-391-5590, ext. 361 or Arthur Cappella, county chief community development specialist, at 724-430-1210, ext. 209 to request a copy of the project list and comment form.

Written comments should be sent to comments@spcregion.org, or by mail to SPC Comments at Two Chatham Center, Suite 500, 12 Washington Place, Pittsburgh, Pa. 15219 or by fax to 412-391-9160.

Comments must be received by 4 p.m. Friday, June 3.

Zimmerlink said after consideration of the public comments, the SPC will consider approval of the draft documents at its June 27 meeting.
Residents urged to comment on road, bridge projects

By Patty Yauger
pyauger@heraldstandard.com

Fayette County commissioners are urging residents to offer their input as the Southwestern Pennsylvania Commission (SPC) prioritizes multiple transportation projects in its 10-county region.

The SPC recently released its draft 2017-2020 Transportation Improvement Program plan the includes numerous road, bridge and other transportation-related projects for Fayette County, along with those in Washington, Greene, Westmoreland, Beaver, Butler, Lawrence, Allegheny and Armstrong counties.

Among the Fayette County projects is the replacement and rehabilitation of the roadway and structure over Coal Lick Run in Unionsville. The estimated cost is $718,468.

A nearly $5 million project to complete slide repair and roadway realignment of Route 906 in Washington Township along with a $2 million rehabilitation/replacement of the Layton Bridge of the Youghiogheny River and trail in Perry Township is also on the program list.

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Written comments should be sent to comments@spcregion.org, or by mail to SPC Comments at Two Chatham Center, Suite 500, 12 Washington Place, Pittsburgh, Pa. 15219 or by fax to 412-391-9160.

Comments must be received by 4 p.m. Friday, June 3.

Zimmerlink said after consideration of the public comments, the SPC will consider approval of the draft documents at its June 27 meeting.
Fayette seeks comments on road/bridge projects

By KAYLIE MOORE

Fayette County Commissioners and the Southwestern Pennsylvania Commission (SPC) are currently seeking input from the general public on the Draft 2017-20 Transportation Improvement Program (TIP).

TIP identifies the region’s priority roadway, transit and multi-model transportation improvements programmed for advancement over the next four years.

Commissioner Angela Zimmerlink said Fayette County is an official SPC member, along with Allegheny, Armstrong, Beaver, Butler, Greene, Lackawanna, Washington and Westmoreland counties, and the City of Pittsburgh.

"With the SPC, counties update their projects, and we submit them for state and federal funding," Zimmerlink said. "We are talking millions of dollars, and Fayette has about 35 projects placed for funding, ranging from bridge repairs to roadways and about five safety corridors."

Zimmerlink said although all projects are important, not all will receive funding, and the public is asked to submit their comments for the projects they believe should receive the funds.

Connells ville city projects include a Crawford Avenue Bridge maintenance project, at an estimated cost of nearly $5 million, and a Route 1037 bridge maintenance project, over Trump Run, at an estimated cost of just over $1 million.

Bullskin Township projects include an estimated $1.6 million Moyer Road bridge maintenance project, a Fayette County #73 bridge maintenance project, at an estimated cost of $1.27 million, and a Route 1052 bridge maintenance project, over Irish Run, at an estimated $185,000.

Bullskin Township listings also include a $750,000 safety and operations contract for 2017.

Perry Township projects include a Route 4038 bridge maintenance project, at an estimated $175,000, and a bridge maintenance project, over Virgin Run, at an estimated $2.1 million, and a Layton Bridge maintenance project, estimated at nearly $5 million.

Additional projects include a $1.3 million operations and safety project in South Union, a $3.5 million operations and safety project at the McClure Road intersection in Upper Tyrone, a $927,000 operations and safety project at the Dawson Corridor in Lower Tyrone, and a $305,000 SR 1055 bridge maintenance project, over Ferguson Run, in Dunbar.

County residents can view the full 2017 TIP project list and download the necessary comment forms under the “What’s New” section at www.co.fayette.pa.us.

All comments must be received by 4 p.m. on June 3. Upon consideration of all public comments received, the SPC will consider approval of the draft documents at their June 27 meeting in Pittsburgh.

Those without internet or fax capabilities can call Matt Pavlosky at SPC at (412) 391-5590, ext. 361, or Art Cappella at (724) 430-1210, ext. 209, to request the list and forms via mail.

Written comments may be submitted to comments@spcregion.org, or by mail to SPC Comments at Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh PA 15219. Faxed forms may be sent to (412) 391-9160.

"State and Federal monies are limited, and the other counties are competing to get funds from the same pool of monies," said Zimmerlink. "It makes a difference when the citizens of Fayette County make their opinion known on these vital transportation projects."

Kaylie Moore is a Daily Courier staff writer. Reach her at 724-626-3539 or kmoore@dailycourier.com.
Chamber updates community on work

The Indiana County Chamber of Commerce held its monthly board meeting on May 12 at the Indiana County Club.

The board discussed many issues, including manufacturing and business opportunities, workforce needs, statewide issues and the county's airport.

CHAMBER UPDATE

Chamber President Jim Struzzi introduced Annie Rizzo as the chamber's new marketing manager.

Rizzo will help market the chamber as well as its members and Indiana County. She will be involved in the community and help market to future business prospects. She will also help chamber members with their marketing and promotional efforts and assist with chamber events and overall office support.

"We are excited to have Annie on board to help us grow the chamber, help our members and enhance our local and regional marketing efforts," Struzzi said.

Rizzo's previous professional experiences have helped her gain knowledge in social media marketing along with coordinating communitywide events, Struzzi said, and has great insight in nonprofit marketing and public relations. She also has experience in creating digital billboards.

A lifelong resident of Indiana County, Rizzo grew up in Hellwood and attended Penns Manor Area High School. After graduating from Penns Manor, she attended Indiana University of Pennsylvania and earned a Bachelor's of Science degree in marketing.

"Annie has a great story, and she's from Indiana County," Struzzi said. "We want to keep our talented young workforce here, and by giving her this opportunity, we are doing that."

Struzzi, along with other representatives from the Indiana County Center for Economic Operations, recently attended Summit 2016: Innovation Through Technology at Chestnut Ridge in Blairsville. The annual event is coordinated through the National Center for Defense Manufacturing and Machining, a business in the Corporate Campus in Blairsville. Additive manufacturing — 3-D printing — was one of the summit's main topics. The technology continues to evolve quickly with many applications in manufacturing, health care and defense.

Struzzi said he was impressed with the summit and the number of attendees visiting Indiana County from all areas of the United States. He suggested that as Indiana County considers its economic base moving forward, additive manufacturing and its potential here needs to be part of the discussion.

"NCDMM and the opportunities we can create through their local presence here are a great asset to Indiana County," he said.

When the chamber held its annual luncheon in December, keynote speaker Dennis Yablonsky, Allegheny Conference CEO, mentioned they were conducting a comprehensive study to look at future workforce needs across the region. Yablonsky offered to return to Indiana and share the results. The study has been completed, and, as promised, Yablonsky and his team will visit Indiana County in June. The workforce situation will be critical as baby boomers retire, creating a significant shortfall in qualified employees in various business sectors.

The 2016 Business Hall of Fame induction dinner set for Thursday, June 9, at the Kovalchick Complex, is fast approaching. Tickets are $75.

Registrations can be made by email at jmountain@indiana countychamber.com or by calling the chamber at (724) 465-2511. Related to membership, the chamber added six new members and had 36 renewals in April.

COUNTY COMMISSIONERS

Representing the Indiana County commissioners, Rod Ruddock attended Thursday's meeting. Ruddock said at the commissioners' last meeting, they certified the property tax reassessment with the 2015 values.

The reassessment effort was not easy, but Ruddock said in the end, through public feedback, interaction and communication and appeals, the process worked.

"The values we have on May 25 are as good as you can get through a reassessment process," he said.

STATE GOVERNMENT

State Sen. Don White and state Reps. Dave Reed and Kris Dush attended the meeting.

The state issue discussion focused mainly on the budget and legislative priorities for the coming year, chiefly pension reform and liquor privatization. Property tax reform is something that needs to be addressed as well, they said.

Reed said in order for the 2016-17 budget to move forward, realistic expectations about what can and cannot get done need to be established.

White expressed concerns with the state of the energy industry and the loss of jobs the downturn has created. He attributed the crisis to federal policy and the EPA's Clean Power Plan.

"It's a very frustrating time," White said. "These new standards are almost unachievable."

White said there is a lot of negative publicity aimed at the energy industry that needs to be overcome.

Dush echoed the comments and added that pension reform is the No. 1 cost-driving issue that needs to be addressed to relieve the burden on Pennsylvania residents.

"The average person and average business owner needs a break," he said.

EDUCATION

Indiana University of Pennsyl...
Gregg Van Horn, president of the Indiana County Tourist Bureau, said ICTB is excited to announce that it continues to be on top of recent tourism trends, such as the newest "Wellness Travel" concept. Travelers are seeking adventures that promote health and well-being and Indiana County's outdoor recreation provides the perfect opportunity for this.

The number of kayak rental shops has increased to three in the Saltsburg area, providing easy access to our rivers and further enhancing our trails for mountain biking and rails-to-trails. The IUP sailing base at Yellow Creek State Park is offering sailing classes and a variety of boat rentals. ICTB is proud to partner with the newest adventures of the Escape Room, opening soon on Philadelphia Street, and Cherrywood Executive Par 3's new golf concepts.

The Escape Room challenges teams that solve mind puzzles to get clues while locked in a themed room. Cherrywood recently introduced FootGolf, FlingGolf and another DiscGolf course.

Just off the press this week is the tourist bureau's newest visitor guide. The 40-page marketing guide contains information on more than 300 local businesses and attractions. Guides are distributed all over Pennsylvania.

"The tourist bureau would like to thank Gazette Printers for delivering a quality product and, as always, wonderful customer service," Van Horn said.

**TRANSPORTATION**

Indiana County Office of Planning and Development Executive Director Byron Stauffer said the Southwestern Pennsylvania Commission will hold a public participation panel meeting for the upcoming Transportation Improvement Program at 3:30 p.m. Tuesday at CareerLink along Indian Springs Road.

The public is invited to attend and provide comments on the transportation projects planned for Indiana County.

Stauffer added that, unfortunately, there isn't a lot of funding right now for local projects.

Related to the Indiana County Jimmy Stewart Airport, Commissioner Ruddock shared some positive news. The long-awaited ribbon cutting to open the new extended runway and landing system may be coming later this year. Some issues related to obstruction removal, particularly in the area of the Indiana Country Club, still need to be addressed but all parties involved are working amicably toward a solution.

With the extended runway, Keystone Opportunity Zone adjacent to the runway and the new landing system that will allow aircraft to land in inclement weather, the airport has great potential to boost and attract economic development in Indiana County.

Indiana County Transit (IndiGO) is also looking at possible mergers with transportation providers in other counties to save funding and create more opportunities for people to travel to and from Indiana County. This could benefit our local economy by allowing people to live here and work elsewhere and vice versa.

**HEALTH CARE**

Kelly Howells with Anew Home Health said the Healthcare Consortium held its annual recognition breakfast May 11 at the Indiana Country Club. The event went well and recognized many outstanding health care professionals.

Currently there is a shortage of nurse's aides in the region. Much of this is due to no funding help for tuition to train more aides. Howells said the Healthcare Consortium is exploring ways to help.

**COMMUNITIES**

New Kovalchick Convention and Athletic Complex General Manager Andrew Thompson and Public Relations Director Jackie Henry-Montgomery attended the meeting.

The KCAC is under a new management team, Pinnacle Venue Service. Thompson, who recently moved to Indiana with his family, said their focus is bringing outside dollars to Indiana County.

"Our focus is really to bring regional and out-of-area business to Indiana County through great shows and conferences," Thomp-
son said. He added that his family is really taking to the area and they are excited to be part of the community.

YPO

Luke Shively with McNaughton Moving and Storage and chairman of the Young Professionals Organization, said the group has had a couple of great educational and relationship building events. These included a Lunch-and-Learn on April 27 with Robin Gorman, executive assistant to the IUP president for Government and Community Relations, and a networking mixer May 5 at the Indiana Country Club. Both events were well attended.

Kayla Hancock and Whitney Mottorn from the Alice Paul House attended the board meeting as YPO representatives. The group will be implementing formal bylaws, including a succession plan for the chairperson and committee members.

MEMBERSHIP EVENTS

The chamber has a number of upcoming events to help create business-to-business connections and build relationships among community members. Events include a Chamber Check-In at Kuzneski Financial Group on May 25 and a Business After Hours at Advanced Care Pharmacy on May 26.

Hall of fame

What: 2016 Business Hall of Fame induction dinner
When: Thursday, June 9
Where: Kovalchick Complex
Cost: $75
Registrations: Call (724) 465-2511

Membership

Six new members joined the chamber in April:
• Huntington Bank
• First Media Radio LLC
• Sears Holdings Corp.
• Speedy Furniture of Indiana
• Sully’s Sports LLC
• Gardners Candies Inc.

There were 36 membership renewals in April.
Going with the flow

New signaling technology pitched to ease Route 19 congestion

By Scott Beveridge
Staff writer
sbeveridge@observer-reporter.com

New technology that coordinates traffic signals to traffic flow was pitched Monday as a way to ease congestion on Route 19 in Washington County.

The system, Adaptive Signal Control Technology, was already installed on Route 22 between Monroeville and Delmont and is showing great successes in reducing traffic backups, said Joseph Szczur, a state Department of Transportation district executive.

“We can start setting the stage for that now,” Szczur said Monday during an open house in Courthouse Square in Washington on the next transportation improvement plan drafted by Southwestern Pennsylvania Commission.

Washington County is expected to see $187.8 million spent between 2017-20 on 51 projects, most of which involve continued safety improvements to Interstate 70 and the replacement of small, aging bridges.

“There’s a lot of work on this,” said SPC planner Matt Pavlosky.

Szczur’s comments followed a suggestion from Peters Township Manager Michael A. Silvestri to fund a study to address congestion at Route 19 and McMurray Road, which becomes a bottleneck during rush hours.

Silvestri said there is a concern in Peters that the intersection will not be able to handle more traffic after the Southern Beltway opens in several years.

Szczur said the signalling system is much less costly than widening roads, especially in areas such as Peters Township where the setback distances between the road and businesses are narrow.

He said the technology is sophisticated to the point in which it learns over time when the traffic flows are at their highest and it adjusts itself to address changes.

The system was suggested by Szczur to begin at I-70 and Route 19 and continue through North and South Strabane townships into Peters Township.
plan. Anyone wishing to do so can visit the SPC website at www.sper-region.org.

Construction work on the Vanport Bridge will continue until next year.
Michael A. Silvestri, Peters Township manager, discusses Route 19 problems Monday with regional transportation planners.
Public hearing held on $215 million plan for Beaver County roads, bridges

By Jared Stonesifer
jstonesifer@timesonline.com

BEAVER — Beaver County could see nearly $215 million for local bridge and road projects through 2020, and the Southwestern Pennsylvania Commission wants to make sure residents have their say on which projects should be prioritized.

The commission on Thursday held a public hearing at the county courthouse, one of 11 similar public hearings held across western Pennsylvania in May and June.

The hearing included an abundance of information from commission and PennDOT officials about the massive scope of road and bridge projects. The SPC previously released a draft proposal that included 31 local projects that would benefit from the influx of money.

Perhaps the biggest project on the list is the realignment of Freedom Road, a multiyear project that is slated to receive nearly $70 million under the current proposal.

That project consists of reconstructing Crows Run Road and relocating Freedom Road to follow the Crows Run Road corridor. Realignment and roadway reconstruction will happen between Route 68 in Conway and Park Quarry Road in New Sewickley Township.

Additional aspects of the project will include the relocation of parts of the Crows Run stream, as well as guardrail and drainage improvements in the area.

Commissioner Tony Amadio, who is one of many county commissioners in southwestern Pennsylvania who will vote on the final commission plan at a meeting on June 27, said he is pleased with Beaver County's allotment, especially for the Freedom Road project.

"That project will be the key to opening up Beaver County," Amadio said after the public hearing. "People can now go directly from Beaver County to Cranberry, and from Cranberry to Beaver County. It's a great plus for Beaver County."

There is substantial amounts of money in the commission's draft plan for the Beaver County Transit Authority, which is slated to receive $18.1 million. Nearly $6 million of that will go to replace about 25 buses, with new buses to be fueled by compressed natural gas.

Another large project is $32 million slated for the reconstruction of the Koppel Bridge. An additional $14 million will go to improvements of Route 63 from the Allegheny County line to Crows Run. Money is also included for projects already underway, such as $8 million for the Vanport Bridge project on Interstate 376.

Matt Pavlosky, the outreach coordinator for the Southwestern Pennsylvania Commission, said the most recent draft plan is the result of years of planning and public input. Nearly 3,000 pieces of public comment were received from residents around the region, and those comments helped officials draft plans for the most pressing projects in the region.

There is $2 billion reserved for local public transit in southwestern Pennsylvania, and another $1.67 billion for road and bridges here. Pavlosky said. About 60 percent of the money allocated for road and bridge work is going toward fixing structurally deficient bridges.

The first step is commission officials approving the plan later this month. Pavlosky said. After that, it must be approved on the state and federal level. If that happens, the plan will go into effect on Oct. 1.

For his part. Amadio said he's looking forward to getting the chance to vote on the plan after so many years of work.

"We're looking forward to getting this done," he said.

Residents have until 4 p.m. Friday to submit public comment on the
New signaling technology could help with Route 19 congestion

By Scott Beveridge
Staff writer
sbeveridge@observer-reporter.com

New technology that coordinates traffic signals to traffic flow was pitched May 23 as a way to ease congestion on Route 19 in Washington County.

The system, Adaptive Signal Control Technology, was already installed on Route 22 between Monroeville and Delmont and is showing great successes in reducing traffic backups, said Joseph Szczur, a state Department of Transportation district executive.

"We can start setting the stage for that now," Szczur said Monday during an open house in Courthouse Square in Washington on the next transportation improvement plan drafted by Southwestern Pennsylvania Commission.

Washington County is expected to see $187.8 million spent between 2017-20 on 51 projects, most of which involve continued safety improvements to Interstate 70 and the replacement of small, aging bridges. *

"There's a lot of work on this," said SPC planner Matt Pavlosky.

Szczur's comments followed a suggestion from Peters Township Manager Michael A. Silvestri to fund a study to address congestion at Route 19 and McMurray Road, which becomes a bottleneck during rush hours.

Silvestri said there is a concern in Peters that the intersection will not be able to handle more traffic after the Southern Beltway opens in several years.

Szczur said the signaling system is much less costly than widening roads, especially in areas such as Peters Township where the setback distances between the road and businesses are narrow.

He said the technology is sophisticated to the point in which it learns over time when the traffic flows are at their highest and it adjusts itself to address changes.

The system was suggested by Szczur to begin at I-70 and Route 19 and continue through North and South Strabane townships into Peters Township.
Roads & Bridges

Connellsville span among potential projects for 2017-20 transportation improvements in region

BY PAT CLOONAN
pcloonan@heraldstandard.com

A “lunch-and-learn” event this week in Connellsville was the last stop for Southwestern Pennsylvania Commission before it votes on a 2017-20 Transportation Improvement Program for 10 area counties.

The draft TIP plan covering nearly $5 billion in infrastructure and operations — including a bridge in downtown Connellsville — will be considered by the SPC board at a 4:30 p.m. meeting Monday in Two Chatham Center in Pittsburgh.

Included is $1.93 billion in public transit plans, $1.67 billion in road and bridge plans and $1.32 billion in discretionary or “spike” funding to be distributed as authorities deem necessary.

“This came together over a year's time,” SPC public involvement specialist Matt Pavlosky told the event held by the Fayette County Cultural Trust in partnership with the U.S. Small Business Administration at the Connellsville Canteen.

Pavlosky said planners found 2,614 bridges in acceptable condition in the 10-county area, 1,545 near-deficient and 1,317 deficient.

According to the draft plan, major bridges slated for rehabilitation in the next four years include the Elizabeth Bridge that carries Route 51 over the Monongahela River in Allegheny County. For several years, it has had weight restrictions forcing many northbound truckers to detour through the narrow streets of Elizabeth Borough’s business district.

Another rehabilitation given attention in the TIP draft’s executive summary is a stone’s throw from the Connellsville Canteen, the Crawford Avenue Bridge, since 2014 known as the Officer McCraw Robb Bridge in honor of a Connellsville police officer killed in the line of duty in 1882.

“We are going to be starting preliminary engineering in the fall,” Pavlosky said of the bridge carrying Route 711 over the Youghiogheny River in the heart of Connellsville’s business district.

That $4.845 million job is one of 40 projects on the TIP list for Fayette County. City Clerk Vernon E. Ohler said efforts to address problems with that bridge date back to 2008 have basically been Band-aids.

“We need some upgrades,” Ohler said, “possibly to help get a bike lane on that bridge,” a reference to twowheel traffic off of the nearby Great Allegheny Passage.

Others at the luncheon pointed to other bridges in need, including a 98-year-old span carrying Buttermore Boulevard over Whites Run between Miedel’s Restaurant in Bullskin Township and Grasso...
Greenhouse in Connellsville Township.

"It's only about a 20-foot bridge," attorney Carmine V. Molinaro Jr. said. "It has been out for two years."

It's not a state bridge, but one maintained by the Fayette County road department. Molinaro said it requires a three-quarter-mile detour via Route 119 that forces drivers headed for Scottsdale to double back.

Repairs may be easier said than done. The SPC specialist said such a bridge could be handled through the Rapid Bridge Replacement Project, a public-private partnership slated to handle 24 small, state-maintained spans in Fayette County over the next three years.

However, Pavlosky said, "When you're talking about the federal and the state governments, we have specific laws and guidelines we have to follow."

Pavlosky was accompanied by Angela Saunders, planning and programming manager for Uniontown-based PennDOT District 12, one of three districts included in the Southwestern Pennsylvania Commission's coverage area.

She provided information on the MPMS IQ program that helps locate bridges and highways across the state.

Matt Pavlosky, Southwestern Pennsylvania Commission public involvement specialist, discusses future transportation improvements for the 10-county region during an informational event at the Connelsville Canteen on Tuesday.
Matt Pavlovsky says, “(The draft) came together over a year’s time.”
campus registering and preparing for the fall semester. He added that while it may seem like fewer students are in Indiana this summer, much of that is due to the popularity of online classes.

ENERGY

Greg Sipos said that by some indications with those in the industry, the energy sector is expected to improve soon. An added plus is the announcement of the Shell Cracker plant in Beaver County, which is expected to be a boost for the entire energy industry in the region. Some discussion occurred about what types of business can be attracted to Indiana County based on the proximity of the Shell facility. Ruddock said this may also be an impetus to push for more improvements on Route 422 between Kittanning and Indiana.

TRANSPORTATION

Indiana County Office of Planning and Development Executive Director Byron Stauffer said the Southwestern Pennsylvania Commissions Public Participation Panel meeting for the upcoming Transportation Improvement Program in May at Careerlink was one of the best attended events they’ve had. There was great communication and discussion about transportation needs in Indiana County.

Stauffer said there are plenty of orange barrels around the county currently, but that is good, as the work is needed to improve roads and bridges.

BUSINESS RETENTION

Stauffer said work continues behind the scenes to retain local jobs and attract new business to the area. Some prospects include international companies, manufacturing and other opportunities.

“A lot of things are going to try and change course, to get the local economy back on target,” he said.

ICDC

Building on transportation, ICDC President Jim Wiley said work to improve Route 206 in the area of the new 200-acre Windy Ridge Business and Technology Park in White Township is progressing well. The work is expected to conclude this fall and create, among other roadway improvements, a beautiful new entrance to the business park. Landscaping and other work will also occur inside the ready-for-development park. Visit www.indiana countyceo.com to learn more about these sites and other opportunities in Indiana County.

“At the end of the construction season, Windy Ridge will look dramatically different,” Wiley said.

HEALTHCARE

Kelly Howells with Anew Home Health and the Healthcare Consortium said they were able to secure a much needed certified nurses aide instructor through Westmoreland County Community College. The course will be conducted this fall. Currently there is a shortage of nurse’s aides in the region.

COMMUNITIES

Josh Rosenberger with the 700 Shop said streetscape improvements on Philadelphia Street in Indiana Borough are continuing and will be completed in early fall. While the work is causing some difficulty for access to businesses, stores remain open and the contractor is trying to minimize the impacts.

“It’s short-term pain for long-term gain,” Rosenberger said. Night work will begin next week with construction shifting to the north side of Philadelphia Street soon. Some discussion occurred about locating funds to resurface Philadelphia Street when the work is complete. Paving was not included in the original project.

YPO

Luke Shively with McNaughton Moving and Storage and chair of the Young Professionals Organization, said the group has several upcoming events including a Lunch-n-Learn with Jim Wiley in June and a networking mixer in July at the Firehouse. The group is exploring new ways to provide community service. YPO shirts are available in the Chamber office and YPO member cards are being distributed.

Chris Buell with Bonya, Gasza and DeGory attended the board meeting as a YPO representative.

Any chamber member or employee of a chamber member age 40 or younger can join. Individuals can also join as a “chamber friend.” Visit the chamber’s website to apply. To learn more, visit the YPO page on the chamber’s website or on Facebook.

MEMBERSHIP EVENTS

The chamber has a number of upcoming events to help create business-to-business connections and build relationships among community members.

Events include Happy Hours on June 21 at the Brown Hotel, a Chamber Check-In at Speedy Furniture on June 29, a Business After Hours at Kuzneski and Lockard Real Estate on June 30 and a Business
A meeting on the Transportation Improvement Plan was held Tuesday afternoon. The meeting was to go over the Southwestern Pennsylvania Commission’s four-year plan for the 10-county region as far as transportation issues go. Many of the projects that are part of the 2017-2020 TIP plan for Indiana County are bridge maintenance projects ranging from three bridges on Route 119 to smaller bridges on roads in the community.

Matt Pavlosky with the SPC talks about how important these meetings are to rural communities like Indiana.

People have a chance to comment on the plan by contacting the commission directly at www.spcregion.org. You can also find a draft copy of the Transportation Improvement Plan on their website.
Part 5

Document Revisions as a Result of Public Comment
Changes to the Draft 2017-2020 Transportation Improvement Program in Response to Public Comment

In accordance with SPC’s Public Participation Plan, the public is offered the opportunity to review the Draft 2017-2020 Transportation Improvement Program, and to provide comments during a public comment period. This public input opportunity was widely advertised, and a series of eleven public meetings were held to provide additional opportunities for public comment. Changes made to the Draft 2017-2020 TIP and related documents made in response to public comment are summarized below.

Draft 2017-2020 Transportation Improvement Program (TIP)

- All Districts - Various project descriptions were improved to provide more detailed information. This was predominately in response to comments from the interagency air quality review.

- Five bridge projects added in PennDOT District 11 (per PennDOT request)
  1. SR 1014 Hite Road over Allegheny Valley Expressway in Harmar Township, Allegheny County ($4.6M)
  2. SR1019 (Butler Logan Road) over Allegheny Valley Expressway in Frazer Township, Allegheny County ($4.0M)
  3. SR 3017 over Peters Creek in Jefferson Hills Borough, Allegheny County ($1M)
  4. Kummer Road over Pine Creek in McCandless Township, Allegheny County ($1.25M)
  5. Remove Bridge over Little Beaver Creek in South Beaver Township, Beaver County ($800k)

- Indiana County Transit Authority’s “Operating Assistance – Rural” project (MPMS# 65421) inadvertently omitted the Section 5311 Rural Transit Assistance Program funding. This federal funding, which is administered by PennDOT, totals $851,000 over the four years of the TIP.

- The TIP Financial Summary table in Appendix 3 was adjusted to reflect the additional 5311 funding for Indiana County Transit.
The line in the table labeled “Federal Transit Formula Funds” was changed to read:

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<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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The last line in Appendix 6, the SPC Transit Program of Projects Index, “Total – Transit Funds”, was changed to read:

|       | $264,934,516| $1,439,963,654| $33,663,652| $170,572,006| $1,909,133,828|

The following updated pages include TIP Financial Summary table in Appendix 3, and the Transit TIP Index and ICTA’s list of projects, both in Appendix 6.
## Financial Summary of the SPC 2017-2020 TIP

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<td>Federal Transit Formula Funds</td>
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* A statewide reserve of $25 million per year in federal CMAQ funds to flex to transit in accordance with agreements associated with PA Act 3 of 1997.

** Future project selection from state reserve funding. Projects, if any, will be added to the SPC TIP upon PennDOT project selection.

*** The total project cost for SB/22-79 is $770 million over a seven year period; some project funding already expended in pre-TIP period.

**** Includes the I-579 Cap project and I-376 Reconfiguration/SR-18 Relocation projects.
# SPC Transit Program of Projects - Index

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<th>MPMS</th>
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**Airport Area Transportation Association (RideACTA)**

**Butler Transit Authority (The Bus)**

**Fayette Area Coordinated Transit**

**Greene County Human Services**

**Indiana County Transit Authority (IndiGo)**

**Mid-County Transit Authority (Town & Country Transit)**

**Mid Mon Valley Transit Authority**

**New Castle Area Transit Authority**
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**Port Authority of Allegheny County**

|   | Grants Administration              | PAAC      | $1,600,000 | $       |           | $400,000  | $2,000,000|
|   | Shop Equipment                     | PAAC      | $       | $18,000,000 |           | $594,844  | $18,594,844|
|   | Preventive Maint. - Rail           | PAAC      | $20,334,400 | $       |           | $5,083,600 | $25,418,000|
|   | IT Hardware/Software               | PAAC      | $       | $18,000,000 |           | $594,844  | $18,594,844|
|   | Fixed Guideway Bridge              | PAAC      | $       | $24,306,324  |           | $810,022  | $25,116,326|
|   | Fixed Facility Imp.                | PAAC      | $60,836,000 | $       |           | $1,316,326 | $40,816,326|
|   | Transit Security Grant             | PAAC      | $800,000  | $       |           | $800,000  | $800,000|
|   | Operating Assistance               | PAAC      | $       | $866,356,000 | $132,953,400 |           | $1,019,309,400|
|   | PAAC Cap. Bond Dept. Service       | PAAC      | $       | $87,528,279  |           | $3,015,093 | $90,543,372|
|   | Bus Procurement                    | PAAC      | $77,319,200 | $31,964,591 | $1,065,209 | $110,349,000|
|   | Vehicle Overhaul Program           | PAAC      | $       | $26,003,680  |           | $866,564  | $26,870,244|
|   | Support Vehicles                   | PAAC      | $       | $10,000,000  |           | $333,246  | $10,333,246|
|   | Preventive Maint. Bus              | PAAC      | $60,836,000 | $94,146,600 | $1,316,326 | $183,346,926|
|   | Adm. Facility Lease                | PAAC      | $3,726,360 | $       |           | $931,592  | $4,657,952|
|   | Infrastructure Stfy & Renewl       | PAAC      | $       | $21,689,904  |           | $722,809  | $22,412,713|
|   | Cap. Cost Cntrct - Access          | PAAC      | $44,800,000 | $10,383,800 | $361,200  | $56,000,000|
|   | Shared Ride                        | PAAC      | $       | $56,644,000  |           | $56,644,000| $56,644,000|
|   | Total:                              |           | $209,415,960 | $1,368,720,000 | $168,862,823 |           | $1,746,998,783|

**Southwestern Pennsylvania Commission (CommuteInfo)**

|   | CCOC                               | SPC       | $2,704,912 | $       | $676,228  | $3,381,140|

**Washington County Transportation Authority (Freedom Transit)**

|   | Operating Assistance               | WASH      | $500,000   | $500,000 |           | $1,000,000|
|   | Support Vehicles Replacement       | WASH      | $60,000    | $       | $20,000   | $80,000|
|   | Office Equipment                   | WASH      | $6        | $       | $37,000   | $37,000|
|   | Operating Assistance               | WASH      | $124,000   | $       |           | $124,000|
|   | Small Transit Buses                | WASH      | $960,000   | $       | $240,000  | $1,200,000|
|   | Operating Asst State               | WASH      | $5,600,000 | $       |           | $5,600,000|
|   | Maint. Facility Const.             | WASH      | $4,480,000 | $       | $1,120,038 | $5,600,038|
|   | Total:                              |           | $6,124,000  | $6,100,000 | $3,337,038 | $15,561,038|

**Westmoreland County Transit Authority**

|   | Preventive Maintenance             | WCTA      | $1,600,000 | $       | $400,000  | $2,000,000|
|   | Operating Assistance - Rural       | WCTA      | $2,336,000 | $2,600,000 |           | $5,200,000|
|   | Replacement Buses                  | WCTA      | $2,560,000 | $       | $640,000  | $3,200,000|
|   | State Operating Asst               | WCTA      | $11,068,000 | $       |           | $11,068,000|
|   | Total:                              |           | $9,096,000  | $13,668,000 | $1,624,000 | $24,388,000|

**SPC Region Total:** $264,934,516 | $1,439,963,654 | $33,663,652 | $170,572,006 | $1,909,133,828
### Indiana County Transit Authority (IndiGo) Transit Projects

#### Operating Assistance - Rural

**MPMS Number:** 65421  
**Title:** Operating Assistance - Rural  
**Project Type:** Operating Assistance  
**Air Quality Status:** EX  
**Exempt Code:** M1  
**Project Type:** Operating Assistance  
**Air Quality Status:** EX  
**Exempt Code:** M1  
**Project Description:** Funds for the daily operations of the authority in the rural service area.

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#### CTC Vehicle Replacement

**MPMS Number:** 102337  
**Title:** CTC Vehicle Replacement  
**Project Type:** Capital Bus Rolling Stock  
**Air Quality Status:** EX  
**Exempt Code:** M10  
**Project Description:** Purchase Community Transit Vehicles per schedule: 2 minivans, 1 high roof van 2018; 3 minivans 2019; 1 CNG bus 2020

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## Indiana County Transit Authority (IndiGo) Transit Projects

### Skylight Replacement

**MPMS Number:** 102339  
**Title:** Skylight Replacement  
**Project Type:** Capital Bus Support Equip / Facilities  
**Air Quality Status:** NA  
**Exempt Code:** -- --  
**Project Description:** Replace Skylight in Maintenance Facility in Indiana Borough.

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### Replace Service Vehicle

**MPMS Number:** 106611  
**Title:** Replace Service Vehicle  
**Project Type:** Capital Bus Rolling Stock  
**Air Quality Status:** EX  
**Exempt Code:** M2  
**Project Description:** Replace service Vehicle withs CNG Vehicle

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### Transit Projects

#### Indiana County Transit Authority (IndiGo) Transit Projects

**Indiana County**

**MPMS Number:** 106612  
**Title:** Ticket Vending Machine

**Project Type:** Capital  Bus Other Capital Items

**Air Quality Status:** NA  Exempt Code: -- --

**Project Description:** Purchase and Install Ticket vending Machines

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<th>2019</th>
<th>2020</th>
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**Federal**  
**State**  
**Non-Federal**  
**Local**

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**Indiana County**

**MPMS Number:** 106613  
**Title:** Mid-Life Bus Rehab

**Project Type:** Capital  Bus Rolling Stock

**Air Quality Status:** EX  Exempt Code: M3  Rehabilitation of transit vehicles

**Project Description:** Mid life rehab of two 30-foot buses

**Other Locations:**

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<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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</tr>
<tr>
<td>State</td>
<td>$0</td>
<td>$0</td>
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<tr>
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<td>Local</td>
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</tbody>
</table>

**Federal**  
**State**  
**Non-Federal**  
**Local**

---

Last Updated: 6/20/2016
### Indiana County Transit Authority (IndiGo) Transit Projects

**Indiana County**

**MPMS Number:** 106614  
**Title:** CNG Buses

**Project Type:** Capital  Bus Rolling Stock

**Air Quality Status:** EX  
**Exempt Code:** M10  
**Project Description:** Purchase fixed route 30 ft. CNG bus

**Other Locations:**

<table>
<thead>
<tr>
<th>PROJECT FUNDING</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
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<td>$0</td>
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</tr>
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<tr>
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</table>

**Total:** $435,000

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**Indiana County**

**MPMS Number:** 106616  
**Title:** Parking Improvement

**Project Type:** Capital  Bus Support Equip / Facilities

**Air Quality Status:** NA  
**Exempt Code:** --

**Project Description:** Seal asphalt parking areas.

**Other Locations:**

<table>
<thead>
<tr>
<th>PROJECT FUNDING</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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<tbody>
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<tr>
<td>State</td>
<td>$0</td>
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<tr>
<td>Non-Federal</td>
<td>$0</td>
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**Total:** $10,000
## Indiana County Transit Authority (IndiGo) Transit Projects

### Indiana County

**MPMS Number:** 106619  
**Title:** Surveillance Upgrade  
**Project Type:** Capital  Bus Support Equip / Facilities  
**Air Quality Status:** NA  
**Exempt Code:** --  
**Project Description:** Replace surveillance system. Includes cameras.

### Project Funding

<table>
<thead>
<tr>
<th>Federal</th>
<th>State</th>
<th>Non-Federal</th>
<th>Local</th>
</tr>
</thead>
<tbody>
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</table>

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>$0</td>
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<td>$0</td>
</tr>
<tr>
<td>$25,000</td>
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</table>

### Indiana County

**MPMS Number:** 106621  
**Title:** Replace Bus Lifts  
**Project Type:** Capital  Bus Support Equip / Facilities  
**Air Quality Status:** NA  
**Exempt Code:** --  
**Project Description:** Replace mobile bus lift

### Project Funding

<table>
<thead>
<tr>
<th>Federal</th>
<th>State</th>
<th>Non-Federal</th>
<th>Local</th>
</tr>
</thead>
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</table>

<table>
<thead>
<tr>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
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<tr>
<td>$0</td>
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<td>$100,000</td>
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### Sponsor Totals

<table>
<thead>
<tr>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>Total</th>
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<tr>
<td>$2,095,000</td>
<td>$2,874,000</td>
<td>$2,102,000</td>
<td>$2,160,000</td>
<td>$9,231,000</td>
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</table>

Last Updated: 6/20/2016
Environmental Justice Benefits and Burdens Assessment of Draft 2017-2020 TIP

The number of projects and amount of funding invested into EJ Communities has increased from the Draft 2017-2020 TIP to the final 2017-2020 TIP due to the addition of projects to the TIP during the public comment period as well as corrections to the TIP project GIS database. These changes are shown on the following pages.
Table 3 displays the number of households below the poverty level as determined from the 2008-2012 American Community Survey 5-Year Estimates\(^4\) and the 2010-2014 American Community Survey 5-Year Estimates, the most current source for this information. This data supports regional observations that there have been only small changes in regional population and composition over the past several years. SPC’s planning process will continue to monitor population change and conduct public outreach to ensure that all of the region’s citizens are treated equitably.

| Table 3 |
| Households Below Poverty Level for Southwestern Pennsylvania 2008-2014 |
|----------|-----------------|-----------------|-----------------|
|          | 2008-2012 ACS   | 2010-2014 ACS   | Difference      |
| Total Households in Region | 1,073,929       | 1,075,052       | 1,123           |
| Households in Poverty       | 134,830         | 136,769         | 1,939           |
| % of Total Households       | 12.6%           | 12.7%           | 0.1%            |

**Equity Analysis of Transportation Investments**

An assessment of the benefits and burdens was completed to analyze the location of all mappable roadway and bridge transportation improvement projects for the 2017-2020 Southwestern Pennsylvania Transportation Improvement Program (TIP) relative to locations of minority and low-income populations. This information, summarized in Figure 6, illustrates all of the mappable roadway and bridge investments (474 projects) in the region. These investments are broken into three broad categories: Bridge and Roadway Capital Maintenance, Operations and Safety and Community and Economic Development (which contains a broad range of projects including: roadway and bridge improvements, park-n-ride expansions, and bicycle and pedestrian facility improvements). Figures 7, 8 and 9 further analyze the transportation investments by investment category in relation to the location of minority and low-income populations.

In addition to location-specific improvements, the TIP contains a significant number of non-mappable projects, most notably the purchase of public transportation vehicles and capital maintenance to transit facilities. Also included in the TIP are bridge and roadway repair line items in which projects are defined at a later date. These line items act as contingencies for situations such as emergency repairs due to flooding, landslides or other unforeseen circumstances that may arise. These investments are not included in the EJ analysis because their locations are currently unspecified. Projects such as bus replacements and interstate highway improvements benefit the region as a whole and are expected to provide improved access and mobility to and within key employment centers including downtown Pittsburgh, as well as communities throughout the region.

---

\(^4\) The 2008-2012 ACS 5 Year Estimates are used due to household below the poverty level data was not collected during the 2010 Decennial Census. The 2008-2012 ACS data uses 2010 as mid-year.
The 2017-2020 TIP is the first phase of SPC’s long range plan (*Mapping the Future: The Southwestern PA Plan*). The TIP is the main implementation vehicle for the long range plan.

As noted in Table 4, approximately 309,252 of the region’s population are classified as a minority; 224,614 of those persons reside in a Census Block Group that exceeds the regional average percentage (12%) of minority population; those Census Block Groups are classified as EJ Block Groups. Similarly, there are 136,769 households in the region that are classified as below the poverty level; 94,325 of those households are within Census Block Groups that exceed the regional average percentage (12.7%) for households below the poverty level.

<table>
<thead>
<tr>
<th>Community Type</th>
<th>Regional Total</th>
<th>*EJ Census Block Group Total</th>
<th>% Represented in EJ Block Groups</th>
<th>**# of Projects</th>
<th>% of Projects</th>
<th>***Total Investment ($1,521,183,065)</th>
<th>% of Total Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low-Income Households</td>
<td>136,769</td>
<td>94,325</td>
<td>68.9%</td>
<td>241</td>
<td>50.8%</td>
<td>$981,837,336</td>
<td>62.8%</td>
</tr>
<tr>
<td>Minority Population</td>
<td>309,252</td>
<td>224,614</td>
<td>72%</td>
<td>139</td>
<td>29.3%</td>
<td>$583,028,981</td>
<td>37.3%</td>
</tr>
</tbody>
</table>

*The EJ Census Block totals represent 8.8% of total households in the region and 8.7% of the total regional population (all races)
** 474 mappable projects found in the 2017-2020 TIP
** Total Investment is all mappable highway and bridge projects, not total amount invested in TIP

Within the SPC region, Allegheny County and the City of Pittsburgh contain the highest concentrations of minority and low-income populations. In Allegheny County, the 2017-2020 TIP contains 139 mappable projects, totaling $632.5 million in roadway and bridge investments (40.3% of total amount of mappable, programmed funds); 47 of those projects, totaling $280.7 million, are located within the City of Pittsburgh.

A key policy goal in SPC’s current long range plan (*Mapping the Future: The Southwestern PA Plan*) states that “Maintenance of the existing transportation system will be a regional priority.” Investment in the maintenance of regional transportation assets extends the lifespan of those assets, promotes sustainability, improves system performance, makes the system safer for all users, and maximizes the use of public resources. As clearly demonstrated in the 2017-2020 TIP, keeping the region’s transportation system in a state of good repair has been, and will continue to be, at the forefront of regional efforts. Maintaining the region’s existing roadway and bridges as well as keeping the public transportation system in a state of good repair benefits the region by increasing mobility, system reliability and safety. As illustrated in Figure 7, many of the roadway and bridge maintenance projects found in the 2017-2020 TIP are located in identified low-income and minority communities and the corridors which connect them, particularly within the City of Pittsburgh and Allegheny County.

The safety and reliability the region’s transportation system for all modes of transportation is a top priority. A consistently safe and reliable system is important for goods and service delivery.
Air Quality Conformity Determination for the Draft 2017-2020 TIP

No changes.

Amendment to the region’s transportation plan Mapping the Future: The Southwestern PA Plan to reflect project phasing and cost information included in Draft 2017-2020 TIP

Changes in the TIP Financial Plan (the TIP Financial Summary table in Appendix 3 was adjusted to reflect the additional 5311 funding for Indiana County Transit; see above) also affect the long range transportation plan because the TIP is Stage 1 of the long range transportation plan. The changes in TIP federal funds have been adjusted through 2040, the final year of the Plan period, and are shown on the following pages.
## Transportation Investment Plan Revenue Summary

<table>
<thead>
<tr>
<th>Fiscal Category</th>
<th>Short-term 2017-2020</th>
<th>Mid-Term 2021-2028</th>
<th>Long-term 2029-2040</th>
<th>Total 2017-2040</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highway Program</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal NHPP</td>
<td>519,326,000</td>
<td>1,195,847,225</td>
<td>2,189,454,770</td>
<td>3,904,627,996</td>
</tr>
<tr>
<td>Federal STP</td>
<td>302,923,000</td>
<td>689,505,781</td>
<td>1,262,403,498</td>
<td>2,254,832,279</td>
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<tr>
<td>Federal Bridge Off-System</td>
<td>73,396,000</td>
<td>160,638,677</td>
<td>294,110,410</td>
<td>528,145,087</td>
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<tr>
<td>Federal CMAQ</td>
<td>75,436,000</td>
<td>171,223,023</td>
<td>313,489,095</td>
<td>560,148,118</td>
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<tr>
<td>Federal HSIP</td>
<td>43,239,000</td>
<td>99,627,672</td>
<td>182,406,478</td>
<td>325,273,150</td>
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<tr>
<td>Federal TAP</td>
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<td>15,872,141</td>
<td>29,060,013</td>
<td>52,149,154</td>
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<tr>
<td>State Highway</td>
<td>400,107,000</td>
<td>768,061,062</td>
<td>1,406,228,923</td>
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<tr>
<td>State Bridge</td>
<td>200,918,000</td>
<td>379,171,712</td>
<td>694,218,539</td>
<td>1,274,308,251</td>
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<tr>
<td>Local Sponsor Matching Funds</td>
<td>52,725,087</td>
<td>132,929,937</td>
<td>243,378,985</td>
<td>429,034,009</td>
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<tr>
<td>Subtotal - Highway Program</td>
<td>1,675,287,087</td>
<td>3,612,877,229</td>
<td>6,614,750,711</td>
<td>11,902,915,027</td>
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<tr>
<td><strong>Transit Program</strong></td>
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<tr>
<td>Fed Transit Formula Funds</td>
<td>264,934,516</td>
<td>541,972,782</td>
<td>992,288,035</td>
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<td>Federal Transit Flex</td>
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<td>49,376,000</td>
<td>63,308,935</td>
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<tr>
<td>State/Local/Other - Transit Operations</td>
<td>1,644,199,312</td>
<td>3,572,674,180</td>
<td>4,185,957,219</td>
<td>9,402,830,711</td>
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<td>Subtotal - Transit Program</td>
<td>1,933,821,828</td>
<td>4,164,022,963</td>
<td>5,241,554,189</td>
<td>11,344,056,547</td>
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<tr>
<td><strong>Spike Programs</strong></td>
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<tr>
<td>Federal Discretionary NHPP</td>
<td>7,500,000</td>
<td>501,411,765</td>
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<td>Federal Discretionary STP</td>
<td>60,000,000</td>
<td>76,782,361</td>
<td>89,962,774</td>
<td>277,361,779</td>
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<td>State Discretionary</td>
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<td>259,582,916</td>
<td>304,142,759</td>
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<tr>
<td>Subtotal - Spike Programs</td>
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<td>837,777,042</td>
<td>981,589,331</td>
<td>2,448,147,676</td>
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<td><strong>Other Discretionary Programs</strong></td>
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<td>Federal Earmarks</td>
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<td>1,819,352</td>
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<td>PTC Toll Road Expansion</td>
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<td>673,517,000</td>
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<td>Local/Private</td>
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<td>0</td>
<td>99,250,000</td>
</tr>
<tr>
<td>Total - Other Discretionary</td>
<td>774,586,352</td>
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<td>0</td>
<td>774,586,352</td>
</tr>
<tr>
<td><strong>Grand Total for SPC TIP/LRP</strong></td>
<td>4,460,195,267</td>
<td>8,614,677,234</td>
<td>12,837,894,231</td>
<td>26,469,705,602</td>
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</table>