Written and Electronic Testimony
Hello Southwestern Pennsylvania Commission,

SPC's Long Range Plan [LRP] is insufficient because it doesn't incorporate on-street bicycling and walking facilities and infrastructure throughout the plan, nor does it address the historic lack of funding for bicycling and walking in the region compared to other modes. Bicycling and walking are viable modes of transportation and must be treated with the same amount of respect and given as much consideration as motorized transportation. Attention in the Draft LRP is paid to bike trails, which are wonderful amenities, but do not provide year long commuting alternatives as they are closed at dusk, are not lit, and are seldom maintained in the fall and winter months. Sufficient funds must be devoted to facilitate inter and intra-neighborhood travel by bicycle and by foot."

Thank you for your time.

Best,

Laura Baney
1034 Murrayhill Ave Apt #1
Pittsburgh, PA  15217-1075
412-334-8172
The clean up of this site and the development of a business park meets many needs in the community. Removal of an eyesore, Jobs, tax revenue and general improvement. I support seeking all funding available to clean up and develop this site.
To whom it may concern

I have reviewed Draft 2035 and wish to make the following comment.

I am aware of the Phoenix Business Park project in Washington County (Item 7). This brown field site is an environmental hazard and eyesore. The clean up of the site and the development of a business park meets this region's goal. Job creation during the reclamation of the site will provide living wage jobs. The business park will positively affect the area employment needs. The locality will greatly benefit from the increase in tax revenue; As a light industrial park, the Phoenix Business Park is desirable. Industrial jobs will provide well paying employment for the region.

I am pleased this development is at a brown field site. It is alarming that our region’s green space is diminishing. I support seeking all funding available to clean up and develop brown field sites.

The writing of the 2035 Plan is very good. It is broken down into easily understood sections. The statistical information supports the need for the multitude of projects. The statistics seem to be very objective. It is good to know that on a regional level, Western Pennsylvania will continue to be a viable region in the Commonwealth with the ongoing community and economic development. Efforts such as SPC’s Transportation and Development Plan enable Western Pennsylvania to show development regionally rather than parochially.

Sincerely,
Jane Black
Bethel Park resident
ATTENTION OFFICIALS:

As you are aware, the Waterfront development is located in the Steel Valley Boroughs of Homestead, Munhall and West Homestead. The Borough of Munhall and our neighboring communities in the Steel Valley are experiencing major growth in the magnificent revitalization taking place at the Waterfront. Approximately eight million people visited the area in 2006. We are pleased, about all the development, revitalization and new businesses located in our communities. In order to insure that this positive future momentum is maintained we believe special consideration must be given to the ever growing increase in traffic that is happening here. A major area causing the most congestion includes Route 837, Whitaker/Rankin Bridge and the East Flyover Bridge to the Waterfront to Ravine Street. As you know, PennDot has completed the engineering study here and presented it to Munhall and Whitaker Borough officials on April 14, 2005.

Our concern centers specifically on State Route 837 (8th Avenue in the Boroughs of Munhall, Homestead and West Homestead and Whitaker) that is currently only two lanes through our communities. Due to the positive development which is located in our communities, traffic on Route 837 has become heavily congested, especially from the Ravine Street area in Munhall, traveling west to east to the East Flyover Bridge and continuing to the Whitaker/Rankin Bridge in Whitaker, where bridge renovation is to be done in 2007 and 2008. In addition, the East Flyover Bridge is too narrow for the traffic it handles and the traffic from Route 837 that feeds the Waterfront. Virtually daily, truck traffic gets stuck on the dogleg guard rail of this narrow bridge. It is imperative that this problem be corrected. Munhall Borough added a left turn arrow at Route 837/East Waterfront Drive area to alleviate a fraction of the traffic congestion there.
Since the widening of Route 837 has been included in the State's Transportation Improvement Program, this project should be done simultaneously with the Ranking/Whitaker Bridge in the same locality in 2008. Today, once again, I am requesting your assistance in prioritizing the project in conjunction with the agencies such as PennDot, Southwestern Regional Planning Commission and the State's Transportation Committee. The widening of Route 837 from the Ravine Street area in Munhall to the East Flyover Bridge and continuing to the Whitaker/Rankin Bridge is critical if we are to accommodate the increasing development and traffic in our communities. Additionally, widening the East Flyover Bridge must be the major part of the project widening Route 837 so that we are not just relocating a major bottleneck. We believe that higher traffic volumes must be addressed not only for the convenience of the public and the success of the new development in the area, but ultimately for concerns regarding public safety.

Additional major development happened in of 2005 where U.S. Steel Research and Development opened their new facility with 125 jobs adding further congestion to Route 837, the East Flyover, Waterfront Drive and the Rankin/Whitaker Bridge.

This project directly affects the new major development at the Carrie furnace in Rankin which is directly across the Monongahela River from the Waterfront.

And as you know, this project includes the Rankin/Whitaker Bridge area where we experienced a needless fatality three years ago. Currently, PennDot has done the engineering work from the TIF approved previously in 2001 and as you are aware, the former Steel Works in the Steel Valley have been developed form the old mill sites to a beautiful major attraction (the Waterfront) benefiting our communities, the county and Pennsylvania. I am requesting your immediate support to put this needed project on the fast track. Thank you.

Mayor Ray Bodnar, Munhall
SVCOG President

6th YEAR OF SAME REQUEST!
Comments to the Southwestern Pennsylvania Commission
on behalf of Citizens for Pennsylvania’s Future

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

June 21, 2007

Re: DRAFT 2035 Transportation and Development Plan for Southwestern Pennsylvania

Thank you for the opportunity to comment on the latest draft long range plan. Below are our comments on the Public Participation process, the Transportation Plan, the Economic Development Strategy and the Consideration of Environmental Mitigation.

Public Participation (Section 2)

PennFuture applauds the Southwestern Pennsylvania Commission’s Project Region outreach effort, and hopes that this engagement of the public in the regional planning process continues on a regular basis. By visually modeling different growth scenarios and providing the public with the opportunity to provide comment that could have demonstrable effects on the region’s development priorities, SPC made an excellent start in building a more meaningful public participation process. As we look forward to the TIP process, we hope that lessons can be drawn from this experience that will strengthen both the region and the planning process itself.

It seems clear that the Project Region outreach process resulted in a more positive experience for the public, and more useful public input, than other public participation opportunities sponsored by the SPC in the past. We attribute this success to two factors: first, the early engagement of the public at a stage in the planning process when input could meaningfully be incorporated into the plan; and second, the fact that the public were offered choices of different modeling scenarios from which to choose, in articulating their priorities.

As we move forward in drafting the next short-range Transportation Improvement Plan, it is vital not only that SPC demonstrate in this upcoming planning process how the projects included on the TIP are consistent with the Project Region priorities, but also what the alternatives are. There may be many different options that variously fit the preferred scenario – but given our tight fiscal constraints, it’s important for everyone to realize that investing in one project very likely means deferring investment in another, and these choices have consequences for the development pattern of our region. Allowing the public to participate actively in making these choices will strengthen trust and encourage constructive collaboration between the public and the SPC; and an informed and active public will be an asset in engaging local elected leaders in developing sustainable strategies for regional planning and transportation financing.
The Transportation Plan (Section 6)

PennFuture applauds the SPC’s decision to remove the Mon-Fayette and Southern Beltway projects from the long range plan, as these projects have never had a realistic expectation of adequate funding, and the projected $13.2 billion in unmet maintenance and operations needs for road and bridge repair in the SPC region are a much higher priority over the next 30 years.

Even if the money for these projects were available, however, PennFuture firmly believes that the Mon-Fayette and Southern Beltway projects should not be included in the SPC’s long range plan, as they do not fit the preferred regional vision of compact infill development with a strong emphasis on the redevelopment of the region’s existing communities and brownfield sites. Furthermore, we are not at all confident these projects would fit within air quality conformity standards, were they to be reintroduced to the plan. We strongly recommend the SPC remove these projects from the illustrative projects list altogether.

Consideration of Environmental Mitigation (Section 9)

We urge the SPC to consider that the impact of LRP projects on the region’s environmental resources is not limited to the immediate contiguity of built project and protected area. New capacity projects that induce new traffic will encourage development that reaches beyond the immediate boundaries of the projects themselves.
May 15, 2007

To whom it may concern,

At the age of 77, I’ve been a lifelong resident of the Pittsburgh area. From the time my mother took my little sister and me downtown (to Pittsburgh) on the 42 Dormont trolley to Horne’s Tearoom for my birthday, I’ve been a traveler on the Pittsburgh Public Transportation System. The 42 provided my first solo trip to the Warner Theater downtown when I was 11. When I was 18, two trolleys were my means of approach and return from college at Carnegie Tech. The Dormont and the Fifth Avenue streetcars were always reliable and access to them was convenient.

After graduating from Tech, my 48-year working life took place downtown. Every day, with very rare exceptions, included traveling on streetcars or, later, buses. After marriage, living in Baldwin Borough, the old Curry buses could be counted on to provide a bone-rattling ride into town. Later, still working and now living in Mt. Lebanon, the beautiful new T hummed quietly near my house on its way to the city.

Now retired I take the T to meet friends who bus in from other places near Pittsburgh and we meet downtown for lunch. Sometimes we go to a play, sometimes to art exhibits or sometimes just to walk our beautiful city. My life is stitched together by trolley and bus routes. They are essential to me.

Sincerely,

Geraldine Branik
100 Castle Shannon Blvd.
Pittsburgh, Pa. 15228-2231
(412) 531-8414

Re: driving a car: tried it, hated it.
SPC’s Long Range Plan (LRP) is insufficient because it doesn’t incorporate on-street bicycling and walking facilities and infrastructure throughout the plan, nor does it address the historic lack of funding for bicycling and walking in the region compared to other modes. Bicycling and walking are viable modes of transportation and must be treated with the same amount of respect and given as much consideration as motorized transportation. Attention in the Draft LRP is paid to bike trails, which are wonderful amenities, but do not provide year long commuting alternatives as they are closed at dusk, are not lit, and are seldom maintained in the fall and winter months. Sufficient funds must be devoted to facilitate inter and intra-neighborhood travel by bicycle and by foot.

Sincerely,

Scott Bricker
165 Roup Ave
Pittsburgh, PA 15206
412-726-5872
As a resident of Pittsburgh, and a college student studying economics and environmental justice, I would like to submit the following paper outlining my concerns regarding public transportation plans developed by the Southwestern Pennsylvania Commission.

Sincerely,

Alissa Burger

enclosed
"Transportation is the second most costly household item, after housing. Transportation touches everything, where we live, work, and play. Follow the transportation dollars and you can see who is important and who is not."

- Robert Bullard, co-author of the book *Just Transportation: Dismantling Race and Class Barriers to Mobility*.

As mandated by Executive Order 12898, “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations”. And so, as planned by the Southwestern Commission of Pennsylvania for 2035, a Benefit and Burdens Assessment has been developed to deal with public transportation in the Pittsburgh area as seen through an environmental justice lens.

While the SPC draft does propose changes in a more conscious direction of environmental justice, it does not plan specifically enough in beginning to address the importance and of public transportation and those it affects.

Beginning with the first page of the draft, it is written, “One method of evaluating environmental justice is to analyze the outcomes of processes and plans by assessing the geographic distribution of the benefits and burdens of the regional transportation system to the protected populations.” The SPC should make it their task to interview residents about their daily routines and transportation needs. How have communities changed, i.e. due to economic cycles or the impact of large business and city decisions? According to the book, *Governance and Opportunity in Metropolitan America*, causes of growing job inequality can be attributed to things such as “difficulties in commuting from the inner
city to suburban employment centers via public transportation” (7). The authors go on to advise that, “It is very clear that additional research is needed, both with respect to causal processes and, even more so, with respect to the effects of policies that have been proposed and undertaken to deal with unequal spatial opportunity structures and unequal opportunity in metropolitan areas.”

In order to communicate with as many of the region’s residents as possible, the SPC referenced collaborating working with faith-based groups, a concept which should be more thoroughly pursued. Many minority groups tend to use places of worship as bustling community centers and the heart of community concerns. Instead expecting people to attend meetings in county office buildings, the SPC should consider holding their meetings with Public Participation Members and community members at churches.

In referencing the U.S Department of Transportation’s (U.S. DOT) definitions involving environmental justice, the SPC lists the classification of “adverse effects” as being, “destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values, destruction or diminution of community cohesion or a community’s economic vitality, destruction or diminution of the viability of public and private facilities and services, adverse employment effects, displacement of persons…”. Even in light of the Civil Rights movement and attempts by local and federal government to reevaluate issues regarding race and class, consistencies involving improvement seem to be seriously lacking. In a synopsis written for the book, Highway Robbery: Transportation Racism and New Routes to Equity, the connection between public transportation and class is made quite clear,

“Coast to coast, equal access to healthy, reliable, and practical transportation eludes
many people, the majority of them poor people and people of color. The effects of this injustice are broad and deep. Access to transportation, public and private, determines the physical and social mobility necessary for admission to larger social, economic, and civic worlds."

The Draft Report on Environmental Justice does little to outline specific remedies for groups long since ignored. Instead of using a regional accessibility map as proposed, which involves overlaying several themed maps to show the location of minority and low-income neighborhoods and transit dependent populations, specific data should be recorded from various residents recording the average times it takes to use public transportation. Public transportation might be deemed a stable constant for simplicity’s sake in comparing such a large region, but in reality, public transportation can be a large source of stress and uncertainty in the lives of many who utilize the service. Once specific data is collected involving travel times of actual residents, decisions should then be made on the basis of current travel patterns.

How does the location of main bus depots reflect the considerations of the communities they are placed in? Do these communities have the economic or political power to represent their interests especially in regards to health and the proximity to ongoing releases of environmental toxins?

When looking to reform the public transportation system, who and what is taken into account when designing the new and updated routes throughout Pittsburgh? The SPC should take into consideration that the lack of access to and from certain communities could create geographic isolation and often economic recession. Also, basic needs such as access to health care and food also begin to suffer when communities are
locked into a given area due to a lack of adequate public transport.

As stated on page 15 of the draft, the SPC will use, “regional forecasts or population and employment, as assessment of the number of jobs accessible within a 30 min drive or 60 minute transit ride of any given Traffic Analysis zone (TAZ) was complete.” It cannot be assumed that perceived forecasts of employment and its new proximity to transport will in fact correlate in a positive outcome. Often, employment opportunities overlook nearby residents, and transit dependent residents are still left with a reasonably long commute to some form of employment.

By highlighting public transportation and environmental justice with its own document, much needed attention can be drawn to the issue, but at the same time isolating it from its causal situation. Low-income communities, minority communities, are all in fact part of the larger Pittsburgh community. The SPC should write this proposal with the hopes of creating more transit-oriented development for all Pittsburgh residents. Currently, projects in Allegheny County and the City of Pittsburgh have really only helped to continue to move people and money out of the region. Thus, with a greater outflow of tax income following the various interstates out to expanding suburbs, there becomes a smaller and smaller economic incentive to maintain the quality of transportation options.

The conclusion of the draft goes on to say, “low-income and minority populations are not disproportionately impacted and are beneficiaries of the transportation planning process in Southwestern Pennsylvania”. However, according to a recent article written by the Associated Press, “The Port Authority board in March approved a plan to cut bus and light-rail service, a move that was expected to cost more
than 200 operators, union support workers and nonunion staff their jobs. The agency has
eliminated 29 weekday routes and a Saturday-only route. Meanwhile, service has been
cut on 104 of the 184 remaining weekday routes, 52 of 83 Saturday routes and 35 of 68
Sunday routes.” If the SPC really does make efforts to creatively reach out to many of
these environmental justice communities, one would seriously doubt they would find the
response to be one of satisfaction. Maps, proposals, and promises, will mean nothing if
the community members are not continuously incorporated and their needs met with
economic action.
SPC’s Long Range Plan (LRP) is insufficient because it doesn’t incorporate on-street bicycling and walking facilities and infrastructure throughout the plan, nor does it address the historic lack of funding for bicycling and walking in the region compared to other modes. Bicycling and walking are viable modes of transportation and must be treated with the same amount of respect and given as much consideration as motorized transportation. Attention in the Draft LRP is paid to bike trails, which are wonderful amenities, but do not provide year long commuting alternatives as they are closed at dusk, are not lit, and are seldom maintained in the fall and winter months. Sufficient funds must be devoted to facilitate inter and intra-neighborhood travel by bicycle and by foot.

Sincerely,
Robert Cantillo
341 S Winebiddle St, Pittsburgh
412-681-7670
From: Renea Cook [mailto:renea.cook@ansys.com]
Sent: Thursday, June 21, 2007 11:00 AM
To: Dee Pamplin
Subject: Comments

I have reviewed Draft 2035 and wish to make the following comment.

I am aware of the Phoenix Business Park project in Washington County (Item 7). This brown field site is an environmental hazard and eyesore. The clean up of the site and the development of a business park meets this regions goal. Job creation during the reclamation of the site will provide living wage jobs. The business park will positively affect the area employment needs. The locality will greatly benefit from the increase in tax revenue. As a light industrial park, the Phoenix Business Park is desirable. Industrial jobs will provide well paying employment for the region.

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The writing of the 2035 Plan is very good. It is broken down into easily understood sections. The statistical information supports the need for the multitude of projects. The statistics seem to be very objective. It is good to know that on a regional level, Western Pennsylvania will continue to be a viable region in the Commonwealth with the ongoing community and economic development. Efforts such as SPC’s Transportation and Development Plan enable Western Pennsylvania to show development regionally rather than parochially.

Renea Cook
Asset Manager
ANSYS, Inc.
275 Technology Drive
Canonsburg, PA 15317
Phone: 724-514-2932
Fax:724-514-3117
Cell: 724-350-7937
From: JCrosby123@aol.com [mailto:JCrosby123@aol.com]
Sent: Thursday, June 14, 2007 10:22 AM
To: Dee Pamplin
Subject: Transportation in southwestern PA

My dear friends,

It is my understanding you are looking to evaluate future transportation needs for our communities.

I wish to share my thoughts.

I am a life long Pittsburgher and will be retiring within several years.

I have decided to stay here in retirement.

We desperately need more facilities for hiking (walking) and biking.

I anticipate most of the time in my remaining years will be spent in these two activities.

We have seen many recent strides in this direction, but it seems most investment has been for recreation such as the river trails.

We need walking and biking connections to the grocery store, mall? and other such places for the more mundane activities of daily living.

I believe we also need extensive education of the motoring public as to the rights and obligations of the bicycling public. This begins in the schools. Parents ideally in the future will no longer have to tell their kids that it is unsafe to ride their bikes in the street. This should be your new goal.

The number of ways in which the quality of life here at home can be improved by your thoughtful guidance would stretch from here to the moon.

I would be happy to share additional personal thoughts on these important issues and I trust there are good people in your ranks who share my perspective.

May the wind be at your backs as you lead us forward.

Judd Crosby
It would seem to me to improve upon infrastructure on state roads would require them to be pedestrian friendly...even where I live, the highschool in Blairsville in Indiana county sits outside the town, but it is connected by back roads...why not build an infrastructure that would accomodate people to walk from the Walmart to the highschool....you could feasibly do this by building walkways, guardrails and a sidewalk that could accomodate...I am sure that this could be done on old rt 22 in Indiana County. where the many residents could commute along the highway to Rite Aid, Walmart, restaurants, doctors...we need to consider projects like this now because with the aging population and some people not being able to drive...it makes sense...it also makes economic sense...you are combining businesses with the general population...an example of this would be the building of the bridge for the U.S. Open in Oakmont that allowed visitors to easily get from town to the event...but, why is this only limited to sporting events...other cities know how to do this with much more traffic...look at the bridges that connect neighborhoods in New York City...many walk right along side very busy roads and bridges....this is what we need to shoot for...an atmosphere that promotes diversity in getting to places with the protection of people as they walk or bike along the highways...then you will truely connect trails...like they are trying to do in Indiana County with the Hoodlebug trail or the ghost town bicycle trail...it can be done through out the state...we only need the vision....Another suggestion that I have would be for Indiana County to have a bus route that ran from Indiana to Blairsville that ran after 5 p.m....with these two blossoming towns with I.U.P. and Wyotech in Blairsville, it would make sense...any time that you want to bring communities together you need alternative transportation that is convenient for those who do not drive...my wife for example has a medical condition in which she can't drive...how will she need to get to a bigger town for services as a doctor or service that the smaller community doesn't accomodate...this could happen to any one of us as we get older...it is best that we think of these scenarios now rather than later...I appreciate this forum in improved infrastructure for our roads and transit system...

thank you.

scott delcoco
SPC’s Long Range Plan should incorporate on-street bicycling and walking facilities and infrastructure throughout.

Attention in the Draft LRP is paid to bike trails, which are wonderful amenities, but do not provide year long commuting alternatives as they are closed at dusk, are not lit, and are seldom maintained in the fall and winter months.

Sufficient funds must be devoted to facilitate inter and intra-neighborhood travel by bicycle and by foot, including establishment of bike lanes.

Thank you for your consideration -

Marcus Eubanks, MD
4734 Bayard Street
Pittsburgh, PA 15213

m 412 608 2424
“SPC’s Long Range Plan (LRP) is insufficient because it doesn’t incorporate on-street bicycling and walking facilities and infrastructure throughout the plan, nor does it address the historic lack of funding for bicycling and walking in the region compared to other modes. Bicycling and walking are viable modes of transportation and must be treated with the same amount of respect and given as much consideration as motorized transportation. Attention in the Draft LRP is paid to bike trails, which are wonderful amenities, but do not provide year long commuting alternatives as they are closed at dusk, are not lit, and are seldom maintained in the fall and winter months. Sufficient funds must be devoted to facilitate inter and intra-neighborhood travel by bicycle and by foot.”

Dear Sir/Madam:

As my email address might make apparent, I'm a student at Carnegie Mellon University, and I know that one of Pittsburgh's priorities for the future is retaining educated young people like me and my fellow students. I've started to fall in love with Pittsburgh, and there's one thing that would make it so that I wouldn't ever want to leave— high quality bicycle and pedestrian infrastructure.

Your organization is starting on a long range plan for the future of Southwestern Pennsylvania's transportation infrastructure, and it's good that the draft makes mention of bike trails. However, trails alone aren't enough to get around in all weather and after the trail closes at dark. The plan doesn't pay sufficient attention throughout to the needs of bicycles and pedestrians. Moreover, it should address means of compensating for the historical under-attention paid to non-motorized transport— a few years ago, Pittsburgh was ranked as one of the 10 worst cities in the US for bikes— and thus the plan must pay extra attention to catching up.

Improving Pittsburgh's bicycle and pedestrian infrastructure is essential to making its urban center a more pleasant place to live, and this is essential to the city's retention of its young and educated. The long range plan must guarantee sufficient funding to ensure transport works for folks without motors to guarantee Pittsburgh's future.

Thanks,
Alan Gerber
June 20, 2007

Dr. Jim Hassinger
President & CEO
Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500
Pittsburgh, PA 15219-1852

RE: Input: DRAFT (2035) Transportation and Development Plan for Southwestern Pennsylvania

Dear Mr. Hassinger,

On behalf of Sustainable Pittsburgh I am writing to provide input to the Draft 2035 Transportation and Development Plan.

Sustainable Pittsburgh has been pleased to collaborate over the past three years with SPC in engaging citizens around the region to provide input to Project Region. Specifically, SP enjoyed partnering with SPC to:

- Launch the Project Region public engagement process at the 2005 Smart Growth Conference.
- Serve on various committees of Project Region, including the Principles Committee.
- Convene a series of community forums around the region to gain public input to priorities for revitalizing the region's existing communities as a regional economic development strategy.
- Continue Project Region public input and highlight release of the Regional Transit Vision at the 2006 Smart Growth Conference while also using the conference to establish priorities stemming from the regional forums.
- Present the draft Project Region for comment at the 2007 Smart Growth Conference and report on and gain public input to the progress of the three Smart Growth Community Committees.

Working with you and your team has been a privilege. Sustainable Pittsburgh commends SPC for its success in achieving a new level of public engagement attributable to your commitment to:

- collaborate on outreach with civic partners like Sustainable Pittsburgh
- utilize technology for civic engagement and alternate scenario development, testing, and presentation
- engage more citizens in providing input from throughout the region

Sustainable Pittsburgh also acknowledges SPC's embrace of public interest in moving the region toward the regional preferred focused growth scenario. Through this commitment to revitalizing existing communities and prioritizing maintenance first, our region joins a national trend of efforts to target investments for sustainable development.
With Project Region’s strong footing for moving the region in a more sustainable direction, Sustainable Pittsburgh contends that SPC’s critical role is to now ensure that all planning, programming, and investments adhere to the policies and principles made concrete by Project Region. As such, Sustainable Pittsburgh urges SPC to:

- Develop a project evaluation and prioritization system to qualitatively and quantitatively assess the degree of alignment to the Long Range Plan’s scenario description and its set of policy statements for all programs and projects that come under SPC’s purview including: Transportation Improvement Project, UPWP, and Economic Development District projects per the Comprehensive Economic Development Strategy.

- Use this assessment process to deliberately make transportation, economic development, and other infrastructure programming and funding decisions so to ensure they are in step with the spirit and intent of the Long Range Plan.

- Make this evaluation publicly available on SPC’s website such that for each project and program the public can see and appreciate a given investment’s or project’s ranking or degree of alignment with the Long Range Plan.

- Seek to inspire other governing bodies and elected officials at the local, state, and federal levels to adhere, at policy and project levels, to the Long Range Plan.

Such actions by SPC will ensure all the work devoted to Project Region comes to fruition in meeting the will of the thousands of citizens and community leaders who exercised their voices in the extensive public engagement process. This will also serve to put our region on a path to sustainable growth and development.

Please feel free to contact me if additional information would be helpful. Thank you for the opportunity to comment and for the ongoing positive collaboration in the interest of the region.

Sincerely,

[Signature]

Court Gould
Executive Director
From: Alex Graziani [mailto:sgpwc@pitt.edu]
Sent: Monday, June 04, 2007 4:55 PM
To: William E. Piper
Cc: David Ginns; John Surmacz
Subject: PPP Meeting

Bill,

I have to go to the airport tomorrow to pick up my daughter and may not be back in time to join you for the Public Participation meeting tomorrow.

Please accept the attached document as testimony for projects on Route 30. It is the same document handed out at our Community Vision Team Meeting on the 25th of May.

Thanks!

---------------------------------
Alexander J. Graziani, AICP
Executive Director
Smart Growth Partnership of Westmoreland County
University of Pittsburgh at Greensburg
166 Millstein Library
150 Finoli Drive
Greensburg, PA 15601
Phone 724-836-7048
Fax 724-836-7812
Cell Phone 724-787-6520
www.smartgrowthpa.org
Visit the Route 30 Master Plan website www.route30plan.com!
**Corridor Description:** The Lincoln Highway is a major east-west corridor which traverses the United States extending from New York, New York to San Francisco, California. Better known in Pennsylvania as US Route 30, the roadway traverses the entire state passing through Pittsburgh and Philadelphia. US Route 30 follows a path similar to the Pennsylvania Turnpike Route 76 (toll roadway) across the State.

Within Westmoreland County, US Route 30 is a principal arterial which extends through North Huntingdon Township, Irwin Borough, Hempfield Township, the City of Greensburg, Southwest Greensburg Borough, South Greensburg Borough, Unity Township, and Ligonier Township. The corridor also provides access to a number of nearby communities including the City of Jeannette, the City of Latrobe, Ligonier Borough, and Laurel Mountain Borough. There are approximately 40 signalized intersections along the 40-mile corridor.

**Transportation Improvements:** A critical outcome of the Master Plan is a strategy to optimize traffic flow and safety along the existing US Route 30 corridor, without significant widening or construction. The Optimal Corridor Conceptual Plan is a “best-case scenario” conceptual plan that allows study participants to assume that future roadway capacity would be improved to the optimal level possible through a program of relatively low-cost, practical improvements to the operations of the facility.

A set of transportation improvements have also been identified including new facilities parallel to US Route 30 which connect activity centers, improved access to urban areas, new street grid networks in new suburban development areas, and improved transit centers and connections. The Optimal Corridor Conceptual Plan combined with the transportation improvements result in a transportation plan capable of supporting the vitality of the US Route 30 corridor.

**Project Region:** Project Region, the Southwestern Pennsylvania Growth Plan led by the Southwestern Pennsylvania Commission, is the mechanism for connecting the region’s vision to an official, coordinated implementation program of projects and actions. The plan is intended to maximize regional assets and infrastructure to achieve balanced, cost effective growth; to capitalized on investments in existing communities; and to strengthen quality job creation and regional economic competitiveness. The efforts of Project Region are consistent with the US Route 30 Corridor project. The US Route 30 Master Plan recommended transportation improvements are in-line with Southwestern Pennsylvania Commission’s DRAFT 2035 Transportation and Development Plan which is expected to be adopted July 31, 2007.

**Levels of Service:** Level of service (LOS) is a quality measure describing operation conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six LOS are defined, with letters designating each level, from A to F. LOS A represents the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver’s perception of those conditions. The table below represents levels of service throughout the US 30 corridor grouped into five (5) segments for the Trend, Urban Centers, Suburban Centers, Rural Centers and Preferred Scenarios.

Levels of service are based on travel demand model output. Due to the broad nature of the analysis, a comparison of LOS is more relevant than the absolute values.

**US 30 Corridor: Projected 2035 Level of Service (LOS) By Segment**

<table>
<thead>
<tr>
<th>Segment</th>
<th>Trend</th>
<th>Urban Centers</th>
<th>Suburban Centers</th>
<th>Rural Centers</th>
<th>Preferred</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>30-35</td>
<td>25-35</td>
<td>20-25</td>
<td>15-20</td>
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1 Southwestern Pennsylvania Commission, spcregion.org
<table>
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<tr>
<th>Area</th>
<th>Project (s)</th>
<th>Location</th>
<th>Description</th>
<th>Resource</th>
<th>Construction Cost Estimate</th>
<th>Funding Status</th>
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<tr>
<td><strong>Area 1</strong> – Allegheny County Line to Truth</td>
<td>US Route 30 &amp; Old Jacobs Run Rd, Carpenter Ln</td>
<td>US Route 30 to provide a landscaped median with left turn storage bays, curb and driveway consolidation where feasible. Permit u-turns at signals or develop u-turn jug handles as needed.</td>
<td>US Route 30 Master Plan Project Task</td>
<td>4,545,000</td>
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<td><strong>Area 2</strong> – Uptown PA Turnpike Interchange to Ligonier</td>
<td>US Route 30 &amp; Uptown PA Turnpike</td>
<td>US Route 30 to provide a landscaped median with left turn storage bays, curb and driveway consolidation where feasible. Permit u-turns at signals or develop u-turn jug handles as needed.</td>
<td>US Route 30 Master Plan Project Task</td>
<td>7,010,000</td>
<td>Done</td>
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<td><strong>Area 3</strong> – PA Turnpike Interchange to Greensburg Bypass</td>
<td>US Route 30 &amp; Uptown PA Turnpike</td>
<td>US Route 30 to provide a landscaped median with left turn storage bays, curb and driveway consolidation where feasible. Permit u-turns at signals or develop u-turn jug handles as needed.</td>
<td>US Route 30 Master Plan Project Task</td>
<td>12,162,000</td>
<td>Done</td>
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<td><strong>Area 4</strong> – Greensburg Bypass to just east of Unity Township Line</td>
<td>US Route 30 &amp; Uptown PA Turnpike</td>
<td>US Route 30 to provide a landscaped median with left turn storage bays, curb and driveway consolidation where feasible. Permit u-turns at signals or develop u-turn jug handles as needed.</td>
<td>US Route 30 Master Plan Project Task</td>
<td>12,997,000</td>
<td>Done</td>
<td></td>
</tr>
<tr>
<td><strong>Area 5</strong> – Just east of Unity Township Line to State Route 217</td>
<td>US Route 30 &amp; Uptown PA Turnpike</td>
<td>US Route 30 to provide a landscaped median with left turn storage bays, curb and driveway consolidation where feasible. Permit u-turns at signals or develop u-turn jug handles as needed.</td>
<td>US Route 30 Master Plan Project Task</td>
<td>60,602,000</td>
<td>Done</td>
<td></td>
</tr>
<tr>
<td><strong>Area 6</strong> – State Route 217 to Ligonier Borough</td>
<td>US Route 30 &amp; Uptown PA Turnpike</td>
<td>US Route 30 to provide a landscaped median with left turn storage bays, curb and driveway consolidation where feasible. Permit u-turns at signals or develop u-turn jug handles as needed.</td>
<td>US Route 30 Master Plan Project Task</td>
<td>12,997,000</td>
<td>Done</td>
<td></td>
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<tr>
<td><strong>Area 7</strong> – Ligonier to Somerset</td>
<td>US Route 30 &amp; Uptown PA Turnpike</td>
<td>US Route 30 to provide a landscaped median with left turn storage bays, curb and driveway consolidation where feasible. Permit u-turns at signals or develop u-turn jug handles as needed.</td>
<td>US Route 30 Master Plan Project Task</td>
<td>60,602,000</td>
<td>Done</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
* After the proposed PA Turnpike to Uptown PA Turnpike improvements are completed, additional studies may be required in the area of US Route 30 from Uptown PA Turnpike to the Pennsylvania Turnpike.
* A proposed improvement is conceptual and requires detailed engineering study to determine feasibility, particularly new connections and parallel facilities.
* Cost estimates provided in year 2007 dollars.
WRITTEN COMMENT FORM

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

- 2035 Transportation and Development Plan for Southwestern Pennsylvania
- Environmental Justice Benefits and Burdens Assessment for the 2035 Plan
- The Southwestern Pennsylvania Commission's Public Participation Plan
- The Interim Section 5310 Southwestern Pennsylvania Public Transit-Human Services Coordinated Plan
- Air Quality Conformity Determination for the Pittsburgh Transportation Management Area

Comments:

Linda Gwinn, Main Street Program, Blairsville Borough, lsg150@yahoo.com

Re: Home Town Streets in Blairsville Borough
I would like to inquire about potential ways to find funding for the next phase of doing a streetscape project in Blairsville Borough. As you know, the Governor’s Home Town Street’s program funded a $967,150 for Phase I of a streetscape project. It is currently underway. However, as you also know, prices have escalated and not even two full blocks are going to be able to be completed with that amount of money. DCNR money has been secured for Design and the length of our Downtown Corridor is designed.

Re: Heavy Truck Traffic in Blairsville Borough, Central Business District
Our Borough Manager, Tim Evans has contacted District 12 to begin discussions of alternative routes for the inordinate amount of heavy truck traffic through our Borough’s Central Business District. The P. E. on-site project inspector for the Home Town Streets project says he is amazed at the amount of truck traffic he experiences while being on the street every day. He has done some investigative work and finds that a percentage of the trucks are carrying gravel to PennDOT Rt. 22 highway projects to the east and the west of Blairsville and other non-local deliver goods. With the $967,150 in the process of being invested into new sidewalks in this corridor where the excessive truck traffic is, the inspector says the trucks will destroy the corners, if allowed to continue to come through the town at the rate that they do and turn at the intersection of Rt. 217 and Market Street. Indiana County Office of Planning and Economic Development’s Byron Stauffer, suggested Blairsville Borough contact his office and/or the Commissioners to pursue a study of the situation through perhaps a “congested corridor study”.

The post office, the library, the community center, the central business district, the churches, the high concentration of senior citizens, the Wyotech post-secondary automotive technology school student population, all must contend with so much truck traffic it is sometimes impossible to hear even inside of the shops, offices, and residences, it is sometimes unsafe to cross the street, attempt to park a car, or go through the main intersection in town. All of the money spent on the Main Street Program, the Home Town Streets project has a hard time finding success when it is at cross purposes with moving gravel, coal and other non-local delivery goods through the downtown, when hundreds of millions of dollars have been spent on Rt. 22 to act as a bypass to our small community.

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
425 6th Avenue, Suite 2500 Pittsburgh, PA 15219-1852
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:30 p.m. on June 21, 2007.
From: Dawn Hargraves [mailto:Dawn@dixonconstruction.com]
Sent: Thursday, June 21, 2007 10:23 AM
To: Dee Pamplin
Subject: Comments On DRAFT 2035 LRP

I have reviewed Draft 2035 and wish to make the following comment.

I am aware of the Phoenix Business Park project in Washington County (Item 7). This brown field site is an environmental hazard and eyesore. The clean up of the site and the development of a business park meets this region’s goal. Job creation during the reclamation of the site will provide living wage jobs. The business park will positively affect the area employment needs. The locality will greatly benefit from the increase in tax revenue. As a light industrial park, the Phoenix Business Park is desirable. Industrial jobs will provide well paying employment for the region.

I am pleased this development is at a brown field site. It is alarming that our region’s green space is diminishing. I support seeking all funding available to clean up and develop brown field sites.

The writing of the 2035 Plan is very good. It is broken down into easily understood sections. The statistical information supports the need for the multitude of projects. The statistics seem to be very objective. It is good to know that on a regional level, Western Pennsylvania will continue to be a viable region in the Commonwealth with the ongoing community and economic development. Efforts such as SPC’s Transportation and Development Plan enable Western Pennsylvania to show development regionally rather than parochially.

Please contact me if necessary.

Dawn Hargraves
205 Ridgewood Drive
Fredericktown, PA 15333

Dawn R. Hargraves
Administrative Assistant

Dixon Construction, Inc.
92 McClelland Road
Canonsburg PA 15317
724-746-1992
fax 724-746-5992

Behling Dixon Holdings
724-746-1787
fax 724-746-1787
As a result of the Indiana County Public Participation Panel meeting held on Tuesday, June 12, 2007 at the Indiana Area Junior High School, Indiana University of Pennsylvania (IUP) offers the following comments in support of selected projects contained in the plans and initiatives presented:

1. IUP continues to support the implementation of an upgrade to the railroad crossing on Philadelphia Street to provide for improved safety to the general public and University students traveling in this area.

2. IUP continues to support the implementation of the Philadelphia Street project which is intended to reduce and eliminate traffic congestion in Indiana Borough. This project will benefit IUP’s students, staff, faculty, and visitors and will improve the traffic flow in the downtown area of Indiana Borough.

3. IUP continues to support the US 422 expansion from Kittanning to Ebensburg. This important route provides access to the University in an east/west direction. Enhancement of this route will provide access to the University and assure continued economic vitality of IUP and the Indiana area.

4. IUP continues to support the implementation of all phases of the Rose Street extension from Oakland Avenue/Warren Road extension to Philadelphia Street and College Lodge Road. The construction of this connector will help eliminate north/south congestion and excess traffic on the streets in the vicinity of the University and will reduce the conflict between pedestrians and vehicles. Rose Street between Wayne Avenue and Oakland Avenue has been very successful and completing the access between Wayne Avenue and Philadelphia Street will reduce the congestion near the University.

5. Indiana University of Pennsylvania in partnership with Indiana Borough and Downtown Indiana Inc. support Indiana Borough’s proposal to improve the streetscape and access to the University. This plan, developed by EG&G Inc., contains initiatives and improvements that enhance the pedestrian corridor between IUP and the downtown area.

6. IUP, in partnership with Indiana Borough, White Township and Indiana County Industrial Development Corp, is developing the Kovalchick Convention and Athletic Complex on a 33 acre brownfield site situated between Wayne Avenue and the IUP Campus. This project would address roadway upgrades, turning lanes, streetscape improvements, site development, and drainage issues along Wayne Avenue. The estimated cost of this phase of the project is $3 million.
-----Original Message-----
From: Blake [mailto:blake.irvin@gmail.com]
Sent: Thursday, June 14, 2007 9:31 AM
To: Dee Pamplin
Subject: SPC's "Long Range Plan"

I feel that SPC's Long Range Plan (LRP) is insufficient because it doesn't incorporate on-street bicycling and walking facilities and infrastructure throughout the plan, nor does it address the historic lack of funding for bicycling and walking in the region compared to other modes.

Bicycling and walking are viable modes of transportation and must be treated with the same amount of respect and given as much consideration as motorized transportation. This is especially true as Americans everywhere seek to reduce our dependence on foreign oil!

Attention in the Draft LRP is paid to bike trails, which are wonderful amenities, but do not provide year long commuting alternatives as they are closed at dusk, are not lit, and are seldom maintained in the fall and winter months. Sufficient funds must be devoted to facilitate inter and intra-neighborhood travel by bicycle and by foot.

Most importantly, pedestrian and bicycle-friendly planning increases the "livable value", if you will, of our region. As we compete with other areas of the country for business and residential growth and improvement, it's important that Southwestern Pennsylvania consider bicycle and pedestrian planning as a way to improve quality of life.

sincerely,
Blake Irvin
Pittsburgh, PA
From: Mlkientz1@aol.com
Sent: Thursday, May 24, 2007 10:56 AM
To: Dee Pamplin
Subject: Comments On The Draft 2035 LRP

my concern is that we have no bullet trains across the nation. for those of us who cannot travel by car or plane we have no mobility. the rest of the world is far ahead of us. france just made a new speed world record!!! why is this country so far behind? i suspect the lobbiers for the auto and air industry are responsible for this transportation tragedy. mary l. kientz
June 12, 2007

Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500
Pittsburgh, PA 15219-1852

RE: DRAFT 2035 Long Range Plan

Dear Southwestern Pennsylvania Commission:

The Moon Transportation Authority was created in 1986 to advance several local and regional transportation improvements in the vicinity of the Pittsburgh International Airport. These improvements were specifically recommended in previous traffic corridor studies performed by local officials, as well as PennDOT and Allegheny County, to improve mobility in the Airport area.

Over the past twenty-one years, the MTA has facilitated the completion of several transportation improvement projects, including the construction of the Thorn Run, Ewing, and Cargo Interchanges along Business Route 60. These three interchanges are vital components of a network of road improvements, which are designed to create a safer, more efficient transportation system while generating new opportunities for continued economic growth.

After our review of the Southwestern Pennsylvania Commission’s (SPC) DRAFT 2035 Long Range Plan, the Moon Transportation Authority (MTA) is pleased to present the following list of projects to be considered for the final plan. Some of these projects were part of the 2030 plan and are not listed in the DRAFT 2035 plan.

- Ewing Rd Improvements and Cherrington Pkwy Ext / New Capacity / $4,169,625.40
  - Status: Currently Under Construction – January 2008 Completion
- Bus Rte 60 and University Blvd / Intersection Improvements / $39,940,000.00
  - Status: Feasibility Study in Process - $264,700.48
- Bus Rte 60, Thorn Run Interchange Upgrade / Capital Maintenance / $2,887,500.00
  - Status: Funding Strategy Being Implemented
- Flaugherty Run Flyover, Connect to Southern Expwy / New Capacity / $20,091,000.00
  - Status: Pending Moon-Clinton Transportation District
In addition to the projects listed above, the MTA is submitting the following list that was not part of the 2030 plan. These projects are part of the MTA's long-range plan and in many ways will create additional development opportunities for Allegheny County and its Airport Authority. The Allegheny County Airport Authority (ACAA) is a major "undeveloped land owner" in Moon Township. Additional information for each project can be provided upon request.

- Moon Clinton Rd (Various Phases) / Capital Maintenance / $5,247,100.00
- International Dr Relocation / Capital Maintenance / $10,326,000.00
- Moon-Clinton Interchange Ramps / Capital Maintenance / $1,399,000.00
- Stevenson Mill Rd Extension / New Capacity / $988,000.00
- Port Vue Dr Extension / New Capacity / $859,000.00
- Old Cherrington Parkway Widening / Capital Maintenance / $3,151,000.00
- Cherrington Pkwy Widening / Capital Maintenance / $1,370,000.00
- Hookstown Grade-Market Place Dr Upgrade-Extension / New Capacity / $16,276,000.00
- Ewing Rd Improvements - US Airways Flight Operations Center / Allegheny County's Cost and Scope of Work to be Determined

The MTA fully understands the fiscal constraints facing not only SPC, but also the Commonwealth of Pennsylvania. We have been very successful implementing funding strategies that harness federal, state, and local resources. We respectfully request that the current and long-range projects of the MTA be included in SPC's 2035 Long-Range Plan. At your convenience, please provide confirmation that the MTA's requests have been received.

Sincerely,

[Signature]

Adam J. McGuirk
Interim Executive Director

cc: Moon Transportation Authority Board
Jodi Noble, Assistant Township Manager, Township of Moon
Scott Brilhart, Planning Director, Township of Moon
Richard J. Mills, Solicitor, Moon Transportation Authority
David F. Toal, Special Counsel, Moon Transportation Authority
WRITTEN COMMENT FORM

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

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- Environmental Justice Benefits and Burdens Assessment for the 2035 Plan
- The Southwestern Pennsylvania Commission's Public Participation Plan
- The Interim Section 5310 Southwestern Pennsylvania Public Transit-Human Services Coordinated Plan
- Air Quality Conformity Determination Pittsburgh Transportation Management Area

Comments:

The two ends of the Mon Fayette X-way must be completed Uniontown/Brownsville. Connection needed at Uniontown end.

- People in Brownsville will be burdened by cars leaving Turnpike, mismatch of speeds an issue, etc.

- Attention needs to be focused on this element of Turnpike development for change, instead of spreading available funds on Pittsburgh, end, I-376, Southern beltway, etc.

It's our turn for a change, let's create something driveable.

(Please use reverse for additional space)

Sally Moser
Fayette Expyw Completion OG

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
425 6th Avenue, Suite 2500 Pittsburgh, PA 15219-1852
By Fax: 412-391-9160 or By Email: comments@sporegion.org
All comments must be received by 4:30 p.m. on June 21, 2007.
I believe that I may have missed the public comment period for the SPC Public Participation Plan. However, I would like to share Olszak's comments with you. We believe that the plan is comprehensive and well-written. Our only comment concerns program evaluation. There appears to be little information on how the public participation goals (as outlined in the document) as well as the activity of the public participation panels are evaluated for effectiveness.

I would be happy to discuss further if you like. Many thanks!

Glenda L. Murphy
Director, Public Involvement
Olszak Management Consulting, Inc.
Regional Enterprise Tower
425 Sixth Avenue, Suite 350
Pittsburgh, PA 15219
Direct: 412.224.4316
Main: 412.281.9262
Fax: 412.281.9261
Email: gmurphy@olszak.com
Web: http://www.olszak.com
I am writing in regards to an issue that is of very great importance, and one that should garner much more attention and planning when considering any transportation scheme - be it past, present or future. This issue is wildlife fragmentation.

I do not want to drag on about all the data out there concerning wildlife fragmentation - I am quite sure that you have broached the subject before. I simply want to offer a few personal observations and suggestions.

In regards to building roads, fragmentation occurs on many scales - from super highways to backroads - each road with it's own characteristics and environmental impacts. For this reason, it is the duty of those in charge of planning the construction of these roads to use foresight to reduce these impacts.

As a citizen of Indiana County, Pennsylvania, I do not see any noticeable road designs with the reduction of wildlife fragmentation taken into consideration. This is an issue which needs much greater scrutiny - especially with the known fact that the road system is growing larger and more complex and environmental impacts are going to increase.

I'm no expert but it doesn't take a genius to notice the dead animals littering our roads - and to realize that many of these deaths could be prevented through new wildlife corridor designs.

Take for example the mighty 'concrete medians' that are found throughout our roads system. Simply by driving alot for my job, I have noticed the certainty of seeing dead critters in areas where a lengthy stretch of concrete medians exist. This leads me to the obvious theory 'Although dead critters are found on just about every section of road regardless of construct, it is also quite clear that certain constructs tend to lead to higher motorist/wildlife encounters - thus higher wildlife collisions, a higher cost to the motorist, a higher mortality rate for our wildlife and higher wildlife fragmentation.'

Without any personal, scientific investigation and proof, I will simply have to rely on good old common sense, and the word of those who have studied this issue, to prove the factuality behind such a theory. I also rely on common sense, along with data from numerous studies, that have found that incorporating wildlife corridor designs into road building (past, present and future) are the best and most effective method of reducing fragmentation and wildlife/motorist collisions.

In regards to the concrete median, the answers are very obvious, yet they have not been incorporated in any road design I have ever seen. How about a 1x2 foot opening in every 20th median block to allow smaller critters to cross a road. This concrete form already exists but is used to go over storm drains - how about
incorporating it into wildlife corridor designs also. In fact, material and $$ will be saved by eliminating a 1x2 foot section of concrete from these particular medians. Each 1x2 foot concrete section saved can then be used to make more medians. It's a win-win situation.

How about overlapping portions of the median with an opening to allow any animal to cross through. This design can also be implemented with very little, if any, impact on construction cost.

Those are just 2 quick, easy and cost-efficient ways to reduce wildlife fragmentation and wildlife/motorist collisions. There are many wildlife corridor designs out there - from tunnels to fencing to bridges - each meant to address certain corridor means. Mini-corridors appear to be the easiest and most cost effective solution - such as the concrete median changes I suggested, or small pipes running under roads to allow critters to crawl through safe from vehicles.

All of these designs and ideas should be incorporated into all road building schemes. All roads built in the past, present and future should be thoroughly assessed and wildlife corridor designs should be implemented where needed. A resident biologist could easily handle such a task.

As a citizen responding to the call for public input to the Public Participation Panel (PPP), I hope these observations and suggestions do not go un-noticed and that they are taken into consideration. Wildlife corridor projects would go a long, long way in promoting positive PR between PENNDOT, road builders and the public - and I know the importance of positive PR, so use this issue to get some good PR, and reduce environmental impacts at the same time.

Thank You,

Thomas Norris
Indiana, PA
June 15, 2007

Mr. Chuck DiPietro
Transportation Planning Director
Southwestern Pennsylvania Commission
425 Sixth Avenue – Suite 2500
Pittsburgh, PA 15219

Dear Mr. DiPietro:

Port Authority is appreciative of the opportunity to participate in the development of the 2035 Transportation and Development Plan for Southwestern Pennsylvania. Given the short timeframe for this effort, SPC staff has done an admirable job in developing a plan which accommodates the diverse interests of the region’s stakeholders.

My staff has reviewed the draft document for the Plan and has the following comments:

- Page 3-10 – The dates and other information in the historical summary should be checked using information provided on Port Authority’s web site at (http://www.portauthority.org/PAAC/CompanyInfo/GeneralStatistics/History/tabid/55/Default.aspx).

- Page 3-11

This section should provide overall ridership, not just bus ridership.

Port Authority is the 18th largest transit system in the U.S. serving the 22nd largest urban area. Additionally, Port Authority’s ridership has increased by about 3 million annual riders in the past three years.

Penn Station located at the Downtown end of the Martin Luther King, Jr. East Busway is currently used by all of the region’s transit operators which serve the Golden Triangle. This station facilitates transfers among the region’s transit providers as well making connections to Amtrak.

The Eastern Corridor Transit Study found that transit has major usage in a number of corridors, such as between 20 and 40% between Monroeville and Downtown and between 60 to 85% between Downtown and Oakland.
Transit, at 262,000 daily riders considering all operators in the region, carries more people than the Parkway East and Parkway West combined.

- Page 3-12 – The legend should read “Fixed Route Transit Service Area.”

- Page 3-21 – The discussion of Trails could note that Port Authority constructed a trail adjacent to portions of its 2.3-mile East Busway Extension, as a manifestation of the local and regional interest in trails and that there is an effort underway at the local level to expand that trail. Additionally, Port Authority’s First Avenue Station provides direct rail transit access to the Eliza Furnace Trail and other trails are served by several Port Authority bus routes utilizing buses equipped with bicycle racks.

- Page 3-22 – Transportation is one of the factors used to rank cities in the Places Rated Almanac. How did Pittsburgh rate in transportation and/or transit?

- Page 4-27 – Surprisingly, the Corridor/Cluster scenario does not score as high on transit as one might have guessed. Why?

- Page 5-5 – The Preferred Scenario scores 7.8 by Development Density, 1.8 by Land Developed, 5.8 by Households Close to Transit and 9.2 by Households Close to Highway Interchanges. By the first three of these four measures, the Preferred Scenario represents an incremental improvement over the Trend Scenario. By the fourth measure, the Preferred Scenario represents a great increase in proximity to highway interchanges.

The report attributes this to the addition of several more corridors in the analysis. The report should explain at some length why this is the case, so the reader has an understanding of what is happening.

- Page 5-6 – The summary reiterates the value adopted by the regional vision, which is to preserve, enhance and build upon our existing assets. The Plan should set up performance indicator(s) in order to monitor the extent to which this is achieved over time.

- Page 6-1 – In paragraph 2, it is indicated that PennDOT and SPC are the agencies responsible for managing the flow of federal transportation funding into the region. This sentence does not give the complete picture. Port Authority is the federally-designated recipient for certain FTA funds and the regional transit operators, through the SPC Transit Operators Committee, decide among themselves the funding allocations based on federal formulas. In addition, Project Sponsors for New, Small and Very Small Starts discretionary funding work directly with FTA in competing for these funds. In this region, Port Authority has been the only recipient of New Starts funding.
• Page 6-8 – The trend in some of the data items should be explained. On what basis do you project federal funds for transit operations to increase? Why did funds from the Lottery drop precipitously in 2006? How can Federal Revenue continue to outpace the increase in Operating Costs? Is that sustainable? How can it be that state and local dollars are adequate to fully match the federal program?

• Page 6-9 – The Title III Discretionary Funds section does not mention FTA’s New, Small and Very Small Starts.

• Pages 6-14 and 6-15 – The projected gap in transit funding is significantly greater than the projected gap in highway funding.

• Page 6-15

There is a discussion of Major Projects. Since transit New Starts projects have their own requirements, do transit projects fall under the Major Projects requirements? High-speed Maglev is a very large project. Should it be mentioned in this section?

Please add Montour Church Road to the Highway side of the LRP for $3.6 million and add it to the maps of the appendix.

• Page 6-35 – Under Transportation Operations & Safety, please note that some of the transit operators have been participating in the committees and that transit ITS is addressed in the recommendations.

• Pages 6-48 and 6-49

Please identify Transit Revitalization Investment Districts (TRIDs) as a financing tool. At the bottom of 6-48, please note that transit can also increase the amount and value of development.

The financial section should have data that places these publicly-financed transportation efforts into perspective. For example, in this region, households spend $7 billion annually on transportation costs, which over the 28-year duration of the plan equates to nearly $200 billion (today’s dollars). Other transportation costs not considered in the Plan are the costs of providing parking, trucking costs, the costs of air passenger and freight transportation and railroad freight costs.

• Page 8-15 – Perhaps this section should show change in congestion from 2007 to No Build. This comment could apply to some of the other figures in this chapter.

An executive summary for the Plan should be developed.
Lastly, to enhance its outreach efforts to elected officials and the public, SPC might also consider developing a brochure. Port Authority and SPC put such a document to good use when we jointly prepared the Transit Oriented Communities in Southwestern Pennsylvania document.

Sincerely,

Henry M. Nutbrown, P.E.
Assistant General Manager
Engineering and Construction Division

HMN/dlm
Cc: Richard Feder
    David Wohlwill
Lew

As per our conversation during the Public Comment Session held on Tuesday June 19, 2007 in Washington, PA.

With new construction the federal codes are very specific and enforceable on access for persons with disabilities. In order to both comply with federal requirements and to save valuable funding it is best to understand the requirements and do it right the first time.

Below are a few resources that will assist individuals in acquiring the information they made need. Tri-County Patriots for Independent Living or any Center for Independent Living in Pennsylvania are always available as a resource for information.

Currently Access requirements for persons with disabilities are covered Under the American's with Disabilities Act Accessibility Guidelines (ADAAG). ADAAG has been in effect since 1990 and the Department of Justice is going to, at some point, be approving a new set of guidelines The Americans with Disabilities Act and Architectural Barriers Act Accessibility Guidelines (ADAABAG)

Since access is such and broad issue their are other organizations that provide guidance and information on areas that might not be covered under current law. An example would be parks and recreation. Below are a list of organizations to assist you in obtaining information to address specific situations.

If you have any questions or concerns please feel free to contact me.

Tri-County Patriots for Independent Living
69 East Beau Street
Washington, PA 15301
724-223-5115 V
724-223-5119 Fax
724-228-4028 TDD

DBTAC - Mid-Atlantic ADA Center
TransCen, Inc.
451 Hungerford Drive, Suite 700
Rockville, MD 20850
(301) 217-0124 (V/TTY)
1-800-949-4232
(301) 217-0754 (Fax)
adainfo@transcen.org
www.adainfo.org

Access Board
1-800-872-2253
1-800-993-2822
http:\www.access-board.gov

National Center on Accessibility (Parks and Recreation)
501 North Morton St, Suite 109
Bloomington, IN 47404
Voice: (812) 856-4422
TTY: (812) 856-4421
Fax: (812) 856-4480
Comments: nca@indiana.edu
www.ncaonline.org

--
Ed Pahula Tri-County Patriots For Independent Living
SWATCO 69 East Beau Street
pahula@tripil.com Washington, PA 15301
Voice: 724-223-5115 Fax: 724-223-5119
TTY/TDD: 724-228-4028
Ladies, Gentlemen of the SPC:

I presume, as it is not yet 5PM June 21st that my comments are in fact eligible for inclusion.

As background, I have been in the area since 1967 and am quite engaged with many aspects of the region. Last year, I spent from June to November as a member of Councilman Bill Peduto's Guyasuta Fellowship project. We studied transporation problems for the City and Region and made several recommendations. I championed finding the funds to use existing rail infrastructure in the Allegheny and Mon Valley corridors to add effective mass transit for a fraction of the cost of new highways.

And on the subject of new highways, I have long opposed the use of scarce dollars to finish the Mon-Fayette Expressway and the Southern Loop. Not only are the expenses insurmountable, and the needs for maintenance and repair of existing roads and bridges and stable funding for public transit far more worthy, the project encourages the sort of sprawl we should be restricting. I advocate simply taking these two projects off the list; I note on Page 16 that they are on a sort of Indefinite Shelf. As many citizens, newspapers, and community and civic groups have called for, it is time to eliminate these projects from the Blue-Sky List.

Thank You for your attention, and your contributions to our Region.

Bud Paulding
86 Granger Street
Pittsburgh, PA 15207
June 6, 2007

SPC - Comments
425 Sixth Avenue, Suite 800
Pittsburgh, PA 15219-1852

RE: Submission of the Written Testimony of the Alle-Kiski Coalition to the Public Participation Panels of Allegheny & Westmoreland Counties on the SPC’s 2035 Transportation & Development Plan

To Whom It May Concern:

Please accept the two enclosed documents as the written testimony of the Alle-Kiski Coalition on the SPC’s 2035 Transportation & Development Plan. Separate documents are submitted for each county’s Public Participation Panel.

If you have any questions or concerns regarding this testimony, please contact me at your earliest convenience. Thank you.

Sincerely,

[Signature]

John “Jack” Pisanko
Co-Chair, A-KC

enclosures: testimony packets (2)

“Promoting the transportation infrastructure needs of the Alle-Kiski Region”
WRITTEN TESTIMONY of the ALLE-KISKI COALITION
to the
ALLEGHENY COUNTY
PUBLIC PARTICIPATION PANEL
of the
SOUTHWESTERN PENNSYLVANIA COMMISSION
on the
2035 Transportation & Development Plan
for Southwestern Pennsylvania

Wednesday, June 13, 2007
Allegheny County
31st Floor, Regional Enterprise Tower
425 Sixth Avenue
Pittsburgh, PA

Submitted by:

Mr. John Frame, Co-Chair AKC
former Allegheny Township Supervisor,
Westmoreland County

and

Mr. John Pisanko, Co-Chair AKC
President, Allegheny Valley North C.O.G.
and Vice President, Springdale Township,
Allegheny County

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I. THE ALLE-KISKI COALITION

The Alle-Kiski Coalition (A-KC) is an alliance of over thirty local municipal governments, various federal and state legislators, local businessmen, labor leaders, five Chambers of Commerce and ordinary residents in a four county region, committed to pursuing and achieving regional transportation objectives essential to the Alle-Kiski Valley. The Coalition has operated as an advocate for transportation and development priorities in the Alle-Kiski Valley region for over a decade. The Coalition is submitting this written testimony in support of the Alle-Kiski Regional Transportation Program to the Public Participation Panels of Allegheny & Westmoreland counties (location of the Program’s component projects), members of the SPC, and which are soliciting testimony on the 2035 Transportation & Development Plan in May and June of 2007.

The Coalition has sought to achieve a consensus of opinion regarding our most immediate transportation needs and to rally the support of the many and varied members of this Coalition to promote an adequate and timely investment in projects that will meet those needs. The Coalition also seeks to replace the insular and parochial thinking of the past with a new regional mind set it sees as the key to achieving economic growth and quality of life improvements. The Coalition also recognizes that an integrated, intermodal strategy focusing not only on roads and highways, but rail, river and air transportation needs and capacities in the region, as well, is essential to improving the economic opportunities for business and the residents of our region.

The product of that consensus, a regional and intermodal strategy for investment in the transportation needs of the Alle-Kiski Valley, is known as the “Alle-Kiski Regional Transportation Program,” outlined below and illustrated on the accompanying map.

II. THE ‘ALLE-KISKI REGIONAL TRANSPORTATION PROGRAM’

The “Alle-Kiski Regional Transportation Program” represents an integrated, intermodal strategy comprised of ten distinct components. These components work together to provide key “missing links” to the existing transportation network of the Alle-Kiski Valley. The listing below includes projects both in Allegheny and Westmoreland County. The first three are in Allegheny County; the second three are in Westmoreland County; and the final component begins in Westmoreland County, but the majority of its infrastructure is located in Allegheny County. One has been recently completed, several others are under construction and another has been the subject of need and engineering studies; the rest reside within the Coalition’s vision for the future of the Alle-Kiski Valley. We seek your aid in making that dream a reality for the sake of our communities, and more importantly, our children, who hope to make productive and fulfilling lives for themselves and their children in this Valley.

A. The Proposed Alle-Kiski Bridge & Connector (#1 & #2 on map, included in the Addendums to this document)

This component provides for a new highway bridge across the Allegheny River.
The bridge connects to connect the recently re-constructed Parnassus Triangle (convergence of State Routes 56 & 366, Cox Comb Hill and Industrial Boulevard) in Westmoreland County to the Frazer Interchange on the Allegheny Valley Expressway (SR 28) in Allegheny County, serving the Pittsburgh Mills regional retail/entertainment complex.

B. Access Road to the Rockpointe Business Airpark (#4 on map)

A natural outgrowth of the Frazer Interchange, this access road would link the Rockpointe Business Airpark to the principal highway transportation spine in the Alle-Kiski Valley Region, the Allegheny Valley Expressway (PA Route 28). The Rockpointe Business Airpark is a subzone within the western Pennsylvania Keystone Opportunity Zone, one of twelve tax-free zones created to foster development across Pennsylvania. The Rockpointe Business Airpark is unique in that it proposes the development of a regional relief airport on-site to serve the development. Additionally, a rail access spur is proposed on site.

Construction is already well underway at the Airpark. This project would serve as a strong stimulant to the ancillary development proposed to follow the Pittsburgh Mills at the Frazer Interchange. These developments will bring quality, high-paying jobs to the region.

C. Widen 3 miles of State Route 56 from Lower Burrell to the Weinels Crossroads in Allegheny Township (#7 on map)

This component widens and improves the existing two lane State Route 56 from the State Route 56 By-Pass at Weinels Cross Roads in Allegheny Township and the State Route 56 By-Pass in Lower Burrell (and the widened and improved State Route 366 in the City of New Kensington).

D. Re-build 7 miles of State Route 356 from the Weinels Crossroads to the Freeport Bridge (#8 on map)

This component widens and improves the existing two lane section of State Route 56 from the Weinels Crossroads in Allegheny Township to the Freeport Bridge to Armstrong County.

E. Widen 10 miles of State Route 366 from the Parnassus Triangle to State Route 66 (#9 on map)

This component would make the mainly two-lane Route 366 into four lanes from State Route 66 in Washington Township through to the Parnassus Triangle in New Kensington.

F. Upgrade existing track to accommodate passenger service on the proposed Allegheny Valley Commuter Railway from the City of Arnold to the City of Pittsburgh (#10 on map)
The commuter railway is seen as a critical alternative to the Allegheny Valley Expressway during its reconstruction over the next decade. An initial feasibility study was released with positive results, and funding is being marshaled by its proponents for a more intensive study of the proposal. While freight rail transport is part of the Alle-Kiski Transportation Program through the RAM Terminals on the Allegheny River at New Kensington near the Parnassus Triangle, and at the Rockpointe Business Airpark in West Deer Township to be connected to the Allegheny Valley Expressway (SR28), this is the only proposal for passenger rail service. Initially conceived as a limited service excursion railway between venues in Pittsburgh and the Allegheny Valley and the Pittsburgh Mills, several state legislators and Allegheny County Council are pushing for an examination of the possibility of regular commuter service between New Kensington and the Pittsburgh Strip District terminus of the rail line, to be operated by the Allegheny County Port Authority Transit.

We encourage the SPC to place the Allegheny Valley Railway on the long range plan as one of the few mass transit development opportunities outside of the immediate Pittsburgh region, and one that is expected to require a modest capital investment as the rail right-of-ways and actual lines already exist. Additionally, a private developer willing to invest in the project is already a project participant. The project has swiftly captured the imagination of many local leaders and the general population as well.

III. THE NEED FOR THE ALLE-KISKI REGIONAL TRANSPORTATION PROGRAM

The Alle-Kiski Valley has been in a state of steady economic deterioration for three decades. The region’s major economic contributors from iron, steel, glass, coal and related businesses have virtually disappeared. Population in the area has dropped significantly and once thriving communities are struggling to maintain economic viability. The 2000 U.S. Decennial Census reveals that the Pittsburgh Region as a whole peaked in population in 1960; today, its population approximates that of 1940.

During this same period of time, no major transportation improvements were undertaken in the Alle-Kiski Valley save the Allegheny Valley Expressway, which has yet to reach its ultimate goal to link the region to the I-80 Interstate and the major markets of the Mid-West & Northeast. Although many transportation feasibility studies have been conducted and many promises have been made to help improve the transportation infrastructure of the Alle-Kiski Valley, nothing of any further substance has been accomplished through the county, state or federal governments.

Significant efforts at development in the Alle-Kiski Valley to not just revitalize existing businesses but to achieve substantial new economic growth through new projects have been initiated by both the public and private sectors in the area. These projects however, have been hampered by the lack of vital transportation infrastructure needed to bring in essential raw materials and labor, and to convey finished goods and services to markets that have become global in both their reach and breadth of competition; Allegheny Ludlum, a world-class specialty
steel producer and our largest single employer, is an excellent example.

The region is therefore at a major crossroads. It can continue to deteriorate because of the lack of adequate transportation infrastructure so vitally needed to support existing business, the revitalization of moribund enterprises and the stimulation new development, or the transportation promises of the past can finally begin to be fulfilled with the construction of projects such as the Alle-Kiski Valley Bridge & Connector and the others of the Alle-Kiski Regional Transportation Project.

Highway engineers maintain that it is far more efficient to put dollars into maintenance of a roadway before the failure of the road’s base, than to attempt to rebuild the road after the failure of its base structure; the same can be said of regional economies weakened by a failing and inadequate transportation infrastructure. We must act to preserve the essential economic health of the Alle-Kiski Valley now, rather than attempt to resurrect it after a collapse from continued neglect. An economic study conducted several years ago, employing computer modeling contracted through the University of Pittsburgh by the Southwestern Pennsylvania Commission, indicated this region represents an excellent investment for scarce transportation dollars, as measured in jobs and the valley of goods and services to be produced, and second only to the Pittsburgh International Airport area corridor.

Without the projects of the Alle-Kiski Regional Transportation Program, we fear that the loss of jobs, and resultant migration of our children to better opportunities elsewhere that has been so common in the Pittsburgh region, will remain unchecked. The acceptance by this Public Participation Panel of this written testimony we give you today, and the subsequent placing of the “Alle-Kiski Regional Transportation Program” on the 2035 Transportation & Development Plan is vital to the survival and growth of the Alle-Kiski Valley.

IV. JUSTIFICATION FOR THE “ALLE-KISKI REGIONAL TRANSPORTATION PROGRAM”

The justification for the selection of the “Alle-Kiski Regional Transportation Program” over other regional projects proposed can be established through the application of the five principal evaluation criteria; specifically: A.) Economic Development/Long Term Benefit, B.) Safety Improvements, C.) Congestion/Mobility and D.) Environmental/Other Concerns. Finally, we offer the recently completed E.) PENNDOT Needs Study for the Alle-Kiski Connector as supportive of these analyses, and interim results from the PENNDOT Preliminary Engineering and Siting Study.

A. Economic Development/Long Term Benefit

The “Alle-Kiski Regional Transportation Program” will provide unique and multiple opportunities for economic development and growth in the region. Opportunities exist for: Revitalization, New Growth, Inter Modal Development and Support for Existing Business.

1. REVITALIZATION. The region’s original industrial base formed by the coal and steel industries, and from which we long prospered, cannot be restored to its former
might. Developable assets still survive, however, and can be renewed for alternative use. Existing “brown fields” are already being transformed into industrial parks in the region. Numerous other opportunities exist to turn abandoned former industrial sites into viable businesses. In addition, the revitalization of “Main Streets” in many of our towns also offers unique opportunities for renewal. A supplement detailing examples of the positive impact of the Alle-Kiski Bridge and Connector in particular on clearing up brown fields and preserving green spaces is included in the Addendums to this document.

“Smart Growth” development principles adopted by the Commonwealth of Pennsylvania in a number of recent legislation initiatives seek to limit unsupportable growth in “green field” areas that lack essential utility infrastructure and public safety services. Instead, we have committed to concentrate development efforts in areas where substantial numbers of the Commonwealth’s citizens have suffered from drastically reduced economic opportunities.

2. NEW GROWTH. The Alle-Kiski Valley’s new 900 acre ALCOA Technical Center and Westmoreland Business and Research Park, already in place and is poised for expansion, provides an excellent “incubator” for new business growth, as has the University of Pittsburgh Applied Research Center (the former Gulf Oil Laboratories) in Harmar Township across the Allegheny River in Allegheny County. The Pittsburgh Mills development, located just north of UPARC and the RIDC Industrial Park, opened in 2005, and has continued to expand over the almost two years that have elapsed. This project alone has the potential to bring 6,000 new jobs into the region. The Rockpointe Business Airport, under construction just to the northwest, will bring commercial air transportation to the region and the excitement of its status as a Keystone Opportunity Zone. Numerous other opportunities exist for small business growth in the region. Improved transportation infrastructure will be the key to success for new business growth.

3. SUPPORT FOR EXISTING BUSINESS. We normally think of employment and economic growth opportunities only in terms of new businesses. The fact of the matter is that existing businesses are usually the major contributors to employment and economic growth in a region. Existing businesses are the base upon which new business growth can occur. The erosion of an established business base is a serious threat to the economic stability for any region. This is true regardless of the size of the business. In fact, recent studies at the federal level point to small business as the principal player in the economy’s job growth. For small business, the local regional highway system is the critical transportation issue.

Allegheny Ludlum, with its substantial existing capital investments and position as the largest employer (approximately 3,200) in the Alle-Kiski Valley, is another good example of the need to support existing business. Allegheny Ludlum has spent approximately $60 million to upgrade its facilities in the area just a few years, and has recently proposed additional new investment in the region. Its investment strategy is already impacted by the condition of the highway infrastructure essential to the transport of work in progress between its various plants. A national company in its own right, its merger into the Allegheny-Teledyne Corporation impacts decisions as to where the larger corporation’s assets will be invested. A major stumbling block to any investment and economic development in the Alle-Kiski Valley is the simple fact that no substantial transportation projects have been initiated in the area for nearly four decades. Without
adequate transportation infrastructure, however, these opportunities can not develop.

4. INTERMODAL DEVELOPMENT. One of the most valuable assets in the region is the Allegheny River. As a navigable waterway, it provides a major opportunity for the development of intermodal transportation projects in the region. Additionally, a significant rail infrastructure also exists in the region. At the height of steel and coal prosperity in the region, the river and the railroads of the region played a major role in the transportation of goods into and out of the Alle-Kiski Valley. As our industrial base deteriorated, so did the use of intermodal transportation.

Today’s light manufacturing, “high-tech” and information-based industries have grown to rely more heavily on highway transportation than the more intermodal transportation structures of our heavy industrial past. The river remains a natural asset, however, and one in which renewed interest is being taken by regional planners and developers. When combined with the existing railroad infrastructure and a new and improved highway system, the region can once again develop viable inter-modal transportation opportunities to the region.

Finally, with the recent development of a commercial air transportation capability at the Rockpointe Business Airpark development, and the possibility of passenger rail service to Southwestern PA’s hub, the city of Pittsburgh, the intermodal quality of the Alle-Kiski Regional Transportation Program has been greatly enhanced.

B. Safety Improvements

An inadequate transportation infrastructure in the Alle-Kiski Region is a major cause for accidents and deaths in the region. Both State Route 56 and State Route 366 are all major contributors to the problem. The widening and improvement of these areas will provide needed improvements to drastically reduce the highway deaths and accidents in the area.

C. Congestion/Mobility

Severe traffic congestion problems occur daily in the Alle-Kiski Valley Region. This congestion not only causes major traffic delays during the peak morning and evening rush hours, but throughout the day. The existing transportation infrastructure in this area was built in the early to mid-1900's with no substantial improvements made over the last four decades save the partial completion of the Allegheny Valley Expressway to Kittanning, Armstrong County, but far short of its goal of linking the region to I-80.

The opening of the Pittsburgh Mills in Frazer Township has triggered the recent commencement of work on the addition of a third north-bound lane on the Allegheny Valley Expressway (SR28), as well as continuing work on rebuilding sections of the Allegheny Valley Expressway (SR28) will severely exacerbate this situation, and continue to worsen as the Pittsburgh Mills, and Rockpointe developments expand, along with re-development at the Harmar Route 910/Freeport Road commercial zone, continue to develop.

I. RIVER BRIDGES. The Hulton Bridge, built in 1909, has an average daily traffic of 24,500 vehicles; the New Kensington Bridge, built in 1927, has an average daily
traffic of 22,733 vehicles; and the Tarentum Bridge built in 1949 has an average daily traffic of 33,500 vehicles. Only the Freeport Bridge, built in 1962, because a barge accident destroyed the existing bridge, has a reasonable daily traffic with 7,900 vehicles per day, due in part, however, by the fact that state route 356 and the Weinsals Crossroads, its connection to the Kiski Valley and points south in Westmoreland County is an inadequate, narrow two-lane road.

The Freeport Bridge is scheduled for emergency repairs, including a partial reconstruction that will only exacerbate problems in the short term. The New Kensington Bridge is suspension bridge without a possibility for widening to increase capacity. The Hulton Bridge is of similar construction, but is scheduled for replacement under the draft 2035 Plan; unfortunately, completion of the work is at least five years in the future. All of these bridges have major traffic pattern problems as well as lane and signaling problems. Congestion and delays exist not only at peak morning and evening times, but throughout the day. Reasonable alternate routes for access across the Allegheny River to the Allegheny Valley Expressway, the region’s transportation spine, are simply not available.

Most importantly, there is no direct link from any of these bridges directly to the Allegheny Valley Expressway, the region’s principal transportation spine; even with the replacement of the Hulton Bridge, this will not be accomplished. Only the construction of the Alle-Kiski Bridge & Connector proposed by the A-KC’s Regional Transportation Program will adequately address this critical problem for the Alle-Kiski region.

D. Environmental/Other Concerns

1. ENVIRONMENTAL. The environmental impact of the Alle-Kiski Regional Transportation Program’s projects should be minimal. The widening, redesign and tie-in components of the project would follow existing roads. The Alle-Kiski Bridge & Connector across the Allegheny River, whose exact location hopefully will soon be determined, would, under the preliminarily identified sites at this time, most likely be constructed on abandoned industrial sites.

2. FUTURE APPLICABILITY. As stated earlier, the Alle-Kiski Valley has, for the most part, been in a continuous state of economic and quality of life decline for the last three decades. Initially the decline was slow, but today, with abandoned industrial sites, shut down businesses, deteriorating downtowns and residential areas, the decline continues at an accelerated rate. Attempts are finally being made by both public and private sector players at the local, state and federal levels to check this slide, which, unfortunately, is characteristic of much of the Pittsburgh and Southwestern Pennsylvania region. This resurgence of interest in fostering regional economic development is characterized by the realization that the parochial and insular attitudes of the past were the cause of our failure to check the slide. A new mind set of regionalism and cooperation must be fostered if we are to make effective decisions in an era where government can no longer apply unlimited dollars in the hope of serendipitously stumbling onto the right path.

Dollars invested from a regional perspective must not only make sense today, but continue to make sense for future investments made in the regional transportation infrastructure. We
propose a new bridge over the Allegheny River at a point in the river where both the bridges just above and below it are aging suspension structures that cannot be expanded, and each has already been renovated to extend their useful lives at least once, and neither of which can physically be connected directly to the Allegheny Valley Expressway, our region’s principal transportation spine. Through the various elements of the Alle-Kiski Valley Regional Transportation Program, this bridge will connect with the major north-south spine between Pittsburgh and, ultimately, Interstate 80, on the span’s western end, and to major highways already identified for widening, re-alignments and other improvements at the bridge’s eastern end, particularly Route 56, already improved in several in several sections, and a prime avenue for opening up access to the Kiski Valley. Future development of Route 366 to Route 380 would assist in opening a major east-west route in the northeastern corner of the Southwestern Pennsylvania region centered on Pittsburgh. The Alle-Kiski Regional Transportation Program is an essential center piece to any future hope of organizing and developing highway transportation in the Alle-Kiski Valley and adjoining regions.

The Alle-Kiski Valley has lagged behind many other Southwestern Pennsylvania regions in recovering from the death of Big Steel that drove our regional economy. The transportation infrastructure of the Alle-Kiski Valley has never been re-examined to determine what are the components required to make the redevelopment of old brown field sites and the development of the extensive, undeveloped green field sites in our region more appealing not only to new businesses, but those survivors of the Alle-Kiski Valley’s industrial age seeking to fit into a post-industrial age that has yet to define itself in much of Southwestern Pennsylvania. We have to this point, survived the fundamental economic reorganization that the larger Pittsburgh Region continues to undergo, but no longer can continue to do so blindly. We must plan to provide a transportation infrastructure that sustains the existing economy while providing the base for future economic expansion. We feel the Alle-Kiski Regional Transportation Program is the first step in that process.

E. PENNDOT’s Needs Study for the Alle-Kiski Bridge & Connector.

The Executive Summary of the Needs Study for the Alle-Kiski Connector, commissioned by PENNDOT and completed in April 2001, found six fundamental needs unmet in this regional due to the lack of an adequate highway connection between the Alle-Kiski Area of Westmoreland and Allegheny Counties and the Allegheny Valley Expressway (SR 28) in Allegheny County, the region’s principal transportation spine to the economic and cultural hub of Southwestern Pennsylvania, the Pittsburgh metropolitan area, and eventually, we hope, to the I-80 east-west connection to the markets of the Northeast.

Specifically, the study identified the following six unsatisfied needs in the study area:

- Inadequate linkage to regional transportation network for redevelopment sites
- Inadequate access to regional employment and commercial centers
- Inconsistent with historic and current plans
- Insufficient capacity on existing river crossings
- Lack of an east-west principal arterial connecting to SR28
- High accident rates a key intersections and along major roadways
As is clearly evident, the needs identified in the PENNDOT study are directly supportive of the needs analyses in the sections above for the justification of the component projects of the Alle-Kiski Regional Transportation Program.

F. PENNDOT’s Alle-Kiski Bridge and Connector Project Preliminary Design and Siting Study.

 Undertaken by PENNDOT in 2002, the study has examined seven primary corridors, with the two corridors linking to the Frazer Interchange in the lead with both local leaders and stakeholders, and on a number of objective criteria examined by the study. Suspended for most of 2004, the study was resumed at the beginning of 2005, and was scheduled to be completed that summer. The study’s results have not yet been shared Coalition by PENNDOT.

V. IN CONCLUSION

The Allegheny Valley Expressway (new SR 28) was conceived as the major transportation spine to I-80 and the population concentrations of the U.S. Northeast from Pittsburgh and Southwestern Pennsylvania. The Alle-Kiski Regional Transportation Program increases access to that highway from the northeastern portions of Allegheny County, the northwestern portion of Westmoreland County, southern Armstrong County and western Butler County. Approximately 200,000 people live in the immediate project impact area, and a number of new development projects are either underway or expected to be so in just a few years. The Alle-Kiski Valley is already late in preparing its transportation infrastructure to be able to maximize the potential of these developments, and enhance their capability to serve as “seed corn” for future development.

It is interesting to note that the overall Alle-Kiski Regional Transportation Program includes a greater number of proposals for the improvement of existing highways than for the construction of new roadways. The new construction projects are all in Allegheny County, and the improvements of existing highways are all within Westmoreland County. In this manner the Project offers a more balanced approach to meeting the region’s transportation needs that recognizes that new construction monies are limited, and the largest component of the PENNDOT budget is oriented to the maintenance and improvement of existing roadways rather than new construction.

Even though this Public Participation Panel is for Westmoreland County, we in the Alle-Kiski Valley find ourselves in the sometimes difficult position of being at the jointure of four counties, with our project proposals are contained in two of these counties and two separate PennDOT Engineering Districts. As our Project is an integrated transportation plan, we cannot ignore those components in Allegheny County.

ALLEGHENY COUNTY. One will note that while the overall project includes more proposals for the improvement of existing highways as those for the construction of new roadways, the new construction projects are all in Allegheny County. Therefore, as we examine the Allegheny County elements of the TIP and the Long Range Transportation Plan, a number of specific recommendations are offered for your consideration:
- First, we are pleased to note the **Frazer Interchange** (#3 on the map) in Allegheny County was completed. We **strongly encourage the SPC to return the Alle-Kiski Bridge & Connector to both the long range 2035 Plan and the TIP, where they had been in prior years.** The Alle-Kiski Bridge/Connector, with its access roads, is the centerpiece of our strategy, without which the value of the other components are seriously degraded, as the recent PennDoT Needs Study for the Alle-Kiski Connector concurs. On the other hand, without the Bridge/Connector, the reconstruction components within Westmoreland County would be stripped of their potential to effect a regional enhancement of transportation efficiency, though still making a decided and positive impact upon the more local transportation picture.

- The **Rockpointe Business Airpark Access Road** (#4 on the map) previously listed in the in the 2025 Plan, needs to be added to the 2035 Plan. Construction on the Airpark is underway; delay of an access road to the region’s transportation spine so long, especially after the Airpark’s critical Keystone Opportunity Zone status has expired will damage the quality of developments to be attracted, and potentially squander a most unique economic development opportunity in the Alle-Kiski Region. It would seem logical to pursue the access road now, as the Frazer Interchange already nears completion of construction, and the two projects would directly link the Airpark site to the Allegheny Valley Expressway, the region’s principal transportation spine.

- The **Allegheny Valley Commuter Railway** (#10 on the map) is an important component of the intermodal dimension of the Alle-Kiski Regional Transportation Program, as it provides its only passenger rail and mass transit capabilities beyond limited bus service to the region by the Port Authority Transit of Allegheny County.

**WESTMORELAND COUNTY.** We are pleased to note that several of the originally proposed Westmoreland County components have been constructed, specifically the Tarentum Bridge Road (SR366) widening and the Parnassus Triangle Re-Alignment of SR56 and SR366.

- **Widening & improvement of portions of SR356 and SR56** in Allegheny Township that link the Freeport Bridge with the four-lane, divided highway sections of the SR56 By-pass (#7 & #8 on the map). Particularly in face of the considerable investment already planned in the 2035 Plan for the Freeport Bridge, leaving these two stretches of SR56 as a two-lane road will not yield the maximum value possible from the prior investment in the upgraded sections of SR56 and the new investment proposed in the Freeport Bridge.

- **Widening and improvement of SR366 from the former Parnassus Triangle to SR66 (SR380)** (#9 on the map) in the City of Lower Burrell and Upper Burrell & Washington Townships. Again the recent investments in the improvements to SR366 at the Tarentum Bridge Road area and at the former Parnassus Triangle would argue for the continuation of these improvements to a four-lane divided highway (SR380) and on to SR66, connecting the underutilized Hutchinson By-Pass to the PA Turnpike.

The investments already made argue strongly for the inclusion of both of the above in the 2035 Transportation & Development Plan efforts in Westmoreland County.
BROAD REGIONAL SUPPORT for the ALLE-KISKI TRANSPORTATION PROGRAM. It is only with the prior long range planning effort of the SPC that a regional identity for the Alle-Kiski Valley was established in regional transportation planning, recognizing an identity that has long been existent in the Alle-Kiski Valley itself. Among the residents of the Alle-Kiski Valley there exists a strong endorsement of the Coalition’s Regional Transportation Program that was demonstrated in a recent petition drive at the March 2003 Strongland Chamber of Commerce’s HOMEXPO in Lower Burrell, Westmoreland County. Over the two days of the HOMEXPO in 2004 and 2005, over 4,000 names and addresses of individuals personally endorsing the Alle-Kiski Regional Transportation Program were collected on petitions at the Coalition’s booth. Volunteers, using a video produced by students at Valley High School as well as a professional educational video prepared by the Alle-Kiski Learning Center, and a large map of the projects (and color hand-out reproductions of it), explained the Coalition’s projects in detail. These petitions have been shared with our local state and federal legislators. If you desire, a copy of these petitions and the video can be forwarded to you. During the 2006 HomeExpo, hundreds of postcards supporting the Coalition’s projects were signed by residents and sent to Governor Rendell.

Additionally, we have included, in the Addendums section of this testimony, copies of several letters of support of the Coalition’s projects, and the Alle-Kiski Bridge/Connector in particular, and demonstrating the broad support among local elected officials in the region. Copies of excerpts of testimony by local elected officials, including Governor Rendell, before Congress in mid-2003 are also included.

CONTINUING CONGRESSIONAL FUNDING SUPPORT. Finally, our project timeline/cost estimate for the keystone component of the Coalition’s transportation program, the Alle-Kiski Bridge and Connector, included in the Addendums to this document, notes that in addition to our initial $3.75M federal earmark from former Congressman Ron Klink in Public Law 105-178 in 1998 (and of which approximately $2.5M remains), our U.S. Senators Arlen Specter and Rick Santorum placed a $2.5M earmark for the Alle-Kiski Bridge/Connector in the Senate appropriations bill, Public Law 108-447 enacted on December 8, 2004, and an additional $3.5M earmark in the SAFETEA-LU transportation reauthorization bill passed by Congress on July 29, 2005, and signed by President Bush on August 10, 2005. Therefore, our federal legislators have earmarked a total of $9.75M for this project over the last seven years, sufficient funding to carry on the engineering studies into the final project design stage. This demonstrates a clear and continuing commitment to provide the required 80% federal share of the project funding.

We understand and appreciate the enormous difficulty of the task set before you as regional transportation planners; but we also know that we cannot hope to undertake this project without the strong support of the SPC, the Pennsylvania Transportation Commission and the Pennsylvania Department of Transportation. One of your own studies, undertaken at the time of a prior long range plan update, indicated this region represents a good investment for scarce transportation dollars, measured in jobs and the value of goods and services to be produced. Without the projects of this Program, and its keystone, the Alle-Kiski Bridge & Connector, we fear that the loss of jobs and resultant migration of our children to better opportunities elsewhere as our Valley’s economy stagnates will remain unchecked. And, as it is so often said, our
children are our future, a future which will slip away from this region with them.

Thank you for your time and kind consideration of our testimony submitted here. We hope that you will appreciate the critical importance of the projects outlined above to the Alle-Kiski Valley, and the need to place or keep all these projects on the 2035 Transportation Plan and the four-year TIP list for Southwestern Pennsylvania.
10 Ways to Improve the Alle-Kiski Valley

1. Build a four lane bridge across the Allegheny River.
2. Highway Connector between the Frazer interchange and the proposed bridge and Parnassus Triangle.
3. Route 88 Interchange in Frazer Township (Pittsburgh Mills)
4. Highway connector between the Frazer interchange and Rock Airport and Industrial Park.
5. Parnassus Triangle improvement
6. Widen remaining portions of Route 366 from the Parnassus Triangle to the Crossroads Bridge.
7. Widen 3 miles of State Route 66 from Lower Burrell border to Weinels Crossroads.
8. Rebuild 7 miles of State Route 356 from Weinels Crossroads to the Freeport bridge.
9. Widen 10 miles of State Route 356 from Parnassus Triangle to State Route 66.
10. Upgrade existing track for Commuter Rail from Arnold to Pittsburgh.
# Alle-Kiski Bridge & Connector Project (the Bridge)

**ESTIMATED PROJECT TIME LINE & COSTS**  
(Updated August 11, 2005)

<table>
<thead>
<tr>
<th>PROJECT PHASE</th>
<th>COST IN SM</th>
<th>TIME TO COMPLETE</th>
<th>DATE COMPLETE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase I: Needs Study</td>
<td>$ 150,000</td>
<td>Completed</td>
<td>Completed</td>
</tr>
</tbody>
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PENNDOT's Needs Study, published in 2001, confirmed the critical need, recognized since the 1960s, to build a principal east/west artery (the Bridge) across the Allegheny River to provide direct access from the Alle-Kiski Valley to the regional transportation system, including Route 28 and the Turnpike. Building the Bridge will provide the Valley with direct access to regional employment, regional commerce, economic revitalization and job creation; reduce accidents and congestion on local bridges that lack the capacity to handle today's regional traffic demands; contain sprawl and improve the quality of life in the Valley. **Funding for the Bridge is being secured in stages as work progresses.** The funding formula is 80% federal and 20% state/local/private (S/L/P) as illustrated below. **To date, $9.75 million in federal funding has been secured for the Bridge.**

| Phase II: Planning Study             | $ 1.038 M  | Completed                       | Completed 6/30/05           |
| Phase III: Environmental             | $ 2.562 M  | 18 to 24 months after           | December 31, 2006 to June 30, 2007 |
| Document Preparation                 |            | Phase II completion             |                            |

**Total Cost of Phases I-III**  
- **Federal:** $ 3.750 M  
- **S/L/P:** $ 750,000  

**NOTE:** all calendar periods in the far right column assume no time breaks between phases.

The federal share of Phases I, II & III is financed by the $3.75 million earmark secured by former Congressman Ron Klink in Public Law 103-178 in 1998. The remaining $750,000 of this earmark will be applied to Phase IV.

| Phase IV: Preliminary Engineering & Design | Total: $ 5 M | 18 to 24 months after | June 30, 2008 to June 30, 2009 |
|                                           | Federal: $ 4 M | Phase III completion |                            |
|                                           | S/L/P: $ 1 M  |                        |                            |

In Public Law 108-447, enacted on 12/8/04, U.S. Senator Arlen Specter secured $2.5 million for the Bridge with the support of U.S. Senator Rick Santorum. These federal funds will be applied to Phase IV. In the federal surface transportation reauthorization bill passed by Congress on July 29, 2005, Senator Specter secured $2.5 million for the Bridge and Senator Santorum secured $1 million. These funds will finance the final **federal share** of Phase IV and 68% of the **federal share** of Phase V. Federal funds to complete Phase V, and to finance Phases VI and VII, will be secured in future legislation. **(Note: Phases V and VI will be completed concurrently.)**

| Phase V: Final Project Design         | Total: $ 5 M | 24 months after | June 30, 2010 to June 30, 2011 |
|                                        | Federal: $ 4 M | Phase IV completion |                            |
|                                        | S/L/P: $ 1 M  |                        |                            |

| Phase VI: Lands & Rights-of-Way Acquisition | Total: $ 10 M | 24 months after | June 30, 2010 to June 30, 2011 |
|                                            | Federal: $ 8 M | Phase IV completion |                            |
|                                            | S/L/P: $ 2 M  |                        |                            |

|                                                                 | Federal: $80 M-$100 M | Phase VI completion |                            |
|                                                                 | S/L/P: $26 M-$25 M  |                        |                            |

Engineering professionals state that the actual project cost will be determined during the design phase, taking into account the location for the bridge; the width of the span; the type of structure - concrete or steel; the clearance envelope; the tie-in to SR 28; and the determination of the interchange to tie the Bridge to SR 28.

**Total cost of Phases I-VII:** $ 123.75 M-$ 148.75 M.  
**80% Federal share:** $ 99 M - $ 119 M

**Total obligation of Phases I-VII from Federal and S/L/P sources, secured in stages through 2013:**  
**20% S/L/P match:** $ 24,750,000 - $ 29,750,000
Building the Alle-Kiski Bridge

Will Clean up Brownfields and Preserve Green Space

- PennDOT’s Needs Assessment noted, on page 1 – 1, that the lack of an adequate direct link to Route 28 “discourages revitalization of areas already having infrastructure in the Alle-Kiski area, and encourages greenfield development along SR 28 because existing brownfield sites in the Alle-Kiski area have poor access to the regional highway system.”

- The communities of the Alle-Kiski Valley are just 15 – 22 miles northeast of Pittsburgh’s Central Business District. The Alle-Kiski Valley communities already have an existing infrastructure, left over from the former aluminum, glass and iron industries.

- As the Needs Study notes, on page 4 – 22: “Vacant and underutilized land in the Alle-Kiski area already has significant infrastructure such as local roadways and major utilities. This vacant and underutilized property is already located in an urbanized area. Conversely, new developments along the narrow SR 28 corridor on the west side of the Allegheny River are expected to require the conversion of undeveloped land and the provision of added roadway and utility infrastructure. Taking no action [to improve this access to the regional highway network] will impede desirable economic development.”

- Residents and businesspersons are trying to redevelop these communities and clean up brownfields, rather than encroaching on greenfields along Route 28 by developing them.

- Building the Alle-Kiski Bridge adheres to Governor Rendell’s policy of cleaning up brownfields, protecting greenfields and eliminating sprawl. The Bridge will provide direct access to the Alle-Kiski communities that have an unused infrastructure already in place. Building the Bridge will “discourage greenfield development” along Route 28 – and discourage sprawl. Access to the infrastructure of these older communities, provided by the Bridge, will clean up brownfields, create jobs and preserve green space.

- In a discussion paper dated 3/24/04, “Strategic Transportation Programming Philosophy” and released by PennDOT Secretary Biehler on March 23, 2004, “Strategic Transportation Programming Philosophy” PennDOT wrote:

  “Complicating matters is the lack of comprehensive statewide and regional land use planning to guide transportation investments. The result is undesirable land development patterns (sprawl), deterioration of older communities and unintended economic consequences.”

- By working to build the Alle-Kiski Bridge and to revitalize “deteriorated older communities” that already have a utility infrastructure and business parks in place, residents and businesspersons in the Alle-Kiski Valley are working to abide by PennDOT’s “Strategic Transportation Programming Philosophy.”

- In contrast, Secretary Biehler’s stop work order imposed against the Bridge contradicts PennDOT’s own “Strategic Transportation Programming Philosophy.”
The Need for the Proposed Alle-Kiski Connector and Bridge (the Bridge)

The Problem: There is no east/west principal artery across the Allegheny River to provide the Alle-Kiski Valley (the Valley) with direct access to the regional transportation system, including the Pennsylvania Turnpike and the Allegheny Valley Expressway (Route 28). At present, the Valley must rely on inadequate bridges – the Hulton, New Kensington and Tarentum – that were built in a bygone era for local traffic and simply cannot handle today’s regional traffic demands. These local bridges are severely congested with a high accident rate at key intersections.

The Economic Situation for the People of the Valley: The approximately 200,000 residents of the Valley are trying to boost commerce and find new sources of revenue to create jobs after the demise of the steel industry, and of the related aluminum, glass and iron industries in the 1960s, 1970s, 1980s and 1990s. These industries left a utility infrastructure already in place in the Valley’s communities, along with available land and industrial parks that offer direct access to rail and water transportation. This infrastructure is now underutilized.

The Economic Solution - Build the Bridge: Building the Bridge will establish the Valley in regional commerce and meet the Rendell Administration’s goal of revitalizing core communities through economic development. The Valley should be flourishing with a strong economy and well-paying jobs since it is located within 500 miles of 51% of our nation’s consumer markets, 58% of our nation’s manufacturing centers and 25 miles of Pittsburgh. However, the absence of a principal east-west artery across the Allegheny River (the River) discourages developers and new businesses from locating in the Valley due to poor access to the regional highway system and congestion on the local bridges. Building the Bridge will reverse this situation.

There is a Federal Funding Commitment to Build the Bridge: Federal funding for projects of this magnitude is secured in stages. 80% of the cost of building the Bridge will be paid for with federal funds. To date, $9.75 million in federal funding has been secured for the Bridge including:

$3.75 million secured by former Congressman Ron Klink in Public Law 105-178 which financed: 1) a Needs Study, which was conducted by PennDOT and published in April of 2001, confirming the need for the Bridge; 2) A Planning Study, expected to be completed by mid-July, 2005. Of these funds, at least $2.562 million remains unspent.

$2.5 million secured by Senator Arlen Specter in Public Law 108-447.

$3.5 million secured by Senator Specter and by Senator Rick Santorum in HR 3, the federal surface transportation reauthorization bill passed by Congress on July 29, 2005.

The Bridge will Create Jobs: For every $1 billion we invest in the infrastructure in this nation, we create 47,000 jobs. The Alle-Kiski Bridge is expected to cost $100 million - $148 million, which will create 4,700 – 6,956 new jobs in the Alle-Kiski Valley. (Note: Engineering professionals estimated these amounts. Actual project costs will be determined during the design phase of the Bridge.) Mr. Robert Bozzone, a Director of Allegheny Technologies, the parent company of Allegheny Ludlum, the specialty steelmaker with facilities in the counties of Westmoreland, Allegheny and Armstrong, said the Bridge is “long overdue.” Allegheny Ludlum employs 4,000 people and generates 8,000 jobs in supporting services in the Valley.

Description of the Bridge: The Bridge will be a four-lane connector bridge linking the Oakmont/Plum Borough/New Kensington area on the east side of the River to the Route 28 Springdale/Pittsburgh Mills Mall area on the west side of the River.
August 4, 2005

To the Editor:

We want to thank Senator Arlen Specter for securing continued federal funding to build the Alle-Kiski Bridge and Connector, now totaling $9.75 million. The Bridge was considered dead after PennDOT stopped work on the project. But in October, Senator Specter announced $2.5 million in Federal Funds for the Bridge. In the Highway Bill Congress passed on July 29th, Senators Specter and Santorum jointly secured an additional $3.5 million for the Bridge. This funds the project into Final Design.

We thank Senator Santorum for joining Senator Specter to secure the funds. Contrary to what PennDOT said, there is funding available for the Bridge and the State will pay no more than 20% of the cost. The Bridge will be funded in stages as work progresses through final construction.

Senator Specter recognizes the Bridge will create jobs, reduce congestion, revitalize our economy and open the Valley to regional transportation and commerce. We will continue to work with our elected officials to secure Federal Funds through construction. With our emphatic thanks to Senators Specter and Santorum, we urge Governor Rendell to immediately resume work on the Bridge.

Sincerely,

THE ALLE-KISKI COALITION – Executive Committee:

John Pisank, Co-Chairman, ALLE-KISKI COALITION and President, Allegheny Valley North COG 724-527-8399

John Framel, Co-Chairman, ALLE-KISKI COALITION 724-396-4243

Charles Booth, Chief Executive Officer, the Burrell Group 724-337-3680

ALLE-KISKI CHAMBER FEDERATION:

Allan Walzak, member 724-845-5426

William Hall, member 724-337-5627

Mayor Don Kinosz, Lower Burrell 724-448-2800

Representative John E. Pallone 724-339-1990

State Representative, 54th Legislative District

"Promoting the transportation infrastructure needs of the Alle-Kiski Region"
$3.5M earmarked for A-K Connector Bridge

Projects to get money in federal bill

- $5.5 million for the Alle–Kiski Connector Bridge over the Allegheny River, likely between New Kensington and Saxonburg. An earlier transportation bill did not include money for this project.
- $1.6 million to rebuild the Freeport Bridge. An earlier version of the highway bill gave $2 million for this project.
- $1 million to improve Route 422 in Armstrong and Indiana counties with wider lanes, truck-climbing lanes and improved intersections. The previous bill gave $2 million.
- $400,000 to build an additional northbound lane on Route 28 between the Harmar and Creighton exits. The previous bill gave $1.65 million.
- $250,000 to widen Route 22.

between Delaware and Exempt. The earlier bill gave $1.45 million.

- $1 million for 22 new buses for the Westmoreland County Transit Authority. The previous bill included no money for new buses.
- $500,000 for improvements at the State Lick intersection on Route 28. The first version of this bill had no money for this project.


omission on PennDOT, saying Congress couldn’t appropriate money for a bridge the state never intended to build.

The bridge was noticeably missing from an earlier version of the bill approved by the House of Representatives in March, drawing the ire of local bridge proponents.


PennDOT officials steadfastly defended their opposition to the bridge, saying its $100 million to $200 million price tag makes it unlikely to ever be built.

Also, PennDOT spokesman Rich Kirkpatrick said Pennsylvania’s 25,000 existing bridges already cost more to maintain than the state can afford. Kirkpatrick was unavailable for comment on the $3.5 million appropriation approved late Friday.

Some other projects included in the earlier bill still are slated to get federal funding, although less than what they were granted in the earlier bill. One of those is the reconstruction of the Freeport Bridge, which will get $1 million instead of $2 million.

The long-delayed bill (the last six-year spending plan expired in 2003) represents a compromise between Congress and the White House.

Although representatives and senators all wanted to get their pet projects on the spending list, President George W. Bush threatened to veto any bill larger than $284 billion.

Wyenne Everett can be reached at weveret@tribweb.com.
July 1, 2004

The Honorable Edward G. Rendell, Governor
Commonwealth of Pennsylvania
225 Capitol Building
Harrisburg, Pennsylvania 17120

Dear Governor Rendell:

As representatives of the three Chambers of Commerce representing the Alle-Kiski Valley, with over 200,000 residents, we are writing to respectfully urge you to rescind the “stop work” order issued by Secretary Biehler on March 24, 2004 regarding the long-needed Alle-Kiski Bridge (the Bridge). The “stop work” order was ill advised and has no merit.

We also urge you to support the $5 million earmark for the Bridge that the United States House of Representatives included in HR 3550, the pending federal surface transportation reauthorization legislation. This earmark was included in HR 3550 due to the effective, bipartisan efforts of U.S. Representatives John Murtha and Melissa Hart, proving their commitment to secure continued federal funding for the Bridge, building on former Congressman Ron Klink’s success in securing the initial $3.75 million earmark in 1998 in TEA-21 (Public Law 105-178). The two earmarks, totaling $8.75 million, set a precedent for future federal earmarks for the Bridge.

“Access” is a critical word to us, because the Alle-Kiski Valley is comprised of cities and towns located just 15 - 22 miles northeast of Pittsburgh, yet we have no direct access to the regional transportation system, specifically to Route 28, the Allegheny Valley Expressway.

Until the “stop work” order was issued, we believed the Pennsylvania Department of Transportation (PennDOT) understood the problems the Alle-Kiski Valley faces without direct access to Route 28. In April of 2001, PennDOT released a Needs Study which examined the Alle-Kiski Valley, and stated that “the need for the direct connection from the east side of the Allegheny River to SR (State Route) 28 has been recognized since the 1960s when planning and construction of the new Allegheny Expressway (SR 28) took place.”

The residents of the Alle-Kiski Valley are trying to accomplish two goals: to open the Valley to economic development and revitalization, and to provide transportation access to jobs in the Pittsburgh region. Without direct access to Route 28, these goals are severely hampered. We would like to give you a case study to demonstrate both points.

Mr. Mike Langer, a Member of the City Council in New Kensington, testified as follows about economic development problems before the Southwestern Pennsylvania Commission’s Public Participation Panel at the Westmoreland County Courthouse on Wednesday, August 13, 2003:

“In my experience as a City Councilman, I can tell you that developers have repeated their reluctance to invest in our towns without a direct link to the regional highway system and a better overall transportation system.

“Promoting transportation infrastructure needs of the Alle-Kiski Region”
For example, last year New Kensington Mayor Frank Link and I approached the developers who built the Waterworks Mall in Homestead. Mayor Link and I offered riverfront property in New Kensington and asked them to build a similar complex in New Kensington.

The developers generously spent almost two hours detailing the issues that would prevent them from entertaining our proposal. The primary issue was transportation to the development. They highlighted the fact that people trying to get to New Kensington would have to exit Route 28, ramp onto a congested two-lane road for approximately two miles in order to cross an existing two-lane bridge incapable of fully handling existing traffic, not to mention any additional volume.

The developers believed this congestion would deter people from making the trip to the point that the project was not financially viable.

Unless we get direct access to Route 28, our towns are at a severe competitive disadvantage for lucrative economic development projects. We can look across the River on Route 28 and watch earth moving for the Pittsburgh Mills Mall. We can look to the north on Route 28 and we see the Rock Airport and Industrial Park growing in leaps and bounds, but we can't redevelop our towns, because we are competing on the uneven playing field of transportation access.”

Regarding the goal of regional job creation, the Alle-Kiski Valley is experiencing additional blows from PennDOT. On Wednesday, June 23, 2004 the Pittsburgh Tribune Review published a story entitled “PennDOT scraps plans for Rte. 28” which focused on PennDOT scrapping “its designs for rebuilding Route 28.” The article goes on to say:

“Although PennDOT did not say so, this plan likely is a big blow for commuters from the Alle-Kiski Valley who would prefer a 50 mph highway with interchanges instead of traffic signals...”

Route 28 provides the Valley with access to nearby Pittsburgh. Mayor Donald Kinosz of Lower Burrell, Pennsylvania submitted a written statement for a hearing on “Highway and Transit Needs: The State and Local Perspective,” Wednesday, May 7, 2003, U.S. House of Representatives Committee on Transportation and Infrastructure, Subcommittee on Highways and Transit and stated:

“Regarding what the Alle-Kiski Connector Bridge will mean for our future, the University of Pittsburgh conducted a study and determined that the Alle-Kiski Region ranks second in Pennsylvania for economic development potential, but the limiting factor is lack of access.”

Nearly five years ago, in July 1998, the University of Pittsburgh unveiled an ambitious economic development plan for the southwestern Pennsylvania region. The University’s Chancellor, Mark Nordenberg, chaired a group of education, civic and business leaders called the “Oversight Committee of the Regional Workforce Development Initiative.”

At that time, Chancellor Nordenberg said: “Perhaps more than any single factor, the availability of a skilled labor force affects crucial business decisions, notably whether to remain in our region, whether to move in to our region, whether to expand in our region, or whether to go elsewhere.”
The Committee made 10 recommendations for successful economic development in southwestern Pennsylvania that were centered around training the workforce to support the industries that have a potential for economic growth in the Pittsburgh region.

...On Friday, March 21, 2003 the Pittsburgh Post Gazette published an article entitled “Pittsburgh region sheds 12,100 jobs” during the 2002 recession and that manufacturing was “hit the hardest.” But the Post Gazette reported that the good news is that jobs are growing in health care and education.

...we are trying to keep our young people in the area. As the University of Pittsburgh study demonstrates, our educational institutions are eager to train a regional workforce. And as we learned, jobs are available in the Pittsburgh region in health care and education.

But residents of the nearby Alle-Kiski Valley need to be able to get to Pittsburgh and the region in order to capitalize on these opportunities.

However, with PennDOT currently redesigning plans to rebuild Route 28, residents of the Alle-Kiski Valley continue to experience the compounded problem of the lack of direct access to Route 28 and a difficult commute to Pittsburgh, hampering job creation, education and economic development opportunities.

These factors also compound the problems Allegheny Ludlum, the specialty steel maker, is facing. Allegheny Ludlum trying to control production costs, remain competitive and maintain 12,000 jobs.

Mr. Robert Bozzone, the recently retired Chairman of Allegheny Technologies, the parent company of Allegheny Ludlum, wrote a letter to Congressman Murtha on December 23, 2002, referred to the Bridge as “long overdue” and said: “the essential vitality of existing businesses of the Alle-Kiski Valley cannot be maintained, let alone become the base of new growth, if they are unable to compete in today’s global markets.”

Mr. Bozzone further stated: “From my personal perspective as Chairman of the region’s principal industrial enterprise, I am not aware of any major improvements that have been made to the transportation infrastructure essential to Allegheny Technologies in conducting its business in the Alle-Kiski Valley.”

Allegheny Ludlum has committed to making steel here in the Alle-Kiski Valley, despite the demise of the local steel industry in our region, and announced a multi-million dollar investment to replace its furnaces at the Brackenridge production facility.

The Valley’s overtaxed highway system and inadequate, outdated bridges cannot meet today's traffic demands, which delays shipments of Allegheny Ludlum's products between its various production and processing facilities, adding to the Company’s production costs.

Allegheny Ludlum employs 4,000 workers. For every Allegheny Ludlum job, the region employs two more jobs in supporting services. Therefore the $5 million earmark in HR 3550 will allow Allegheny Ludlum to maintain production in the Valley, to control production costs, to compete in today's global markets, and to keep 12,000 of our residents employed.

PennDOT's own Needs Assessment, published in April of 2001, which documented the following reasons to build the Bridge, backs up the claims made by Mr. Bozzone:
There is inadequate linkage to the regional transportation network via S.R. 0028 for areas with redevelopment potential in the Alle-Kiski area.

There is inadequate access to regional employment and commercial centers accessible via S.R. 0028 from the Alle-Kiski area.

Existing conditions are inconsistent with historic and current planning initiatives.

There is insufficient capacity on the existing river crossings.

There is a lack of an east-west principal artery connecting study area communities directly to S.R. 0028.

Accident rates are high at key intersections and along major roadways.

We were deeply heartenshed that at the same congressional hearing noted above, you stated, in response to a question from Congressman Bill Shuster, that: "The State is very much behind that. The Alle-Kiski Connector, which Congressman Shuster is talking about, is the prototype for showing how transportation funds have a dramatic impact on economic development and economic competitiveness...It's the key to economic development in the entire valley, and the State has a strong commitment to it."

We respectfully ask you to consider the negative impact the "stop work" order has on Pennsylvania's credibility in the eyes of Congress. The stop work order was issued just a week before the U.S. House passed H.R. 3550. The stop work order placed Pennsylvania in an awkward position and set a bad precedent for Pennsylvania's future requests for federal earmarks for surface transportation projects.

Unless this "stop work" order is rescinded, Congress will have every reason to question Pennsylvania's commitment to completing projects that we request federal funding for, or whether PennDOT will suddenly pull the plug again on future projects that received prior federal funding, as is the case with the Bridge, since former Congressman Ron Klink secured the initial $3.75 million earmark in 1998 in TEA-21.

There is a firm federal commitment to the Bridge. Of the construction funding, 80% of the funds will come from the federal government, and 20% from state and local sources. The 80%-20% funding formula negates the claim we've recently heard that the Commonwealth cannot afford to build the Bridge, and as a result issued the stop work order. The authority for the federal funds authorized in TEA-21, and in HR 3550, is available until expended.

For all of the above reasons, we respectfully urge you to rescind the "stop work" order on the Alle-Kiski Bridge and to resume the work as soon as possible. We would deeply appreciate an opportunity to discuss this with you expeditiously.

Sincerely,

Mary E. Baldo, President
Allegheny Valley Chamber of Commerce

William M. Hall, Vice President
Northern Westmoreland Chamber of Commerce

Alan Walzak, Director
Strongland Chamber of Commerce
October 22, 2004

Transportation Secretary Allen D. Biehler
Pennsylvania Department of Transportation
Commonwealth Keystone Building; Eighth Floor
400 North Street
Harrisburg, PA 17120

Dear Secretary Biehler:

The right investments in our region’s transportation systems can have significant long-range benefits on local communities throughout southwestern Pennsylvania.

In the Allegheny Valley, the Alle-Kiski Bridge and Connector Project presents an opportunity to improve upon the infrastructure of our roads and bridges. The project is designed to improve access to the heavily traveled Allegheny Valley Expressway and better connect Westmoreland and Allegheny counties.

While I recognize that budgets are tight and that we are all called upon to do more with less, this project is important to many area communities. Accordingly, I respectfully request that you reevaluate the scope and benefits of this project. I, as well as many local officials, would be willing to work with you to investigate less costly alternatives. By working together on a coordinated regional basis, I am hopeful that we could achieve meaningful transportation solutions for southwestern Pennsylvania.

Thank you for your consideration.

Sincerely,

[Signature]

Dan Onorato

CC: Commissioner Tom Balya
Commissioner Tom Ceraso
Senator Jim Ferlo
Senator Sean Logan
Representative Frank Dermody
Councilwoman Eileen Watt
July 15, 2004

Governor Rendell
225 Main Capital Building
Harrisburg, PA 17120

RE: ALLE-KISKI BRIDGE AND CONNECTOR

Dear Governor Rendell:

I was both shocked and dismayed when I heard that Transportation Secretary Bickler had issued a “stop work” order for the Alle-Kiski Bridge and Connector. My impression had been that you fully understood the economic impact of the bridge on the entire Allegheny Valley. Your public statements and testimony before Congress certainly led me to believe so.

Stopping work on the bridge not only stops economic development dead in its tracks, but even more importantly puts existing industries such as Allegheny Technologies, the Valley’s largest employer, at risk of reduced competitiveness. I don’t have to tell you how competitive the specialty steel business is worldwide. Wouldn’t it be a shame if the “stop work” order ultimately forced Allegheny Technologies to curtail future investments to stay competitive. Not only would the 4,000+ employees of ours be affected, but hundreds of support jobs would also be at risk.

Sincerely,

Robert P. Bozzone

Robert P. Bozzone

RPB/ltp
cc: C. H. Booth, Jr.
August 5, 2004

The Honorable Edward G. Rendell, Governor
Commonwealth of Pennsylvania
225 Capitol Building
Harrisburg, Pennsylvania 17120

Dear Governor Rendell:

As elected officials and community activists representing the Alle-Kiski Valley, we are writing to respectfully urge you to rescind the “stop work” order issued by Secretary Biehler on March 24, 2004 regarding the long-needed Alle-Kiski Bridge (the Bridge).

We also urge you to support the $5 million earmark for the Bridge that the United States House of Representatives included in HR 3550, the pending federal surface transportation reauthorization legislation. This earmark was included in HR 3550 due to the effective, bipartisan efforts of U.S. Representatives John Murtha and Melissa Hart.

Our state government needs to seriously think about the negative impact the “stop work” order has on Pennsylvania’s credibility in the eyes of Congress. The stop work order was issued just a week before the U.S. House passed H.R. 3550. The stop work order placed Pennsylvania in an awkward position and set a bad precedent for Pennsylvania’s future requests for federal earmarks for surface transportation projects.

Unless this “stop work” order is rescinded, Congress will have every reason to question Pennsylvania’s commitment to completing projects that we request federal funding for, or whether PennDOT will suddenly pull the plug again on future projects that received prior federal funding, as is the case with the Bridge, since former Congressman Ron Klink secured the initial $3.75 million earmark in 1998 in TEA-21 (Public Law 105-178).

You, as our Governor, confirmed the State’s support for the Bridge in two prominent public forums: when you visited the Valley and at a congressional hearing:

- A front-page article in the Valley News Dispatch dated September 22, 2002, entitled “Rendell pledges support for new bridge” stated the following after you visited the Alle-Kiski Valley on Saturday, September 21, 2002 during your gubernatorial campaign:

  “He also gave his support to building the long-discussed, four-lane connector bridge over the Allegheny River between the Parnassus Triangle in New Kensington and Springdale. ‘I know for sure you need big time transportation help,’ Rendell said.”

- You voiced full state support for the Alle-Kiski Bridge on May 7, 2003, four months after your inauguration, when you testified at a hearing conducted by the U.S. House Committee on Transportation and Infrastructure and Congressman Bill Shuster asked how you viewed the Bridge project.

We, and the 200,000+ residents of the Alle-Kiski Valley were very pleased by the

“Promoting transportation infrastructure needs of the Alle-Kiski Region”
following exchange between you and Congressman Bill Shuster of Pennsylvania's 9th District during the Question and Answer segment of the Hearing:

**Question from Congressman Shuster:**

"First question to Governor Rendell. It's a local question, but I understand that in Westmoreland and Allegheny Counties there is an effort to obtain funding for the Alle-Kiski Bridge that will connect those two counties and open them up to the highway system there. There's been a request for $20 million of the TEA-21, and I just wondered about the level of support you have for the project?"

**Your Response:**

"The State is very much behind that. The Alle-Kiski Connector, which Congressman Shuster is talking about, is the prototype for showing how transportation funds have a dramatic impact on economic development and economic competitiveness... It's the key to economic development in the entire valley, and the State has a strong commitment to it."

There is an ongoing federal commitment to the Bridge. Of the construction funding, 80% of the funds will come from the federal government, and 20% from state and local sources. The 80%-20% funding formula negates the claim we've recently heard that the Commonwealth cannot afford to build the Bridge, and as a result issued the stop work order. The authority for the federal funds authorized in TEA-21, and in HR 3550, is available until expended.

The effective work Representatives Murtha and Hart did to win the $5 million earmark in HR 3550 proves their commitment to securing continued federal funding for the Bridge to attain the 80% federal match, building on former Congressman Klink's success in securing the initial $3.75 million earmark in TEA-21. The two earmarks, totaling $8.75 million, set a precedent for future federal earmarks for the Bridge.

The $3.75 million authorized in TEA-21 and 20% match along with the pending $5 million federal earmark and 20% match is adequate funding to get the project through approximately 2009, when it will again be time to reauthorize the surface transportation legislation.

There was no public policy reason for the "stop work" order, but there are multiple public policy reasons to build the Bridge. To emphasize the Valley's need for the Bridge, written statements for the record were submitted for the above noted congressional hearing by Mayor Don Kinosz of Lower Burrell, Mayor Frank Link of New Kensington, Mayor John Schmeck of Plum, the late Mayor Willie DeMao of Arnold, and the late Walter Thompson, President of the Allegheny Valley North Council of Governments (AVNCOG). The new Mayor of Arnold, John Campbell, and the new President of the AVNCOG, John Piasanko, are continuing the emphatic support for the Bridge shown by their predecessors.

In these statements for the record, the Mayors and AVNCOG President discussed the multiple ways the Bridge will improve the quality of life and the economy of the Valley:

- Provide direct access to the regional transportation system in order to:
- Enhance job creation.
- Promote general economic development.
- Enhance business growth to keep property taxes in balance for our residents.
• Promote tourism.
• Provide adequate bridge capacity for the local specialty steel maker, Allegheny Ludlum, to control production costs, remain competitive and maintain 12,000 jobs.

Mr. Robert Bozzone, the recently retired Chairman of Allegheny Technologies, the parent company of Allegheny Ludlum, wrote a letter to Congressman Murtha on December 23, 2002, referred to the Bridge as “long overdue” and said: “the essential vitality of existing businesses of the Alle-Kiski Valley cannot be maintained, let alone become the base of new growth, if they are unable to compete in today’s global markets.”

Mr. Bozzone further stated: “From my personal perspective as Chairman of the region’s principal industrial enterprise, I am not aware of any major improvements that have been made to the transportation infrastructure essential to Allegheny Technologies in conducting its business in the Alle-Kiski Valley.”

Allegheny Ludlum has committed to making steel here in the Alle-Kiski Valley, despite the demise of the local steel industry in our region, and announced a multi-million dollar investment to replace its furnaces at the Brackenridge production facility.

The Valley’s overtaxed highway system and inadequate, outdated bridges cannot meet today’s traffic demands, which delays shipments of Allegheny Ludlum’s products between its various production and processing facilities, adding to the Company’s production costs.

Allegheny Ludlum employs 4,000 workers. For every Allegheny Ludlum job, the region employs two more jobs in supporting services. Therefore the $5 million earmark in HR 3550 will allow Allegheny Ludlum to maintain production in the Valley, to control production costs, and to keep 12,000 of our residents employed.

PennDOT’s own Needs Assessment, published in April of 2001, which documented the following reasons to build the Bridge, backs up the claims made by Mr. Bozzone:

- There is inadequate linkage to the regional transportation network via S.R. 0028 for areas with redevelopment potential in the Alle-Kiski area.
- There is inadequate access to regional employment and commercial centers accessible via S.R. 0028 from the Alle-Kiski area.
- Existing conditions are inconsistent with historic and current planning initiatives.
- There is insufficient capacity on the existing river crossings.
- There is a lack of an east-west principal artery connecting study area communities directly to S.R. 0028.
- Accident rates are high at key intersections and along major roadways.

The “stop work” order was issued without prior consultation or notice to us or to our constituents, the stakeholders. Secretary Biehler joined the Alle-Kiski Coalition by videoconference during our transportation summit on March 2, 2004, just three weeks before he issued the “stop work” order. His participation indicated your Administration’s continued support for the Bridge, building on your prior public statements of support. The residents of the Alle-Kiski Valley now understandably feel shocked and betrayed since the “stop work” order was issued.
For all of the above reasons, we respectfully urge you to rescind the "stop work" order on the Alle-Kiski Bridge and to resume the work as soon as possible. We would deeply appreciate an opportunity to discuss this with you expeditiously.

Sincerely,

Tom Democrat
Jim Kent
Dean Logan
Eileen Watt
John K. Schwock
DeLilite
Donald K. Przybylo
John J. Printa

Jerry E. Van Horne
Tom Doll
John E. Pelleon
John Coyle
Fred C. Coo
Ray Marolt
Names & titles of letter signatories on preceding page, in same position/order:

Tom Shumaker
Allegheny County Councilman
3rd District

Terry E. Van Horne
Pennsylvania State Representative
54th District (retired from office)

Jim Ferlo
Pennsylvania State Senator
38th District

Frank Dermody
Pennsylvania State Representative
33rd District

Sean Logan
Pennsylvania State Senator
45th District

John E. Pallone
Pennsylvania State Representative
54th District

Eileen Watt
Allegheny County Councilwoman
7th District

John D. Campbell
Mayor of the City of Arnold
Westmoreland County

Don White
Pennsylvania State Senator
41st District

Jane Clare Orie
Pennsylvania State Senator
40th District

Donald Kinosz
Mayor of the City of Lower Burrell
Westmoreland County

Tom Ceraso
County Commissioner
Westmoreland County

John Pisanki
President of the
Allegheny Valley North
Council of Governments
(14 municipal members)
Allegheny County

Frank E. Link
Mayor of the City of New Kensington
Westmoreland County

Terry R. Marolt
County Commissioner
Westmoreland County
June 6, 2007

SPC - Comments
425 Sixth Avenue, Suite 800
Pittsburgh, PA 15219-1852

RE: Submission of the Written Testimony of the Alle-Kiski Coalition to
the Public Participation Panels of Allegheny & Westmoreland Counties
on the SPC's 2035 Transportation & Development Plan

To Whom It May Concern:

Please accept the two enclosed documents as the written testimony of the Alle-Kiski Coalition on
the SPC’s 2035 Transportation & Development Plan. Separate documents are submitted for each
county’s Public Participation Panel.

If you have any questions or concerns regarding this testimony, please contact me at your earliest
convenience. Thank you.

Sincerely,

[Signature]
John "Jack" Pisanko
Co-Chair, A-KC

enclosures: testimony packets (2)

“Promoting the transportation infrastructure needs of the Alle-Kiski Region”
WRITTEN TESTIMONY of the ALLE-KISKI COALITION
to the
WESTMORELAND COUNTY
PUBLIC PARTICIPATION PANEL
of the
SOUTHWESTERN PENNSYLVANIA COMMISSION
on the
2035 Transportation & Development Plan
for Southwestern Pennsylvania

Tuesday, June 5, 2007
Westmoreland County
Commissioners’ Meeting Room
County Courthouse Annex
2 N. Main St., Greensburg, PA

Submitted by:

Mr. John Framel, Co-Chair AKC
former Allegheny Township Supervisor,
Westmoreland County

and

Mr. John Pisanko, Co-Chair AKC
President, Allegheny Valley North C.O.G.
and Vice President, Springdale Township,
Allegheny County

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I. THE ALLE-KISKI COALITION

The Alle-Kiski Coalition (A-KC) is an alliance of over thirty local municipal governments, various federal and state legislators, local businessmen, labor leaders, five Chambers of Commerce and ordinary residents in a four county region, committed to pursuing and achieving regional transportation objectives essential to the Alle-Kiski Valley. The Coalition has operated as an advocate for transportation and development priorities in the Alle-Kiski Valley region for over a decade. The Coalition is submitting this written testimony in support of the Alle-Kiski Regional Transportation Program to the Public Participation Panels of Allegheny & Westmoreland counties (location of the Program’s component projects), members of the SPC, and which are soliciting testimony on the 2035 Transportation & Development Plan in May and June of 2007.

The Coalition has sought to achieve a consensus of opinion regarding our most immediate transportation needs and to rally the support of the many and varied members of this Coalition to promote an adequate and timely investment in projects that will meet those needs. The Coalition also seeks to replace the insular and parochial thinking of the past with a new regional mind set it sees as the key to achieving economic growth and quality of life improvements. The Coalition also recognizes that an integrated, intermodal strategy focusing not only on roads and highways, but rail, river and air transportation needs and capacities in the region, as well, is essential to improving the economic opportunities for business and the residents of our region.

The product of that consensus, a regional and intermodal strategy for investment in the transportation needs of the Alle-Kiski Valley, is known as the “Alle-Kiski Regional Transportation Program,” outlined below and illustrated on the accompanying map.

II. THE ‘ALLE-KISKI REGIONAL TRANSPORTATION PROGRAM’

The “Alle-Kiski Regional Transportation Program” represents an integrated, intermodal strategy comprised of ten distinct components. These components work together to provide key “missing links” to the existing transportation network of the Alle-Kiski Valley. The listing below includes projects both in Allegheny and Westmoreland County. The first three are in Allegheny County; the second three are in Westmoreland County; and the final component begins in Westmoreland County, but the majority of its infrastructure is located in Allegheny County. One has been recently completed, several others are under construction and another has been the subject of need and engineering studies; the rest reside within the Coalition’s vision for the future of the Alle-Kiski Valley. We seek your aid in making that dream a reality for the sake of our communities, and more importantly, our children, who hope to make productive and fulfilling lives for themselves and their children in this Valley.

A. The Proposed Alle-Kiski Bridge & Connector (#1 & #2 on map, included in the Addendums to this document)

This component provides for a new highway bridge across the Allegheny River.
The bridge connects to connect the recently re-constructed Parnassus Triangle (convergence of State Routes 56 & 366, Cox Comb Hill and Industrial Boulevard) in Westmoreland County to the Frazer Interchange on the Allegheny Valley Expressway (SR 28) in Allegheny County, serving the Pittsburgh Mills regional retail/entertainment complex.

B. Access Road to the Rockpointe Business Airpark (#4 on map)

A natural outgrowth of the Frazer Interchange, this access road would link the Rockpointe Business Airpark to the principal highway transportation spine in the Alle-Kiski Valley Region, the Allegheny Valley Expressway (PA Route 28). The Rockpointe Business Airpark is a subzone within the western Pennsylvania Keystone Opportunity Zone, one of twelve tax free-zones created to foster development across Pennsylvania. The Rockpointe Business Airpark is unique in that it proposes the development of a regional relief airport on-site to serve the development. Additionally, a rail access spur is proposed on site.

Construction is already well underway at the Airpark. This project would serve as a strong stimulant to the ancillary development proposed to follow the Pittsburgh Mills at the Frazer Interchange. These developments will bring quality, high-paying jobs to the region.

C. Widen 3 miles of State Route 56 from Lower Burrell to the Weinels Crossroads in Allegheny Township (#7 on map)

This component widens and improves the existing two lane State Route 56 from the State Route 56 By-Pass at Weinels Cross Roads in Allegheny Township and the State Route 56 By-Pass in Lower Burrell (and the widened and improved State Route 366 in the City of New Kensington).

D. Re-build 7 miles of State Route 356 from the Weinels Crossroads to the Freeport Bridge (#8 on map)

This component widens and improves the existing two lane section of State Route 56 from the Weinels Crossroads in Allegheny Township to the Freeport Bridge to Armstrong County.

E. Widen 10 miles of State Route 366 from the Parnassus Triangle to State Route 66 (#9 on map)

This component would make the mainly two-lane Route 366 into four lanes from State Route 66 in Washington Township through to the Parnassus Triangle in New Kensington.

F. Upgrade existing track to accommodate passenger service on the proposed Allegheny Valley Commuter Railway from the City of Arnold to the City of Pittsburgh (#10 on map)
The commuter railway is seen as a critical alternative to the Allegheny Valley Expressway during its reconstruction over the next decade. An initial feasibility study was released with positive results, and funding is being marshaled by its proponents for a more intensive study of the proposal. While freight rail transport is part of the Alle-Kiski Transportation Program through the RAM Terminals on the Allegheny River at New Kensington near the Parnassus Triangle, and at the Rockpointe Business Airpark in West Deer Township to be connected to the Allegheny Valley Expressway (SR28), this is the only proposal for passenger rail service. Initially conceived as a limited service excursion railway between venues in Pittsburgh and the Allegheny Valley and the Pittsburgh Mills, several state legislators and Allegheny County Council are pushing for an examination of the possibility of regular commuter service between New Kensington and the Pittsburgh Strip District terminus of the rail line, to be operated by the Allegheny County Port Authority Transit.

We encourage the SPC to place the Allegheny Valley Railway on the long range plan as one of the few mass transit development opportunities outside of the immediate Pittsburgh region, and one that is expected to require a modest capital investment as the rail right-of-ways and actual lines already exist. Additionally, a private developer willing to invest in the project is already a project participant. The project has swiftly captured the imagination of many local leaders and the general population as well.

III. THE NEED FOR THE ALLE-KISKI REGIONAL TRANSPORTATION PROGRAM

The Alle-Kiski Valley has been in a state of steady economic deterioration for three decades. The region's major economic contributors from iron, steel, glass, coal and related businesses have virtually disappeared. Population in the area has dropped significantly and once thriving communities are struggling to maintain economic viability. The 2000 U.S. Decennial Census reveals that the Pittsburgh Region as a whole peaked in population in 1960; today, its population approximates that of 1940.

During this same period of time, no major transportation improvements were undertaken in the Alle-Kiski Valley save the Allegheny Valley Expressway, which has yet to reach its ultimate goal to link the region to the I-80 Interstate and the major markets of the Mid-West & Northeast. Although many transportation feasibility studies have been conducted and many promises have been made to help improve the transportation infrastructure of the Alle-Kiski Valley, nothing of any further substance has been accomplished through the county, state or federal governments.

Significant efforts at development in the Alle-Kiski Valley to not just revitalize existing businesses but to achieve substantial new economic growth through new projects have been initiated by both the public and private sectors in the area. These projects however, have been hampered by the lack of vital transportation infrastructure needed to bring in essential raw materials and labor, and to convey finished goods and services to markets that have become global in both their reach and breadth of competition; Allegheny Ludlum, a world-class specialty
steel producer and our largest single employer, is an excellent example.

The region is therefore at a major crossroads. It can continue to deteriorate because of the lack of adequate transportation infrastructure so vitally needed to support existing business, the revitalization of moribund enterprises and the stimulation new development, or the transportation promises of the past can finally begin to be fulfilled with the construction of projects such as the Alle-Kiski Valley Bridge & Connector and the others of the Alle-Kiski Regional Transportation Project.

Highway engineers maintain that it is far more efficient to put dollars into maintenance of a roadway before the failure of the road’s base, than to attempt to rebuild the road after the failure of its base structure; the same can be said of regional economies weakened by a failing and inadequate transportation infrastructure. We must act to preserve the essential economic health of the Alle-Kiski Valley now, rather than attempt to resurrect it after a collapse from continued neglect. An economic study conducted several years ago, employing computer modeling contracted through the University of Pittsburgh by the Southwestern Pennsylvania Commission, indicated this region represents an excellent investment for scarce transportation dollars, as measured in jobs and the valley of goods and services to be produced, and second only to the Pittsburgh International Airport area corridor.

Without the projects of the Alle-Kiski Regional Transportation Program, we fear that the loss of jobs, and resultant migration of our children to better opportunities elsewhere that has been so common in the Pittsburgh region, will remain unchecked. The acceptance by this Public Participation Panel of this written testimony we give you today, and the subsequent placing of the “Alle-Kiski Regional Transportation Program” on the 2035 Transportation & Development Plan is vital to the survival and growth of the Alle-Kiski Valley.

IV. JUSTIFICATION FOR THE “ALLE-KISKI REGIONAL TRANSPORTATION PROGRAM”

The justification for the selection of the “Alle-Kiski Regional Transportation Program” over other regional projects proposed can be established through the application of the five principal evaluation criteria; specifically: A.) Economic Development/Long Term Benefit, B.) Safety Improvements, C.) Congestion/Mobility and D.) Environmental/Other Concerns. Finally, we offer the recently completed E.) PENNDOT Needs Study for the Alle-Kiski Connector as supportive of these analyses, and interim results from the PENNDOT Preliminary Engineering and Siting Study.

A. Economic Development/Long Term Benefit

The “Alle-Kiski Regional Transportation Program” will provide unique and multiple opportunities for economic development and growth in the region. Opportunities exist for: Revitalization, New Growth, Inter Modal Development and Support for Existing Business.

1. REVITALIZATION. The region’s original industrial base formed by the coal and steel industries, and from which we long prospered, cannot be restored to its former
might. Developable assets still survive, however, and can be renewed for alternative use. Existing “brown fields” are already being transformed into industrial parks in the region. Numerous other opportunities exist to turn abandoned former industrial sites into viable businesses. In addition, the revitalization of “Main Streets” in many of our towns also offers unique opportunities for renewal. A supplement detailing examples of the positive impact of the Alle-Kiski Bridge and Connector in particular on clearing up brown fields and preserving green spaces is included in the Addendums to this document.

“Smart Growth” development principles adopted by the Commonwealth of Pennsylvania in a number of recent legislation initiatives seek to limit unsustainable growth in “green field” areas that lack essential utility infrastructure and public safety services. Instead, we have committed to concentrate development efforts in areas where substantial numbers of the Commonwealth’s citizens have suffered from drastically reduced economic opportunities.

2. NEW GROWTH. The Alle-Kiski Valley’s new 900 acre ALCOA Technical Center and Westmoreland Business and Research Park, already in place and is poised for expansion, provides an excellent “incubator” for new business growth, as has the University of Pittsburgh Applied Research Center (the former Gulf Oil Laboratories) in Harmar Township across the Allegheny River in Allegheny County. The Pittsburgh Mills development, located just north of UPARC and the RIDC Industrial Park, opened in 2005, and has continued to expand over the almost two years that have elapsed. This project alone has the potential to bring 6,000 new jobs into the region. The Rockpointe Business Airport, under construction just to the northwest, will bring commercial air transportation to the region and the excitement of its status as a Keystone Opportunity Zone. Numerous other opportunities exist for small business growth in the region. Improved transportation infrastructure will be the key to success for new business growth.

3. SUPPORT FOR EXISTING BUSINESS. We normally think of employment and economic growth opportunities only in terms of new businesses. The fact of the matter is that existing businesses are usually the major contributors to employment and economic growth in a region. Existing businesses are the base upon which new business growth can occur. The erosion of an established business base is a serious threat to the economic stability for any region. This is true regardless of the size of the business. In fact, recent studies at the federal level point to small business as the principal player in the economy’s job growth. For small business, the local regional highway system is the critical transportation issue.

Allegheny Ludlum, with its substantial existing capital investments and position as the largest employer (approximately 3,200) in the Alle-Kiski Valley, is another good example of the need to support existing business. Allegheny Ludlum has spent approximately $60 million to upgrade its facilities in the area just a few years, and has recently proposed additional new investment in the region. Its investment strategy is already impacted by the condition of the highway infrastructure essential to the transport of work in progress between its various plants. A national company in its own right, its merger into the Allegheny-Teledyne Corporation impacts decisions as to where the larger corporation’s assets will be invested. A major stumbling block to any investment and economic development in the Alle-Kiski Valley is the simple fact that no substantial transportation projects have been initiated in the area for nearly four decades. Without
adequate transportation infrastructure, however, these opportunities can not develop.

4. **INTERMODAL DEVELOPMENT.** One of the most valuable assets in the region is the Allegheny River. As a navigable waterway, it provides a major opportunity for the development of intermodal transportation projects in the region. Additionally, a significant rail infrastructure also exists in the region. At the height of steel and coal prosperity in the region, the river and the railroads of the region played a major role in the transportation of goods into and out of the Alle-Kiski Valley. As our industrial base deteriorated, so did the use of intermodal transportation.

Today's light manufacturing, “high-tech” and information-based industries have grown to rely more heavily on highway transportation than the more intermodal transportation structures of our heavy industrial past. The river remains a natural asset, however, and one in which renewed interest is being taken by regional planners and developers. When combined with the existing railroad infrastructure and a new and improved highway system, the region can once again develop viable inter-modal transportation opportunities to the region.

Finally, with the recent development of a commercial air transportation capability at the Rockpointe Business Airpark development, and the possibility of passenger rail service to Southwestern PA's hub, the city of Pittsburgh, the intermodal quality of the Alle-Kiski Regional Transportation Program has been greatly enhanced.

**B. Safety Improvements**

An inadequate transportation infrastructure in the Alle-Kiski Region is a major cause for accidents and deaths in the region. Both State Route 56 and State Route 366 are all major contributors to the problem. The widening and improvement of these areas will provide needed improvements to drastically reduce the highway deaths and accidents in the area.

**C. Congestion/Mobility**

Severe traffic congestion problems occur daily in the Alle-Kiski Valley Region. This congestion not only causes major traffic delays during the peak morning and evening rush hours, but throughout the day. The existing transportation infrastructure in this area was built in the early to mid-1900's with no substantial improvements made over the last four decades save the partial completion of the Allegheny Valley Expressway to Kittanning, Armstrong County, but far short of its goal of linking the region to I-80.

The opening of the Pittsburgh Mills in Frazer Township has triggered the recent commencement of work on the addition of a third north-bound lane on the Allegheny Valley Expressway (SR28), as well as continuing work on rebuilding sections of the Allegheny Valley Expressway (SR28) will severely exacerbate this situation, and continue to worsen as the Pittsburgh Mills, and Rockpointe developments expand, along with re-development at the Harmar Route 910/Freeport Road commercial zone, continue to develop.

**1. RIVER BRIDGES.** The Hulton Bridge, built in 1909, has an average daily traffic of 24,500 vehicles; the New Kensington Bridge, built in 1927, has an average daily
traffic of 22,733 vehicles; and the Tarentum Bridge built in 1949 has an average daily traffic of 33,500 vehicles. Only the Freeport Bridge, built in 1962, because a barge accident destroyed the existing bridge, has a reasonable daily traffic with 7,900 vehicles per day, due in part, however, by the fact that state route 356 and the Weinalls Crossroads, its connection to the Kiski Valley and points south in Westmoreland County is an inadequate, narrow two-lane road.

The Freeport Bridge is scheduled for emergency repairs, including a partial reconstruction that will only exacerbate problems in the short term. The New Kensington Bridge is suspension bridge without a possibility for widening to increase capacity. The Hulton Bridge is of similar construction, but is scheduled for replacement under the draft 2035 Plan; unfortunately, completion of the work is at least five years in the future. All of these bridges have major traffic pattern problems as well as lane and signaling problems. Congestion and delays exist not only at peak morning and evening times, but throughout the day. Reasonable alternate routes for access across the Allegheny River to the Allegheny Valley Expressway, the region’s transportation spine, are simply not available.

Most importantly, **there is no direct link from any of these bridges directly to the Allegheny Valley Expressway, the region’s principal transportation spine**; even with the replacement of the Hulton Bridge, this will not be accomplished. Only the construction of the Alle-Kiski Bridge & Connector proposed by the A-KC’s Regional Transportation Program will adequately address this critical problem for the Alle-Kiski region.

D. Environmental/Other Concerns

1. **ENVIRONMENTAL.** The environmental impact of the Alle-Kiski Regional Transportation Program’s projects should be minimal. The widening, redesign and tie-in components of the project would follow existing roads. The Alle-Kiski Bridge & Connector across the Allegheny River, whose exact location hopefully will soon be determined, would, under the preliminarily identified sites at this time, most likely be constructed on abandoned industrial sites.

2. **FUTURE APPLICABILITY.** As stated earlier, the Alle-Kiski Valley has, for the most part, been in a continuous state of economic and quality of life decline for the last three decades. Initially the decline was slow, but today, with abandoned industrial sites, shut down businesses, deteriorating downtowns and residential areas, the decline continues at an accelerated rate. Attempts are finally being made by both public and private sector players at the local, state and federal levels to check this slide, which, unfortunately, is characteristic of much of the Pittsburgh and Southwestern Pennsylvania region. This resurgence of interest in fostering regional economic development is characterized by the realization that the parochial and insular attitudes of the past were the cause of our failure to check the slide. A new mind set of regionalism and cooperation must be fostered if we are to make effective decisions in an era where government can no longer apply unlimited dollars in the hope of serendipitously stumbling onto the right path.

Dollars invested from a regional perspective must not only make sense today, but continue to make sense for future investments made in the regional transportation infrastructure. We
propose a new bridge over the Allegheny River at a point in the river where both the bridges just above and below it are aging suspension structures that cannot be expanded, and each has already been renovated to extend their useful lives at least once, and neither of which can physically be connected directly to the Allegheny Valley Expressway, our region’s principal transportation spine. Through the various elements of the Alle-Kiski Valley Regional Transportation Program, this bridge will connect with the major north-south spine between Pittsburgh and, ultimately, Interstate 80, on the spine’s western end, and to major highways already identified for widening, re-alignments and other improvements at the bridge’s eastern end, particularly Route 56, already improved in several in several sections, and a prime avenue for opening up access to the Kiski Valley. Future development of Route 366 to Route 380 would assist in opening a major east-west route in the northeastern corner of the Southwestern Pennsylvania region centered on Pittsburgh. The Alle-Kiski Regional Transportation Program is an essential center piece to any future hope of organizing and developing highway transportation in the Alle-Kiski Valley and adjoining regions.

The Alle-Kiski Valley has lagged behind many other Southwestern Pennsylvania regions in recovering from the death of Big Steel that drove our regional economy. The transportation infrastructure of the Alle-Kiski Valley has never been re-examined to determine what are the components required to make the redevelopment of old brown field sites and the development of the extensive, undeveloped green field sites in our region more appealing not only to new businesses, but those survivors of the Alle-Kiski Valley’s industrial age seeking to fit into a post-industrial age that has yet to define itself in much of Southwestern Pennsylvania. We have to this point, survived the fundamental economic reorganization that the larger Pittsburgh Region continues to undergo, but no longer can continue to do so blindly. We must plan to provide a transportation infrastructure that sustains the existing economy while providing the base for future economic expansion. We feel the Alle-Kiski Regional Transportation Program is the first step in that process.

E. PENNDOT’s Needs Study for the Alle-Kiski Bridge & Connector.

The Executive Summary of the Needs Study for the Alle-Kiski Connector, commissioned by PENNDOT and completed in April 2001, found six fundamental needs unmet in this regional due to the lack of an adequate highway connection between the Alle-Kiski Area of Westmoreland and Allegheny Counties and the Allegheny Valley Expressway (SR 28) in Allegheny County, the region’s principal transportation spine to the economic and cultural hub of Southwestern Pennsylvania, the Pittsburgh metropolitan area, and eventually, we hope, to the I-80 east-west connection to the markets of the Northeast.

Specifically, the study identified the following six unsatisfied needs in the study area:

- Inadequate linkage to regional transportation network for redevelopment sites
- Inadequate access to regional employment and commercial centers
- Inconsistent with historic and current plans
- Insufficient capacity on existing river crossings
- Lack of an east-west principal arterial connecting to SR28
- High accident rates at key intersections and along major roadways

- 8 -
As is clearly evident, the needs identified in the PENNDOT study are directly supportive of the needs analyses in the sections above for the justification of the component projects of the Alle-Kiski Regional Transportation Program.

F. PENNDOT’s Alle-Kiski Bridge and Connector Project Preliminary Design and Siting Study.

Undertaken by PENNDOT in 2002, the study has examined seven primary corridors, with the two corridors linking to the Frazer Interchange in the lead with both local leaders and stakeholders, and on a number of objective criteria examined by the study. Suspended for most of 2004, the study was resumed at the beginning of 2005, and was scheduled to be completed that summer. The study’s results have not yet been shared Coalition by PENNDOT.

V. IN CONCLUSION

The Allegheny Valley Expressway (new SR 28) was conceived as the major transportation spine to I-80 and the population concentrations of the U.S. Northeast from Pittsburgh and Southwestern Pennsylvania. The Alle-Kiski Regional Transportation Program increases access to that highway from the northeastern portions of Allegheny County, the northwestern portion of Westmoreland County, southern Armstrong County and western Butler County. Approximately 200,000 people live in the immediate project impact area, and a number of new development projects are either underway or expected to be so in just a few years. The Alle-Kiski Valley is already late in preparing its transportation infrastructure to be able to maximize the potential of these developments, and enhance their capability to serve as “seed corn” for future development.

It is interesting to note that the overall Alle-Kiski Regional Transportation Program includes a greater number of proposals for the improvement of existing highways than for the construction of new roadways. The new construction projects are all in Allegheny County, and the improvements of existing highways are all within Westmoreland County. In this manner the Project offers a more balanced approach to meeting the region’s transportation needs that recognizes that new construction monies are limited, and the largest component of the PENNDOT budget is oriented to the maintenance and improvement of existing roadways rather than new construction.

Even though this Public Participation Panel is for Westmoreland County, we in the Alle-Kiski Valley find ourselves in the sometimes difficult position of being at the jointure of four counties, with our project proposals are contained in two of these counties and two separate PennDOT Engineering Districts. As our Project is an integrated transportation plan, we cannot ignore those components in Allegheny County.

ALLEGHENY COUNTY. One will note that while the overall project includes more proposals for the improvement of existing highways as those for the construction of new roadways, the new construction projects are all in Allegheny County. Therefore, as we examine the Allegheny County elements of the TIP and the Long Range Transportation Plan, a number of specific recommendations are offered for your consideration:
First, we are pleased to note the **Frazer Interchange** (#3 on the map) in Allegheny County was completed. We **strongly encourage the SPC to return the Alle-Kiski Bridge & Connector to both the long range 2035 Plan and the TIP, where they had been in prior years.** The Alle-Kiski Bridge/Connector, with its access roads, is the centerpiece of our strategy, without which the value of the other components are seriously degraded, as the recent PennDoT Needs Study for the Alle-Kiski Connector concurs. On the other hand, without the Bridge/Connector, the reconstruction components within Westmoreland County would be stripped of their potential to effect a regional enhancement of transportation efficiency, though still making a decided and positive impact upon the more local transportation picture.

- **The Rockpointe Business Airpark Access Road** (#4 on the map) previously listed in the in the 2025 Plan, needs to be added to the 2035 Plan. Construction on the Airpark is underway; delay of an access road to the region’s transportation spine so long, especially after the Airpark’s critical Keystone Opportunity Zone status has expired will damage the quality of developments to be attracted, and potentially squander a most unique economic development opportunity in the Alle-Kiski Region. It would seem logical to pursue the access road now, as the Frazer Interchange already nears completion of construction, and the two projects would directly link the Airpark site to the Allegheny Valley Expressway, the region’s principal transportation spine.

- **The Allegheny Valley Commuter Railway** (#10 on the map) is an important component of the intermodal dimension of the Alle-Kiski Regional Transportation Program, as it provides its only passenger rail and mass transit capabilities beyond limited bus service to the region by the Port Authority Transit of Allegheny County.

**WESTMORELAND COUNTY.** We are pleased to note that several of the originally proposed Westmoreland County components have been constructed, specifically the Tarentum Bridge Road (SR366) widening and the Parnassus Triangle Re-Alignment of SR56 and SR366.

- **Widening & improvement of portions of SR 356 and SR56 in Allegheny Township** that link the Freeport Bridge with the four-lane, divided highway sections of the SR56 By-pass (#7 & #8 on the map). Particularly in face of the considerable investment already planned in the 2035 Plan for the Freeport Bridge, leaving these two stretches of SR56 as a two-lane road will not yield the maximum value possible from the prior investment in the upgraded sections of SR56 and the new investment proposed in the Freeport Bridge.

- **Widening and improvement of SR366 from the former Parnassus Triangle to SR66 (& SR380) (#9 on the map)** in the City of Lower Burrell and Upper Burrell & Washington Townships. Again the recent investments in the improvements to SR366 at the Tarentum Bridge Road area and at the former Parnassus Triangle would argue for the continuation of these improvements to a four-lane divided highway (SR380) and on to SR66, connecting the underutilized Hutchinson By-Pass to the PA Turnpike.

The investments already made argue strongly for the inclusion of both of the above in the 2035 Transportation & Development Plan efforts in Westmoreland County.
BROAD REGIONAL SUPPORT for the ALLE-KISKI TRANSPORTATION PROGRAM. It is only with the prior long range planning effort of the SPC that a regional identity for the Alle-Kiski Valley was established in regional transportation planning, recognizing an identity that has long been existent in the Alle-Kiski Valley itself. Among the residents of the Alle-Kiski Valley there exists a strong endorsement of the Coalition’s Regional Transportation Program that was demonstrated in a recent petition drive at the March 2003 Strongland Chamber of Commerce’s HOMEXPO in Lower Burrell, Westmoreland County. Over the two days of the HOMEXPO in 2004 and 2005, over 4,000 names and addresses of individuals personally endorsing the Alle-Kiski Regional Transportation Program were collected on petitions at the Coalition’s booth. Volunteers, using a video produced by students at Valley High School as well as a professional educational video prepared by the Alle-Kiski Learning Center, and a large map of the projects (and color hand-out reproductions of it), explained the Coalition’s projects in detail. These petitions have been shared with our local state and federal legislators. If you desire, a copy of these petitions and the video can be forwarded to you. During the 2006 HomeExpo, hundreds of postcards supporting the Coalition’s projects were signed by residents and sent to Governor Rendell.

Additionally, we have included, in the Addendums section of this testimony, copies of several letters of support of the Coalition’s projects, and the Alle-Kiski Bridge/Connector in particular, and demonstrating the broad support among local elected officials in the region. Copies of excerpts of testimony by local elected officials, including Governor Rendell, before Congress in mid-2003 are also included.

CONTINUING CONGRESSIONAL FUNDING SUPPORT. Finally, our project timeline/cost estimate for the keystone component of the Coalition’s transportation program, the Alle-Kiski Bridge and Connector, included in the Addendums to this document, notes that in addition to our initial $3.75M federal earmark from former Congressman Ron Klink in Public Law 105-178 in 1998 (and of which approximately $2.5M remains), our U.S. Senators Arlen Specter and Rick Santorum placed a $2.5M earmark for the Alle-Kiski Bridge/Connector in the Senate appropriations bill, Public Law 108-447 enacted on December 8, 2004, and an additional $3.5M earmark in the SAFETEA-LU transportation reauthorization bill passed by Congress on July 29, 2005, and signed by President Bush on August 10, 2005. Therefore, our federal legislators have earmarked a total of $9.75M for this project over the last seven years, sufficient funding to carry on the engineering studies into the final project design stage. This demonstrates a clear and continuing commitment to provide the required 80% federal share of the project funding.

We understand and appreciate the enormous difficulty of the task set before you as regional transportation planners; but we also know that we cannot hope to undertake this project without the strong support of the SPC, the Pennsylvania Transportation Commission and the Pennsylvania Department of Transportation. One of your own studies, undertaken at the time of a prior long range plan update, indicated this region represents a good investment for scarce transportation dollars, measured in jobs and the value of goods and services to be produced. Without the projects of this Program, and its keystone, the Alle-Kiski Bridge & Connector, we fear that the loss of jobs and resultant migration of our children to better opportunities elsewhere as our Valley’s economy stagnates will remain unchecked. And, as it is so often said, our
children are our future, a future which will slip away from this region with them.

Thank you for your time and kind consideration of our testimony submitted here. We hope that you will appreciate the critical importance of the projects outlined above to the Alle-Kiski Valley, and the need to place or keep all these projects on the 2035 Transportation Plan and the four-year TIP list for Southwestern Pennsylvania.
10 Ways to Improve The Alle-Kiski Valley

1. Build a four lane bridge across the Allegheny River.
2. Highway Connector between the Frazer interchange and the proposed bridge and Parnassus Triangle.
3. Route 28 Interchange in Frazer Township (Pittsburgh Mills)
4. Highway connector between the Frazer interchange and Rock Airport and Industrial Park.
5. Parnassus Triangle improvement
6. Widen remaining portions of Route 366 from the Parnassus Triangle to the Tarentum Bridge.
7. Widen 3 miles of State Route 56 from Lower Burrell border to Weinels Crossroads.
8. Rebuild 7 miles of State Route 356 from Weinels Crossroads to the Freeport bridge.
9. Widen 10 miles of State Route 366 from Parnassus Triangle to State Route 66.
10. Upgrade existing track for Commuter Rail from Arnold to Pittsburgh.
<table>
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<tr>
<th>PROJECT PHASE</th>
<th>COST IN SM</th>
<th>TIME TO COMPLETE</th>
<th>DATE COMPLETE</th>
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<td>Phase I: Needs Study</td>
<td>$ 150,000</td>
<td>Completed</td>
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PENNDOT's Needs Study, published in 2001, confirmed the critical need, recognized since the 1960s, to build a principal east/west artery (the Bridge) across the Allegheny River to provide direct access from the Alle-Kiski Valley to the regional transportation system, including Route 28 and the Turnpike. Building the Bridge will provide the Valley with direct access to regional employment, regional commerce, economic revitalization and job creation; reduce accidents and congestion on local bridges that lack the capacity to handle today's regional traffic demands; contain sprawl and improve the quality of life in the Valley. **Funding for the Bridge is being secured in stages as work progresses. The funding formula is 80% federal and 20% state/local/private (S/L/P) as illustrated below. To date, $9.75 million in federal funding has been secured for the Bridge.**

| Phase II: Planning Study                     | $ 1.038 M   | Completed                         | Completed 6/30/05 |

| Phase III: Environmental Document Preparation | $ 2.562 M   | 18 to 24 months after Phase II completion | December 31, 2006 to June 30, 2007 |

**NOTE: all calendar periods in the far right column assume no time breaks between phases.**

The federal share of Phases I, II & III is financed by the $3.75 million earmark secured by former Congressman Ron Klink in Public Law 103-178 in 1998. The remaining $750,000 of this earmark will be applied to Phase IV.

| Phase IV: Preliminary Engineering & Design  | $ 5 M       | 18 to 24 months after Phase III completion | June 30, 2008 to June 30, 2009 |

| Total Cost of Phases I-III                  | Total: $ 3.750 M Federal: $ 3 M S/L/P: $ 750,000 |

In Public Law 108-447, enacted on 12/8/04, U.S. Senator Arlen Specter secured $2.5 million for the Bridge with the support of U.S. Senator Rick Santorum. These federal funds will be applied to Phase IV. In the federal surface transportation reauthorization bill passed by Congress on July 29, 2005, Senator Specter secured $2.5 million for the Bridge and Senator Santorum secured $1 million. These funds will finance the final federal share of Phase IV and 68% of the federal share of Phase V. Federal funds to complete Phase V, and to finance Phases VI and VII, will be secured in future legislation. (Note: Phases V and VI will be completed concurrently.)

| Phase V: Final Project Design               | $ 5 M       | 24 months after Phase IV completion | June 30, 2010 to June 30, 2011 |

| Phase VI: Lands & Rights-of-Way Acquisition | $ 10 M      | 24 months after Phase IV completion | June 30, 2010 to June 30, 2011 |


| Total cost of Phases I-VII: $ 123.75 M-$148.75 M. |

| Total obligation of Phases I-VII from Federal and S/L/P sources, secured in stages through 2013: |

| 80% Federal share: $ 99 M - $ 119 M |

| 20% S/L/P match: $ 24,750,000 - $ 29,750,000 |
Building the Alle-Kiski Bridge

Will Clean up Brownfields and Preserve Green Space

- PennDOT’s Needs Assessment noted, on page 1 – 1, that the lack of an adequate direct link to Route 28 “discourages revitalization of areas already having infrastructure in the Alle-Kiski area, and encourages greenfield development along SR 28 because existing brownfield sites in the Alle-Kiski area have poor access to the regional highway system.”

- The communities of the Alle-Kiski Valley are just 15 – 22 miles northeast of Pittsburgh’s Central Business District. The Alle-Kiski Valley communities already have an existing infrastructure, left over from the former aluminum, glass and iron industries.

- As the Needs Study notes, on page 4 – 22: “Vacant and underutilized land in the Alle-Kiski area already has significant infrastructure such as local roadways and major utilities. This vacant and underutilized property is already located in an urbanized area. Conversely, new developments along the narrow SR 28 corridor on the west side of the Allegheny River are expected to require the conversion of undeveloped land and the provision of added roadway and utility infrastructure. Taking no action [to improve this access to the regional highway network] will impede desirable economic development.”

- Residents and businesspersons are trying to redevelop these communities and clean up brownfields, rather than encroaching on greenfields along Route 28 by developing them.

- Building the Alle-Kiski Bridge adheres to Governor Rendell’s policy of cleaning up brownfields, protecting greenfields and eliminating sprawl. The Bridge will provide direct access to the Alle-Kiski communities that have an unused infrastructure already in place in. Building the Bridge will “discourage greenfield development” along Route 28 – and discourage sprawl. Access to the infrastructure of these older communities, provided by the Bridge, will clean up brownfields, create jobs and preserve green space.

- In a discussion paper dated 3/24/04, “Strategic Transportation Programming Philosophy” and released by PennDOT Secretary Biehler on March 23, 2004, “Strategic Transportation Programming Philosophy” PennDOT wrote:

  “Complicating matters is the lack of comprehensive statewide and regional land use planning to guide transportation investments. The result is undesirable land development patterns (sprawl), deterioration of older communities and unintended economic consequences.”

- By working to build the Alle-Kiski Bridge and to revitalize “deteriorated older communities” that already have a utility infrastructure and business parks in place, residents and businesspersons in the Alle-Kiski Valley are working to abide by PennDOT’s “Strategic Transportation Programming Philosophy.”

- In contrast, Secretary Biehler’s stop work order imposed against the Bridge contradicts PennDOT’s own “Strategic Transportation Programming Philosophy.”
The Need for the Proposed Alle-Kiski Connector and Bridge (the Bridge)

The Problem: There is no east/west principal artery across the Allegheny River to provide the Alle-Kiski Valley (the Valley) with direct access to the regional transportation system, including the Pennsylvania Turnpike and the Allegheny Valley Expressway (Route 28). At present, the Valley must rely on inadequate bridges – the Hulton, New Kensington and Tarentum – that were built in a bygone era for local traffic and simply cannot handle today’s regional traffic demands. These local bridges are severely congested with a high accident rate at key intersections.

The Economic Situation for the People of the Valley: The approximately 200,000 residents of the Valley are trying to boost commerce and find new sources of revenue to create jobs after the demise of the steel industry, and of the related aluminum, glass and iron industries in the 1960s, 1970s, 1980s and 1990s. These industries left a utility infrastructure already in place in the Valley’s communities, along with available land and industrial parks that offer direct access to rail and water transportation. This infrastructure is now underutilized.

The Economic Solution - Build the Bridge: Building the Bridge will establish the Valley in regional commerce and meet the Rendell Administration’s goal of revitalizing core communities through economic development. The Valley should be flourishing with a strong economy and well-paying jobs since it is located within 500 miles of 51% of our nation’s consumer markets, 58% of our nation’s manufacturing centers and 25 miles of Pittsburgh. However, the absence of a principal east-west artery across the Allegheny River (the River) discourages developers and new businesses from locating in the Valley due to poor access to the regional highway system and congestion on the local bridges. Building the Bridge will reverse this situation.

There is a Federal Funding Commitment to Build the Bridge: Federal funding for projects of this magnitude is secured in stages. 80% of the cost of building the Bridge will be paid for with federal funds. To date, $9.75 million in federal funding has been secured for the Bridge including:

$3.75 million secured by former Congressman Ron Klink in Public Law 105-178 which financed: 1) a Needs Study, which was conducted by PennDOT and published in April of 2001, confirming the need for the Bridge; 2) A Planning Study, expected to be completed by mid-July, 2005. Of these funds, at least $2.562 million remains unspent.

$2.5 million secured by Senator Arlen Specter in Public Law 108-447.

$3.5 million secured by Senator Specter and by Senator Rick Santorum in HR 3, the federal surface transportation reauthorization bill passed by Congress on July 29, 2005.

The Bridge will Create Jobs: For every $1 billion we invest in the infrastructure in this nation, we create 47,000 jobs. The Alle-Kiski Bridge is expected to cost $100 million - $148 million, which will create 4,700 – 6,956 new jobs in the Alle-Kiski Valley. (Note: Engineering professionals estimated these amounts. Actual project costs will be determined during the design phase of the Bridge.) Mr. Robert Bozzone, a Director of Allegheny Technologies, the parent company of Allegheny Ludlum, the specialty steelmaker with facilities in the counties of Westmoreland, Allegheny and Armstrong, said the Bridge is “long overdue.” Allegheny Ludlum employs 4,000 people and generates 8,000 jobs in supporting services in the Valley.

Description of the Bridge: The Bridge will be a four-lane connector bridge linking the Oakmont/Plum Borough/New Kensington area on the east side of the River to the Route 28 Springdale/Pittsburgh Mills Mall area on the west side of the River.
August 4, 2005

To the Editor:

We want to thank Senator Arlen Specter for securing continued federal funding to build the Alle-Kiski Bridge and Connector, now totaling $9.75 million. The Bridge was considered dead after PennDOT stopped work on the project, but in October, Senator Specter announced $2.5 million in Federal Funds for the Bridge. In the Highway Bill Congress passed on July 29th, Senators Specter and Santorum jointly secured an additional $3.5 million for the Bridge. This funds the project into Final Design.

We thank Senator Santorum for joining Senator Specter to secure the funds. Contrary to what PennDOT said, there is funding available for the Bridge and the State will pay no more than 20% of the cost. The Bridge will be funded in stages as work progresses through final construction.

Senator Specter recognizes the Bridge will create jobs, reduce congestion, revitalize our economy and open the Valley to regional transportation and commerce. We will continue to work with our elected officials to secure Federal Funds through construction. With our emphatic thanks to Senators Specter and Santorum, we urge Governor Rendell to immediately resume work on the Bridge.

Sincerely,

THE ALLE-KISKI COALITION – Executive Committee:

John Pisanko, Co-Chairman, ALLE-KISKI COALITION and President, Allegheny Valley North COG 724-527-8399

John Framel, Co-Chairman, ALLE-KISKI COALITION 724-396-4243

Charles Booth, Chief Executive Officer, the Burrell Group 724-337-3680

ALLE-KISKI CHAMBER FEDERATION:
Allan Walzak, member 724-845-5426
William Hall, member 724-337-5627

Mayor Don Kinosz, Lower Burrell 724-448-2800

Representative John E. Pallone 724-339-1990
State Representative, 54th Legislative District

“Promoting the transportation infrastructure needs of the Alle-Kiski Region”
$3.5M earmarked for A-K Connector Bridge

Congress OK's the compromise bill after feuding with PennDOT.

BY WYNNE EVERETT
VALLEY NEWS DISPATCH

The proposed Alle-Kiski Connector Bridge will get $3.5 million in a compromise highway spending bill approved by Congress on Friday.

The bridge is one of seven projects that will bring more than $8 million in federal transportation money to the Valley in the next six years.

See Bridge • PAGE A2

Projects to get money in federal bill

- **$3.5 million for the Alle-Kiski Connector Bridge over the Allegheny River, likely between New Kensington and Surrattsville.** An earlier transportation bill did not include money for this project.
- **$1.6 million to rebuild the Freeport Bridge.** An earlier version of the highway bill gave $2 million for this project.
- **$1 million to improve Route 422 in Armstrong and Indiana counties with wider lanes, truck-climbing lanes and improved intersections.** The previous bill gave $2 million.
- **$400,000 to build an additional northbound lane on Route 28 between the Harmar and Creighton exits.** The previous bill gave $1.65 million.
- **$250,000 to widen Route 22 between Dornsife and Export.** The earlier bill gave $1.45 million.
- **$1 million for 22 new buses for the Westmoreland County Transit Authority.** The previous bill included no money for new buses.
- **$500,000 for improvements at the State Line intersection on Route 28.** The first version of this bill had no money for this project.

BRIDGE • FROM A1

The bridge was noticeably missing from an earlier version of the bill approved by the House of Representatives in March, drawing the ire of local bridge proponents.


PennDOT officials steadfastly defended their opposition to the bridge, saying its $100 million to $200 million price tag makes it unlikely to ever be built.

Also, PennDOT spokesman Rich Kirkpatrick said Pennsylvania's 25,000 existing bridges already cost more to maintain than the state can afford. Kirkpatrick was unavailable for comment on the $3.5 million appropriation approved late Friday.

Some other projects included in the earlier bill still are slated to get federal funding, although less than what they were granted in the earlier bill. One of those is reconstruction of the Freeport Bridge, which will get $1 million instead of $2 million.

The long-delayed bill (the last six-year spending plan expired in 2003) represents a compromise between Congress and the White House.

Although representatives and senators all wanted to get their pet projects on the spending list, President George W. Bush threatened to veto any bill larger than $1.14 trillion.

Wynne Everett can be reached at weverett@tribweb.com.
July 1, 2004

The Honorable Edward G. Rendell, Governor
Commonwealth of Pennsylvania
225 Capitol Building
Harrisburg, Pennsylvania 17120

Dear Governor Rendell:

As representatives of the three Chambers of Commerce representing the Alle-Kiski Valley, with over 200,000 residents, we are writing to respectfully urge you to rescind the "stop work" order issued by Secretary Biehler on March 24, 2004 regarding the long-needed Alle-Kiski Bridge (the Bridge). The "stop work" order was ill advised and has no merit.

We also urge you to support the $5 million earmark for the Bridge that the United States House of Representatives included in HR 3550, the pending federal surface transportation reauthorization legislation. This earmark was included in HR 3550 due to the effective, bipartisan efforts of U.S. Representatives John Murtha and Melissa Hart, proving their commitment to secure continued federal funding for the Bridge, building on former Congressman Ron Klink's success in securing the initial $3.75 million earmark in 1998 in TEA-21 (Public Law 105-178). The two earmarks, totaling $8.75 million, set a precedent for future federal earmarks for the Bridge.

"Access" is a critical word to us, because the Alle-Kiski Valley is comprised of cities and towns located just 15 - 22 miles northeast of Pittsburgh, yet we have no direct access to the regional transportation system, specifically to Route 28, the Allegheny Valley Expressway.

Until the "stop work" order was issued, we believed the Pennsylvania Department of Transportation (PennDOT) understood the problems the Alle-Kiski Valley faces without direct access to Route 28. In April of 2001, PennDOT released a Needs Study which examined the Alle-Kiski Valley, and stated that "the need for the direct connection from the east side of the Allegheny River to SR (State Route) 28 has been recognized since the 1960s when planning and construction of the new Allegheny Expressway (SR 28) took place."

The residents of the Alle-Kiski Valley are trying to accomplish two goals: to open the Valley to economic development and revitalization, and to provide transportation access to jobs in the Pittsburgh region. Without direct access to Route 28, these goals are severely hampered. We would like to give you a case study to demonstrate both points.

Mr. Mike Langer, a Member of the City Council in New Kensington, testified as follows about economic development problems before the Southwestern Pennsylvania Commission's Public Participation Panel at the Westmoreland County Courthouse on Wednesday, August 13, 2003:

"In my experience as a City Councilman, I can tell you that developers have repeated their reluctance to invest in our towns without a direct link to the regional highway system and a better overall transportation system.

"Promoting transportation infrastructure needs of the Alle-Kiski Region"
For example, last year New Kensington Mayor Frank Link and I approached the
developers who built the Waterworks Mall in Homestead. Mayor Link and I offered riverfront
property in New Kensington and asked them to build a similar complex in New Kensington.

The developers generously spent almost two hours detailing the issues that would prevent
them from entertaining our proposal. The primary issue was transportation to the development.
They highlighted the fact that people trying to get to New Kensington would have to exit Route
28, ramp onto a congested two-lane road for approximately two miles in order to cross an
existing two-lane bridge incapable of fully handling existing traffic, not to mention any
additional volume.

The developers believed this congestion would deter people from making the trip to the
point that the project was not financially viable.

Unless we get direct access to Route 28, our towns are at a severe competitive
disadvantage for lucrative economic development projects. We can look across the River on
Route 28 and watch earth moving for the Pittsburgh Mills Mall. We can look to the north on
Route 28 and we see the Rock Airport and Industrial Park growing in leaps and bounds, but we
can't redevelop our towns, because we are competing on the uneven playing field of
transportation access.

Regarding the goal of regional job creation, the Alle-Kiski Valley is experiencing
additional blows from PennDOT. On Wednesday, June 23, 2004 the Pittsburgh Tribune Review
published a story entitled "PennDOT scraps plans for Rte. 28" which focused on PennDOT
scraping "its designs for rebuilding Route 28." The article goes on to say:

"Although PennDOT did not say so, this plan likely is a big blow for commuters from the
Alle-Kiski Valley who would prefer a 50 mph highway with interchanges instead of traffic
signals..."

Route 28 provides the Valley with access to nearby Pittsburgh. Mayor Donald Kinosz of
Lower Burrell, Pennsylvania submitted a written statement for a hearing on "Highway and
Representatives Committee on Transportation and Infrastructure, Subcommittee on Highways
and Transit and stated:

"Regarding what the Alle-Kiski Connector Bridge will mean for our future, the
University of Pittsburgh conducted a study and determined that the Alle-Kiski Region ranks
second in Pennsylvania for economic development potential, but the limiting factor is lack of
access."

Nearly five years ago, in July 1998, the University of Pittsburgh unveiled an ambitious
economic development plan for the southwestern Pennsylvania region. The University's
Chancellor, Mark Nordenberg, chaired a group of education, civic and business leaders called
the "Oversight Committee of the Regional Workforce Development Initiative."

At that time, Chancellor Nordenberg said: "Perhaps more than any single factor, the
availability of a skilled labor force affects crucial business decisions, notably whether to remain
in our region, whether to move in to our region, whether to expand in our region, or whether to
go elsewhere."
The Honorable Edward G. Rendell (page 3)

The Committee made 10 recommendations for successful economic development in southwestern Pennsylvania that were centered around training the workforce to support the industries that have a potential for economic growth in the Pittsburgh region.

...On Friday, March 21, 2003 the Pittsburgh Post Gazette published an article entitled "Pittsburgh region sheds 12,100 jobs" during the 2002 recession and that manufacturing was "hit the hardest." But the Post Gazette reported that the good news is that jobs are growing in health care and education.

...we are trying to keep our young people in the area. As the University of Pittsburgh study demonstrates, our educational institutions are eager to train a regional workforce. And as we learned, jobs are available in the Pittsburgh region in health care and education.

But residents of the nearby Alle-Kiski Valley need to be able to get to Pittsburgh and the region in order to capitalize on these opportunities.

However, with PennDOT currently redesigning plans to rebuild Route 28, residents of the Alle-Kiski Valley continue to experience the compounded problem of the lack of direct access to Route 28 and a difficult commute to Pittsburgh, hampering job creation, education and economic development opportunities.

These factors also compound the problems Allegheny Ludlum, the specialty steel maker, is facing. Allegheny Ludlum trying to control production costs, remain competitive and maintain 12,000 jobs.

Mr. Robert Bozzone, the recently retired Chairman of Allegheny Technologies, the parent company of Allegheny Ludlum, wrote a letter to Congressman Murtha on December 23, 2002, referred to the Bridge as "long overdue" and said: "the essential vitality of existing businesses of the Alle-Kiski Valley cannot be maintained, let alone become the base of new growth, if they are unable to compete in today's global markets."

Mr. Bozzone further stated: "From my personal perspective as Chairman of the region's principal industrial enterprise, I am not aware of any major improvements that have been made to the transportation infrastructure essential to Allegheny Technologies in conducting its business in the Alle-Kiski Valley."

Allegheny Ludlum has committed to making steel here in the Alle-Kiski Valley, despite the demise of the local steel industry in our region, and announced a multi-million dollar investment to replace its furnaces at the Brackenridge production facility.

The Valley's overtaxed highway system and inadequate, outdated bridges cannot meet today's traffic demands, which delays shipments of Allegheny Ludlum's products between its various production and processing facilities, adding to the Company's production costs.

Allegheny Ludlum employs 4,000 workers. For every Allegheny Ludlum job, the region employs two more jobs in supporting services. Therefore the $5 million earmark in HR 3550 will allow Allegheny Ludlum to maintain production in the Valley, to control production costs, to compete in today's global markets, and to keep 12,000 of our residents employed.

PennDOT's own Needs Assessment, published in April of 2001, which documented the following reasons to build the Bridge, backs up the claims made by Mr. Bozzone:
There is inadequate linkage to the regional transportation network via S.R. 0028 for areas with redevelopment potential in the Alle-Kiski area.

There is inadequate access to regional employment and commercial centers accessible via S.R. 0028 from the Alle-Kiski area.

Existing conditions are inconsistent with historic and current planning initiatives.

There is insufficient capacity on the existing river crossings.

There is a lack of an east-west principal artery connecting study area communities directly to S.R. 0028.

Accident rates are high at key intersections and along major roadways.

We were deeply heartened that at the same congressional hearing noted above, you stated, in response to a question from Congressman Bill Shuster, that: "The State is very much behind that. The Alle-Kiski Connector, which Congressman Shuster is talking about, is the prototype for showing how transportation funds have a dramatic impact on economic development and economic competitiveness...It's the key to economic development in the entire valley, and the State has a strong commitment to it."

We respectfully ask you to consider the negative impact the "stop work" order has on Pennsylvania's credibility in the eyes of Congress. The stop work order was issued just a week before the U.S. House passed H.R. 3550. The stop work order placed Pennsylvania in an awkward position and set a bad precedent for Pennsylvania's future requests for federal earmarks for surface transportation projects.

Unless this "stop work" order is rescinded, Congress will have every reason to question Pennsylvania's commitment to completing projects that we request federal funding for, or whether PennDOT will suddenly pull the plug again on future projects that received prior federal funding, as is the case with the Bridge, since former Congressman Ron Klink secured the initial $3.75 million earmark in 1998 in TEA-21.

There is a firm federal commitment to the Bridge. Of the construction funding, 80% of the funds will come from the federal government, and 20% from state and local sources. The 80%-20% funding formula negates the claim we've recently heard that the Commonwealth cannot afford to build the Bridge, and as a result issued the stop work order. The authority for the federal funds authorized in TEA-21, and in HR 3550, is available until expended.

For all of the above reasons, we respectfully urge you to rescind the "stop work" order on the Alle-Kiski Bridge and to resume the work as soon as possible. We would deeply appreciate an opportunity to discuss this with you expeditiously.

Sincerely,

Mary E. Baule
President
Allegheny Valley Chamber of Commerce

William M. Hall
Vice President
Northern Westmoreland Chamber of Commerce

Alan Walzak, Director
Strongland Chamber of Commerce
October 22, 2004

Transportation Secretary Allen D. Biehler
Pennsylvania Department of Transportation
Commonwealth Keystone Building, Eighth Floor
400 North Street
Harrisburg, PA 17120

Dear Secretary Biehler:

The right investments in our region’s transportation systems can have significant long-range benefits on local communities throughout southwestern Pennsylvania.

In the Allegheny Valley, the Alle-Kiski Bridge and Connector Project presents an opportunity to improve upon the infrastructure of our roads and bridges. The project is designed to improve access to the heavily traveled Allegheny Valley Expressway and better connect Westmoreland and Allegheny counties.

While I recognize that budgets are tight and that we are all called upon to do more with less, this project is important to many area communities. Accordingly, I respectfully request that you reevaluate the scope and benefits of this project. I, as well as many local officials, would be willing to work with you to investigate less costly alternatives. By working together on a coordinated regional basis, I am hopeful that we could achieve meaningful transportation solutions for southwestern Pennsylvania.

Thank you for your consideration.

Sincerely,

[Signature]

Dan Onorato

CC: Commissioner Tom Balya
    Commissioner Tom Ceraso
    Senator Jim Ferlo
    Senator Sean Logan
    Representative Frank Dermody
    Councilwoman Eileen Watt
July 15, 2004

Governor Rendell
225 Main Capital Building
Harrisburg, PA 17120

RE: ALLE-KISKI BRIDGE AND CONNECTOR

Dear Governor Rendell:

I was both shocked and dismayed when I heard that Transportation Secretary Bichler had issued a “stop work” order for the Alle-Kiski Bridge and Connector. My impression had been that you fully understood the economic impact of the bridge on the entire Allegheny Valley. Your public statements and testimony before Congress certainly led me to believe so.

Stopping work on the bridge not only stops economic development dead in its tracks, but even more importantly puts existing industries such as Allegheny Technologies, the Valley’s largest employer, at risk of reduced competitiveness. I don’t have to tell you how competitive the specialty steel business is worldwide. Wouldn’t it be a shame if the “stop work” order ultimately forced Allegheny Technologies to curtail future investments to stay competitive. Not only would the 4,000+ employees of ours be affected, but hundreds of support jobs would also be at risk.

Sincerely,

Robert P. Bozzone

Robert P. Bozzone

RPB/TP
cc: C. H. Booth, Jr.
August 5, 2004

The Honorable Edward G. Rendell, Governor
Commonwealth of Pennsylvania
225 Capitol Building
Harrisburg, Pennsylvania 17120

Dear Governor Rendell:

As elected officials and community activists representing the Alle-Kiski Valley, we are writing to respectfully urge you to rescind the “stop work” order issued by Secretary Biehler on March 24, 2004 regarding the long-needed Alle-Kiski Bridge (the Bridge).

We also urge you to support the $5 million earmark for the Bridge that the United States House of Representatives included in HR 3550, the pending federal surface transportation reauthorization legislation. This earmark was included in HR 3550 due to the effective, bipartisan efforts of U.S. Representatives John Murtha and Melissa Hart.

Our state government needs to seriously think about the negative impact the “stop work” order has on Pennsylvania’s credibility in the eyes of Congress. The stop work order was issued just a week before the U.S. House passed H.R. 3550. The stop work order placed Pennsylvania in an awkward position and set a bad precedent for Pennsylvania’s future requests for federal earmarks for surface transportation projects.

Unless this “stop work” order is rescinded, Congress will have every reason to question Pennsylvania’s commitment to completing projects that we request federal funding for, or whether PennDOT will suddenly pull the plug again on future projects that received prior federal funding, as is the case with the Bridge, since former Congressman Ron Klink secured the initial $3.75 million earmark in 1998 in TEA-21 (Public Law 105-178).

You, as our Governor, confirmed the State’s support for the Bridge in two prominent public forums: when you visited the Valley and at a congressional hearing:

- A front-page article in the Valley News Dispatch dated September 22, 2002, entitled “Rendell pledges support for new bridge” stated the following after you visited the Alle-Kiski Valley on Saturday, September 21, 2002 during your gubernatorial campaign:

  "He also gave his support to building the long-discussed, four-lane connector bridge over the Allegheny River between the Parnassus Triangle in New Kensington and Springdale. "I know for sure you need big time transportation help," Rendell said."

- You voiced full state support for the Alle-Kiski Bridge on May 7, 2003, four months after your inauguration, when you testified at a hearing conducted by the U.S. House Committee on Transportation and Infrastructure and Congressman Bill Shuster asked how you viewed the Bridge project.

We, and the 200,000 residents of the Alle-Kiski Valley were very pleased by the

"Promoting transportation infrastructure needs of the Alle-Kiski Region"
following exchange between you and Congressman Bill Shuster of Pennsylvania’s 9th District
during the Question and Answer segment of the Hearing:

**Question from Congressman Shuster:**

"First question to Governor Rendell. It’s a local question, but I understand that in
Westmoreland and Allegheny Counties there is an effort to obtain funding for the Alle-Kiski
Bridge that will connect those two counties and open them up to the highway system there.
There’s been a request for $20 million of the TEA-21, and I just wondered about the level of
support you have for the project?”

**Your Response:**

"The State is very much behind that. The Alle-Kiski Connector, which Congressman
Shuster is talking about, is the prototype for showing how transportation funds have a dramatic
impact on economic development and economic competitiveness... It’s the key to economic
development in the entire valley, and the State has a strong commitment to it."

There is an ongoing federal commitment to the Bridge. Of the construction funding,
80% of the funds will come from the federal government, and 20% from state and local sources.
The 80%-20% funding formula negates the claim we’ve recently heard that the Commonwealth
cannot afford to build the Bridge, and as a result issued the stop work order. The authority for
the federal funds authorized in TEA-21, and in HR 3550, is available until expended.

The effective work Representatives Murtha and Hart did to win the $5 million earmark in
HR 3550 proves their commitment to securing continued federal funding for the Bridge to attain
the 80% federal match, building on former Congressman Klink’s success in securing the initial
$3.75 million earmark in TEA-21. The two earmarks, totaling $8.75 million, set a precedent for
future federal earmarks for the Bridge.

The $3.75 million authorized in TEA-21 and 20% match along with the pending $5
million federal earmark and 20% match is adequate funding to get the project through
approximately 2009, when it will again be time to reauthorize the surface transportation
legislation.

There was no public policy reason for the “stop work” order, but there are multiple
public policy reasons to build the Bridge. To emphasize the Valley’s need for the Bridge,
written statements for the record were submitted for the above noted congressional hearing by
Mayor Don Kinosz of Lower Burrell, Mayor Frank Link of New Kensington, Mayor John
Schmeck of Plum, the late Mayor Willie Demao of Arnold, and the late Walter Thompson,
President of the Allegheny Valley North Council of Governments (AVNCOG). The new Mayor
of Arnold, John Campbell, and the new President of the AVNCOG, John Pisanuko, are continuing
the emphatic support for the Bridge shown by their predecessors.

In these statements for the record, the Mayors and AVNCOG President discussed the
multiple ways the Bridge will improve the quality of life and the economy of the Valley:

- Provide direct access to the regional transportation system in order to:
  - Enhance job creation.
  - Promote general economic development.
  - Enhance business growth to keep property taxes in balance for our residents.
• Promote tourism.
• Provide adequate bridge capacity for the local specialty steel maker, Allegheny Ludlum, to control production costs, remain competitive and maintain 12,000 jobs.

Mr. Robert Bozzone, the recently retired Chairman of Allegheny Technologies, the parent company of Allegheny Ludlum, wrote a letter to Congressman Murtha on December 23, 2002, referred to the Bridge as “long overdue” and said: “the essential vitality of existing businesses of the Alle-Kiski Valley cannot be maintained, let alone become the base of new growth, if they are unable to compete in today’s global markets.”

Mr. Bozzone further stated: “From my personal perspective as Chairman of the region’s principal industrial enterprise, I am not aware of any major improvements that have been made to the transportation infrastructure essential to Allegheny Technologies in conducting its business in the Alle-Kiski Valley.”

Allegheny Ludlum has committed to making steel here in the Alle-Kiski Valley, despite the demise of the local steel industry in our region, and announced a multi-million dollar investment to replace its furnaces at the Brackenridge production facility.

The Valley’s overtaxed highway system and inadequate, outdated bridges cannot meet today’s traffic demands, which delays shipments of Allegheny Ludlum’s products between its various production and processing facilities, adding to the Company’s production costs.

Allegheny Ludlum employs 4,000 workers. For every Allegheny Ludlum job, the region employs two more jobs in supporting services. Therefore the $5 million earmark in HR 3550 will allow Allegheny Ludlum to maintain production in the Valley, to control production costs, to compete in today’s global markets, and to keep 12,000 of our residents employed.

PennDOT’s own Needs Assessment, published in April of 2001, which documented the following reasons to build the Bridge, backs up the claims made by Mr. Bozzone:

○ There is inadequate linkage to the regional transportation network via S.R. 0028 for areas with redevelopment potential in the Alle-Kiski area.
○ There is inadequate access to regional employment and commercial centers accessible via S.R. 0028 from the Alle-Kiski area.
○ Existing conditions are inconsistent with historic and current planning initiatives.
○ There is insufficient capacity on the existing river crossings.
○ There is a lack of an east-west principal artery connecting study area communities directly to S.R. 0028.
○ Accident rates are high at key intersections and along major roadways.

The “stop work” order was issued without prior consultation or notice to us or to our constituents, the stakeholders. Secretary Biehler joined the Alle-Kiski Coalition by videoconference during our transportation summit on March 2, 2004, just three weeks before he issued the “stop work” order. His participation indicated your Administration’s continued support for the Bridge, building on your prior public statements of support. The residents of the Alle-Kiski Valley now understandably feel shocked and betrayed since the “stop work” order was issued.
For all of the above reasons, we respectfully urge you to rescind the "stop work" order on the Alle-Kiski Bridge and to resume the work as soon as possible. We would deeply appreciate an opportunity to discuss this with you expeditiously.

Sincerely,

Tom Umscheid
Jim Keit
Jan Logan
Eileen Watt
John A. Schreer
Debbie
Donald A. Niesz
John J. Pruts

Jerry E. Van Horn
Tom Dallal
John E. Pallone
John Campbell
Jere L. Burner
R. W. Caro
T. E. Frod
Ray Manrell
Tom Shumaker  
Allegeny County Councilman  
3rd District

Jim Ferlo  
Pennsylvania State Senator  
38th District

Sean Logan  
Pennsylvania State Senator  
45th District

Eileen Watt  
Allegeny County Councilwoman  
7th District

John A. Schmeck  
Mayor of Plum Borough  
Allegheny County

Don White  
Pennsylvania State Senator  
41st District

Donald Kinosh  
Mayor of the City of Lower Burrell  
Westmoreland County

John Pisank  
President of the  
Allegheny Valley North  
Council of Governments  
(14 municipal members)  
Allegheny County

Terry E. Van Horne  
Pennsylvania State Representative  
54th District (retired from office)

Frank Dermody  
Pennsylvania State Representative  
33rd District

John E. Pallone  
Pennsylvania State Representative  
54th District

John D. Campbell  
Mayor of the City of Arnold  
Westmoreland County

Jane Clare Orie  
Pennsylvania State Senator  
40th District

Tom Ceraso  
County Commissioner  
Westmoreland County

Frank E. Link  
Mayor of the City of New Kensington  
Westmoreland County

Terry R. Marolt  
County Commissioner  
Westmoreland County
SPC’s Long Range Plan (LRP) does not adequately incorporate on-street bicycling and walking facilities and infrastructure throughout the plan. These modes of transportation are vital to improving community health, the environment, and traffic congestion. Bicycling and walking are viable modes of transportation and must be treated with the same amount of respect and given as much consideration as motorized transportation. Bike trails are wonderful (we enjoy them with our daughter), however they do not provide useful year round commuting options (my husband commutes on his bike all year), since bike trails close at dusk, are not lit, and are seldom maintained in the fall and winter months.

Sufficient funds must be devoted to facilitate inter and intra-neighborhood travel by bicycle and by foot, particularly because these modes of transportation have been neglected in previous budgets and plans.

Sincerely,

Heather Piwowar

1909 S 18th Street, Pittsburgh PA 15203

4122031273
SPC’s Long Range Plan (LRP) is insufficient because it doesn’t incorporate on-street bicycling and walking facilities and infrastructure throughout the plan, nor does it address the historic lack of funding for bicycling and walking in the region compared to other modes. Bicycling and walking are viable modes of transportation and must be treated with the same amount of respect and given as much consideration as motorized transportation. Attention in the Draft LRP is paid to bike trails, which are wonderful amenities, but do not provide year long commuting alternatives as they are closed at dusk, are not lit, and are seldom maintained in the fall and winter months. Sufficient funds must be devoted to facilitate inter and intra-neighborhood travel by bicycle and by foot.

Jonathan Pratt
810 East End Ave #1
Pittsburgh PA 15221
I'd like to see a list of transportation improvements that the public can prioritize to demonstrate what the public really wants to see happen in the region. In Indiana County, I think our number one goal is to see Route 422 widened to four lanes to I-79. Lower down the priority list would be to see the state allow a grass median down the middle of Philadelphia Street and a plan to raise money for sidewalk and bike trail improvements.

Michael Raney
141 N 5th Street
Indiana, PA 15701
I would like to know if it's possible to someday have a new road built from the airport through McKees Rocks and connect to the North Shore. This new roadway should have space reserved for a future commuter rail line to connect the airport and the downtown area.

I also think that Route 30 in Westmoreland County should have a new road parallel to it to help through traffic bypass all the local traffic along this busy road.

Michael Raney
141 N 5th Street
Indiana, PA 15701
From: Ray Reaves [mailto:rayreaves1@msn.com]
Sent: Thursday, June 21, 2007 12:42 PM
To: Dee Pamplin
Subject: Comments On DRAFT 2035 LRP

This will be the first opportunity for transportation investments to reflect the findings of Project Region - specifically the intent to focus on existing places and not on projects that will promote sprawl and greenfield development. Therefore, it is time to remove the Mon-Fayette and Southern Beltway toll roads from any aspects of the LRTP.

There are sufficient "fix it first" projects that lack sufficient funding to remain on the illustrative list that will communicate the intent of the Commission to hear what has been said during the intensive and well executed Project Region process.

Ray Reaves
June 12, 2007

Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500
Pittsburgh, PA 15219-1852

RE: DRAFT 2035 Long Range Plan

Dear Southwestern Pennsylvania Commission:

The Moon Transportation Authority was created in 1986 to advance several local and regional transportation improvements in the vicinity of the Pittsburgh International Airport. These improvements were specifically recommended in previous traffic corridor studies performed by local officials, as well as PennDOT and Allegheny County, to improve mobility in the Airport area.

Over the past twenty-one years, the MTA has facilitated the completion of several transportation improvement projects, including the construction of the Thorn Run, Ewing, and Cargo Interchanges along Business Route 60. These three interchanges are vital components of a network of road improvements, which are designed to create a safer, more efficient transportation system while generating new opportunities for continued economic growth.

After our review of the Southwestern Pennsylvania Commission's (SPC) DRAFT 2035 Long Range Plan, the Moon Transportation Authority (MTA) is pleased to present the following list of projects to be considered for the final plan. Some of these projects were part of the 2030 plan and are not listed in the DRAFT 2035 plan.

- Ewing Rd Improvements and Cherrington Pkwy Ext / New Capacity / $4,169,625.40
  - Status: Currently Under Construction – January 2008 Completion
- Bus Rte 60 and University Blvd / Intersection Improvements / $39,940,000.00
  - Status: Feasibility Study in Process - $264,700.48
- Bus Rte 60, Thorn Run Interchange Upgrade / Capital Maintenance / $2,887,500.00
  - Status: Funding Strategy Being Implemented
- Flaugherly Run Flyover, Connect to Southern Expwy / New Capacity / $20,091,000.00
  - Status: Pending Moon-Clinton Transportation District
In addition to the projects listed above, the MTA is submitting the following list that was not part of the 2030 plan. These projects are part of the MTA's long-range plan and in many ways will create additional development opportunities for Allegheny County and its Airport Authority. The Allegheny County Airport Authority (ACAA) is a major "undeveloped land owner" in Moon Township. Additional information for each project can be provided upon request.

- Moon Clinton Rd (Various Phases) / Capital Maintenance / $5,247,100.00
- International Dr Relocation / Capital Maintenance / $10,326,000.00
- Moon-Clinton Interchange Ramps / Capital Maintenance / $1,399,000.00
- Stevenson Mill Rd Extension / New Capacity / $988,000.00
- Port Vue Dr Extension / New Capacity / $659,000.00
- Old Cherrington Parkway Widening / Capital Maintenance / $3,151,000.00
- Cherrington Pkwy Widening / Capital Maintenance / $1,370,000.00
- Hookstown Grade-Market Place Dr Upgrade-Extension / New Capacity / $16,276,000.00
- Ewing Rd Improvements - US Airways Flight Operations Center / Allegheny County's Cost and Scope of Work to be Determined

The MTA fully understands the fiscal constraints facing not only SPC, but also the Commonwealth of Pennsylvania. We have been very successful implementing funding strategies that harness federal, state, and local resources. We respectfully request that the current and long-range projects of the MTA be included in SPC's 2035 Long-Range Plan. At your convenience, please provide confirmation that the MTA's requests have been received.

Sincerely,

Adam J. McGurk
Interim Executive Director

cc: Moon Transportation Authority Board
Jodi Noble, Assistant Township Manager, Township of Moon
Scott Brilhart, Planning Director, Township of Moon
Richard J. Mills, Solicitor, Moon Transportation Authority
David F. Toal, Special Counsel, Moon Transportation Authority
Some ideas for improvements in Armstrong County

Add turning lanes on U.S. 422 between Worthington and Butler.
Widened and improve the berms on the Worthington/Cowansville Road.
Post a 45 mph speed limit on the Slatelick/Worthington Road and on through to Cowansville.
Add a flashing red signal to indicate a red light for the northbound lane before the intersection of Rts 28/66 and 85 in Rayburn Twp.
Finish Rt. 28 to I80.

Jean Ruffaner
I have read Draft 2035 and the following are my comments in regard to such.

The Phoenix Business Park Project in Washington County is an important project to the immediate area, and the state of Pennsylvania as well. This particular brown field site reclamation will alleviate a visual unpleasantry as well as re-establish an existing stream and in return create jobs and additional tax revenues for the local economy.

The additional plans for the construction of a light industrial business park will create an incentive for business development in the area that can only have positive effects.

The state of Pennsylvania in concert with local governments must endeavour to complete projects such as the Phoenix Business Park Project in order to make the transition from a former industrial center with environmental detriments to a business and economic center that is environmentally friendly and desirable.

Sincerely,

Timothy Schneider
Please use this form to submit your written comments on these draft documents:
- 2035 Transportation and Development Plan for Southwestern Pennsylvania
- Environmental Justice Benefits and Burdens Assessment for the 2035 Plan
- The Southwestern Pennsylvania Commission’s Public Participation Plan
- The Interim Section 5310 Southwestern Pennsylvania Public Transit-Human Services Coordinated Plan

Comments: I am a resident of Greensboro and President of the Council.

All travelers coming in or out of Greensboro have 2 dangerous intersections. People have been killed at both intersections. Also there have been many accidents. Something should be done by Penn Dot to make these intersections safer for all motorists.

How many people have to die or get injured leaving Greensboro before something is done.

Mary Sheri
President - Greensboro Council
724-993-4462

(Please use reverse for additional space)
I have reviewed Draft 2035 and wish to make the following comment.

I am aware of the Phoenix Business Park project in Washington County (Item 7). This brown field site is an environmental hazard and eyesore. The clean up of the site and the development of a business park meets this regions goal. Job creation during the reclamation of the site will provide living wage jobs. The business park will positively affect the area employment needs. The locality will greatly benefit from the increase in tax revenue. As a light industrial park, the Phoenix Business Park is desirable. Industrial jobs will provide well paying employment for the region.

I am pleased this development is at a brown field site. It is alarming that our region’s green space is diminishing. I support seeking all funding available to clean up and develop brown field sites.

The writing of the 2035 Plan is very good. It is broken down into easily understood sections. The statistical information supports the need for the multitude of projects. The statistics seem to be very objective. It is good to know that on a regional level, Western Pennsylvania will continue to be a viable region in the Commonwealth with the ongoing community and economic development. Efforts such as SPC’s Transportation and Development Plan enable Western Pennsylvania to show development regionally rather than parochially.

Jaime Smith
From: Kathy Starr [mailto:kathrich15656@yahoo.com]
Sent: Thursday, May 24, 2007 9:49 PM
To: Dee Pamplin
Subject: PPP - Armstrong Co Highways & Bridges

First, I want to apologize for not being able to personally attend the PPP in Kittanning tonight. But, thank-you for taking testimony by e-mail.

The Armstrong County 2030 Long Range Plan shows Capital Maintenance for Routes 56 and 66. That is a good thing, but it just keeps the status quo for the Kiski Valley. For several decades we have hoped for a seamless flow of traffic from Allegheny Twp. to Rte. 28. Even though the Freeport Bridge IS on the Westmoreland Plan, I see no plans in Armstrong Co. to continue Route 356 to 28 without interruption. In fact Mr. Debove has indicated there will be a traffic light with a five way intersection at Laneville. PLEASE do not do that!! We over here in the Kiski Vally need a smoothe flow to and from Rte. 28. Please do not put another obsticile in the path.

Thanks for your consideration of this situation.

Sincerely,

Kathryn Starr, Allegheny Township Supervisor

http://qwesteferral.com/r.jsp?a=7em7HCCc051fVU541Lz2HA$$&x
From: Allegheny Valley Land Trust [mailto:armtrail@alltel.net]
Sent: Tuesday, June 19, 2007 2:54 PM
To: Dee Pamplin
Subject: General Question From The SPC Web Site

SPC,

Thank you for the opportunity to participate in the Regional Long Range Transportation Plan. The public meetings and information available online has grabbed my attention. The opportunity to hear some of the hows and whys stimulates my own thought process.

A couple of comments I see that may need addressed.

I am involved with a rails to trails organization. My involvement was selfish, I wanted a place to ride my bike away from motorized vehicles. I know believe in the railbanking concept not because of biking but because of the need to preserve the corridors for the future. It is my believe that the trend of the 40s to present of building more interstate highways has hampered the profits of the bulk commodity transporters of rail and waterways. I also believe that the maintenance and reliability of transporting by highways are becoming a burden to all forms of government. The railroad as we knew it may not return, but I do believe a form of service for bulk commodities, such as coal and corn for fuels, will be replicated in an updated form. The important step is to keep the corridors now, use it for transmission of goods such as power lines and pipelines and retain the transportation potential for the future.

I also see that people will opt to walk and bike to school, work and recreate if they have a safe route to do it. Society spends millions ..billions on prescriptions when exercise can be an alternative to drugs.

Our trail network is growing. Connections of trails such as Pittsburgh to Washington DC is a reality. Erie to Pittsburgh to DC will become a reality. Please allow for a mechanism that will enable a trail group in Armstrong County and Clarion County to be able to not have to split valuable time going to 2 separate MPOs.

Thank you for allowing me to have input.

Ron Steffey
Kittanning resident
June 20, 2007

Southwestern Pennsylvania Commission
425 Sixth Ave
Suite 2500
Pittsburgh, PA 15219-1852

Re: Comments on Project Region

Dear Commissioners,

On behalf of the Directors of the Allegheny River Towns Enterprise Zone and the participants of the Route 8 Corridor Economic Development Project, we commend the staff and consultants at the Commission for the excellent outreach and facilitation integrated into the Project Region document. The purpose of this letter is to provide comment about economic development work along the Allegheny River and Pine Creek communities that should be included in the Plan.

The Allegheny River Towns Enterprise Zone is a non-profit agency servicing the economic development needs of its seven member municipalities: Aspinwall, Blawnox, Etna, Millvale, O'Hara, Shaler, and Sharpsburg. Its Board of Directors is appointed by the Councils of its member municipalities.

The Route 8 Corridor Economic Development Project is a multi-municipal effort of the Townships of Hampton and Shaler and the Borough of Etna. The municipalities want to plan for their future development and redevelopment and make the Corridor more of a destination for living, working, and entertainment.

While we are young and comparatively new members to the community of economic development agencies of Southwest Pennsylvania we believe that our efforts should be recognized within the Transportation and Development Plan.

Our start-up efforts have been supported through Allegheny County Department of Economic Development and they are active partners in our program. We are confident that as identified site-specific projects are formed that our partnerships will enable us to increase the level and amount of local match funding to equal the level of projects already listed in the Draft.

Even without a major large-scale site-specific development project we have been active in creating jobs and economic activity throughout the seven member municipalities.
There are many underutilized industrial and commercial sites within the Enterprise Zone and Route 8 Corridor and an infrastructure, albeit aging and in need of repair, exists to service new and expanding businesses. ARTEZ is organizing and managing a number of programs to make those sites 'business-ready':

(1) ARTEZ has been co-managing an EPA-funded brownfield assessment program with the Riverside Center for Innovation which has completed initial assessments on seven different parcels. The environmental assessment for the Ohio-Evergreen site in Millvale has proceeded through a Phase II and has enabled the site to be the subject of a sales agreement for a new development. We have received Industrial Site Reuse funds to complete Phase II Assessments and Remediation Plans, if necessary, for the Bridge Street Business Park in Etna and the Henry Miller Business Park in Sharpsburg;

(2) ARTEZ has convened a Loan Review Committee and has prepared Loan Guidelines and has a Cooperation agreement with the Redevelopment Authority of Allegheny County to act as a fiscal agent. We currently are working with the Pennsylvania Department of Community and Economic Development and the Environmental Protection Agency to capitalize the Loan Fund at $1,000,000 for Business Assistance and Brownfield Redevelopment.

(3) ARTEZ and the Route 8 Corridor Economic Development Project have completed a Brownfield Redevelopment workshop for the ‘Glenshaw Glass District’ that resulted in numerous development action items.

With these programs in place and marketed, the seven municipal members of ARTEZ will have an initial set of local economic development tools to assist existing businesses and attract new businesses to the Allegheny River Towns District.

With these local tools in place ARTEZ and the Route 8 Corridor need to ensure that our work and the Zone are represented in important regional transportation, economic development, and comprehensive land use plans.

Perhaps the greatest competitive advantage the ARTEZ communities have is access via major highways, railroads and rivers. The member municipalities very much appreciate PennDOT's recent construction focus on the Route 28 and Route 8 corridors as represented by the Route 28 improvements and Etna Interchange projects. The priority project for the Enterprise Zone and the Route 8 Corridor is the Route 28/I-279 connector. That project will streamline the linkage to the South Hills and the Airport. Nonetheless we remind PennDOT that the Route 28 and Route 8 highways still suffer from interchange and access deficiencies and require substantial reinvestment to manage current and future truck use. We pledge to work closely to improve access to and from the roads and key economic development sites such as at the Etna Industrial Park (Near the Etna Interchange), Glenshaw Glass District (Route 8 Corridor), and Blawnox/RIDC Park area.
In addition to these transportation issues, our nascent economic development activities track many of the policy statements set forth in the draft document. The following describe two examples:

(1) We have been working with municipal officials and landowners to apply brownfield assessment funding to address any potential environmental liabilities at underutilized industrial sites throughout the zone. We are identifying and developing industrial sites at sites that are well-situated in transportation corridors and near the region’s central business district;

(2) The seven member municipalities are the river towns and first tier suburban communities that developed during the region’s era of manufacturing strength. Thus we are addressing the policy priority of revitalizing and redeveloping the region’s existing communities;

We wish the Commission the best in its effort to approve and implement the Long Range Transportation and Development Plan. It was an ambitious undertaking and the agency has done an exemplary job. We hope that our efforts are reflected within the plan so that the member municipalities of the Allegheny River Towns Enterprise Zone and the Route 8 Economic Development Corridor can be revitalized in keeping with the policy statement of the Plan.

Thank you for your consideration.

Sincerely,

[Signature]
John Stephen
Executive Director

Rob Arnold
Program Director
Route 8 Economic Development Corridor

c: Dave Becki, President, ARTEZ
Representative Jason Altman
Representative Michael Doyle
State Senator Jim Ferlo
State Senator Jane Orie
State Representative Lisa Bennington
State Representative Tony DeLuca
State Representative Joseph Preston
State Representative Randy Vulakovich
Chief Executive Dan Onorato
County Councilman Jim Burn
June 19, 2007

Jeffrey Leithauser
Washington County Planning
Commission
100 West Beau Street
Suite 701
Washington, Pennsylvania 15301

RE: Support for Proposed Road
Projects for 2009-2012 Transportation
Improvement Program

Dear Mr. Leithauser:

Please be advised as we had done in prior years, the Board of Supervisors at their June 12, 2007 meeting, has authorized me to request our support for the following proposed road improvement projects to be included in the Commonwealth's 2009-2012 Transportation Improvement Program.

1. Addition of I-70/Zediker Station Road Interchange.
2. Upgrade of Route 19/Route 40 traffic signals and intersection.
3. Widening of Route 19 (Washington Road) from Manifold Road to I-70/79.
4. Upgrade of Murtland Avenue/I-70/79 Interchange (Exit 19A and B).
5. Upgrade of I-79/Meadowlands Interchange (Exit 40).
6. Add traffic signal at Route 19/Fischer Road/Davis School Road Intersection.

All of these proposed projects will improve safety, reduce congestion, reduce roadway maintenance and improve economic development in South Strabane Township.

“A Good Neighbor Community Since 1831”
Web site: www.southstrabane.com
June 19, 2007
Page 2

We appreciate your consideration of our requests.

Sincerely,

[Signature]

John J. Stickel
Manager

JIS/egw

cc: Southwestern PA Commission, SPC Comments

A: Leithauser.support
I see that the Mon-Fayette Expressway and Southern Beltway projects have been moved off the body of the Long Range Plan to an illustrative list of expansion projects you'd like to do if funding existed.

Neither of these projects pass two important tests:
1. They do not meet the fiscal restraint requirement.
2. They do not support the objectives outlined in the LRP Quality of Life and Community Development goal. Namely, they do not encourage infill and compact, transit-oriented development. Instead they would encourage sprawl and greenspace development.

I applaud you for recognizing these projects cannot be on the 2035 Long Range Plan. I urge you to remove them from the illustrative list as well.

Kate St.John
731 McCaslin St
Pittsburgh, PA 15217
412-622-6558 (weekdays)
I am aware of the Phoenix Business Park project in Washington County (Item 7). This brown field site is an environmental hazard and eyesore. The clean up of the site and the development of a business park meets this region’s goal. Job creation during the reclamation of the site will provide living wage jobs. The business park will positively affect the area employment needs. The locality will greatly benefit from the increase in tax revenue. As a light industrial park, the Phoenix Business Park is desirable. Industrial jobs will provide well paying employment for the region.

Patricia A. Tonsetic
1110 McEwen Avenue
Canonsburg, PA 15317
ptonsetic@dixonconstruction.com
TO: Communications Coordinator
Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500
Pittsburgh, PA 15219-1852
Telephone: (412) 391-5590
Fax: (412) 391-9160
Email: comments@spcregion.org
Website: www.spcregion.org

RE: PUBLIC COMMENT
PUBLIC PARTICIPATION PANEL
WAYNESBURG BOROUGH, GREENE COUNTY
PROPOSED RECREATIONAL WATER TRAIL – TEN MILE CREEK
PROPOSED HIKING/BIKING TRAIL “Ten Mile Trail”

Dear Folks:

I write as the Solicitor of Waynesburg Borough having attended the recent Participation Panel in Greene County, at the County Office Building, but didn’t have the chance to participate…especially knowing that I could submit this comment online.

Borough Council has authorized me (and our Engineer, Mr. Mike Dufalla, of Makin Engineering) to represent that Borough Council and its Park Commission as being in unanimous support of funding two transportation projects within Waynesburg Borough, Greene County’s County seat.

1) Develop Ten Mile Creek as a “water trail” and

2) design and build ten miles of “hiking/biking trail” that meanders through Franklin Township and Waynesburg Borough connecting several playgrounds and ball fields, with facilities of Waynesburg College, Central Greene School District, County swimming pool, fairgrounds, residential areas and commercial services.

Please place these projects on the Greene County Priority List.

Regards,

Farley

Any questions, please contact me at:

Farley Toothman, Solicitor
Waynesburg Borough
183 South Morris Street
Waynesburg PA 15370
724-627-6166
Please use this form to submit your written comments on these draft documents:

- 2035 Transportation and Development Plan for Southwestern Pennsylvania
- Environmental Justice Benefits and Burdens Assessment for the 2035 Plan
- The Southwestern Pennsylvania Commission’s Public Participation Plan
- The Interim Section 5310 Southwestern Pennsylvania Public Transit-Human Services Coordinated Plan
- Air Quality Conformity Determination for the Pittsburgh Transportation Management Area

Comments:

Attached is a "Written Comment Form" in regards to the Excessive truck traffic on Market Street. Need to be filed by 4:30 P.M. on June 21st.

The trucks, some in excess of 50 feet in length come north on Walnut Street into town. Rather than continue on Walnut St through town to Route 22 many make a right turn, travel thru town and out.

This appears -- to me -- to be wrong.

Your comments on this!

(Please use reverse for additional space)

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 Communications
425 6th Avenue, Suite 2300 Pittsburgh, PA 15219-1852
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:30 p.m. on June 21, 2007.
I have been assigned the roadway improvements project, Phase I, on Market Street in Blairsville. My first day of work, in Blairsville, was on Monday, June 11th.

There has been, everyday, a tremendous amount of truck traffic, traveling north on Route 217 (through Walnut Street) into town where the majority of them make a right turn onto Market Street, traveling through town and onto the main thoroughfare outside of town.

I would like to know why all the trucks do not stay on Route 217, go past Market St. and 2 miles north have entry out Route 22E and 22W. The one problem that may exist for a few trucks is the 13’3” clearance via this route. This is covered by the existing signage prior to Market Street that directs those trucks to take a left turn and proceed west to gain access to Route 22 by this alternate route.

With the multi-million work just staring, with Phase I, it would appear to me the removal of “large truck” traffic is a needed consideration to enhance the business development in downtown Blairsville.
SPC’s Long Range Plan (LRP) is insufficient because it doesn’t incorporate on-street bicycling and walking facilities and infrastructure throughout the plan, nor does it address the historic lack of funding for bicycling and walking in the region compared to other modes. Bicycling and walking are viable modes of transportation and must be treated with the same amount of respect and given as much consideration as motorized transportation. Attention in the Draft LRP is paid to bike trails, which are wonderful amenities, but do not provide year long commuting alternatives as they are closed at dusk, are not lit, and are seldom maintained in the fall and winter months. Sufficient funds must be devoted to facilitate inter and intra-neighborhood travel by bicycle and by foot.

Sincerely,

Patrick Vitale
4747 Friendship Ave. Apt #3
Pittsburgh, PA 15224