

**2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
FOR SOUTHWESTERN PENNSYLVANIA**

APPENDIX 12

Public Participation Report for 2023-2026 TIP

Public Participation Report Response to Public Comments

May / June 2022

- Draft 2023-2026
Transportation Improvement Program (TIP)
- Environmental Justice Benefits and Burdens
Assessment of the Draft 2023-2026 TIP
 - Air Quality Conformity Determination
for the Draft 2023-2026 TIP
- Amendment to the region's transportation plan:
SmartMoves for a Changing Region



Southwestern Pennsylvania Commission

Two Chatham Center – Suite 500
112 Washington Place
Pittsburgh, PA 15219
Voice 412.391.5590
Fax 412.391.9160

comments@spreregion.org
www.spreregion.org

Southwestern Pennsylvania Commission

2022

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City of Pittsburgh

Scott Bricker
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Pennsylvania Department of Transportation (2 Votes)

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William Kovach
Kevin McCullough
Cheryl Moon-Sirianni
Larry Shifflet

Governor's Office

Ali Doyle

Pennsylvania Department of Community & Economic Development

Johnna Pro

Port Authority of Allegheny County (1 Vote)

Katharine Kelleman
Ed Typanski

Transit Operators Committee

Sheila Gombita

Federal Highway Administration*

Alicia Nolan

Federal Transit Administration*

Theresa Garcia-Crews

U.S. Environmental Protection Agency*

Laura Mohollen

Federal Aviation Administration*

U. S. Economic Development Administration*

*Nonvoting Members

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Public Participation Report Response to Public Comments

May / June 2020

- Draft 2023-2026
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中文

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SPC විසින් කිසිදු ගාස්තුවක් අය කිරීමකින් තොරව භාෂා පරිවර්තන හා භාෂණ පරිවර්තන සේවාවන් සපයනු ඇත. කාරුණාකර වැඩි දුර විස්තර සඳහා (412) 391-5590 ඔස්සේ SPC අමතන්න.

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- Draft 2023-2026 Transportation Improvement Program (TIP)
- Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP
- Air Quality Conformity Determination for the Draft 2023-2026TIP
- Amendment to the region's transportation plan: *SmartMoves for a Changing Region*

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I. Introduction

This document presents comments received and responses to comments for the Southwestern Pennsylvania Commission's (SPC) public comment period from May 9 through June 7, 2022 on the following draft documents:

- Draft 2023-2026 Transportation Improvement Program (TIP)
- Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP
- Air Quality Conformity Determination for the Draft 2023-2026 TIP
- Amendment to the region's transportation plan: *SmartMoves for a Changing Region*

A summary of all comments and responses in this Public Participation Report were distributed to members of the Southwestern Pennsylvania Commission for their review prior to the June 27, 2022 meeting for action to consider the above items.

II. Organization of Report

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

- Draft 2023-2026 Transportation Improvement Program (TIP)
- Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP
- Air Quality Conformity Determination for the Draft 2023-2026 TIP
- Amendment to the region's transportation plan: *SmartMoves for a Changing Region*

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

- **Part 1** includes the Summary of Public Comments and the Response to Public Comments.
- **Part 2** includes copies of the written and electronic comments that were received during the May 9 through June 7, 2022 public comment period.
- **Part 2** includes summaries of three Virtual Public meetings that were held during the May 9 through June 7, 2022 public comment period. Also included is a summary of fall 2021 Public Participation Panel meetings held to solicit early input into the Draft TIP.
- **Part 4** includes documentation of the public outreach activities during the May 9 through June 7, 2022 public comment period.
- **Part 5** documents revisions to the Draft 2023-2026 TIP, Air Quality Conformity Determination, Environmental Justice Report, and the *SmartMoves* Plan Amendment, as a result of the public comment period of May 9 through June 7, 2022.

Part 1

Summary of Public Comments and the Response to Public Comments

2023 - 2026 Transportation Improvement Program (TIP)

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
2023 ADA Curb Ramp Projects	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Support this project to construct curb ramps, but also think it is important to construct continuous sidewalks (raised crosswalks) whenever possible. Instead of making pedestrians and people with disabilities ramp down to street level where cars often take turns at high speeds, this other design would make drivers need to slow down and ramp up and over a pedestrian crossings and a much slower speed. This design prioritized pedestrian safety.

Response: Thank you for your comments. Your comments will be shared with the City of Pittsburgh and Allegheny County. The project is programmed in the 2023-2026 TIP.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
2024 ADA Curb Ramp Project	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Support this project to update curb ramps, but also think it is important to construct continuous sidewalks (raised crosswalks) whenever possible/appropriate given the context. Instead of making pedestrians and people with disabilities ramp down to street level where cars often take turns at high speeds, this other design would make drivers need to slow down and ramp up and over a pedestrian crossings and a much slower speed. This design prioritized pedestrian safety.

Response: Thank you for your comments. Your comments will be shared with the City of Pittsburgh and Allegheny County.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
22/30 over the Parkway West	Bridge Improvement	Allegheny	<i>Walt Haim</i> Relative to Bridge and roadway investment, are complete street concepts being integrated with new construction or restoration? (22/30 over Parkway West, for example: When Smart Moves had its public process before the pandemic, I remember speaking to a staff member, discussing need to provide dignified non-car passage between retail job centers in Robinson, and residential centers in Oakdale and Imperial, especially more affordable mobile home communities. It was noted back then that there was not an awareness that people without cars use the existing bridge for that purpose.)

Response: Thank you for your comments. Through the PennDOT Connects process, municipalities and cities can work with PennDOT to include active transportation options in transportation projects. Safety considerations are at the forefront of all projects. PennDOT District 11 will take all comments under advisement for possible incorporation into the project if feasible.

AL Local BPRS Group 5, Coraopolis Bridge (OBB2)	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> This bridge is a popular bike connection that links to the Three Rivers Heritage Trail (protected bike lanes on Neville Island). This bridge deck should be restriped to carve out safe space for bike traffic. This bridge could easily be two lanes (one in each direction) with bike lanes.
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Response: Thank you for your comments. Your comments will be shared with Allegheny County.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Allegheny Co Loc Br Pres	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Support this reserve line item for Allegheny Co. bridges that are eligible for federal funding

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP.

Allegheny Co. Local Br (S/L)	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Fully support this bridge reserve line item for Allegheny Co. owned bridges in the City of Pittsburgh
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Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Allegheny River Green Blvd	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Enthusiastically support this game changing project that would greatly improve safety and connectivity for bicyclists, and would also result in increasing the amount of people choosing to walk and bike for transportation thus reducing congestion and improving air quality (and quality of life)

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
AR01- Armstrong Tunnel	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> While turning movements should be accommodated at either end of the Armstrong Tunnel there doesn't need to be 2 lanes in each direction throughout the entire tunnel. This only encourages speeding. This additional capacity could then be given to a wide protected bikeway that connects to the protected bikeway that will be featured on the downtown side when BRT project is finished, the bike lanes/shoulders on the 10th Street Bridge, and a future connection down to the Eliza Furnace Trail by utilizing 2nd Ave, the driveway to the jail, and the URA lot next to it. The sidewalk through the bridge should also be widened to accommodate people walking or using wheelchairs in both directions. If the County insists on keeping bikes on the sidewalk then that is another argument for further widening the sidewalk.

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP. Your comments will be shared with Allegheny County.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Bates St Improvement	Operational Improvements	Allegheny	<p><i>Oakland Planning and Development Corporation</i></p> <p>Any widening of Bates Street must prioritize (1) delivering a transit connection between Second Ave and Boulevard of the allies and (2) ensuring safe pedestrian and bicycle access between the Boulevard and the Frazier Street Steps and the Eliza Furnace Trail at Second Avenue. It makes no sense to widen Bates merely to accommodate single-occupancy vehicle traffic coming off the parkway, as congestion issues would persist and in fact be exacerbated by increased volume on Bates and Halket. PennDOT must work with Pittsburgh Regional Transit to devise the best design that will provide reliable and safe access for buses climbing the hill from Second Avenue. Providing this connection for transit would revolutionize commuter access into Oakland from the Upper Mon Valley, and reducing single-occupancy vehicle traffic entering Oakland would reduce emissions and support greater housing equity and affordability in Oakland (reducing the competition between accommodations for people vs accommodations for automobiles). PennDOT must also work with Pittsburgh's Department of Mobility and Infrastructure to ensure that recommendations for pedestrian and bicycle safety on Bates that are included in the Oakland Plan are incorporated into the design.</p>

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Becks Run Road	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> This is on the City of Pittsburgh Bike Network. It is extremely dangerous for people on bikes as drivers speed frequently here. At minimum, we'd like to see a wider shoulder on the route, especially on the uphill side, if not a protected bike lane.

Response: Thank you for your comments. This project is programmed on the 2023-2026 TIP. Your comments will be shared with Allegheny County.

Betterment Reserve Allegheny	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> 837 in the business district of Homestead, West Homestead, and Munhall in Allegheny County should be made more bike and pedestrian friendly with this project. We fully support the ADA curb ramp upgrades, but more must be done to make this a bike/pedestrian friendly street and business district.
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Response: Thank you for your comments. Your comments will be shared with Allegheny County and PennDOT District 11. Through the PennDOT Connects process, municipalities and cities can work with PennDOT to include active transportation options in transportation projects. PennDOT has recently selected a statewide TA project to address transit and pedestrian improvements on SR 837.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Bike/Ped	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> It's great to see the increase in funding overall in this draft TIP for biking, walking, and complete streets over that of the previous TIP.

Response: Thank you for your comments.

Bridge - Allegheny County	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Fully support the allocation of these funds to improve structurally deficient bridges in Allegheny County by PennDOT. When bridge decks need to be reconstructed it should trigger PennDOT CONNECTS for input into making bike/ped connections better and safer. Utilizing federal BIL funds will also trigger this.
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Response: Thank you for your comments. Through the PennDOT Connects process, municipalities and cities can work with PennDOT to include active transportation options in transportation projects.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Bridge Maintenance	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> It's also a relief to see so much funding going towards maintaining our bridges in the region.

Response: Thank you for your comments.

Campbell's Run Rd	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Campbell's Run Rd plays an important role in connecting bicyclists in the western communities. This project that widens the roadway should also include bike lanes.
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Response: Thank you for your comments. This project is programmed on the 2023-2026 TIP. Your comments will be shared with Allegheny County.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Charles Anderson Bridge	Bridge Improvement	Allegheny	<p><i>Oakland Planning and Development Corporation</i></p> <p>We trust the schedule for rehabilitation of the Charles Anderson Bridge will be expedited, as we were told four years ago that this was a matter of urgency. Bridge sidewalks are narrow and cannot safely accommodate bicycles and strollers alongside pedestrians. The angle of the bridge produces a blind intersection at Parkview on the north side of the Boulevard that currently lacks a light or stop sign. We strongly endorse the creation of a two-way bicycle track on the north side of the bridge deck. Bicycle access across the bridge vastly improves commuter bicycle access between Greenfield and Squirrel Hill and Oakland and facilitates connections to downtown via the Eliza Furnace Trail. Building the connection between existing bicycle tracks in Schenley Park and proposed arterial bike routes through Oakland would be enormously helpful for safety and mobility in Central and South Oakland. Bridge rehabilitation should include restoration of the June Street steps, which are the pedestrian access routes between Boulevard of the Allies and the Junction Hollow spur of the Eliza Furnace Trail. This kind of access is important as a detour if closure of all or part of the bridge will be necessary. We strongly encourage establishing, maintaining, and expanding the pedestrian and bicycle routes into the park during any construction and thereafter for the safe enjoyment of the area.</p>

Response: Thank you for your comments. Your comments will be shared with the City of Pittsburgh.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Charles Anderson Bridge	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> This project is part of a bike network that will connect South Oakland and Squirrel Hill via Panther Hollow Rd. It also connects to Schenley Park, the Charles Anderson Playground and the Schenley Drive protected bikeway. The bridge deck should be redesigned to be safe for people of all ages and abilities to bike

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP. Your comments will be shared with the City of Pittsburgh.

City of Pittsburgh Bus Shelters/Mobility Hubs	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Support new bus shelters and mobility hubs throughout Pittsburgh. This should include the purchase of more Pogoh stations and bikes (ebikes and standard). Bus shelters should include real time bus arrival monitors and other functional amenities such as route maps, comfortable seating, and even bike racks in certain contexts
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Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP. Your comments will be shared with the City of Pittsburgh.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Critical Sidewalk GAP TAP	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Fully support the City of Pittsburgh's project to enhance pedestrian safety and access by closing gaps in the pedestrian network throughout the city

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP.

East Busway Extension	Transit	Allegheny	<i>Steve and Pami Wiedemer</i> Extend the East Busway to Churchill/Monroeville/Trafford--this would reduce traffic on the I-376 Parkway East and serve a need that has been identified by the Port Authority in Nextransit.
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Response: Thank you for your comments. Your comments will be shared with Pittsburgh Regional Transit. The extension of the East Busway has continued to be studied and evaluated over the last decade and is identified as a priority in the recently released NexTransit Long Range Plan. NexTransit identifies the need for phased extensions, first with a 2.9 mile extension to East Pittsburgh and next from East Pittsburgh to McKeesport through Duquesne and/or to Monroeville through Turtle Creek, and would include the addition of ~7-11 miles of new busway. The biggest barrier continues to be how to fund it and the additional infrastructure/on-street/TOD improvements required to make this project as impactful as possible.

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Project	Project Description	County	Comment Source, Comment Summary
Frankstown Ave Signal Improvement Project	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Countdown Ped Heads should be added to all signals. Signals should be timed to discourage speeding.

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP. Your comments will be shared with the City of Pittsburgh.

Great Allegheny Passage	Trail Connection	Allegheny	<i>Steve and Pami Wiedemer</i> Connect the Great Allegheny Passage to the Westmoreland Heritage Trail--Whittaker Borough to Trafford through the Turtle Creek Valley. This area sorely needs investment in recreation and the trail would be a major community asset.
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Response: Thank you for your comments. The Turtle Creek Connector Trail Feasibility Study was completed in February 2022. The County and its partners plan to advance implementation of the trail connector in the near future.

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Project	Project Description	County	Comment Source, Comment Summary
I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p data-bbox="1190 277 1373 305"><i>Emily Keebler</i></p> <p data-bbox="1190 318 1923 1385">I would like to submit my opposition to the SPC funding PennDOT's plan for the I-376 Parkway East Active Traffic Management plan. Please do not grant funding to this project, at minimum until a future TIP cycle after the plan has had proper public vetting. My primary opposition is as a resident of a neighborhood between Downtown and Monroeville (Regent Square) that will be directly impacted by being: blocked from entering the parkway by gates at ramp entrances and forced to deal with additional traffic in my neighborhood as others who are blocked travel alternative routes. Not only will this cause me headaches, but I believe there is a good chance it will make my neighborhood a less desirable place to live and decrease the value of the home I have invested in. I am also opposed to this from a general policy standpoint. By making it easier for people to commute long distances (for example, from Murrysville) and harder to commute short distances (for example, from Regent Square), it will make it easier for people to live farther away from major destinations (Oakland, Downtown, North Shore, etc.) and pollute our region by driving longer distances to work and attractions. In addition, it actually makes it less attractive to do the right thing from an environmental standpoint and live close to your destination. Before funding is discussed, PennDOT should present the project with all of its details and gather feedback. Those who will be affected in the communities along the Parkway East between Downtown and Monroeville need to know: 1) which entrance ramps they want to gate; 2) the maximum time that gates would be down; 3) that traffic studies have been completed that model how this will impact the flow of traffic on alternative routes when gates are down (and the results of those studies); 4) that environmental studies have been completed that model how this will impact air quality in neighborhoods that will see more traffic flowing through them and/or cars backed up on entrance ramps and routes leading to them (and the results of those studies)</p>

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Response:	<p>Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.</p>		

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p data-bbox="1176 267 1365 300"><i>Alysia Finger</i></p> <p data-bbox="1176 308 1911 498">I am a resident of Edgewood and I am against the installation of gates at the on ramps along 376. I recommend efforts be focused on more prominent prompts for drivers to maintain their speeds through the tunnels. But I plan to speak out against any measures that would prevent local residents from accessing 376!</p>

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p data-bbox="1186 267 1354 300"><i>Allison Blair</i></p> <p data-bbox="1186 308 1942 680">I am a Swissvale resident writing to express concern about the proposal to install gates that could close entrance ramps between the city and Monroeville. There has been insufficient information about the intention of these gates and how these would function presented to residents. The Swissvale/Wilkesburg/Edgewood area has already been severely impacted by the Fern Hollow Bridge collapse, and our residential neighborhoods cannot take any more rerouted traffic. Without more information about the intention of these gates, I am extremely opposed to this measure. Please provide more information to residents and extend the time available for public comment.</p>

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactively manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>Michael McDevitt</i> I am a resident of Swisshelm Park and am writing to express my concern about the proposed plan to install gates to limit access to the Parkway. The information that is being provided is far too vague to allow for proper feedback from the community, let alone action from PennDOT. Under what circumstances will a shutdown be implemented? Who makes this call? What accountability is in place? How do we, the affected communities, have a voice in this process? On the surface this appears to be a way to prioritize suburban commuters over city residents. In order for this to not appear to be the case (assuming it's not, of course), more explicit information needs to be provided to the community so that valid feedback can be provided.

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>Katie LaForest</i> I am writing to express my opposition to the proposed gates at 376 on ramps as a way of minimizing traffic from those who live further out. This is fundamentally a horrible idea. It prioritizes those that chose to live further away from the City and places the burden of traffic on smaller residential roads not prepared to accept the increase wear and tear. Not to mention that non-highway roads are increasingly multi-modal and have pedestrian presence. As an architect with experience in studying good urban design as well as understanding of how transportation impacts communities. I am also a Squirrel Hill resident who would be directly impacted by this change. I urge you to reconsider.

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactively manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p data-bbox="1188 277 1367 305"><i>Nathan Ward</i></p> <p data-bbox="1188 318 1906 803">I understand PennDOT is considering adding gates inbound along the Parkway East to curtail the flow of traffic. I strongly oppose this idea, as it impacts local residents to benefit suburbanites. I do agree there is a traffic issue, and I am interested in achieving a solution. One idea I am in favor of is a weight restriction / commercial vehicle restriction, during peak hours. Although I have not done a formal study, it appears to me that large commercial vehicles contribute greatly to traffic during peak hours. It would be beneficial to have a staging area for these vehicles to only enter the highway during non-peak hours. I am also in favor of tolling with congestion pricing, although I would imagine this would not a popular solution for many who use the route on a daily basis. Perhaps a tolling station only at the eastern-most entrances, or tolling on commercial vehicles only, would be a more effective option.</p>

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>Glennen Greer</i> I am writing with concern on a plan to block the local entrances to 376 in the Regent Square area- so the Edgewood and Swissvale on ramps. We are already dealing with intense commuting issues because of the Forbes bridge collapse and extreme congestion and dangerous driving conditions on Penn Ave. Please do not proceed with this plan without looking at the impact you are going to have on city neighborhoods. There are other ways to address parkway congestion.

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit

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	<p>the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.</p>		

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p data-bbox="1176 267 1470 300"><i>Katharine Brunkhorst</i></p> <p data-bbox="1176 308 1929 560">I hope PennDOT will reconsider the plan to install gates at entrances to the parkway in an effort to move traffic more quickly. This is not a helpful solution for those of us who live and work between downtown and Monroeville and use the parkway regularly. I personally would much rather see signage which tells me there's an accident ahead or a construction delay. That would enable me to reconsider using the parkway. Thank you for your consideration.</p>

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactively manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p><i>Lenore Wossidlo</i></p> <p>LET DRIVERS CHOOSE THE WAY THEY WANT TO GO WHEN THE PARKWAY BACKS UP. IT'S MY TRIP, MY CAR, MY GAS.MANY TIMES, GOING THROUGH LOCAL NEIGHBORHOODS IS NOT THE BEST WAY, INSTEAD OF TAKING THE PARKWAY. OW ABOUT FINDING WAYS TO MAKE THE PARKWAY TRAFFIC FLOW BETTER?? THINK THINK BEFORE BEFORE BEFORE YOU COME UP WITH CRAZY IDEAS!!! BY THE WAY, FIRST THINGS FIRST.....GET THE FERN HOLLOW BRIDGE REPLACED QUICKLY. THAT IS IMPACTING TRAFFIC AND TRAVEL TIMES MORE THAN THE PARKWAY BACKUP.</p>

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are

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	<p>taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.</p>		

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p data-bbox="1186 267 1396 300"><i>Lauren Wolcott</i></p> <p data-bbox="1186 308 1938 621">As a Swissvale resident, I am vehemently opposed to the proposed PennDOT project that would place gates blocking my neighborhood's access to 376-E. I oppose these gates being placed in ANY neighborhood. It is an injustice to value certain communities above others; to restrict a neighborhood's access to public roads in service of further neighborhoods. This is particularly cruel to the Swissvale community that has already lost their primary access to Pittsburgh through the Fern Hollow Bridge collapse. Please remove the parkway gates from this plan.</p>

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the

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	<p>Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.</p>		

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p data-bbox="1188 277 1444 305"><i>Jennifer Gottschalk</i></p> <p data-bbox="1188 318 1927 803">It is absolutely outrageous that my city neighborhood will be cut off from our access to downtown (via 376) when people driving from the suburbs and exurbs clog it. The people in our neighborhood have chosen to live here partially for the ease of access to the city. If people who live further out want to access the city faster and easier, they can move to our neighborhoods. While I have read the article and see gates are for possible "issues," we all know that the end result will be to limit our access to save suburban people 5-10 minutes in their commute. This plan rewards the white flight suburbs, while leaving more urban populations to struggle. An electronic sign placed at the beginning of the onramp or in another strategic location will suffice in alerting us to any issue. If this proposal truly is only for emergency situations, placement of a police officer and car at the entrance of the ramp is a reasonable solution and at a lower overall cost.</p>

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>Virginia Linn</i> I am a 25-year resident of Regent Square who chose to live in this neighborhood for its proximity to the Parkway East and quick access to Downtown. We would prefer if you would put an electronic sign at the entrance of the access ramp to alert drivers if there is an accident instead of a gate. Let us decide if we want to sit in traffic; often it clears up quickly. By putting a gate that blocks access you are creating a traffic nightmare on this narrow two-lane road in our neighborhood. Thank you,

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactively manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>Hannah Bailey</i> This is wack. You are literally prioritizing people who live in the suburbs than those who live in the city. That is racist and classist. Don't do it!!!!

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>Vincent Fioravanti</i> My name is Vincent and I live in Swissvale. Along side of my partner, I own and manage several residential and commercial properties in Swissvale, Edgewood, and Wilkinsburg. I would like to express my extreme opposition of the plan to place gates at the exits along the parkway east. Not only will that project be affecting our property values, but you will disrupt the dozens of tenants that we have, both commercial and residential. Part of the appeal of living and working in this area is easy access to the parkway. The east end neighborhoods have already been severely affected by the closure of the fern hollow bridge. Please consider the people that would be affected, in order to benefit the people that live outside of the major metropolitan area.

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>Monica Fletcher</i> I am writing to voice my strong opposition to the installation and use of vehicle access-prevention gates for any reason for any entrance along 376, commonly referred to as "the parkway 376" or "the parkway east".

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p data-bbox="1190 277 1381 305"><i>Sandra Ellifritz</i></p> <p data-bbox="1190 318 1923 742">I am writing to express my opinion about the proposed ramp closures leading onto the parkway East, 376. I am very much against that idea. In addition to it being inconvenient it seems like it could be dangerous. There are times we need to be able to use the parkway. There are places that it backs up and if you use it regularly you know that, but it doesn't take that much longer to get through, maybe 10 minutes. Much faster and easier than having to cut through neighborhoods. I think this is an idea from somebody who doesn't live here and doesn't drive these roads regularly, definitely not daily. Since the Fern hollow bridge collapse the parkway does have more traffic, but that is something that we deal with. It is certainly easier than going to Penn avenue which is our other alternative. Please do not pursue this further.</p>

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p><i>Tracey Crombie Collins</i></p> <p>This PE project with pre-entry gates on ramps is unfair to residents and municipalities that border the Parkway and are directly impacted. It is one thing to have gates available for horrendous accidents, but it is quite another that these would be used on a daily basis. The Swissvale and Edgewood ramps are fed from single lane in each direction Braddock Avenue which will push cars into the residential areas off of Braddock Avenue. Another part of the plan is electronic message boards but no details were shared on where these would be. There are also at least 2 major projects happening at the same time as the late 2024 timeline. 1. The Fern Hollow Bridge replacement - keeping Braddock Avenue to Penn Avenue overly congested. 2. The PE Commercial Street Bridge replacement. If the Swissvale/Edgewood ramps are closed, an alternative route would be Commercial Street where the replacement bridge is being constructed and PennDOT has already announced that closures of the street will be made as needed. This street is not designed to handle PE level traffic as an alternative route. I must ask:•How is closing ramps a better alternative to vehicles staying on the PE?•Have the municipalities been contacted about the plan?•How are residents to know that comments can be submitted on such a short deadline?•Would gates only be on East-bound ramps?•What would be considered an “issue” to use the gates?•What statistics show how often gates would be used? •The report makes it sound as if it would only be used in case of accidents, how many accidents in the last 5-years would have qualified for this type of intervention?•Where will electronic message boards (signs) for alternative route/next available ramp be placed?•Are electronic message boards planned for residential streets?•Are the lane control signs going to be used to push people off the PE adding to the residential congestion?</p>

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead

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	<p>lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.</p>		

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>Miranda Crostley</i> I live in Swissvale and oppose the plan to put gates at our on ramps on the parkway east. We live here because of convenient access to the region. We should not be penalized for choosing to live closer to the city while the exurban residents get unfettered access. This actually incentivizes MORE and LONGER commutes, and further flight from our already depopulated neighborhoods. Please don't ruin our economy further with this plan. Put gates in Monroeville and force people onto 30 or your beloved Mon Valley Expressway planned route if you want to reduce traffic on 376.

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the

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	<p>Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.</p>		

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p data-bbox="1176 267 1407 300"><i>Jennifer Thomas</i></p> <p data-bbox="1176 308 1942 711">Please reconsider your proposal to erect signage to direct traffic through Regent Square and Swisshelm Park when there are traffic issues on 376. These are residential areas with families that should not bear the brunt of heavy traffic going through their neighborhoods - streets that were not built to handle this scale of volume. There will be collisions with residents - in particular, children and pets. Highways are built to handle huge volumes of traffic, and delays are a risk that all drivers assume when using this infrastructure. Please do not put the issues of high volume, confused drivers unfamiliar with the area, and irate drivers who are already late and are intent on going fast through family streets on the residents of Regent Square and Swisshelm Park.</p>

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a

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major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>Linda Kuster</i> I am a resident of Swissvale and I am extremely concerned about the plan to install gates to shut off local access to the Parkway in order to move traffic along more quickly. This will divert traffic onto Swissvale's residential streets as drivers find alternate routes to the parkway. Additionally, I use the parkway every single morning for my commute, and shutting off our local access to the parkway will significantly increase my commute time. I am opposed to this plan.

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactively manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board

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	<p>indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.</p>		

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p data-bbox="1176 267 1449 300"><i>Heidi Hauser Green</i></p> <p data-bbox="1176 308 1911 498">This plan being moved along without community discussion about the potential uses or impact of the gates is worrisome. The lack of transparency is concerning, as both a sometimes-Parkway-user and a homeowner. Forest Hills faces enough challenges as-is, and I do not welcome this questionable change.</p>

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or

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	meter access to the Parkway from the local neighborhoods.		
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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p data-bbox="1190 277 1392 305"><i>Cassidy Adkins</i></p> <p data-bbox="1190 318 1923 742">I am writing to voice my vehement disapproval of the proposed changes to install gates that will shut off local access to the 376 East between Monroeville and downtown in order to move traffic along more quickly. One of the reasons I chose to live in Swissvale in the first place was for ease of access to most main routes as I am a freelancer who's commute frequently changes. Not only is this a disservice to the local community members, it will put undue stress on routes that are already at capacity due to the outage of the Fern Hollow Bridge. To be clear, even IF that bridge still stood strong I would be fiercely opposed to this proposed change. You are looking to burden the local tax payers to benefit people who chose to live further from the city. Just as I chose my home to fit my life, they should be expected to do the same.</p>

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials

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and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p><i>Rachel Rogers</i></p> <p>I just heard the plans PennDOT has to install gates that will allow local access to the Parkway to be shut off in order to move traffic along more quickly. My family moved to Swissvale 7 years ago. We moved specifically because it was an affordable neighborhood close to the city with easy access to 376 and bussing. Since moving some of our bussing has been reduced and some lines have been removed completely. Now with the removal of Parkway access, during key times of the day, our commute will become that much more difficult. 376 cuts right through the middle of our borough. This creates traffic for us just to get from one side of Swissvale to the other. It creates tons of air and noise pollution. Now it is proposed that you take the one advantage we get from having the Parkway in our neighborhood (being able to use it). Our community depends on being able to access 376 and there is no way our side streets can handle the increased traffic that will be caused by detouring around the parkway. I understand that traffic on the parkway is an issue, but to remove our access to this resource in order to improve the commutes of people who have chosen to live further outside the city is wrong. Without good transportation options our neighborhood and surrounding neighborhoods with high levels of poverty will suffer at the expense of more affluent communities. At the very least please hold off on making any decisions without coming into the affected communities and speaking with residents and elected officials so that you can truly understand the devastating results this plan would have on our local communities.</p>

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning

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of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>Eric Brown</i> I've recently been informed about plans for PennDOT to install gates along the Parkway East to prevent entrances onto 376 between downtown and Monroeville at peak traffic times. This is absolutely outrageous. I live in Forest Hills and work in Greentree. Having to backtrack several miles out of the way to Monroeville to access 376 or (even worse) have to bypass 376 somehow would add probably an hour to my daily commute and untold miles/gas price increases. The east end needs massively expanded public transportation, not even more driving inconveniences. It's ridiculous that this is even being considered.

Response:

Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p data-bbox="1188 277 1560 305"><i>Danica Buchanan-Wollaston</i></p> <p data-bbox="1188 318 1923 896">I live just off exit 77 from 376. This would fall in the region that is set to be managed by the \$45 million dollar project planned for the parkway. While I understand that the plan is purportedly intended to improve safety and congestion, the solution is definitely not to simply close several of the most important entrances to a highway that is vitally important to the community--especially given the collapse of the Fern Hollow Bridge earlier this year. Closing those entrances would add hours to the commutes of hundreds, if not thousands of people, myself included. In addition to that, the added traffic on the residential streets of Pittsburgh's east end would be a huge problem. Those neighborhood streets are not designed to handle the type of increase in traffic that this would cause, and it would be detrimental to the lives and air quality for the residents of this area. Please consider the impact this would have on those who live between Monroeville and downtown. We should not sacrifice the quality of life of those who live in the city so that commuters from the suburbs can enjoy a lessened amount of traffic at our expense.</p>

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to

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provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<p><i>Bryn Albee</i></p> <p>I am opposed to the proposed gates at Edgewood through Monroeville exits. With the Fern Hollow Bridge already cutting off an alternative route, Commercial is shut down a couple times a year as it is and won't be able to handle the increased traffic, it's unrealistic and burdensome to propose gates in these areas. Swissvale, Edgewood, Regent Square, imparticular already have additional hardships attempting to get Downtown. If commercial shuts down (as it frequently does) and will more often due to road repairs the only routes to get downtown would be completely out of the way. Also Commercial is only one lane same as South Braddock, it'll be such a burden adding at least 45 minutes making it an hour to get downtown from Swissvale. We would have to take the Rankin Bridge then Homestead Bridge or take South Braddock to Penn Ave which already has extreme delays due to Fern Hollow Bridge collapse and increased traffic. This is a slap in the face to the residents of these communities. You expect it to take an hour to get downtown from Swissvale? Just utterly absurd. Do not approve this plan!</p>

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to

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provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>William Price</i> What is really going on is an attempt by the privileged to cut their commute times at the expense of the residents who remained close to town. From a planning perspective, you should only adopt policies that promote responsible choices. You should not make policy decisions that would award poor choices by shortening their self caused commute times at the expense of those who live closer. Fencing off people in Swissvale, Edgewood and Wilkinsburg from access to the Parkway in an effort to shorten the commute time for people who chose to live in rich white communities far from Pittsburgh is morally wrong, planning malpractice and only encourages further self-segregation. Please don't do this. Please respect the rights of the people who made the right choices, even if they are not as wealthy or as politically connected.

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials

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and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.

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I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>Adam Zacher</i> There's a lot of people who already drive the neighborhoods from the eastern neighborhoods. These aren't built for heavy traffic. Narrow and so forth. . People with brick streets and areas that have "only residential traffic" signs.

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.

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Project	Project Description	County	<i>Comment Source,</i> Comment Summary
I-376/Parkway East A.T.M.	Efficiency and Operations Improvements	Allegheny	<i>Lauren Fike</i> I am writing in regards to the proposed Parkway East project that would fund gates that would redirect local traffic away from 376 east during bad traffic events. I live in the Swissvale neighborhood and deal with increased crime, increased pollution, increased traffic, increased home prices, etc all for my close proximity to downtown. My daily commute on the Parkway takes me roughly 12 minutes but would be increased anywhere from 45 minutes to an hour if I had to utilize residential roads instead. Why should the people who chose to live further from the City get access to a quicker commute than those of us who tolerate all of the negative attributes with living so close to the City? Why should all of that redirected traffic add additional chaos to my neighborhood to satisfy people who are only passing through on the Parkway and not investing any time or money into my community? This seems grossly unfair and like a true environmental justice issue when you look at the neighborhoods that would be impacted most by this proposal. I hope you will put yourself in our shoes and consider how funding this proposal will cause even further disinvestment in these Mon Valley communities by limiting our access to a main thoroughfare.

Response: Thank you for your comments. Your comments will be shared with PennDOT District 11. The Parkway East Active Traffic Management Project would provide an intelligent transportation system solution to improve traffic flow and driver safety along the Parkway East. It would consist of managed lanes along the Parkway East corridor using overhead lane control signals (Red X's/Green Arrows), variable speed limits, variable message signs, wrong way detection, along with pre-entry message boards and gates at the entrance ramps to the Parkway. This system would be tied into the Western Regional Traffic Management Center (WRTMC) allowing us to proactive manage traffic flow and vehicle speeds in the event of an incident and during periods of recurring daily congestion, as well as to facilitate route maintenance and construction activities. It would enable us to better provide real time information and advance warning of congestion and incidents, shifting traffic lanes, lowered speed limits under adverse conditions, speed harmonization approaching incidents and pre-entry gates and message boards to close entrance ramps to the parkway in the event of an incident that requires closing or restricting travel lanes on the Parkway. This project actually came out of a comprehensive study that began in late 2012 and was completed in Mid-2018. We had participation and input from all of the communities along the corridor during the stakeholder meetings and through the two public meetings that were held. Through that process, over 100 concepts were developed, analyzed and discussed. In fact, the stakeholders were very instrumental in selecting and recommending several concepts including the Active Traffic Management

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	<p>concept to advance. So all that being said, the project itself is intended to improve operations and safety along the Parkway and help us to better manage incidents that occur. So it will include additional overhead message boards to provide real time information, lane control signals to help facilitate lane closures due to crashes, and variable speed limits during periods of peak congestion or construction/maintenance activities to help us better manage vehicle speeds. Our proposed project does not include or is not intended to limit access from the local neighborhoods to the Parkway nor is it going to utilize a common strategy called Ramp Metering. We would never move forward with a project that was contrary to what was recommended by the Stakeholders' group and shared with the local and elected officials and the public during our public meetings. However, there are times when portions of the Parkway are closed due to a major incident, such as flooding in the Bath Tub area near Grant Street, a crash in the Squirrel Hill Tunnel or a truck roll over crash that blocks multiple travel lanes; or during times when significant maintenance and construction activities are taking place and a detour is implemented. During these times, we may need to close a specific entrance ramp to the Parkway so that additional vehicles do not enter the Parkway only to be trapped and have to be turned around to exit the Parkway. During these times, the gate will be lowered and a message will be displayed on a message board indicating that the Parkway is closed and will provide alternate route information. So these pre-entry gates are only intended to be used during a major incident that requires the closure of the Parkway and will not be used to restrict or meter access to the Parkway from the local neighborhoods.</p>		
I-79 at PA 910 Interchange	Efficiency and Operations Improvements	Allegheny	<p><i>Scott Bricker, BikePGH</i></p> <p>This project is confusing because it is not listed in Appendix 7 of SPC's Competitive Funding Programs TIP. Widening (capacity adding) projects typically don't qualify for CMAQ, but perhaps there is another reason this project qualifies for that pot of federal funding</p>
Response:	<p>Thank you for the comment. The project is included in Appedix 7 as a project receiving CMAQ funds. The project was determined eligible for CMAQ funds by FHWA in 2019. Project is not limited to widening the existing roadways. The interchange will be completely redesigned to improve safety and reduce traffic congestion.</p>		

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Project	Project Description	County	Comment Source, Comment Summary
I-79 Tolling	Bridge Tolling	Allegheny	<i>Don Carter</i> Please discuss the potential of tolling on I-79 South in Bridgeville/Heidelberg

Response: Thank you for your comments. Potential tolling is being considered for the SR 0079-A60 I-79 Widening/Bridgeville Interchange Pathways Project. Tolling is not being considered on I-79 south at Heidelberg/Collier interchange.

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Project	Project Description	County	Comment Source, Comment Summary
Liberty Tunnel/Liberty Bridge	Efficiency and Operations Improvements	Allegheny	<p><i>Jared Bedekovich</i></p> <p>This is a comment about a project that should be added to a future TIP. I live in Dormont and work Downtown and use the Liberty Tunnels and Liberty Bridge every day and this proposed project comes from my experience of getting to work every weekday. The traffic inbound to downtown Pittsburgh from the Liberty Tunnel across the Liberty Bridge should have 3 lanes in the morning weekday rush hours just like the outbound traffic from downtown to the South Hills is 3 lanes during the evening weekday rush hours. Traffic turning right on to the Liberty Bridge from Arlington Ave and PJ McArdle should be able to merge onto the bridge unimpeded to the far right lane without stopping and the two lanes coming out of the tunnel onto the bridge should be shift one lane over to the left to allow for this. The equipment is already installed on the bridge to allow for these lane changes and the man power and equipment to put out the lane change placards and cones, like in the evening rush hour, are already in place and purchased. This low cost project, since again all equipment and man power is in place, would greatly reduce traffic buildup in the morning at the intersection of PJ McArdle and Arlington Ave. It would also reduce traffic build up on the opposite side of the bridge on the downtown side by allowing people who are exiting off the bridge onto the Boulevard of the Allies to use the far right lane, people exiting to the Crosstown Blvd to use the middle lane, and people exiting to downtown to use the new 3rd lane on the left.</p>

Response: Thank you for your comments. Your comments will be shared with Allegheny County and District 11.

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Project	Project Description	County	Comment Source, Comment Summary
McKees Rocks Bridge Phase 3	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> The McKees Rocks bridge, with the bridge deck is currently designed, is frightening on a bike. But, this could be an excellent/safe/comfortable connection for people living in McKees Rocks/Stowe and western Pittsburgh neighborhoods with Brighton Heights. The bridge deck real estate should be reallocated to provide safe, comfortable bike lanes connecting these two communities.

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP. Your comments will be shared with Allegheny County and District 11.

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Project	Project Description	County	Comment Source, Comment Summary
PA 28 Highland Park Br Interchange	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> ADA/Sidewalk improvements must be made to the intersection of Freeport Rd and the on/off ramp to HP Bridge and 28 just to the east of the Orig. Mattress Factory building. There are no curb ramps here and it is completely inaccessible to people in wheelchairs. The intersection should also be rebuilt to "T" the ramp with Freeport Rd and tighten the pedestrian crossing distance.

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP. ADA/Sidewalk improvements are included at the intersection of Freeport Road and the on/off ramp to and from the Highland Park Bridge and 28 as part of the S.R. 0028-A56 Highland Park Interchange project. Additionally, both ramp intersections along Freeport Road within the interchange will be signalized. As for the first ramp from the Highland Park Bridge, it will be signalized with the intersection; however, no geometric changes will occur to the ramp. There are no pedestrian accommodations on the ramp or on the southern side of Freeport Road.

PAAC Bus Procurement	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Support the replacement of buses. Perhaps PAAC can research procuring a percentage of new buses that maximize standing room (buses with perimeter seating for example). Also please purchase buses outfitted with bike racks that fit up to 3 instead of 2 bikes whenever possible.
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Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP.

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Project	Project Description	County	Comment Source, Comment Summary
Penn Ave Reconstruction, Phase 2	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> The first phase was a missed opportunity on many fronts. This next phase is an opportunity to add protected bike lanes that could eventually connect all the way into the East Liberty business district. Different sidewalk seating should be selected (no light up plastic cubes), and curb bumpouts should be designed to allow more comfortable bike/car interactions. The plants should also be more aesthetically pleasing.

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP. Your comments will be shared with the City of Pittsburgh.

Penn Ave Signal Improvements	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Please add countdown ped heads to all of the appropriate intersections. Signals should prioritize pedestrian movements and potentially bike movements if this is ultimately selected by the City as the preferred route for bikes through the Strip District per the City's Bike(+) Plan.
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Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP. Your comments will be shared with the City of Pittsburgh.

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Project	Project Description	County	Comment Source, Comment Summary
Pittsburgh BRT- Establish Bus & Bike Lanes	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> I didn't see this project carried over in the TIP from last time it was updated, but given that the project has not been implemented yet, it still seems like it should be on the 2023-2026 TIP. BikePGH supports this project.

Response: Thank you for your comments. Your comments will be shared with Pittsburgh Regional Transit. PRT is in the process of receiving the Small Starts Grant Agreement before the end of FY2022. If this project does not advance to the Small Starts Grant Agreement stage in the current federal fiscal year, it will be added to the TIP by amendment for FFY2023.

Pittsburgh City BPRSF Line Item	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Fully support this bridge preservation line item for the City of Pittsburgh's owned structures. As we all know, Pittsburgh is in need of funding to maintain our many bridges.
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Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP.

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Project	Project Description	County	Comment Source, Comment Summary
Pittsburgh SRTS Coordinator TAP	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Support the City of Pittsburgh retaining a Safe Routes to School (SRTS) professional to make streets near schools within the city limits more bike and pedestrian friendly

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP.

Rt 8 Bike/Ped	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Also, Rt 8 between Saxonburg Blvd and Grant Ave in Etna is a very popular bike connection and is in desperate need of a redesign to carve out a safe space for bikes.
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Response: Thank you for your comments. Your comments will be shared with PennDOT.

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Project	Project Description	County	Comment Source, Comment Summary
Signal Upgrades to Rt 8	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Drivers speed on Rt 8. Could the new upgraded signals be timed so that people going the speed limit are rewarded with a "green wave?"

Response: Thank you for your comments. Your comments will be shared with Allegheny County and PennDOT District 11.

Smart Spines - Phase 2	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Adaptive signals must recognize and accommodate pedestrian movement and minimize ped wait time.
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Response: Thank you for your comments. Your comments will be shared with the City of Pittsburgh. Pedestrian movements and wait time should be considered in properly designed and located adaptive traffic signal projects.

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Project	Project Description	County	Comment Source, Comment Summary
Smart Spines - Phase 3	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Adaptive signals must recognize and accommodate pedestrian movement and minimize ped wait time.

Response: Thank you for your comments. Your comments will be shared with the City of Pittsburgh. Pedestrian movements and wait time should be considered in properly designed and located adaptive traffic signal projects.

Smart Spines (ATCMTD)	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Adaptive signals must recognize and accommodate pedestrian movement, bike movements when appropriate (e.g. if bike lanes are present), and minimize pedestrian and bike wait times.
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Response: Thank you for your comments. Your comments will be shared with the City of Pittsburgh. Pedestrian movements and wait time should be considered in properly designed and located adaptive traffic signal projects.

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Project	Project Description	County	Comment Source, Comment Summary
Smithfield St Reconstruction Phase 1	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> This "reimagine" project's draft designs are uninspiring and do not do enough to safely connect people on bikes to and from the Smithfield Street Bridge which leads to the South Side trail and destination. This street also connects the bikeway on 3rd Ave downtown and the Mon Wharf switchback and trail. A safe, comfortable north/south bike connection must be prioritized for downtown Pittsburgh and this one makes the most sense given how it connects the overall bike network.

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP. Your comments will be shared with the City of Pittsburgh.

South Negley Ave Bridge	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> This structurally deficient bridge must be rebuilt ASAP. Negley is heavily used by bicyclists, and so there must be a viable bike detour in place that prioritizes safety while construction is happening. The bridge itself should be widened to accommodate bikes and those bikeways should be continued on Negley by removing on-street car parking at least to Ellsworth Ave.
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Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP. Your comments will be shared with the City of Pittsburgh.

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Project	Project Description	County	Comment Source, Comment Summary
SPC Region TAU Line Item	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Support the SPC Regional TAP Line Item Reserve to help fund bike/walk projects

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP.

SPC Regional Safety Line Item	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Fully support the use of these funds for hwy safety improvements throughout the region
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Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP.

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Project	Project Description	County	Comment Source, Comment Summary
SPC Smart Transportation Initiative	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> Support this reserve for SPC's program that encourages linking transportation projects to land use in order to help create more sustainable, livable communities, and to act a project manager to advance these projects

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP.

SR 130 at Electric Avenue (78232-Electric Ave ov Falls Run)	Intersection Improvement	Allegheny	<i>Steve and Pami Wiedemer</i> Intersection of SR 130/Electric Avenue--Turtle Creek and East Pittsburgh--Consider removing the traffic signal and installing a free flowing roundabout or traffic circle. This intersection is a mess and causes delays for all types of traffic.
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Response: Thank you for your comments. Your comments will be shared with Allegheny County and PennDOT District 11 and will be retained as input into the 2025 TIP update. Project MPMS 78232, Electric Ave over Falls Run, is programmed in the 2023-2026 TIP. This project is for the restoration/replacement of the bridge carrying Electric Ave over Falls Run which is located within the vicinity of the comment. During the PennDOT Connects process, municipalities and cities can work with PennDOT to identify additional needs. PennDOT District 11 will take all comments under advisement for possible incorporation into the project if feasible.

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Project	Project Description	County	Comment Source, Comment Summary
SR 130 between Monroeville Ave and Brown Ave	Lighting	Allegheny	<i>Steve and Pami Wiedemer</i> SR 130 between Monroeville Avenue and Brown Avenue-- replace the overhead cobra lights and install community style decorative lighting. About 1/3 of the existing overhead cobra style lights are not working and therefore it looks like a war zone. This improvement would also serve as a traffic calming measure that demarks the area as a community and not an expressway.

Response: Thank you for your comments. Your comments will be shared with Allegheny County and District 11.

Swinburne Bridge	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> BikePGH supports this project, and are pleased to have learned recently that it will feature bike/ped enhancements.
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Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP. Your comments will be shared with the City of Pittsburgh.

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Project	Project Description	County	Comment Source, Comment Summary
Swinburne Bridge	Bridge Improvement	Allegheny	<i>Oakland Planning and Development Corporation</i> This needs to happen and soon. Until the Swinburne Bridge is rehabilitated, repairs to the Charles Anderson Bridge cannot proceed. Both bridges are in terrible structural condition, and we applaud efforts to make a priority.

Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP.

Swindell Bridge	Active Transportation	Allegheny	<i>Scott Bricker, BikePGH</i> This bridge is part of the City of Pittsburgh's Bike(+) Plan. This bridge needs bike friendly plate over expansion joints, Pedestrian ADA compliance should be spec'd for 2 wheelchairs to pass midspan.
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Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP. Your comments will be shared with the City of Pittsburgh.

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Project	Project Description	County	Comment Source, Comment Summary
Thompson Run Bridge	Bridge Improvement	Allegheny	<i>Steve and Pami Wiedemer</i> Replace the closed bridge on Thompson Run in Wilkins Township between I-376 and Business 22. This bridge has been closed for over 30 years and it would provide a nice connection to/from Penn Hills to points south. The alternate routes are circuitous and use way more fuel and vehicle miles.

Response: Thank you for your comments. Your comments will be shared with Allegheny County and District 11.

Transit	Transit	Allegheny	<i>Chris West, Director of Community Connections at Greater Pittsburgh Community Food Bank</i> For the more micro-level projects, have any studies been done on how projects can improve, or hurt, food insecurity and food deserts and food access? The Food Bank covers 11 counties in SW PA and we would love to talk about this topic with you for any projects where it makes sense to do so.
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Response: Thank you for your comments. SPC has looked into access to food in previous corridor studies. SPC's Economic Development will be starting a food program in the near future that will look at addressing food insecurity throughout the region.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Business Route US 40 Uniontown	Roadway Safety	Fayette	<i>Bill Talkington, Fayette County PPP</i> My biggest concern is with Route 40's eastern-going path through Uniontown, Fayette St. From a safety standpoint, I'm aware of several recent driver/pedestrian collisions near "5 corners" and the intersection with South St. Additionally, there are regular serious accidents involving motor vehicles along its entire length. The rates of speed that drivers attain along Fayette St. are dizzying and wholly inappropriate for an urban environment. Ultimately, drivers are responsible for their actions, but the physical design of Fayette St. promotes high rates of speed -- too many lanes (e.g. 4 at the intersections with Morgantown St. and Beeson -- 2 drive and 2 turning) and awkwardly wide drive lanes. With almost no visual friction along that corridor, there are no environmental signals to drivers to suggest a moderate or remotely safe speed of travel. The environment that results is one that is very intimidating for drivers, but terrifying for pedestrians and those traveling by other non-auto means. Fayette St. effectively severs downtown Uniontown from the neighborhoods to its south.

Response: Thank you for your comments. Your comments will be shared with Westmoreland County and District 12 will be retained as input into the 2025 TIP update.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Sheepskin Trail- Southern Extension	Trail Connection	Fayette	<i>Bill Talkington, Fayette County PPP</i> The Sheepskin Trail's proposed route makes it not only a great recreational asset, but more importantly a highly viable corridor for alternative transportation options. The middle and more northern sections of its proposed route will be in close proximity to a significant percentage of Fayette County's population (e.g. Smithfield, Fairchance, Uniontown and surrounding townships, and Connellsville) and additionally connect these population centers to many of the existing business parks/industrial sites. These areas, especially Uniontown, are uniquely poised to take further advantage of a finished Sheepskin Trail, with it acting as an "active transportation spine".

Response: Thank you for your comments. Your comments will be shared with Fayette County and District 12.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
SR 51 (Pittsburgh Rd) intersection at Constitution St and Barney Rd.	Intersection Improvement	Fayette	<p data-bbox="1192 277 1717 305"><i>Colleen Pontorievo, Perryopolis Borough</i></p> <p data-bbox="1192 318 1921 467">This is a dangerous intersection and has several accidents. The borough would like a traffic signal installed before someone is killed. The Frazier School District and football field use this intersection along with buses and parents taking children to and from school and games.</p>
<p data-bbox="79 589 1690 857">Response: Thank you for your comments. Your comments will be shared with Fayette County and District 12. Prior to performing a traffic signal warrant analysis at this location, the Department requires commitment from the local municipality to fund the construction and maintenance of the traffic signal. Upon receiving this correspondence, the Department will perform the analysis, including investigating other alternatives to mitigate safety concerns. If it is determined that a signal is warranted, the Department will also design the signal and prepare the necessary construction drawings and traffic signal permit. In the interim, the Department will investigate the crashes at this intersection. The Department's database of reportable crashes will be used. In addition, the Borough of Perryopolis has been contacted to request all non-reportable crash reports available for the intersection. These will provide more information about the crash causations at the intersection.</p>			
TIP Process		Fayette	<p data-bbox="1192 1019 1402 1047"><i>Tammy Stenson</i></p> <p data-bbox="1192 1060 1921 1209">Suggestion to hold meeting with elected officials to understand the TIP process and how projects are considered. Elected officials change and newer ones are unfamiliar with the process. Need to know who to meet with, deadlines, and what/who determines funding to be.</p>
<p data-bbox="79 1333 1680 1390">Response: Thank you for your comments. SPC will continue to meet with elected officials providing information on TIP projects and the program development process.</p>			

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
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Transit	Transit	Lawrence	<i>Phil Wilson, Castle Community Transportation</i> I work closely with The United Way under Gayle Young. I would like to know if you have made any new accommodations for people who live and work in rural areas of Lawrence county for transportation.
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Response: Thank you for your comments. Allied Coordinated Transportation Services in Lawrence County has received \$1.8 million for small transit buses and \$1.6 million for operations assistance from the State. SPC is partnering with Lawrence County, New Castle Area Transit Authority, and CMU for a transit development plan for New Castle Area Transit Authority. This study will look at service, business plan and make recommendations for improving transit service in Lawrence County and help SPC develop transit solutions for food deserts and other rural needs throughout the region.

Bike/Ped	Active Transportation	Regionwide	<i>John Turack</i> If we could improve walkability and bikability from neighborhoods to commercial areas, recreation areas, and other amenities, how much would that improve air quality? Could more be invested in that cost-effectively?
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Response: Thank you for your comments. Improving bicycle and pedestrian accommodations have shown to improve air quality. Through SPC's CMAQ, SMART and TA programs, SPC continues to invest in various projects that lessen the air quality impacts of transportation.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
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Bike/Ped		Regionwide	<i>Bill Talkington, Fayette County PPP</i> About walking, biking, and TA in general. As a citizen advocate, is promoting those kinds of projects via our local elected officials the best way to get them on the SPC's and associated agencies' radars? Or meetings like this and PennDOT connects? Or, all of the above? thanks!
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Response: Thank you for your comment. Any means to submit comments whether it be during the public comment period, PennDOT Connects, or reaching out to your local elected officials can help in developing potential projects. In addition, SPC reviews each public comment during the TIP development process.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Livability	Active Transportation	Regionwide	<i>Scott Bricker, BikePGH</i> Ultimately, even more needs to be done and faster in order to address the problems we are facing. We are experiencing an infrastructure disinvestment crisis, a climate crisis, an affordability crisis, a health crisis linked to sedentary lifestyles and air pollution, a traffic fatality crisis, and skyrocketing auto and gas prices which hit lower income and car-dependent people especially hard. Not to mention, this region must do an even better job attracting more jobs and people to the region to keep our region thriving. Transportation projects that improve quality of life, like biking, walking, and transit projects, positively address these issues. We need to do more to encourage people to take fewer trips by car, and more trips by bike, foot, and public transit.

Response: Thank you for your comments.

SPC Discretionary Funds	Active Transportation	Regionwide	<i>Scott Bricker, BikePGH</i> BikePGH supports the CMAQ, TA, and SMART programmed projects.
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Response: Thank you for your comments.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Traffic Signals	Operational Improvements	Regionwide	<i>Jill Cooper</i> Is there any money available for educating the public on the rules around the "yellow blinking lights" at bike crossings? Both bikers and drivers do not know the rules. Many citizens are very worried about the crossing in Murrysville at Trafford Road because cars are stopping when lights are blinking instead of proceeding slowly and some bikers believe they have the right of way. What else does Penn Dot have to educate people. Thank you.

Response: Thank you for the comment. There is no funding for this type of driver/cyclist education on the 2023 to 2026 TIP. The comment will be shared with PennDOT for future consideration.

I-70 Interstate Fiber Installation	Operational Improvements	Washington/ Westmoreland	<i>Tamira Spedaliere</i> Would you please explain more about the I70 fiber installations? What is the purpose? I am not familiar with the ITS applications. License plate readers for police for the fiber optic cameras? Projects 117516 and 117519 cover fiber optic on I70 from Belle Vernon to south Huntingdon? Will this connect with the Belle Vernon to Bentleyville system?
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Response: Thank you for your comments. This project is programmed on the 2023-2026 TIP for fiber installation for traffic cameras to monitor traffic conditions along I-70 between the Bentleyville and Belle Vernon interchanges.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Cal Ken Court over Haymaker Run (BMS 64 7437 9003 3014)	Bridge Improvement	Westmoreland	<i>Jim Morrison, Chief Administrator, Murrysville</i> This bridge is the single point of access for eleven residential homes. As such, Murrysville would like to begin programming the bridge to avoid future emergency measures due to further deterioration. The bridge is posted for 27 tons, except combination 39 tons.
Response:	Thank you for your comments. Your comments will be shared with Westmoreland County and District 12. Please continue to submit these comments during the TIP update process as well as work with Westmoreland County to prioritize these local bridge projects.		

Heather Drive over Haymaker Run (BMS 64 7437 9008 3015)	Bridge Improvement	Westmoreland	<i>Jim Morrison, Chief Administrator, Murrysville</i> The bridge was built in 1988 and is currently posted for 26 tons except combinations 35 tons. Heather Drive provides access to Sardis Road for a large number of private home and to the Bear Hollow Trails and Park located between Logan Ferry Road and Sardis Road. The superstructure is in critical condition. Repairs to the beams were done in 2020 to slow the rate of deterioration and avoid further reduction in the load limit. Those repairs now exhibit additional delaminated areas and cracks.
Response:	Thank you for your comments. Your comments will be shared with Westmoreland County and District 12. Please continue to submit these comments during the TIP update process as well as work with Westmoreland County to prioritize these local bridge projects.		

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
I-70/SR 201 Corridor	Traffic Congestion	Westmoreland	<p data-bbox="1180 272 1942 342"><i>Jeffrey Johnson, Chairman, Board of Commissioners, Rostraver Township</i></p> <p data-bbox="1180 342 1942 773">The SR 201 corridor continues to increase in traffic congestion will continue to grow since SR 201 is the regional commercial hub of the Mon Valley. On a daily basis during rush hour, traffic backs up onto I-70 as motorists are trying to exit onto SR 201. The backup on I-70 gets so bad during the holiday season that PennDOT annually installs temporary signage along I-70 to alert traffic of stopped vehicles trying to exit onto SR 201. The SR 201 Bridge over I-70 does not meet current federal clearance guidelines over I-70 and is not wide enough to safely provide sidewalks for pedestrians. PennDOT is currently suggesting to lift the bridge for more vertical clearance over I-70, but that does not address all the numerous operational, capacity, and safety concerns for this corridor.</p>

Response: Thank you for your comments. Your comments will be shared with Westmoreland County and District 12. As part of the I-70 over SR 3007 bridge replacement project, the structure carrying PA 201 over I-70 will be increased in height to better accommodate traffic on the Interstate, until discussions and a decision is made on if and when a future project will be developed at this location. The upcoming Arnold City Interchange project will provide a modern interchange that will also help alleviate traffic at the I-70/PA 201 interchange by drawing more traffic to that location to access the area surrounding the comment area.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Logan Ferry Rd over Haymaker Run (BMS 64 7437 0468 3013)	Bridge Improvement	Westmoreland	<p data-bbox="1176 267 1938 300"><i>Jim Morrison, Chief Administrator, Murrysville</i></p> <p data-bbox="1176 308 1938 1261">The bridge is an important link within Murrysville providing access to the commercial corridor along US 22 and Old William Penn Hwy. The bridge was built in 1979 and is currently posted for 21 tons except combinations 27 tons. The bridge is at the intersection of Sardis, Franklintowne Court, and Logan Ferry roads and is a point of congestion that causes delays on northbound Sardis Road, and southbound Logan Ferry Road. The movement between northbound Sardis Rd and Logan Ferry Rd requires a 90-degree left turn across the bridge and a sharp right turn onto Logan Ferry Road. This movement causes traffic to back up along Sardis Rd as vehicles wait to cross southbound Sardis Road traffic. This backup can extend to the Sardis Rd intersection with Old Route 22. Southbound traffic on Logan Ferry Road must stop before crossing the bridge. Traffic wishing to turn left onto Sardis Rd from the Franklintowne Court Bridge can cause backups along Logan Ferry Rd. Franklintowne Court traffic moving to Sardis Rd must contend with traffic from southbound Logan Ferry Road. Franklintowne Court traffic moving to north Logan Ferry Road must contend with traffic moving from north Sardis Road to north Logan Ferry Road. These traffic movements all occur in a very confined area- the distance from Sardis to Logan Ferry Rd is less than 160 ft. By eliminating the existing sidewalk, the roadway width can be increased which may ease traffic congestion in the area. The superstructure is rated in Critical Conditions. Repairs to the beams were done in 2020 to slow the rate of deterioration and avoid further reduction in the load limit. Those repairs now exhibit delaminated areas and cracks. Several new hairline longitudinal cracks in the beams were noted. There are cracks and delaminated areas throughout the superstructure.</p>

Response: Thank you for your comments. Your comments will be shared with Westmoreland County and District 12. Please continue to submit these comments during the TIP update process as well as work with Westmoreland County to prioritize these local bridge projects. If the township could take these structures through PE, it would be much easier to get the project on the program to complete the project and seek out other grant funding if TIP dollars are not available.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
PA 201 Ramp to PA 51 South	Intersection Improvement	Westmoreland	<p data-bbox="1176 381 1911 446"><i>Jeffrey Johnson, Chairman, Board of Commissioners, Rostraver Township</i></p> <p data-bbox="1176 454 1944 730">In 2021, MPMS 105350 was added to the TIP and supported safety improvements at the PA 201 ramp to PA 51 South ramp. Why in the 2023-2026 TIP was MPMS 105350 removed? With the closing of southbound traffic at Vernon Drive and SR 51, the SR 201/SR 51 ramp intersection has become increasingly busy. An Intersection Improvement Traffic Alternative analysis was prepared for the intersection of SR 201 (Rostraver Rd), Circle Drive, and SR 51 southbound on-ramps.</p>

Response: Thank you for your comments. A study was conducted in 2016 and 2017 to determine safety improvements for mentioned areas including alternative analysis and recommended layouts of the ramps, and were presented by the project manager and current ADE of Construction to the township for their review, as well as to provide an opportunity to contribute to the project financially to assist with the future project; this is a standard practice for study projects in the district, with successful implementation in other locations. Unfortunately, township leadership declined to participate at that time, and the proposed project was shelved.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Pricedale Road at I-70	Intersection Improvement	Westmoreland	<i>Jeffrey Johnson, Chairman, Board of Commissioners, Rostraver Township</i> The intersection of SR 3033 (Pricedale Road) and the I-70 eastbound ramp is in need of funding.

Response: Thank you for your comments. Your comments will be shared with Westmoreland County and District 12. District is still in discussions on possible actions that can be implemented to help with this area, as well as funding sources to be used.

Rostraver Township Pedestrian Bridge	Pedestrian Improvement	Westmoreland	<i>Tamira Spedaliere</i> Rostraver Township is glad to see project # 115909 pedestrian bridge on the draft to preserve that bridge over I70 for that low income minority community who do not have mail delivery and must cross the bridge.
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Response: Thank you for your comments. This project is programmed in the 2023-2026 TIP.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Rostraver Township Pedestrian Bridge	Pedestrian Improvement	Westmoreland	<i>Raymond Iacoboni</i> Thank you for rehabilitating the Pricedale Pedestrian Bridge. It is an asset to the community and a necessity due to its frequent utilization. Your dedication to the community is appreciated.

Response: Thank you for your comments. The project is programmed on the 2023-2026 TIP.

Rostraver Township Pedestrian Bridge	Pedestrian Improvement	Westmoreland	<i>Jeffrey Johnson, Chairman, Board of Commissioners, Rostraver Township</i> The Rostraver Township Board of Commissioners were pleased to see MPMS 115909 Rostraver Township Pedestrian Bridge added to the 2023-2026 TIP.
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Response: Thank you for your comments. The project is programmed on the 2023-2026 TIP.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
SR 201 at Vance Dei Cas Hwy	Intersection Improvement	Westmoreland	<i>Jeffrey Johnson, Chairman, Board of Commissioners, Rostraver Township</i> The intersection of SR 201 and SR 1099/3013 (Vance Dei Cas Hwy) is in need of funding.

Response: Thank you for your comments. Your comments will be shared with Westmoreland County and District 12. District is still in discussions on possible actions that can be implemented to help with this area, as well as funding sources to be used.

SR 356 over Pine Run	Bridge Improvement	Westmoreland	<i>John Turack</i> Will there be more happening around the 356 over Pine Run bridge area? There was some talk of a future roundabout there...
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Response: Thank you for your comments. A roundabout at this location is under consideration as part of the project.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Westmoreland Heritage Trail	Trail Connection	Westmoreland	<i>John Turack</i> What is the status of the Westmoreland Heritage Trail crossing of Route 66 near Delmont? Delmont is attempting to better connect to the Heritage Trail, that is why the sidewalks could be useful if they are planned. There is also talk of sidewalks along Route 66 in Delmont. Is that official anywhere?

Response: Thank you for your comments. Your comments will be shared with Westmoreland County and District 12. At this point the department has no new updates on this section of trail. The sidewalk addition in Dormont Borough are planned to be constructed on the south-bound side of PA 66 to connect West Pittsburgh Street with a local park, and will be constructed as an addition to the PA 66 Pavement Preservation project using SPC SMART funds.

Westmoreland Transit	Transit	Westmoreland	<i>Robert Errett</i> Are any of the \$29+ Million in Westmoreland Transit funds go to increasing the number of trips for each route?
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Response: Thank you for your comments. The \$29 million is for transit operations and not for transit expansion.

Draft TIP Public Comment Period Response to Comments

Project	Project Description	County	Comment Source, Comment Summary
Westmoreland Transit	Transit	Westmoreland	<i>Alejandra Castillo Smyntek, Familia y Comunidad Westmoreland</i> The main problem in relation to transportation is the lack of frequent public transportation in the area of Westmoreland. People would like to take a bus and be able to go to the main parks and attractions. In addition, they would like to go to their doctors appointments and dentist appointments using public transportation. Also, people would like to have buses that could go and come back from Pittsburgh more frequently. People complain that sometimes it is difficult to merge to Road 30. For example, it is difficult to merge from S Main St (119) to Rd 30 (East).

Response: Thank you for your comments. Your comments will be shared with Westmoreland County Transit Authority.

Westmoreland Transit	Transit funding	Westmoreland	<i>Robert Errett</i> Why is funding down for WCTA? We need more, not less out there.
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Response: Thank you for you comments. Funding is up slightly for WCTA. State funding for transit operations is stable in the current TIP.

Part 2

Written and Electronic Comments



**EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT**

70500 East 128 Road, Wyandotte, OK 74370

June 2, 2022

Southwestern Pennsylvania Commission - SPC
112 Washington Place, Suite 500
Pittsburg, PA 15219

RE: SPC Public Notice Transportation Improvement Program, Multiple County, PA

Dear Ms. O'Connell,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Multiple County, PA. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833
THPO@estoo.net

Send User	Content
Angela Saunders	sorry i jumped off, i'm back now! my mute button went crazy! all good now
Robert Errett	I would like to know why 93.5% of the money is being spent in areas guided by the Port Authority administration Corporation
Robert Errett	Sorry. i just realized that those figures were for Allegheny County only. That makes sense.
Webex SPC4	Mr. Errett, would you still like me to read your question to the group? Happy to do so!
Robert Errett	Not necessary. thank you!
Webex SPC4	Mr. Errett, would you still like me to read your question to the group? Happy to do so
Robert Errett	Not necessary. thank you!
Webex SPC4	Got it, thanks!
Jason Theakston	Are the Washington County Local Bridges included in the Washington County project list?
Jason Theakston	I just saw the other counties had those listed...thanks!
tamira cell	Would you please explain more about the I70 fiber installations? What is the purpose? I am not familiar with the ITS
Webex SPC4	Thanks Tamira, I will read your question when we get to Q&A
John Turack	Will there be more happening around the 356 over Pine Run bridge area? There was some talk of a future roundabout there...
John Turack	Great news! That area can use it and many will enjoy the improvement... once they learn how do use the roundabout that is. :-]
John Turack	Any hope for future passenger train there?
John Turack	Ok, thanks. The locals are dreaming about it with great hopes it will one day again exist.
Robert Errett	Are any of the \$29+ Million in Westmoreland Transit funds go to increasing the number of trips for each route?
John Turack	...Or perhaps for express routes with limited stops?
Webex SPC4	Thank you! I will read the chat questions when we get to Q&A
John Turack	If we could improve walkability and bikability from neighborhoods to commercial areas, recreation areas, and other amenities, how much would that improve air quality? Could more be invested in that cost-effectively?
Robert Errett	Thank you John. We've been discussing that question during the special greensburg improvement meetings. I walk a lot. Other than trail enhancements, are there any improvements for those of us who walk most places?
Robert Errett	How about people in rural areas who need access to healthcare, food and work?
tamira cell	License plate readers for police for the fiber optic cameras?
	Is there any money available for educating the public on the rules around the "yellow blinking lights" at bike crossings? Both bikers and drivers do not know the rules. Many citizen are very worried about the crossing in Murrysville at Trafford Road because cars are stopping when lights are blinking instead of proceeding slowly and some bikers believe they have the right a way. What else does Penn Dot have to educate people. thank you.
Jill Cooper	
John Turack	What is the status of the Westmoreland Heritage Trail crossing of Route 66 near Delmont?
tamira cell	Projects 117516 and 117519 cover fiber optic on I70 from Belle Vernon to south Huntington? Will this connect with the Belle Vernon to Bentleyville system?
John Turack	There is also talk of sidewalks along Route 66 in Delmont. Is that official anywhere?
John Turack	If there is a comment here in chat, does it still have to made on the form on the website?
tamira cell	Rostraver Township is glad to see project # 115909 pedestrian bridge on the draft to preserve that bridge over I70 for that low income minority community who do not have mail delivery and must cross the bridge.
	To build off John's question about walking, biking, and TA in general. As a citizen advocate, is promoting those kinds of projects via our local elected officials the best way to get them on the SPC's and associated agencies' radars? Or meetings like this and PennDOT connects? Or, all of the above? thanks!
Bill	
Dave SPC	Comparing to the previous TIP, state funding for WCTA transit operations is down ~\$400,000/year.
John Turack	not a problem... Thanks all.
Jason Theakston	Thank you all for your hard work!!!!
John Turack	Delmont is attempting to better connect to the Heritage Trail, that is why the sidewalks could be useful if they are planned.
Robert Errett	Why is funding down for WCTA? We need more, not less out ere.
Bill	Thanks! -Bill (Talkington)
Robert Errett	Thank all of you for your efforts?
John Turack	I want to pile on to Jason's comment as well. Thank you!
Robert Errett	That is Westmoreland County transit authority.
	There is renewed interest in our community to possibly make viable a well-established and now overgrown path connecting us to another community . I will "flesh it out" and comment further. (Vandergrift)---thanks, everyone.
marilee kessler	

-----Original Message-----

From: Glennen Greer <glennen@hotmail.com>

Sent: Saturday, June 4, 2022 11:16 AM

To: Dee Pamplin <dpamplin@spreregion.org>

Subject: 376

Hello,

I am writing with concern on a plan to block the local entrances to 376 in the Regent Square area- so the Edgewood and Swissvale on ramps. We are already dealing with intense commuting issues because of the Forbes bridge collapse and extreme congestion and dangerous driving conditions on Penn Ave.

Please do not proceed with this plan without looking at the impact you are going to have on city neighborhoods. There are other ways to address parkway congestion.

Glennen Greer

1432 Macon Ave

Pittsburgh PA 15218

412-496-7185

From: katie laforest <katie.eleanor@gmail.com>

Sent: Saturday, June 4, 2022 11:29 AM

To: Dee Pamplin <dpamplin@spcregion.org>

Subject: Opposition to 376 ramp gates

To Whom it May Concern,

I am writing to express my opposition to the proposed gates at 376 on ramps as a way of minimizing traffic from those who live further out. This is fundamentally a horrible idea. It prioritizes those that chose to live further away from the City and places the burden of traffic on smaller residential roads not prepared to accept the increase wear and tear. Not to mention that non-highway roads are increasingly multi-modal and have pedestrian presence.

As an architect with experience in studying good urban design as well as understanding of how transportation impacts communities. I am also a Squirrel Hill resident who would be directly impacted by this change. I urge you to reconsider.

Thanks you

Katie LaForest

From: Emily Keebler <emilykeebler@yahoo.com>

Sent: Saturday, June 4, 2022 11:55 AM

To: Dee Pamplin <dpamplin@spcregion.org>

Subject: Comment/Opposition to TIP funding for 376 Parkway East Active Traffic Management

Hello,

I would like to submit my opposition to the SPC funding PennDOT's plan for the I-376 Parkway East Active Traffic Management plan. Please do not grant funding to this project, at minimum until a future TIP cycle after the plan has had proper public vetting.

My primary opposition is as a resident of a neighborhood between Downtown and Monroeville (Regent Square) that will be directly impacted by being:

- 1) blocked from entering the parkway by gates at ramp entrances
- 2) forced to deal with additional traffic in my neighborhood as others who are blocked travel alternative routes

Not only will this cause me headaches, but I believe there is a good chance it will make my neighborhood a less desirable place to live and decrease the value of the home I have invested in.

I am also opposed to this from a general policy standpoint. By making it easier for people to commute long distances (for example, from Murrysville) and harder to commute short distances (for example, from Regent Square), it will make it easier for people to live farther away from major destinations (Oakland, Downtown, North Shore, etc.) and pollute our region by driving longer distances to work and attractions. In addition, it actually makes it less attractive to do the right thing from an environmental standpoint and live close to your destination.

After seeing a Post-Gazette article about this a couple of weeks ago, I began searching online for details about this project. I have only been able to find references to it in SPC documents that talk about the funding side of things and a couple of vague news articles. Before funding is discussed, PennDOT should present the project with all of its details and gather feedback. Those who will be affected in the communities along the Parkway East between Downtown and Monroeville need to know:

- 1) which entrance ramps they want to gate
- 2) the maximum time that gates would be down
- 3) that traffic studies have been completed that model how this will impact the flow of traffic on alternative routes when gates are down (and the results of those studies)
- 4) that environmental studies have been completed that model how this will impact air quality in neighborhoods that will see more traffic flowing through them and/or cars backed up on entrance ramps and routes leading to them (and the results of those studies)

Thank you for your time and I would appreciate you delaying funding this project until actual project details have been shared and it has been properly vetted by the public.

Sincerely,
Emily Keebler
1007 Macon Ave, Pittsburgh, PA 15218

From: Jennifer Thomas <j.thomas@hey.com>

Sent: Monday, June 6, 2022 8:58 AM

To: Mary Brangan <mbrangan@spreregion.org>; Dee Pamplin <dpamplin@spreregion.org>

Subject: Fwd: Proposal to direct 376 traffic through Regent Square and Swisshelm Park

Dear all,

Please reconsider your proposal to erect signage to direct traffic through Regent Square and Swisshelm Park when there are traffic issues on 376. These are residential areas with families that should not bear the brunt of heavy traffic going through their neighborhoods - streets that were not built to handle this scale of volume. There will be collisions with residents - in particular, children and pets.

Highways are built to handle huge volumes of traffic, and delays are a risk that all drivers assume when using this infrastructure. Please do not put the issues of high volume, confused drivers unfamiliar with the area, and irate drivers who are already late and are intent on going fast through family streets on the residents of Regent Square and Swisshelm Park.

I am happy to provide more comment if needed. Again, please reconsider this plan.

Thank you,
Jennifer

From: Bryn Albee <brynliz1218@gmail.com>

Sent: Monday, June 6, 2022 7:55 PM

To: Dee Pamplin <dpamplin@spcregion.org>; Mary Brangan <mbrangan@spcregion.org>

Subject: Opposed to Penndot proposed gates at Edgewood

I am opposed to the proposed gates at Edgewood through Monroeville exits. With the Fern Hollow Bridge already cutting off an alternative route, Commercial is shut down a couple times a year as it is and won't be able to handle the increased traffic, it's unrealistic and burdensome to propose gates in these areas. Swissvale, Edgewood, Regent Square, imparticular already have additional hardships attempting to get Downtown. If commercial shuts down (as it frequently does) and will more often due to road repairs the only routes to get downtown would be completely out of the way. Also Commercial is only one lane same as South Braddock, it'll be such a burden adding at least 45 minutes making it an hour to get downtown from Swissvale. We would have to take the Rankin Bridge then Homestead Bridge or take South Braddock to Penn Ave which already has extreme delays due to Fern Hollow Bridge collapse and increased traffic. This is a slap in the face to the residents of these communities. You expect it to take an hour to get downtown from Swissvale? Just utterly absurd. Do not approve this plan!

Thank you,

Bryn Albee

Swissvale resident

From: Danica Buchanan-Wollaston <danicasbw@gmail.com>

Sent: Monday, June 6, 2022 8:14 PM

To: Dee Pamplin <dpamplin@spcregion.org>

Subject: Parkway east public comment

Hello,

I live just off exit 77 from 376. This would fall in the region that is set to be managed by the \$45 million dollar project planned for the parkway. While I understand that the plan is purportedly intended to improve safety and congestion, the solution is definitely not to simply close several of the most important entrances to a highway that is vitally important to the community--especially given the collapse of the Fern Hollow Bridge earlier this year. Closing those entrances would add hours to the commutes of hundreds, if not thousands of people, myself included.

In addition to that, the added traffic on the residential streets of Pittsburgh's east end would be a huge problem. Those neighborhood streets are not designed to handle the type of increase in traffic that this would cause, and it would be detrimental to the lives and air quality for the residents of this area.

Please consider the impact this would have on those who live between Monroeville and downtown. We should not sacrifice the quality of life of those who live in the city so that commuters from the suburbs can enjoy a lessened amount of traffic at our expense.

Sincerely,

Danica Buchanan-Wollaston

2317 Woodstock Ave, Pittsburgh, PA 15218

From: rachel rogers <rachel.rogers18@gmail.com>

Sent: Monday, June 6, 2022 9:01 PM

To: Dee Pamplin <dpamplin@spreregion.org>; Mary Brangan <mbrangan@spreregion.org>

Subject: Regarding PennDOT installing gates on the parkway

Hello,

I just heard the plans PennDOT has to install gates that will allow local access to the Parkway to be shut off in order to move traffic along more quickly. My family moved to Swissvale 7 years ago. We moved specifically because it was an affordable neighborhood close to the city with easy access to 376 and bussing. Since moving some of our bussing has been reduced and some lines have been removed completely. Now with the removal of Parkway access, during key times of the day, our commute will become that much more difficult. 376 cuts right through the middle of our burrough. This creates traffic for us just to get from one side of Swissvale to the other. It creates tons of air and noise pollution. Now it is proposed that you take the one advantage we get from having the Parkway in our neighborhood (being able to use it).

Our community depends on being able to access 376 and there is no way our side streets can handle the increased traffic that will be caused by detouring around the parkway. I understand that traffic on the parkway is an issue, but to remove our access to this resource in order to improve the commutes of people who have chosen to live further outside the city is wrong. Without good transportation options our neighborhood and surrounding neighborhoods with high levels of poverty will suffer at the expense of more affluent communities.

At the very least please hold off on making any decisions without coming into the affected communities and speaking with residents and elected officials so that you can truly understand the devastating results this plan would have on our local communities.

Thank you for your time,

Rachel Rogers

From: Cassidy Adkins <cassidyadkins91@gmail.com>
Sent: Monday, June 6, 2022 9:07 PM
To: mbrangan@sprcregion.org; Dee Pamplin <dpamplin@sprcregion.org>
Subject: 376 East Proposal

To whom it may concern :

I am writing to voice my vehement disapproval of the proposed changes to install gates that will shut off local access to the 376 East between Monroeville and downtown in order to move traffic along more quickly. One of the reasons I chose to live in Swissvale in the first place was for ease of access to most main routes as I am a freelancer who's commute frequently changes. Not only is this a disservice to the local community members, it will put undue stress on routes that are already at capacity due to the outage of the Fern Hollow Bridge. To be clear, even IF that bridge still stood strong I would be fiercely opposed to this proposed change. You are looking to burden the local tax payers to benefit people who chose to live further from the city. Just as I chose my home to fit my life, they should be expected to do the same.

Thank you for your time,

Cassidy Adkins
she/her

Artist, Teacher, Baker, Professional Princess, General Jane of All Trades

-----Original Message-----

From: Hannah Bailey <hannahbaileyr@gmail.com>

Sent: Monday, June 6, 2022 9:13 PM

To: Dee Pamplin <dpamplin@spreregion.org>; Mary Brangan <mbrangan@spreregion.org>

Subject: Proposed 376 traffic gates

This is wack. You are literally prioritizing people who live in the suburbs than those who live in the city. That is racist and classist. Don't do it!!!!

From: Sandra Ellifritz <bookladysandy@gmail.com>

Sent: Monday, June 6, 2022 9:51 PM

To: Dee Pamplin <dpamplin@spreregion.org>; Mary Brangan <mbrangan@spreregion.org>

Subject: Closing off the ramps on the parkway East.

I am writing to express my opinion about the proposed ramp closures leading onto the parkway East, 376. I am very much against that idea. In addition to it being inconvenient it seems like it could be dangerous. There are times we need to be able to use the parkway. There are places that it backs up and if you use it regularly you know that, but it doesn't take that much longer to get through, maybe 10 minutes. Much much faster and easier than having to cut through neighborhoods. I think this is an idea from somebody who doesn't live here and doesn't drive these roads regularly, definitely not daily. Since the Fern hollow bridge collapse the parkway does have more traffic, but that is something that we deal with. It is certainly easier than going to Penn avenue which is our other alternative. Please do not pursue this further.

Thank you for listening,

Sandra Ellifritz

2838 McKelvey road

Braddock Hills PA 15221

From: Vincent Fioravanti <vfioravanti779@gmail.com>
Sent: Monday, June 6, 2022 11:26 PM
To: Mary Brangan <mbrangan@spreregion.org>
Cc: Dee Pamplin <dpamplin@spreregion.org>
Subject: Opposition to Penndot Project Gates at exits

Hello,

My name is Vincent and I live in Swissvale. Along side of my partner, I own and manage several residential and commercial properties in Swissvale, Edgewood, and Wilkinsburg. I would like to express my extreme opposition of the plan to place gates at the exits along the parkway east. Not only will that project be affecting our property values, but you will disrupt the dozens of tenants that we have, both commercial and residential. Part of the appeal of living and working in this area is easy access to the parkway. The east end neighborhoods have already been severely affected by the closure of the fern hollow bridge. Please consider the people that would be affected, in order to benefit the people that live outside of the major metropolitan area.

Vinnie

7247578257

From: Monica Fletcher <monicafletcher@gmail.com>
Sent: Monday, June 6, 2022 11:58 PM
To: mbrangan@sprcregion.org; Dee Pamplin <dpamplin@sprcregion.org>
Subject: Strongly Oppose- 376 Entrance Gates

I am writing to voice my strong opposition to the installation and use of vehicle access-prevention gates for any reason for any entrance along 376, commonly referred to as "the parkway 376" or "the parkway east".

Monica Fletcher
7244 1/2 McClure Avenue
Pittsburgh, PA 15218

From: Tracey Crombie Collins <traceyc1@verizon.net>
Sent: Tuesday, June 7, 2022 12:00 AM
To: mbrangan@sprcregion.org; Dee Pamplin <dpamplin@sprcregion.org>
Cc: mayorswissvale@aol.com
Subject: Parkway East \$45M Project Comments

Please extend the timeframe for comments on \$45M Parkway East (PE) project and get the details out to the stakeholders most impacted by closed ramps.

This PE project with pre-entry gates on ramps is unfair to residents and municipalities that border the Parkway and are directly impacted.

The project was reported on by WTAE's Marci Cipriani who interviewed Todd Kravits, Traffic Engineer, District 11. There were very little details given. I spent an hour on the PennDot website Sunday afternoon and could find no specifics (I did submit a Contact Us message and have not received a reply).
<https://www.wtae.com/article/parkway-east-penn-dot-improvement-project/40095805>

Mr. Kravits' comments are easily interpreted as saying if the PennDot Traffic Management Center employees monitoring the PE feel traffic is too congested, access to the local residents is cut-off. And our residential areas will then become congested.

It is one thing to have gates available for horrendous accidents, but it is quite another that these would be used on a daily basis. The Swissvale and Edgewood ramps are fed from single lane in each direction Braddock Avenue which will push cars into the residential areas off of Braddock Avenue.

Another part of the plan is electronic message boards but no details were shared on where these would be.

There are also at least 2 major projects happening at the same time as the late 2024 timeline.

1. The Fern Hollow Bridge replacement - keeping Braddock Avenue to Penn Avenue overly congested.
2. The PE Commercial Street Bridge replacement. If the Swissvale/Edgewood ramps are closed, an alternative route would be Commercial Street where the replacement bridge is being constructed and PennDot has already announced that closures of the street will be made as needed. This street is not designed to handle PE level traffic as an alternative route.

I must ask:

- How is closing ramps a better alternative to vehicles staying on the PE?
- Have the municipalities been contacted about the plan?
- How are residents to know that comments can be submitted on such a short deadline?
- Would gates only be on East-bound ramps?
- What would be considered an "issue" to use the gates?
- What statistics show how often gates would be used?
- The report makes it sound as if it would only be used in case of accidents, how many accidents in the last 5-years would have qualified for this type of intervention?
- Where will electronic message boards (signs) for alternative route/next available ramp be placed?
- Are electronic message boards planned for residential streets?
- Are the lane control signs going to be used to push people off the PE adding to the residential congestion?

- Where are the details of the project documented online?

One of the things that draw people to Swissvale, is easy access to downtown, East Liberty, Shadyside and Monroeville. If the parkway ramps are gated (or metered or whatever else they may be called), this could directly impact real estate values and the viability of the Borough.

Several years ago there was a \$5M project and metering was one of the items being considered. At that time a survey was done by PennDot or one of the contractors. I was at a presentation of that data. One slide showed the zip-code of the most prevalent submitters. The zip codes 15218 (City of Pittsburgh, Edgewood, Swissvale), 15221 (Forest Hills, Wilkinsburg) and 15235 (Churchill, Wilkins, Penn Hills) were not included. This indicates to me that PennDot is not trying to reach the stakeholders negatively impacted. More electronic signs on the PE resulted from that project and are a very useful.

If you have any questions, please let me know

Thanks,
Tracey Crombie Collins
1720 Tonette Street
Swissvale, PA 15218

traceyc1@verizon.net
cell: 412-400-6899

From: Miranda Crotsley <mcrotsley@gmail.com>

Sent: Tuesday, June 7, 2022 6:04 AM

To: Dee Pamplin <dpamplin@spcregion.org>

Subject: Parkway East gate plan

Greetings -

I live in Swissvale and oppose the plan to put gates at our on ramps on the parkway east. We live here because of convenient access to the region. We should not be penalized for choosing to live closer to the city while the exurban residents get unfettered access. This actually incentivizes MORE and LONGER commutes, and further flight from our already depopulated neighborhoods. Please don't ruin our economy further with this plan. Put gates in Monroeville and force people onto 30 or your beloved Mon Valley Expressway planned route if you want to reduce traffic on 376.

Miranda Crotsley

Swissvale, PA

From: adamzacherl3319 <adamzacherl3319@comcast.net>

Sent: Tuesday, June 7, 2022 7:51 AM

To: Dee Pamplin <dpamplin@sprcregion.org>

Subject: 376 project bounces back mary

Contact mary at mbrangan@sprcregion.org

PEDESTRIANS? "ONLY RESIDENTIAL" FLOODING neighborhoods, awful. There's a lot of people who already drive the neighborhoods from the eastern neighborhoods. Then that just flowing into shadyside, East Lib, Oakland 🚗, Bloomfield and down. What about these already super busy butler, shady, penn, S.Braddock, Murray, Negly Aves and Steeets? These aren't built for heavy traffic. Narrow and so forth. Rt 51 can't even keep up with it's flow of traffic. So where would our Rt. 51 be? The busway, the buses are always crammed and not enough stops for people to get off in places like Bloomfield. Where childrens hospital is and employ a large amount of the city. The citys public transit is sad as is. That will be a nightmare. People with brick streets and areas that have "only residential traffic" signs. Love this is after the Fern Hallow Bridge. How terrible. That takes you to Squirrel Hill and to Oakland. Other major hubs. But giving you an option of going through very exclusive and hilly areas that are hard to navigate. With many pedestrians of all ages. Or take S. Braddock and then Penn Ave which are both dangerous and packed. People speed, run stop lights as fast as they can because traffic is so bad and the same to with Shady especially where Penn and Shady meet. It maybe only rush hour but trust me. I do both. It's crazy. At least the parkway doesn't have a bunch of pedestrians.

From: Jennifer Gottschalk <jengottschalk13@gmail.com>

Sent: Tuesday, June 7, 2022 11:26 AM

To: Shannon O'Connell <soconnell@spcregion.org>

Subject: Possible Spam : RE: PennDOT proposes safety upgrades to alleviate Parkway East congestion

Dear SPC representative: My community members and I are trying to find a working email address or phone number for someone to contact in your organization. We are very concerned about proposed changes to our access to the Parkway East/376. Can you please assist? Can you either tell me who to contact and/or see that the following message gets to the correct person today?

RE: PennDOT proposes safety upgrades to alleviate Parkway East congestion, CBS news, May 24, 2022

This is not the first time that PennDOT has proposed limiting access from my neighborhood onto 376. It is absolutely outrageous that my city neighborhood will be cut off from our access to downtown (via 376) when people driving from the suburbs and exurbs clog it. The people in our neighborhood have chosen to live here partially for the ease of access to the city. If people who live further out want to access the city faster and easier, they can move to our neighborhoods. While I have read the article and see gates are for possible "issues," we all know that the end result will be to limit our access to save suburban people 5-10 minutes in their commute.

This plan rewards the white flight suburbs, while leaving more urban populations to struggle.

This cannot stand. You cannot block our access and create major disruption to us for a minor gain for others. I have contacted everyone in my neighborhood as well as local officials about this.

Thank you for your time.

Jennifer Gottschalk

1812 Monroe Street

Swissvale PA 15218

From: Jennifer Gottschalk <jengottschalk13@gmail.com>

Sent: Tuesday, June 7, 2022 12:06 PM

To: Shannon O'Connell <soconnell@spcregion.org>

Subject: Re: Possible Spam : RE: PennDOT proposes safety upgrades to alleviate Parkway East congestion

Dear Shannon O'Connell: Now that I know you are the correct person to contact, I would like to make an addendum to my comments.

I have received a response (from PennDOT) from my previous email that noted that these gates would be used only in emergencies or when there are "issues" further along the Parkway East.

We all know that this is a ruse to install gates for future throttling of our access. Like I stated, this is not the first time that this has been proposed. At least the last time the proposal was truthful in its intent. People in our neighborhoods and all of those who use the Swissvale onramp are not stupid, nor are we ignorant of the weather and its effects on our roads. We are able to access news and understand when it is and is not a good idea to access 376 inbound. We do not not need a gate to "help" us not access the parkway at certain times. This is insulting and abusive to our community.

If this proposal is intended for informational purposes, an electronic sign placed at the beginning of the onramp or in another strategic location will suffice in alerting us to any issue.

If this proposal truly is only for emergency situations, placement of a police officer and car at the entrance of the ramp is a reasonable solution and at a lower overall cost. I would like to mention that this has rarely been done in actual emergency situations. We have never had an emergency vehicle stationed at the onramp during times of flooding, as has been suggested as a possible use, as people still need to access the Parkway East from our neighborhood for myriad destinations including the hospitals located in Oakland.

Again, thank you for your time,

Jennifer Gottschalk

1812 Monore Street

Swissvale PA 15218

From: Linda Kuster <linda.m.kuster@gmail.com>
Sent: Tuesday, June 7, 2022 10:56 AM
To: Shannon O'Connell <soconnell@spreregion.org>
Subject: Parkway Gates

Hello,

I am a resident of Swissvale and I am extremely concerned about the plan to install gates to shut off local access to the Parkway in order to move traffic along more quickly. This will divert traffic onto Swissvale's residential streets as drivers find alternate routes to the parkway. Additionally, I use the parkway every single morning for my commute, and shutting off our local access to the parkway will significantly increase my commute time. I am opposed to this plan.

Thank you,

Linda Kuster

linda.m.kuster@gmail.com

Swissvale, PA

From: Heidi Hauser Green <heidigreen100@gmail.com>

Sent: Tuesday, June 7, 2022 10:03 AM

To: Dee Pamplin <dpamplin@spreregion.org>

Subject: Comment about Plan for 376-East: No Gates

Hello,

I am writing with concern about the TIP for putting in gates along 376-East (Parkway) through Forest Hills.

When we bought our home in FH 20 years ago, access to the Parkway was an important factor for us. We accepted the negatives of our location -- increased noise, traffic-generated pollution, etc. -- for the trade-off of Parkway access.

This plan being moved along without community discussion about the potential uses or impact of the gates is worrisome. The lack of transparency is concerning, as both a sometimes-Parkway-user and a homeowner. For example, I wonder how future homebuyers will perceive their access to gated Parkway ramps. Will this add to the factors that tip them away from FH and into suburbs further out, like Monroeville? Will this reduce the property value of our home and make it harder to sell, when we are ready to do so? FH faces enough challenges as-is, and I do not welcome this questionable change.

From: Eric Brown <ebrown@faactinc.org>
Sent: Tuesday, June 7, 2022 11:16 AM
To: Dee Pamplin <dpamplin@spreregion.org>
Cc: Mary Brangan <mbrangan@spreregion.org>
Subject: PennDOT Parkway (376) plans

I've recently been informed about plans for PennDOT to install gates along the Parkway East to prevent entrances onto 376 between downtown and Monroeville at peak traffic times. This is absolutely outrageous. I live in Forest Hills and work in Greentree. Having to backtrack several miles out of the way to Monroeville to access 376 or (even worse) have to bypass 376 somehow would add probably an hour to my daily commute and untold miles/gas price increases. The east end needs massively expanded public transportation, not even more driving inconveniences. It's ridiculous that this is even being considered.

Eric Brown

Lenox Ave.

Forest Hills, 15221

From: Bill Price <attorneyprice@ourlegalteam.com>
Sent: Tuesday, June 7, 2022 11:04 PM
To: Shannon O'Connell <soconnell@spcregion.org>
Subject: Gatinh proposal on Parkway, East of Squirrel Hill Tunnel

Dear Sir/Madam:

I am a resident of Swissvale and I have operated a business in Swissvale for 41 years.

My wife and I made a conscious choice to settle close to the city of Pittsburgh in a very racially and economically diverse community. One reason we live in Swissvale is that that my law practice requires me to travel into downtown Pittsburgh frequently.

Other people chose to move away from communities like Swissvale and to nearly all white communities much much further from downtown, often across the county line to Westmoreland County or Indiana County.

Now these people are unhappy because they have long commutes. The common sense solution (WHICH WE SHOULD ENCOURAGE) would be to move back. But these usually richer and better connected distant commuters would rather cut off access to the parkway for those who made the right choices by living close and instead gate us off so they can breeze into town from their Westmoreland County homes.

What is really going on is an attempt by the privileged to cut their commute times at the expense of the residents who remained close to town.

From a planning perspective, you should only adopt policies that promote responsible choices. You should not make policy decisions that would award poor choices by shortening their self caused commute times at the expense of those who live closer.

Fencing off people in Swissvale, Edgewood and Wilkinsburg from access to the Parkway in an effort to shorten the commute time for people who chose to live in rich white communities far from Pittsburgh is morally wrong, planning malpractice and only encourages further self-segregation.

Please don't do this. Please respect the rights of the people who made the right choices, even if they are not as wealthy or as politically connected.

Sincerely,
William C. Price, Jr.
Price & Associates, PC
2005 Noble Street
Swissvale, PA 15218
(412) 271-7334 - phone
(412) 271-4329 – fax

From: Nathan Ward <nwardpgh@gmail.com>
Sent: Wednesday, June 8, 2022 10:13 AM
To: Shannon O'Connell <soconnell@spreregion.org>
Subject: Parkway East

Hello,

I understand PennDOT is considering adding gates inbound along the Parkway East to curtail the flow of traffic.

I strongly oppose this idea, as it impacts local residents to benefit suburbanites.

I do agree there is a traffic issue, and I am interested in achieving a solution. One idea I am in favor of is a weight restriction / commercial vehicle restriction, during peak hours. Although I have not done a formal study, it appears to me that large commercial vehicles contribute greatly to traffic during peak hours. It would be beneficial to have a staging area for these vehicles to only enter the highway during non-peak hours.

I am also in favor of tolling with congestion pricing, although I would imagine this would not a popular solution for many who use the route on a daily basis. Perhaps a tolling station only at the eastern-most entrances, or tolling on commercial vehicles only, would be a more effective option.

Sincerely,

Nathan Ward

Pittsburgh (Swisshelm Park)

From: Alysia Finger <alysiafinger@gmail.com>

Sent: Tuesday, June 7, 2022 4:26 PM

To: Dee Pamplin <dpamplin@spcregion.org>; Mary Brangan <mbrangan@spcregion.org>

Subject: PennDOT 376 work

I am a resident of Edgewood and I am against the installation of gates at the on ramps along 376. I recommend efforts be focused on more prominent prompts for drivers to maintain their speeds through the tunnels. But I plan to speak out against any measures that would prevent local residents from accessing 376!

-Alysia

From: Allison Blair <allison.s.blair@gmail.com>

Sent: Tuesday, June 7, 2022 3:02 PM

To: Dee Pamplin <dpamplin@spreregion.org>; Mary Brangan <mbrangan@spreregion.org>

Subject: Possible Spam : Gates to close entrance ramps?

Hi,

I am a Swissvale resident writing to express concern about the proposal to install gates that could close entrance ramps between the city and Monroeville. There has been insufficient information about the intention of these gates and how these would function presented to residents. The Swissvale/Wilkinsburg/Edgewood area has already been severely impacted by the Fern Hollow Bridge collapse, and our residential neighborhoods cannot take any more rerouted traffic. Without more information about the intention of these gates, I am extremely opposed to this measure. Please provide more information to residents and extend the time available for public comment.

Sincerely,

Allison Blair

7134 Michigan Ave

From: Scott Bricker <scott@bikepgh.org>
Sent: Tuesday, June 7, 2022 3:18 PM
To: Dee Pamplin <dpamplin@spcregion.org>
Cc: Andy Waple <awaple@spcregion.org>
Subject: Possible Spam : Comments on Draft 2023-2026 TIP

SPC staff,

Thank you for the opportunity to comment on the Draft TIP. As a commissioner, I appreciate when people in the SPC regional community take the time to add their thoughtful comments to important documents and make sure their voices are heard. The TIP and LRP are important tools for civic engagement and for people to participate in a public process to help shape the environment in which they live. I am impressed by the explainer document that accompanied the TIP which does a good job explaining acronyms, terms, funding streams, and demystifies a fairly complex process. If there was one piece of feedback pertaining to the process, it is that soliciting comments during only 4 weeks is not enough for a TIP that is comprised of hundreds of projects worth billions of dollars. Even adding two weeks to the deadline in the future would be meaningful.

I always look forward to formally weighing in on the Draft TIP on behalf of Bike Pittsburgh to make sure things will be considered by project sponsors that otherwise may not. Bike Pittsburgh has more than 3,000 members with another 60,000 on top of that who subscribe to our email or follow us on social media. We have a broad reach and a constituency who cares deeply about biking and walking as modes of transportation that would be planned for and invested in. Since we are a Pittsburgh-based organization with a mission that focuses on municipalities throughout Allegheny County, our comments are mostly, but not entirely, focused on projects located there.

Broadly speaking, it's great to see the increase in funding overall in this draft TIP for biking, walking, and complete streets over that of the previous TIP. It's also a relief to see so much funding going towards maintaining our bridges in the region. Ultimately, even more needs to be done and faster in order to address the problems we are facing. We are experiencing an infrastructure disinvestment crisis, a climate crisis, an affordability crisis, a health crisis linked to sedentary lifestyles and air pollution, a traffic fatality crisis, and skyrocketing auto and gas prices which hit lower income and car-dependent people especially hard. Not to mention, this region must do an even better job attracting more jobs and people to the region to keep our region thriving. Transportation projects that improve quality of life, like biking, walking, and transit projects, positively address these issues. We need to do more to encourage people to take fewer trips by car, and more trips by bike, foot, and public transit.

I appreciate SPC staff breaking the Competitive SPC Funding Programs out to show separately what projects are programmed with TA, SMART, and CMAQ funds. Along those lines, Bike Pittsburgh enthusiastically support the Saltsburg Ave Hoodlebug Trail Connector, Bus Stop Extension Pads, Pearce Mill Rd Bicycle and Pedestrian Improvements (Ph 2), Union Twp sidewalk project, Better Boulevard Ph 1, Blairsville Riverfront Trail, Kiski Junction Acquisition, South 21st Street Complete Green Street Project, Three Rivers Heritage Trail Brackenridge Section, Summit Park Drive Complete Street, the 2022 Smart Projects allocation, Glenwood Interchange Pedestrian Structure, Freeport Borough Trail Town Master Plan, PA 88: Charleroi Betterment Sidewalk and ADA enhancements, LVTIP: PA 819 to Norvelt (which seems to be adding de facto bike lanes, the Sylvan Ave Multimodal Path, 10-2 SR 3021 Franklin Rd Corridor Improvements, Ped improvements to Indian Springs Rd, the Mellon Terrace Multimodal Facility, and pedestrian improvements to Butler Main Street. Our comments on the other TIP projects are below:

Thank you again for this opportunity to comment and for forwarding our comments to the appropriate project managers.

Scott Bricker

Executive Director

Bike Pittsburgh

Project Name	Project #	Comments
I-79 at PA 910 Interchange	104328	This project is confusing because it is not listed in Appendix 7 of SPC's Competitive Funding Programs TIP. Widening (capacity adding) projects typically don't qualify for CMAQ, but perhaps there is another reason this project qualifies for that pot of federal funding
Signal upgrades to Rt 8	117273	Drivers speed on Rt 8. Could the new upgraded signals be timed so that people going the speed limit are rewarded with a "green wave?" Also, Rt 8 between Saxonburg Blvd and Grant Ave in Etna is a very popular bike connection and is in desperate need of a redesign to carve out a safe space for bikes.
AL Local BPRS Group 5, Coraopolis Bridge (OBO2)	28426	This bridge is a popular bike connection that links to the Three Rivers Heritage Trail (protected bike lanes on Neville Island). This bridge deck should be restriped to carve out safe space for bike traffic. This bridge could easily be two lanes (one in each direction) with bike lanes.

Pittsburgh City BPRSF Line Item	68252	Fully support this bridge preservation line item for the City of Pittsburgh's owned structures. As we all know, Pittsburgh is in need of funding to maintain our many bridges.
Allegheny Co. Local Br. (S/L)	69839	Fully support this bridge reserve line item for Allegheny Co. owned bridges in the City of Pittsburgh
Betterment Reserve Allegheny	75341	837 in the business district of Homestead, West Homestead, and Munhall in Allegheny County should be made more bike and pedestrian friendly with this project. We fully support the ADA curb ramp upgrades, but more must be done to make this a bike/pedestrian friendly street and business district.
SPC Regional Safety Line Item	76430	Fully support the use of these funds for hwy safety improvements throughout the region
Bridge - Allegheny County	76458	Fully support the allocation of these funds to improve structurally deficient bridges in Allegheny County by PennDOT. When bridge decks need to be reconstructed it should trigger PennDOT CONNECTS for input into making bike/ped connections better and safer. Utilizing federal BIL funds will also trigger this.
PAAC Bus Procurement	77273	Support the replacement of buses. Perhaps PAAC can research procuring a percentage of new buses that maximize standing room (buses with perimeter seating for example). Also please purchase buses outfitted with bike racks that fit up to 3 instead of 2 bikes whenever possible.
SPC Region TAU Line Item	82754	Support the SPC Regional TAP Line Item Reserve to help fund bike/walk projects
SPC Smart Transportation Initiative	94698 & 106080	Support this reserve for SPC's program that encourages linking transportation projects to land use in order to help create more sustainable, livable communities, and to act a project manager to advance these projects
Allegheny Co Loc Br Pres	87777	Support this reserve line item for Allegheny Co. bridges that are eligible for federal funding
Smart Spines (ATCMTD)	109691	Adaptive signals must recognize and accommodate pedestrian movement, bike movements when appropriate (e.g. if bike lanes are present), and minimize pedestrian and bike wait times.
2023 ADA Curb Ramp Projects	110357	Support this project to construct curb ramps, but also think it is important to construct continuous sidewalks (raised crosswalks) whenever possible. Instead of making pedestrians and people with disabilities ramp down to street level where cars often take turns at high speeds, this other design would make drivers need to slow down and ramp up and over a pedestrian crossings and a much slower speed. This design prioritized pedestrian safety.
Critical Sidewalk Gap TAP	111408	Fully support the City of Pittsburgh's project to enhance pedestrian safety and access by closing gaps in the pedestrian network throughout the city

Pittsburgh SRTS Coordinator TAP	111422	Support the City of Pittsburgh retaining a Safe Routes to School (SRTS) professional to make streets near schools within the city limits more bike and pedestrian friendly
2024 ADA Curb Ramp Project	113342	Support this project to update curb ramps, but also think it is important to construct continuous sidewalks (raised crosswalks) whenever possible/appropriate given the context. Instead of making pedestrians and people with disabilities ramp down to street level where cars often take turns at high speeds, this other design would make drivers need to slow down and ramp up and over a pedestrian crossings and a much slower speed. This design prioritized pedestrian safety.
Allegheny River Green Blvd	114290	Enthusiastically support this game changing project that would greatly improve safety and connectivity for bicyclists, and would also result in increasing the amount of people choosing to walk and bike for transportation thus reducing congestion and improving air quality (and quality of life)
City of Pittsburgh Bus Shelters/Mobility Hubs	114294	Support new bus shelters and mobility hubs throughout Pittsburgh. This should include the purchase of more Pogoh stations and bikes (ebikes and standard). Bus shelters should include real time bus arrival monitors and other functional amenities such as route maps, comfortable seating, and even bike racks in certain contexts
PA 28/Highland Park Br Interchange	91845	ADA/Sidewalk improvements must be made to the intersection of Freeport Rd and the on/off ramp to HP Bridge and 28 just to the east of the Orig. Mattress Factory building. There are no curb ramps here and it is completely inaccessible to people in wheelchairs. The intersection should also be rebuilt to "T" the ramp with Freeport Rd and tighten the pedestrian crossing distance.
Campbell's Run Rd	27219	Campbell's Run Rd plays an important role in connecting bicyclists in the western communities. This project that widens the roadway should also include bike lanes.
McKees Rocks Bridge Phase 3	100701	The McKees Rocks bridge, with the bridge deck is currently designed, is frightening on a bike. But, this could be an excellent/safe/comfortable connection for people living in McKees Rocks/Stowe and western Pittsburgh neighborhoods with Brighton Heights. The bridge deck real estate should be reallocated to provide safe, comfortable bike lanes connecting these two communities.
Becks Run Road	27491	This is on the City of Pittsburgh Bike Network. It is extremely dangerous for people on bikes as drivers speed frequently here. At minimum, we'd like to see a wider shoulder on the route, especially on the uphill side, if not a protected bike lane.
Smithfield St Reconstruction, Phase I	27493	This "reimagine" project's draft designs are uninspiring and do not do enough to safely connect people on bikes to and from the Smithfield Street Bridge which leads to the South Side trail and destination. This street also connects the bikeway on 3rd Ave downtown and the Mon Wharf switchback and trail. A safe, comfortable north/south bike connection must be prioritized for downtown Pittsburgh and this one makes the most sense given how it connects the overall bike network.
Swinburne Bridge	27747	BikePGH supports this project, and are pleased to have learned recently that it will feature bike/ped enhancements.

Penn Ave Reconstruction, Phase 2	83136	The first phase was a missed opportunity on many fronts. This next phase is an opportunity to add protected bike lanes that could eventually connect all the way into the East Liberty business district. Different sidewalk seating should be selected (no light up plastic cubes), and curb bumpouts should be designed to allow more comfortable bike/car interactions. The plants should also be more aesthetically pleasing.
South Negley Ave Bridge	83137	This structurally deficient bridge must be rebuilt ASAP. Negley is heavily used by bicylists, and so there must be a viable bike detour in place that prioritizes safety while construction is happening. The bridge itself should be widened to accommodate bikes and those bikeways should be continued on Negley by removing on-street car parking at least to Ellsworth Ave.
Charles Anderson Bridge	91907	This project is part of a bike network that will connect South Oakland and Squirrel Hill via Panther Hollow Rd. It also connects to Schenley Park, the Charles Anderson Playground and the Schenley Drive protected bikeway. The bridge deck should be redesigned to be safe for people of all ages and abilities to bike
AR01 - Armstrong Tunnel	93922	While turning movements should be accommodated at either end of the Armstrong Tunnel there doesn't need to be 2 lanes in each direction throughout the entire tunnel. This only encourages speeding. This additional capacity could then be given to a wide protected bikeway that connects to the protected bikeway that will be featured on the downtown side when BRT project is finished, the bike lanes/shoulders on the 10th Street Bridge, and a future connection down to the Eliza Furnace Trail by utilizing 2nd Ave, the driveway to the jail, and the URA lot next to it. The sidewalk through the bridge should also be widened to accommodate people walking or using wheelchairs in both directions. If the County insists on keeping bikes on the sidewalk then that is another argument for further widening the sidewalk.
Swindell Bridge	114150	This bridge is part of the City of Pittsburgh's Bike(+) Plan. This bridge needs bike friendly plate over expansion joints, Pedestrian ADA compliance should be spec'd for 2 wheelchairs to pass midspan.
Penn Ave Signal Improvements	114288	Please add countdown ped heads to all of the appropriate intersections. Signals should prioritize pedestrian movements and potentially bike movements if this is ultimately selected by the City as the preferred route for bikes through the Strip District per the City's Bike(+) Plan.
Frankstown Ave Signal Improvement Project	117272	Countdown Ped Heads should be added to all signals. Signals should be timed to discourage speeding.
Smart Spines - Phase 2	116301	Adaptive signals must recognize and accommodate pedestrian movement and minimize ped wait time.
Smart Spines - Phase 3	116303	Adaptive signals must recognize and accommodate pedestrian movement and minimize ped wait time.

Pittsburgh BRT - Establish Bus & Bike Lanes	114280	I didn't see this project carried over in the TIP from last time it was updated, but given that the project has not been implemented yet, it still seems like it should be on the 2023-2026 TIP. BikePGH supports this project.
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-----Original Message-----

From: M McDevitt <mdmcdevitt@yahoo.com>

Sent: Tuesday, June 7, 2022 4:47 PM

To: Dee Pamplin <dpamplin@spscregion.org>

Subject: Planned Parkway gates

Hello,

I am a resident of Swisshelm Park and am writing to express my concern about the proposed plan to install gates to limit access to the Parkway. The information that is being provided is far too vague to allow for proper feedback from the community, let alone action from PennDOT.

Under what circumstances will a shutdown be implemented? Who makes this call? What accountability is in place? How do we, the affected communities, have a voice in this process?

On the surface this appears to be a way to prioritize suburban commuters over city residents. In order for this to not appear to be the case (assuming it's not, of course), more explicit information needs to be provided to the community so that valid feedback can be provided.

Thank you,
Michael McDevitt
7134 Michigan Ave
Pittsburgh PA 15218
971.270.8853

Sent from my iPad

From: Virginia Linn <viriniacinn@gmail.com>

Sent: Sunday, June 5, 2022 8:47 PM

To: Mary Brangan <mbrangan@spreregion.org>

Subject: About the plan to put gates on access ramps of the Parkway East when accidents occur

Hello,

I am a 25-year resident of Regent Square who chose to live in this neighborhood for its proximity to the Parkway East and quick access to Downtown. We would prefer if you would put an electronic sign at the entrance of the access ramp to alert drivers if there is an accident instead of a gate. Let us decide if we want to sit in traffic; often it clears up quickly. By putting a gate that blocks access you are creating a traffic nightmare on this narrow two-lane road in our neighborhood. Thank you,

Virginia Linn

1200 Lancaster Ave.

Pittsburgh (Pittsburgh part of Regent Square) 15218

From: Kitty Brunkhorst <kitty.brunkhorst@gmail.com>

Sent: Monday, June 6, 2022 1:08 PM

To: Mary Brangan <mbrangan@spreregion.org>

Subject: Proposed Parkway Closures from Monroeville to Downtown

Ms. Brangan,

I hope PennDOT will reconsider the plan to install gates at entrances to the parkway in an effort to move traffic more quickly. This is not a helpful solution for those of us who live and work between downtown and Monroeville and use the parkway regularly. I personally would much rather see signage which tells me there's an accident ahead or a construction delay. That would enable me to

reconsider using the parkway. Thank you for your consideration.

Katharine Brunkhorst

1024 Milton St.

Pittsburgh, PA 15218

From: dtlenny0196@aol.com <dtlenny0196@aol.com>
Sent: Monday, June 6, 2022 8:17 PM
To: Mary Brangan <mbrangan@spreregion.org>
Subject: comments on traffic restrictions on the Parkway East

Hello!!!

WHO, SITTING IN A PLUSH OFFICE, CAME UP WITH THIS IDEA??

LET DRIVERS CHOOSE THE WAY THEY WANT TO GO WHEN THE PARKWAY BACKS UP. IT'S MY TRIP, MY CAR, MY GAS.

MANY TIMES, GOING THROUGH LOCAL NEIGHBORHOODS IS NOT THE BEST WAY, INSTEAD OF TAKING THE PARKWAY. OW ABOUT FINDING WAYS TO MAKE THE PARKWAY TRAFFIC FLOW BETTER??

THINK THINK THINK BEFORE BEFORE BEFORE YOU COME UP WITH CRAZY IDEAS!!!

BY THE WAY, FIRST THINGS FIRST.....GET THE FERN HOLLOW BRIDGE REPLACED QUICKLY. THAT IS IMPACTING TRAFFIC AND TRAVEL TIMES MORE THAN THE PARKWAY BACKUP.

LENORE P. WOSSIDLO

SWISSVALE

PennDOT is planning to install gates that will allow it to shut off local access to the Parkway in order to move traffic along more quickly. Unfortunately, that increase in

traffic speed will come at the cost of our ability to use the Parkway. We would instead have to drive through residential streets to make our way downtown.

I'm told that some years ago, there was a plan to use this exact setup to make it easier for suburban commuters to get downtown, at locals' expense.

Send your thoughts to comments@spcregion.org and mbrangan@spcregion.org by Tuesday 6/7.

From: Lauren Wolcott <lauren.wolcott@gmail.com>

Sent: Monday, June 6, 2022 10:04 PM

To: Dee Pamplin <dpamplin@spcregion.org>; Mary Brangan <mbrangan@spcregion.org>

Subject: Oppose Parkway East Gates

As a Swissvale resident, I am vehemently opposed to the proposed PennDOT project that would place gates blocking my neighborhood's access to 376-E.

I oppose these gates being placed in ANY neighborhood. **It is an injustice to value certain communities above others;** to restrict a neighborhood's access to public roads in service of further neighborhoods. This is particularly cruel to the Swissvale community that has already lost their primary access to Pittsburgh through the Fern Hollow Bridge collapse.

Please remove the parkway gates from this plan.

Lauren Wolcott

Swissvale, PA

From: Lauren Fike <laurenfike1@gmail.com>
Sent: Tuesday, June 7, 2022 9:41 AM
To: Mary Brangan <mbrangan@spreregion.org>
Subject: Fwd: Proposed Parkway Project

To whom it may concern,

I am writing in regards to the proposed Parkway East project that would fund gates that would redirect local traffic away from 376 east during bad traffic events.

I live in the Swissvale neighborhood and deal with increased crime, increased pollution, increased traffic, increased home prices, etc all for my close proximity to downtown. My daily commute on the Parkway takes me roughly 12 minutes but would be increased anywhere from 45 minutes to an hour if I had to utilize residential roads instead. Why should the people who chose to live further from the City get access to a quicker commute than those of us who tolerate all of the negative attributes with living so close to the City? Why should all of that redirected traffic add additional chaos to my neighborhood to satisfy people who are only passing through on the Parkway and not investing any time or money into my community?

This seems grossly unfair and like a true environmental justice issue when you look at the neighborhoods that would be impacted most by this proposal. I hope you will put yourself in our shoes and consider how funding this proposal will cause even further disinvestment in these Mon Valley communities by limiting our access to a main thoroughfare.

Best regards,

Lauren Fike

814-590-2407

From: Stephen Wiedemer <wiedemers5@gmail.com>
Sent: Friday, May 13, 2022 9:18 AM
To: Mary Brangan <mbrangan@spcregion.org>
Subject: Fwd: Comments on TIP and LRP

This message was returned. Can you please add it to the comment summary?

Thank you!

Steve and Pami Wiedemer
412-926-3224

----- Forwarded message -----

From: Stephen Wiedemer <wiedemers5@gmail.com>
Date: Fri, May 13, 2022 at 9:14 AM
Subject: Comments on TIP and LRP
To: <comments@spcregion.org>

Hi SPC Staff:

We have five projects that we would like to ask to be considered for the next funding cycle.

1. Connect the Great Allegheny Passage to the Westmoreland Heritage Trail--Whittaker Borough to Trafford through the Turtle Creek Valley. This area sorely needs investment in recreation and the trail would be a major community asset.
2. Intersection of SR 130/Electric Avenue and Airbrake Avenue--Turtle Creek and East Pittsburgh-- Consider removing the traffic signal and installing a free flowing roundabout or traffic circle. This intersection is a mess and causes delays for all types of traffic.
3. SR 130 between Monroeville Avenue and Brown Avenue--replace the overhead cobra lights and install community style decorative lighting. About 1/3 of the existing overhead cobra style lights are not working and therefore it looks like a war zone. This improvement would also serve as a traffic calming measure that demarks the area as a community and not an expressway.
4. Extend the East Busway to Churchill/Monroeville/Trafford--this would reduce traffic on the I-376 Parkway East and serve a need that has been identified by the Port Authority in Nextransit.
5. Replace the closed bridge on Thompson Run in Wilkins Township between I-376 and Business 22. This bridge has been closed for over 30 years and it would provide a nice connection to/from Penn Hills to points south. The alternate routes are circuitous and use way more fuel and vehicle miles.

Thank you for all that you do.

Best regards,

Steve and Pami Wiedemer
Turtle Creek, PA

-----Original Message-----

From: Jared Bedekovich <jared.bedekovich@gmail.com>

Sent: Friday, May 27, 2022 10:42 AM

To: Dee Pamplin <dpamplin@spscregion.org>

Subject: Public Comment - 2023-2026 TIP

This is a comment about a project that should be added to a future TIP. I live in Dormont and work Downtown and use the Liberty Tunnels and Liberty Bridge every day and this proposed project comes from my experience of getting to work every weekday.

The traffic inbound to downtown Pittsburgh from the Liberty Tunnel across the Liberty Bridge should have 3 lanes in the morning weekday rush hours just like the outbound traffic from downtown to the South Hills is 3 lanes during the evening weekday rush hours.

Traffic turning right on to the Liberty Bridge from Arlington Ave and PJ McArdle should be able to merge onto the bridge unimpeded to the far right lane without stopping and the two lanes coming out of the tunnel onto the bridge should be shift one lane over to the left to allow for this. The equipment is already installed on the bridge to allow for these lane changes and the man power and equipment to put out the lane change placards and cones, like in the evening rush hour, are already in place and purchased.

This low cost project, since again all equipment and man power is in place, would greatly reduce traffic buildup in the morning at the intersection of PJ McArdle and Arlington Ave.

It would also reduce traffic build up on the opposite side of the bridge on the downtown side by allowing people who are exiting off the bridge onto the Boulevard of the Allies to use the far right lane, people exiting to the Crosstown Blvd to use the middle lane, and people exiting to downtown to use the new 3rd lane on the left.

Thank you for considering my comments!

Jared Bedekovich

2819 Connecticut Ave. Apt. 1

Pittsburgh, PA 15216

304-210-7855

jared.bedekovich@gmail.com

Sent: Thursday, June 2, 2022 4:50 PM
To: Shannon O'Connell <soconnell@spreregion.org>
Cc: Tom Klevan <tklevan@spreregion.org>
Subject: FW: FW: D12 TIP Meeting

Shannon:

Alejandra from the community group Familia y Comunidad Westmoreland could not make the public meeting last night but sent me this comment for the record.
-dave-

From: Alejandra Castillo Smyntek <familia.comunidadpa@gmail.com>
Sent: Thursday, June 2, 2022 4:36 PM
To: David Totten <dtotten@spreregion.org>
Subject: Re: FW: D12 TIP Meeting

Sorry Dave, I couldn't go to the meeting. Would it be possible to get some proceedings of the meeting?

The main problem in relation to transportation is the lack of frequent public transportation in the area of Westmoreland. People would like to take a bus and be able to go to the main parks and attractions. In addition, they would like to go to their doctors appointments and dentist appointments using public transportation. Also, people would like to have buses that could go and come back from Pittsburgh more frequently. People complain that sometimes it is difficult to merge to Road 30. For example, it is difficult to merge from S Main St (119) to Rd 30 (East).

I hope this helps.

Thanks,
Ale

-----Original Message-----

From: Rosemary Iacoboni <iacobonifamily@yahoo.com>

Sent: Sunday, June 5, 2022 9:02 PM

To: Dee Pamplin <dpamplin@spreregion.org>

Subject: Pricedale Pedestrian Bridge

Dear Southwestern Pennsylvania Commission,

Thank you for rehabilitating the Pricedale pedestrian bridge. It is an asset to the community and a necessity due to its frequent utilization. Your dedication to the community is appreciated.

Sincerely,

Raymond Iacoboni

From: Bill Talkington <talkington.bill@gmail.com>
Sent: Tuesday, June 7, 2022 10:46 AM
To: Dee Pamplin <dpamplin@spcregion.org>
Subject: SPC PPP comments

Bill Talkington
PPP Member - Fayette County

First, I would like to thank you for the opportunity to make comments about projects in our region. It is apparent from the virtual and in-person meetings I attended this cycle that the SPC places a lot of value on public input. I greatly appreciate it!

As a new member of the PPP, I can only currently comment about one active project: Sheepskin Trail - Southern Extension.

As a very active Sheepskin Trail volunteer, I am of course very excited about the work that is currently underway along Nilan Rd. in Springhill Township adjacent to the Cheat River. The following comments refer to future projects not reflected in the current set of draft documents (that I am aware of), but are those that I regularly advocate for locally.

If these comments reach you prior to the final decisions for the current slate of SMART grant submissions, I would like to provide strong support for the pair of submissions for Sheepskin sections in the Uniontown and South Union/Georges Township areas.

Progress in these and surrounding areas are what excite me most. The Sheepskin Trail's proposed route makes it not only a great recreational asset, but *more importantly* a highly viable corridor for alternative transportation options. The middle and more northern sections of its proposed route will be in close proximity to a significant percentage of Fayette County's population (e.g. Smithfield, Fairchance, Uniontown and surrounding townships, and Connellsville) and additionally connect these population centers to many of the existing business parks/industrial sites.

These areas, especially Uniontown, are uniquely poised to take further advantage of a finished Sheepskin Trail, with it acting as an "active transportation spine". Retrofitting existing infrastructure into routes/networks with a preference for active transportation (e.g. neighborhood bikeways) with relatively small investments compared to auto-centric infrastructure has the capacity to fundamentally change the cultural and economic directions of the area. Becoming involved with the SPC's PPP has made the various available funding streams and mechanisms much clearer to me and I look forward to continuing work with my local leaders to advocate for the Sheepskin Trail and a surrounding network of active routes.

In addition to my interest in seeing progress along the Sheepskin Trail, I am also very interested in improving the overall pedestrian and non-auto experience in the Uniontown area where I reside. Above all, my biggest concern is with Route 40's eastern-going path through Uniontown, Fayette St. From a safety standpoint, I'm aware of several recent driver/pedestrian collisions near "5 corners" and the intersection with South St. Additionally, there are regular serious accidents involving motor vehicles along its entire length.

The rates of speed that drivers attain along Fayette St. are dizzying and wholly inappropriate for an

urban environment. Ultimately, drivers are responsible for their actions, but the physical design of Fayette St. promotes high rates of speed -- too many lanes (e.g. 4 at the intersections with Morgantown St. and Beeson -- 2 drive and 2 turning) and awkwardly wide drive lanes. With almost no visual friction along that corridor, there are no environmental signals to drivers to suggest a moderate or remotely safe speed of travel.

The environment that results is one that is very intimidating for drivers, but terrifying for pedestrians and those traveling by other non-auto means. Fayette St. effectively severs downtown Uniontown from the neighborhoods to its south. The same issues described above can also probably be applied to Connellsville St., Gallatin St. and Morgantown/Pittsburgh Streets as well. For the sake of moving automobiles efficiently through (not to) the Uniontown area, what exists is a prohibitive environment for moving people at a person-scale *within* the city.

Again, thank you again for the opportunity to contribute my thoughts about projects in our region. I greatly appreciate the time of the SPC staff in this public engagement effort.

Thank you!
-Bill Talkington

From: Alejandra Castillo Smyntek <familia.comunidadpa@gmail.com>

Sent: Thursday, June 2, 2022 4:36 PM

To: David Totten <dtotten@spreregion.org>

Subject: Re: FW: D12 TIP Meeting

Sorry Dave, I couldn't go to the meeting. Would it be possible to get some proceedings of the meeting?

The main problem in relation to transportation is the lack of frequent public transportation in the area of Westmoreland. People would like to take a bus and be able to go to the main parks and attractions. In addition, they would like to go to their doctors appointments and dentist appointments using public transportation. Also, people would like to have buses that could go and come back from Pittsburgh more frequently. People complain that sometimes it is difficult to merge to Road 30. For example, it is difficult to merge from S Main St (119) to Rd 30 (East).

I hope this helps.

Thanks,
Ale

WRITTEN COMMENT FORM
(Please Print Clearly)

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

- Draft 2023-2026 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit, and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP
- Air Quality Conformity Determination for the Draft 2023-2026 TIP
- Amendment to the region's long-range transportation plan *SmartMoves for a Changing Region* to reflect updated revenue projections and a revised project list including project phasing and cost information included in Draft 2023-2026 TIP

Comments:

see Attached
2021-2022 Municipal Infrastructure
Priorities Survey Form

(Please use reverse for additional space)

Optional Information

Name: Vincent A. Vicites

Organization: Fayette county Government County of Residence: Fayette
Courthouse

Address: 61 East main street, Uniontown PA 15401

Email: VVicites@fayettepa.org

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

By Mail: SPC Comments

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

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

All comments must be received by 4:00 p.m. on Tuesday, June 7, 2022.

2021-2022 Municipal Infrastructure Priorities Survey Form

Municipality: Perryopolis Borough

Contact Name: Colleen Pandoriera

Contact Phone: 724-736-4441

Contact E-mail: Perryborough@yahoo.com

Project Name: Route 51 Traffic Signal

Project Type (Water/Sewer/Stormwater/Highway/Other): Highway

Project Location: RT 51 (Pittsburgh Road) intersection with
Constitution St and Barney Road

Description of Need:
This is a dangerous intersection and has
several accidents. The Borough would like a
traffic signal installed before someone is killed.
The Frazer School District and Football field
use this intersection along with buses and
parents taking children to and from school & games.

Description of Project Area: Dangerous

Description of Project Scope: To install and receive funding
for traffic signal

Estimated Cost: \$ 300,000.00

Level of Priority (Scale of 1 to 10): 10

Form is due no later than Friday, November 5, 2021

WRITTEN COMMENT FORM
(Please Print Clearly)

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

- Draft 2023-2026 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit, and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP
- Air Quality Conformity Determination for the Draft 2023-2026 TIP
- Amendment to the region's long-range transportation plan *SmartMoves for a Changing Region* to reflect updated revenue projections and a revised project list including project phasing and cost information included in Draft 2023-2026 TIP

Comments:

Suggestion to hold mtg w/ elected officials to understand the TIP process & how projects are considered. Elected officials change & newer ones are unfamiliar with the process. Need to know who to meet with, deadlines, what/who determines funding to be included.

(Please use reverse for additional space)

Optional Information

Name: Tammy Stenson

Organization: _____ County of Residence: Fayette

Address: 115 Waylan Smith Drive Union PA 15401

Email: tstenson@mcmilleng.com

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

By Mail: SPC Comments

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

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

All comments must be received by 4:00 p.m. on Tuesday, June 7, 2022.



Municipality of Murrysville
4100 Sardis Road, Murrysville PA 15668

Phone: 724-327-2100 Fax: 724-327-2881
Website: www.murrysville.com

May 10, 2022

Mr. Daniel Carpenter, Deputy Director
Westmoreland County Planning Division
Fifth Floor, Suite 520
40 N. Pennsylvania Avenue
Greensburg, PA 15601

Subject: Municipality of Murrysville Bridge Replacements

Logan Ferry Road Over Haymaker Run - BMS 64 7437 0468 3013

Heather Drive Over Haymaker Run - BMS 64 7437 9008 3015

Cal Ken Court Over Haymaker Run - BMS 64 7437 9003 3014

Dear Daniel:

This is a request to add the three subject bridges in the Municipality of Murrysville to the Transportation Improvement Program (TIP). The Logan Ferry and Heather Drive bridges are in critical condition and the Cal Ken bridge is in serious condition.

Murrysville would like to bundle the bridges and have PennDOT manage the design and construction. All three bridges have non-composite adjacent box beam superstructures and all three have reduced load ratings due to deterioration of the adjacent box beams and are on a 6-month inspection cycle. Repairs were completed 2020 to slow the rate of deterioration and to delay a further decrease in load rating.

All three bridges may be candidates for superstructure replacement. All substructures are rated to be in satisfactory condition. The new superstructures will not cause any distress to the existing superstructures as their weight will be with 10 % of the existing superstructures.

Murrysville would like to fund the Preliminary Engineering phase of these bridges as soon as possible so the construction phase can begin in the following order starting with the Logan Ferry Bridge, then the Heather Drive Bridge and finally the Cal Ken Drive Bridge.

Mayor
Regis J. Synan
Chief Administrator
James Morrison

Council
President – Dayne Dice
Vice President – Tony Spadaro
Jamie Lee Kornis
Jason Lemak
Jamie Lingg
Mac McKenna
Carl Stepanovich

Logan Ferry Road Over Haymaker Run - BMS 64 7437 0468 3013

This bridge is a prestressed concrete non-composite adjacent box beam bridge. The out-to-out span length is 38'-6, and the roadway width is 34'-0. The ADT is 6,376. This bridge in an important link within Murrysville providing access to the commercial corridor a long US 22 and Old William Penn Highway.

The bridge was built in 1979 and is currently posted for 21 tons except combinations 27 tons. The bridge is at the intersection of Sardis, Franklintowne Court, and Logan Ferry roads and is a point of congestion that causes delays on northbound Sardis Road, and southbound Logan Ferry Road. The movement between northbound Sardis Road and Logan Ferry Road requires a 90-degree left turn across the bridge and a sharp right turn onto Logan Ferry Road. This movement causes traffic to back up along Sardis Road as vehicles wait to cross southbound Sardis Road traffic. This backup can extend to the Sardis Road intersection with Old Route 22. South bound traffic on Logan Ferry Road must stop before crossing the bridge. Traffic wishing to turn left onto Sardis Road from the Franklintowne Court Bridge can cause backups along Logan Ferry Road. Franklintowne Court traffic moving to Sardis Road must contend with traffic from south bound Logan Ferry Road. Franklintowne Court traffic moving to north Logan Ferry Road must contend with traffic moving from north Sardis Road to north Logan Ferry Road. These traffic movements all occur in a very confined area – the distance from Sardis to Logan Ferry Road is less than 160 feet. By eliminating the existing sidewalk, the roadway with can be increased which may ease traffic congestion in the area.

The superstructure is rated in Critical Condition. Repairs to the beams was done in 2020 to slow the rate of deterioration and avoid further reduction in the load limit. Those repairs now exhibit delaminated areas and cracks. Several new hairline longitudinal cracks in the beams were noted. There are cracks and delaminated areas throughout the superstructure.

Ratings Summary:

Deck Geometry Rating – 2 Critical

Deck Rating – 2 Critical

Superstructure Rating – 2 Critical

Substructure Rating – 6 Satisfactory

Estimated Construction Costs:

Superstructure Replacement - \$597,713

Full Replacement with widening - \$963,463

Heather Drive Over Haymaker Run - BMS 64 7437 9008 3015

This bridge is a prestressed concrete non-composite adjacent box beam bridge. The out-to-out span length is 38'-6, and the bridge width is 32'-4. The ADT is 2,000.

Mayor Regis J. Synan	Council	
	President – Dayne Dice	Jamie Lingg
	Vice President - Tony Spadaro	Mac McKenna
Chief Administrator James Morrison	Jamie Lee Kornis	Carl Stepanovich
	Jason Lemak	

This bridge was built in 1988 and is currently posted for 26 tons except combinations 35 tons. Heather Drive provides access to Sardis Road for a large number of private homes and to the Bear Hollow Trails and Park located between Logan Ferry Road and Sardis Road.

The Superstructure is in critical condition. Repairs to the beams were done in 2020 to slow the rate of deterioration and avoid further reduction in the load limit. Those repairs now exhibit additional delaminated areas and cracks.

Ratings Summary:

Deck Geometry Rating – 2 Critical

Deck Rating – 2 Critical

Superstructure Rating – 2 Critical

Substructure Rating – 6 Satisfactory

Estimated Construction Costs:

Superstructure Replacement - \$549,450

Full Replacement - \$793,650

Cal Ken Court Over Haymaker Run - BMS 64 7437 9003 3014

This bridge is a prestressed concrete non-composite adjacent box beam bridge. The out-to-out span length is 28'-6, and the bridge width is 21'-6. The ADT is 200. This bridge is the single point of access for eleven residential homes. As such, Murrysville would like to begin programming the bridge to avoid future emergency measures due to further deterioration. The bridge is posted for 27 tons, except combination 39 tons.

Ratings Summary:

Deck Geometry Rating – 3 Serious

Deck Rating – 3 Serious

Superstructure Rating – 3 Serious

Substructure Rating – 6 Satisfactory

Estimated Construction Costs:

Superstructure Replacement - \$275,738

Full Replacement - \$398,288

Mayor	Council	
Regis J. Synan	President – Dayne Dice	Jamie Lingg
	Vice President – Tony Spadaro	Mac McKenna
Chief Administrator	Jamie Lee Kornis	Carl Stepanovich
James Morrison	Jason Lemak	

Murrysville appreciates your help in placing these bridges on the TIP. Sufficient local funds have been set aside for the replacement of the bridges. Please advise if there is anything Murrysville can do to move the process ahead.

Thank you for your time and consideration.

Sincerely,



Jim Morrison

Chief Administrator

copy via email only:

Ms. Angela Saunders - District 12-0 Programming Unit

ansaunders@pa.gov

Mr. Jeremy Hughes, P.E.

jerhughes@pa.gov

Mr. Ryan Gordan, Southwestern Pennsylvania Commission

rgordan@spcregion.org

Domenic D'Andrea, P.E., Southwestern Pennsylvania Commission

ddandrea@spcregion.org

Mayor
Regis J. Synan

Chief Administrator
James Morrison

Council
President – Dayne Dice
Vice President – Tony Spadaro
Jamie Lee Kornis
Jason Lemak

Jamie Lingg
Mac McKenna
Carl Stepanovich

Walt Haim: Relative to Bridge and roadway investment, are complete street concepts being integrated with new construction or restoration? (22/30 over Parkway West, for example: When Smart Moves had its public process before the pandemic, I remember speaking to a staff member, discussing need to provide dignified non-car passage between retail job centers in Robinson, and residential centers in Oakdale and Imperial, especially more affordable mobile home communities. It was noted back then that there was not an awareness that people without cars use the existing bridge for that purpose.)

Don Carter: Please discuss the potential of tolling on I-79 South in Bridgeville/Heidelberg

My name is Chris West, and I am the Director of Community Connections at Greater Pittsburgh Community Food Bank. For the more micro-level projects, have any studies been done on how projects can improve, or hurt, food insecurity and food deserts and food access? The Food Bank covers 11 counties in SW PA and we would love to talk about this topic with you for any projects where it makes sense to do so. I can be reached at cwest@pittsburghfoodbank.org. Thanks!

My name is Phil Wilson I'm the creator of Castle Community Transportation in New Castle PA. I work closely with The United Way under Gayle Young. I would like to know if you have made any new accommodations for people who live and work in rural areas of Lawrence county for transportation.

from tamira cell to everyone: 6:32 PM

Would you please explain more about the I70 fiber installations? What is the purpose? I am not familiar with the ITS applications.

from John Turack to everyone: 6:35 PM

Will there be more happening around the 356 over Pine Run bridge area? There was some talk of a future roundabout there...

from Robert Errett to everyone: 6:42 PM

Are any of the \$29+ Million in Westmoreland Transit funds go to increasing the number of trips for each route?

om John Turack to everyone: 6:43 PM

...Or perhaps for express routes with limited stops?

from John Turack to everyone: 6:46 PM

If we could improve walkability and bikability from neighborhoods to commercial areas, recreation areas, and other amenities, how much would that improve air quaility? Could more be invested in that cost-effectively?

thank you.

from Jill Cooper to everyone: 6:56 PM

public

from John Turack to everyone: 6:58 PM

What is the status of the Westmorleland Heritage Trail crossing of Route 66 near Delmont?

from tamira cell to everyone: 6:58 PM

Projects 117516 and 117519 cover fiber optic on I70 from Belle Vernon to south Huntington? Will this connect with the Belle Vernon to Bentleyville system?

If we could improve walkability and bikability from neighborhoods to commercial areas, recreation areas, and other amenities, how much would that improve air quaility? Could more be invested in that cost-effectively?

from Robert Errett to everyone: 6:48 PM

Thank you John. We've been discussing that question during the special greensburg improvement meetings. I walk a lot. Other than trail enhancements, are there any improvements for those of us who walk most places?

from Robert Errett to everyone: 6:50 PM

How about people in rural areas who need access to healthcare, food and work?

from tamira cell to everyone: 6:55 PM

License plate readers for police for the fiber optic cameras?

from Jill Cooper to everyone: 6:56 PM

Is there any money available for educating the public on the rules around the "yellow blinking lights" at bike crossings? Both bikers and drivers do not know the rules. Many citizens are very worried about the crossing in Murrysville at Trafford Road because cars are stopping when lights are blinking instead of proceeding slowly and some bikers believe they have the right of way. What else does Penn Dot have to educate people. thank you.

from Robert Errett to everyone: 6:48 PM

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from Jill Cooper to everyone: 6:56 PM

public

from John Turack to everyone: 6:58 PM

What is the status of the Westmoreland Heritage Trail crossing of Route 66 near Delmont?

from tamira cell to everyone: 6:58 PM

Projects 117516 and 117519 cover fiber optic on I70 from Belle Vernon to south Huntingdon? Will this connect with the Belle Vernon to Bentleyville system?

from John Turack to everyone: 7:00 PM

There is also talk of sidewalks along Route 66 in Delmont. Is that official anywhere?

from John Turack to everyone: 7:02 PM

If there is a comment here in chat, does it still have to be made on the form on the website?

from tamira cell to everyone: 7:02 PM

Rostraver Township is glad to see project # 115909 pedestrian bridge on the draft to preserve that bridge over I70 for that low income minority community who do not have mail delivery and must cross the bridge.

from Bill to everyone: 7:03 PM

To build off John's question about walking, biking, and TA in general. As a citizen advocate, is promoting those kinds of projects via our local elected officials the best way to get them on the SPC's and associated agencies' radars? Or meetings like this and PennDOT connects? Or, all of the above? thanks!

from Dave SPC to everyone: 7:03 PM

Comparing to the previous TIP, state funding for WCTA transit operations is down ~\$400,000/year.

from John Turack to everyone: 7:03 PM

not a problem... Thanks all.

from Jason Theakston to everyone: 7:04 PM

Thank you all for your hard work!!!!

from John Turack to everyone: 7:09 PM

Delmont is attempting to better connect to the Heritage Trail, that is why the sidewalks could be useful if they are planned.

from Robert Errett to everyone: 7:12 PM

Why is funding down for WCTA? We need more, not less out ere.

hat is Westmoreland County transit authority.

from marilee kessler to everyone: 7:16 PM

There is renewed interest in our community to possibly make viable a well-established and now overgrown path connecting us to another community . I will "flesh it out" and comment further. (Vandergrift)---thanks, everyone.



TOWNSHIP OF ROSTRAVER Board of Commissioners

Board of Commissioners

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President

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Vice President

GARY N. BECK, SR.

JUSTIN A. KOSANKO

JOHN LORENZO

Municipal Building
201 Municipal Drive

Rostraver Township, PA 15012

(724) 929-8877 * Fax: (724) 929-5009

www.rostraver.us

e-mail: commissioners@rostraver.us

June 3, 2022

JEFFREY E. KEFFER
Township Manager/Finance Director

PAMELA S. BEARD
Secretary

PATRICIA L. LANDER
Treasurer/Tax Collector

JOSEPH R. DALFONSO
Solicitor

CARL DEICAS
KLH Engineers, Inc.

Southwestern Pennsylvania Commission
Two Chatham Center
Suite 500
112 Washington Place
Pittsburgh, PA 15219
(FIRST CLASS AND EMAIL comments@spcregion.org)

RE: Public Comment
2023-2026 TIP

To Whom It May Concern:

The Rostraver Township Board of Commissioners were pleased to see MPMS 115909 Rostraver Township Pedestrian Bridge added to the 2023-2026 Transportation Improvement Plan (TIP). The Pricedale Pedestrian Bridge provides access to the residents over I-70 to walkover the interstate to get their mail since only PO boxes are used in Pricedale. The demographics for these residents consist of a racial minority and low income, and they desperately rely on this pedestrian bridge for access over I-70. In June 2021, Rostraver Township met with Penn DOT to hear about MPMS 115909 for a bridge preservation project to extend the life of the Pricedale Pedestrian Bridge over I-70. The Rostraver Township Board of Commissioners want to make it clear that this bridge needs to remain operational to the residents who rely on this bridge daily to safely cross over I-70.

In addition, Rostraver Township would like additional projects to be considered as part of the 2023-2026 Transportation Improvement Plan (TIP): I-70/SR 201 Corridor and PA 201 Ramp to PA 51 South Ramp.

I-70/SR 201 Corridor:

The SR 201 corridor continues to increase in traffic congestion and will continue to grow since SR 201 is the regional commercial hub of the Mon Valley. On a daily basis during rush hour, traffic backs up onto I-70 as motorists are trying to exit onto SR 201. The backup on I-70 gets so bad during the holiday season that Penn DOT annually installs temporary signage along I-70 to alert traffic of stopped vehicles trying to exit on to SR 201. The SR 201 Bridge over I-70 does not meet current federal clearance guidelines over I-70 and is not wide enough to safely provide sidewalks for pedestrians. Penn DOT is currently suggesting a band-aid fix to a lift the bridge for more vertical clearance over I-70, but that does not address all the numerous operational, capacity, and safety concerns for this corridor. Instead of a piecemeal approach to only raise the bridge because of the lack of funding. The SR 201 corridor should be project now with more funding to address the backing up traffic, pedestrians, vertical clearance, etc... A road safety audit was done in 2021 by SPC for SR 201, Rostraver Township would like to see upgrades to this heavily traveled regional commercial corridor to improve operations, safety, and capacity. There are three areas along SR 201, that Rostraver Township has been presenting and pleading for funding: the intersection of SR 3033 (Pricedale Road) and the I-70 eastbound ramp, the intersection of SR 201 and SR1099/3013 (Vance Dei Cas), and the SR 201 Bridge over I-70. Enclosed please find a timeline and supporting


documentation to further explain the history of pleading for improvements for the I-70/SR 201 Corridor.

PA 201 Ramp to PA 51 South Ramp:

In 2021 MPMS 105350 was added to the TIP Amendment and supported safety improvements at the PA 201 Ramp to PA 51 South Ramp. Why in the 2023-2026 TIP was MPMS 105350 removed? With the closing of southbound traffic at Vernon Drive and SR 51, the SR 201/SR 51 Ramp Intersection has become increasingly busy. Traffic coming out of Vernon Drive cannot make a left turn onto SR 51 southbound, now all that traffic is directed onto SR 201 to access the SR 51 southbound ramp. McTish-Kunkle and Associates prepared an Intersection Improvement Traffic Alternative Analysis for the intersection of SR 201 (Rostraver Road), Circle Drive, and SR 51 southbound on-ramps. The report used 2015 average daily traffic numbers and collected manual turning movement counts on March 16, 2016. Since then, Rostraver Township granted approval for two subdivisions: Marian Woodlands consisting of 130 single family lots off SR 201 and Willowbrook PRD consisting of 154 single family lots off SR 021. Rostraver Township would like to see operational and safety improvements made to this intersection as suggested by McTish Kunkle and Associates on behalf of Penn DOT. Enclosed please find a timeline and supporting documentation for improvements for the SR 201/SR 51 Ramp Intersection.

In closing, thank you for your time and consideration for the I-70/SR 201 Corridor (intersection of SR 1099/3013, the I-70 eastbound ramp with SR 3033, and the SR 201 Bridge over I-70), and PA 201 Ramp to PA 51 South Ramp projects for the 2023-2026 TIP. If you have any questions or would like to set up a meeting to further discuss these projects, please contact me at your earliest convenience.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER



Jeffrey R. Johnson
Chairman

Enclosures

TMS/psb

cc: Rostraver Township Board of Commissioners
William Kovach P.E. Penn DOT
Senator Pat Stefano
Representative Eric Davanzo
Westmoreland County Commissioners (Individually to Chew, Kertes and Cerilli)

2023 TIP Summary
Westmoreland County Project List

Map #	State Route	MPMS	Project Title	Primary Municipality	Project Sponsor	Investment Category	\$ Programmed
NA	0	112623	MS4 PRP Stream Bank Stabilization		PennDOT		\$500,000
1	30	110900	US 30 Corridor Impvmts - Western Section	North Huntingdon	PennDOT	ROAD RECON	\$29,903,144
2	30	113784	US 30 over Loyalhanna Creek	Ligonier	PennDOT	BRDG RECON	\$1,500,000
3	30	114390	US 30 @ Georges Station Road	Hempfield	PennDOT	SAFE	\$500,000
4	30	114563	30 Hempfield on Corridor 95	Hempfield	PennDOT	EF OPS	\$2,750,000
5	30	117945	US 30 Adaptive Signal Corridor	North Huntingdon	PennDOT	EF OPS	\$1,395,451
6	66	116179	PA 66 Pavement Preservation	Delmont	PennDOT	ROAD PRESV	\$9,030,271
7	70	115909	Rostraver Township Pedestrian Bridge	Rostraver	PennDOT	BRDG PRESV	\$1,500,000
8	70	117516	I-70 Fiber Installation (Segments 404-434)	Rostraver	PennDOT	EF OPS	\$802,096
9	70	117519	I-70 Fiber Installation Segment 0474-0494	South Huntingdon	PennDOT	EF OPS	\$589,160
10	70	117520	I-70 Fiber Installation Segment 0554-0570	Hempfield	PennDOT	EF OPS	\$447,872
11	119	76105	US 119 over Crabtree Creek 2	Hempfield	PennDOT	BRDG RECON	\$927,000
12	119	114560	119 SW Greensburg CMAQ	South Greensburg	PennDOT	EF OPS	\$2,250,000
13	136	69248	PA 136 over Pollock Run	Rostraver	PennDOT	BRDG RECON	\$3,940,750
14	136	98869	West Newton Bridge	West Newton	PennDOT	BRDG RECON	\$7,930,282
15	136	116186	PA 136 Pavement Preservation	Hempfield	PennDOT	ROAD PRESV	\$7,725,000
16	356	81751	PA 356 over Pine Run	Allegheny	PennDOT	BRDG RECON	\$4,267,617
17	356	116790	Freeport Bridge Truss Preservation	Allegheny	PennDOT	BRDG PRESV	\$1,000,000
18	711	76123	PA 711 ov Br of Tubmill Ck	Fairfield	PennDOT	BRDG RECON	\$4,375,000
19	906	32084	PA 906 ov Webster Hollow	Rostraver	PENNDOT	BRDG RECON	\$1,339,000
20	981	108010	LVTIP: Norvelt to Pleasant Unity	Mount Pleasant	PennDOT	EF OPS	\$14,150,000
21	981	108140	LVTIP: Pleasant Unity to Airport	Unity	PennDOT	EF OPS	\$25,283,207
22	982	98860	PA 982 ov Br Stony Run	Derry	PennDOT	BRDG RECON	\$1,160,810
23	1005	105414	SR 1005 over Br Shannon Run - DFB	St Clair	PennDOT	BRDG RECON	\$230,000
24	1026	113823	Donohoe Rd/Georges Station Intersection	Hempfield	PennDOT	SAFE	\$2,194,173
25	1030	111650	Roseytown Road RR Tunnel Repairs	Hempfield	PennDOT	ROAD PRESV	\$1,500,000
26	1049	105818	SR 1049 ov Br Ltl Crabtree Ck-DFB	Unity	PennDOT	BRDG RECON	\$230,000
27	1049	116465	SR 1049 over Br Little Crabtree Creek (Seg 40	Unity	PennDOT	BRDG RECON	\$230,000
28	1049	116467	SR 1049 over Br Little Crabtree Creek (Seg 20	Unity	PennDOT	BRDG RECON	\$230,000
29	1060	81747	Salina Bridge	Bell	PennDOT	BRDG RECON	\$21,538,125
30	1071	105415	SR 1071 over Br Hypocrite Creek (Seg 10) - DF	Fairfield	PennDOT	BRDG RECON	\$75,000
31	1071	106047	SR 1071 over Br Hypocrite Creek (Seg 30) - DF	Fairfield	PennDOT	BRDG RECON	\$50,000
32	1071	116463	SR 1071 over Hypocrite Creek (Seg 16)-DFB	Fairfield	PennDOT	BRDG PRESV	\$50,000
33	2025	89043	SR 2025 over Welty Run	Mount Pleasant	PennDOT	BRDG RECON	\$1,955,255
34	2037	98800	SR2037 ov Branch Four Mile Run-2 DBF	Cook	PennDOT	BRDG RECON	\$230,000
35	3009	32097	SR 3009 over Speers Run - DFB	Rostraver	PENNDOT	BRDG RECON	\$230,000
36	3010	105416	SR 3010 over Br Sewickley Creek - DFB	South Huntingdon	PennDOT	BRDG RECON	\$230,000
37	3016	81991	SR 3016 over Br Sewickley Creek - DFB	Sewickley	PennDOT	BRDG RECON	\$230,000
38	3030	90834	SR 3030 over US 30	Hempfield	PennDOT	BRDG RECON	\$5,871,000
39	3063	116470	SR 3063 over Andrews Run-DFB	Hempfield	PennDOT	BRDG RECON	\$230,000
40	4012	81960	SR 4012 over Brush Creek	Manor	PennDOT	BRDG RECON	\$1,750,485
41	4019	89066	SR 4019 over Brush Creek	North Huntingdon	PennDOT	BRDG RECON	\$1,767,495
42	4041	112554	SR 4041 over Haymakers Run	Penn	PennDOT	BRDG RECON	\$2,317,500
43	4041	116471	SR 4041 over Br of Brush Run-DFB	Penn	PennDOT	BRDG RECON	\$230,000

Westmoreland County PennDOT District 12

SR	Project Name		Project #	Municipality	Sponsor	Map #
66	PA 66 Pavement Preservation		116179	Delmont	PennDOT	6
Est Let Date	Air Quality	Invest Cat	Location: Westmoreland County, Delmont Borough, Salem Township and Washington Township, SR 0066, SEG 0170/0000 to SEG 0230/0000, SEG 0171/0000 to SEG 0191/1515, SEG 0300/0000 to SEG 0380/2000			
3/14/2024	Exempt	ROAD PRESV				

Description: This project is for the resurfacing of SR 0066 from SEG 0170/0000 to SEG 0230/0000 and 0171/0000 to 0191/1515 (Manor Road to private drive north of Silvis Road) and 0300/0000 to 0380/2000 (North of PA 366 to Muffley Drive) for a total length of 9.0 miles in Delmont Borough, Salem Township, and Washington Township in Westmoreland County. Pavement preservation project to include guiderail upgrades, sign replacement, tree trimming and minor drainage improvements.

PROJECT FUNDING	FUND CODE	2023	2024	2025	2026	TOTAL
Construction						
Federal	STP			\$3,000,000.0		\$3,000,000.00
	STU		\$2,111,250.0	\$3,919,021.0		\$6,030,271.00
			\$2,111,250.00	\$6,919,021.00		\$9,030,271.00
2023 - 2026 Total Programmed Amount						\$9,030,271.00

SR	Project Name		Project #	Municipality	Sponsor	Map #
70	Rostraver Township Pedestrian Bridge		115909	Rostraver	PennDOT	7
Est Let Date	Air Quality	Invest Cat	Location: Pedestrian Bridge over I-70 connecting Ross Street to Carson Street			
2/16/2023	Exempt	BRDG PRESV				
Description:	This project is for the improvements to the structure carrying pedestrian access over I-70 (From Ross Street to Carson Street) in Rostraver Township, Westmoreland County.*No new capacity will be added*					

PROJECT FUNDING	FUND CODE	2023	2024	2025	2026	TOTAL
Construction						
State	185			\$1,500,000.0		\$1,500,000.00
				\$1,500,000.00		\$1,500,000.00
2023 - 2026 Total Programmed Amount						\$1,500,000.00

Rostraver Township, Westmoreland County SR 201/SR 51 Ramp Intersection Improvements

Brief History:

- 2021- *Rostraver Township sent a support letter for MPMS 105350 the PA 201 Ramp to PA 51 South Ramp (August 5, 2021)
- * Rostraver Township submitted a candidate project to Westmoreland County for the 2023 TIP update for these intersections (May 28, 2021)
- 2020- *Rostraver Township submitted a letter to SPC asking to amend the 2021-2024 TIP to include this intersection
- 2018- * Rostraver Township submitted a letter to SPC asking to amend the 2019-2022 TIP to make improvements to this intersection
- 2017- *Rostraver Township submitted a letter to SPC to support a project for the SR 201/SR51 Ramp Intersection Improvements. (With the closing of southbound traffic at Vernon Drive and SR 51, the SR 201/SR 51 Ramp Intersection has become increasingly busy. Traffic along Vernon Drive cannot make a left turn onto SR 51 southbound, now all that traffic is directed onto SR 201 to access the SR 51 southbound ramp.)
- 2016- McTish-Kunkel and Associates prepared an Alternatives Analysis Report for Penn DOT for the SR 201 & SR 51 Ramp Intersection Improvements. * 4 Project alternatives and preliminary cost estimates were presented.

- Rostraver Township, Westmoreland County
MPMS/ID Number 88507 I-70/SR 201 Interchange
- SR 3033 (Pricedale Road) and I-70 Eastbound Ramp
 - SR 201 and SR 1099/3013 (Vance Dei Cas)
 - SR 201 Bridge over I-70

Brief History:

2021- *Rostraver Township submitted a letter to SPC requesting the I-70/SR 201 Corridor be part of the TIP (August 5, 2021)

Rostraver Township learned from Penn DOT they are planning to rehabilitate the SR 201 Bridge over I-70 instead of doing a major upgrade (June 15, 2021). Rostraver Township voiced concerns that the entire SR 201 corridor around I-70 needs an upgrade for safety, capacity and operational concerns.

SPC Conducted a Road Safety Audit for SR 201 April 2021. The study documented problems and to date no funding has been dedicated to the I-70/SR 201 Corridor.

*Rostraver Township submitted a candidate project to Westmoreland County for the 2023 TIP update for these intersections (May 28, 2021)

2020- *Rostraver Township submitted a letter to SPC asking to amend the 2021-2024 TIP to include both of these intersections.

2019- * Rostraver Township submitted a letter to the Westmoreland County Planning Department asking for the I-70/SR 201 Corridor to be part of the Transportation Improvement Program

*Rostraver Township submitted a letter to SPC as part of the Smart Moves Plan to request funding for MPMS/ID Number 88507 (I-70 at SR 201 Interchange)

*State Representative Justin M. Walsh sent a letter to SPC supporting the SPC Smart Moves Plan for I-70/SR 201 corridor

2018- *Rostraver Township submitted a letter to SPC to add the I-70/SR 201 Corridor and SR 201/SR 51 Ramp Intersection as Proposed Amendments to the 2019-2022 TIP

2017- *Rostraver Township submitted a letter to SPC to reconfigure the I-70 eastbound ramp with SR 3033 (Pricedale Road) and to redesign the SR 201/SR 3013 (Vance Dei Cas) intersection

*Documentation attached

- 2016- Rostraver Township submitted testimony to SPC to reconfigure the I-70 eastbound ramp with SR 3033 (Pricedale Road) and to redesign the SR 201/SR 3013 (Vance Dei Cas) intersection

- 2015- *Rostraver Township submitted testimony and a letter to SPC during the Long-Range Plan Public Comment Period for I-70/SR 201, for the intersections of SR 3033 (Pricedale Road) and I-70 Eastbound Ramp, and the intersection of SR 201 and SR 1099/3013 (Vance Dei Cas)

- 2014- Rostraver Township submitted testimony to SPC to reconfigure the I-70 eastbound ramp with SR 3033 (Pricedale Road) and to redesign the SR 201/SR 3013 (Vance Dei Cas) intersection

- 2013- *Rostraver Township sent SPC a letter asking for monies from MPMS 60360 and MPMS 67854 to be spent on the I-70/SR 201 Corridor [SR 3033 (Pricedale Road) and I-70 eastbound ramp, and SR 201 and SR 1099/3013 (Vance Dei Cas) intersection]

- 2012- *Rostraver Township sent SPC comments on the 2013-2016 Draft TIP, requesting funding for I-70/SR 201 Corridor [SR 3033 (Pricedale Road) and I-70 eastbound ramp, and SR 201 and SR 1099/3013 (Vance Dei Cas) intersection]

- 2011- *Rostraver Township submitted a project abstract to the State Transportation Commission to reconfigure the I-70 eastbound ramp and SR 3033 (Pricedale Road)

- 2009- *Meeting held at Rostraver Township Municipal Building with Penn DOT to discuss reconfiguring the I-70 eastbound ramp and SR 3033 (Pricedale Road)

- 2008 - *Rostraver Township sent a letter to Penn Dot supporting MPMS 60360 to upgrade the intersection of SR 201 and SR 3013/Vance Dei Cas
 - *Honorable Congressman Murtha sent a letter to Joe Szczur at Penn Dot giving the OK to use the funding to upgrade the intersection of SR 201 and SR 3013
 - *Honorable Congressman Murtha sent a letter to Allen Biehler at Penn Dot supporting Rostraver Township's priority to upgrade the intersection of SR 201 and SR 3013

- 2007 - *Rostraver Township Board of Commissioners did a letter making the upgrade of SR 201 and SR 3013 a priority

*Documentation attached

*Westmoreland County Commissioners send a letter to Penn Dot expressing their support for SR 201 and SR 3013

*State Representative Ted Harhai send a letter citing congestion and safety as a problem for the SR 201 Corridor

*Submitted testimony to SPC to support MPMS 60360

2006 - *Submitted testimony to SPC to support MPMS 60360

2005 - Submitted support of MPMS 60360 to SPC online

*2005-2008 Draft TIP shows MPMS 60360 (I-70/SR 201 Upgrades) receiving federal earmark

There is a corridor congestion problem for the I-70/SR 201 Corridor. Ortho-Rodgers & Associates, Inc. did a study for Penn Dot entitled *Interstate 70 and State Route 201 Corridor Study* in 2004. The study documented problems and to date no funding has been dedicated to the I-70/SR 201 Corridor.

TOWNSHIP OF ROSTRAVER

Board of Commissioners



Board of Commissioners

JOHN LORENZO
President

RAYMOND IACOBONI
Vice President

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DEVIN M. DeRIENZO

Municipal Building
201 Municipal Drive
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(724) 929-8877 • Fax: (724) 929-5009
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e-mail: commissioners@rostraver.us

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PAMELA S. BEARD
Secretary

ELAINE M. PHILLIPS
Treasurer/Tax Collector

TIMOTHY M. MAATTA
Solicitor

CARL DEI CAS
KLH Engineers, Inc.

August 5, 2021

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

RE: Public Comment
TIP Amendments

To Whom It May Concern:

The Rostraver Township Board of Commissioners were pleased to see MPMS 105350 added to the TIP Amendment and support safety improvements at the PA 201 Ramp to PA 51 South Ramp. With the closing of southbound traffic at Vernon Drive and SR 51, the SR 201/SR 51 Ramp Intersection has become increasingly busy. Traffic coming out of Vernon Drive cannot make a left turn onto SR 51 southbound, now all that traffic is directed onto SR 201 to access the SR 51 southbound ramp. McTish-Kunkle and Associates prepared an Intersection Improvement Traffic Alternative Analysis for the intersection of SR 201 (Rostraver Road), Circle Drive, and SR 51 southbound on-ramps. The report used 2015 average daily traffic numbers and collected manual turning movement counts on March 16, 2016. Since then, Rostraver Township granted approval for two subdivisions: Marian Woodlands consisting of 130 single family lots off SR 201 and Willowbrook PRD consisting of 154 single family lots off SR 021. Rostraver Township would like to see operational and safety improvements made to this intersection as suggested by McTish Kunkle and Associates on behalf of Penn DOT.

In addition, Rostraver Township would like additional projects to be considered as part of the Transportation Improvement Plan (TIP). They are the I-70/SR 201 Corridor and the Pricedale Pedestrian Bridge.

I-70/SR 201 Corridor:

The SR 201 corridor continues to increase in traffic congestion and will continue to grow since SR 201 is the regional commercial hub of the Mon Valley. On a daily basis during rush hour, traffic backs up onto I-70 as motorists are trying to exit onto SR 201. The backup on I-70 gets so bad during the holiday season that Penn DOT annually installs temporary signage along I-70 to alert traffic of stopped vehicles trying to exit on to SR 201. The SR 201 Bridge over I-70 does not meet

current federal clearance guidelines over I-70 and is not wide enough to safely provide sidewalks for pedestrians. Penn DOT is currently suggesting a band-aid fix to a lift the bridge for more vertical clearance over I-70, but that does not address all the numerous operational, capacity, and safety concerns for this corridor. Instead of a piecemeal approach to only raise the bridge because of the lack of funding. The SR 201 corridor should be project now with more funding to address the backing up traffic, pedestrians, vertical clearance, etc... A road safety audit was done in 2021 by SPC for SR 201, Rostraver Township would like to see upgrades to this heavily traveled regional commercial corridor to improve operations, safety, and capacity. There are three areas along SR 201, that Rostraver Township has been presenting and pleading for funding: the intersection of SR 3033 (Pricedale Road) and the I-70 eastbound ramp, the intersection of SR 201 and SR1099/3013 (Vance Dei Cas), and the SR 201 Bridge over I-70. Enclosed please find a timeline and supporting documentation to further explain the history of pleading for improvements for the I-70/SR 201 Corridor.

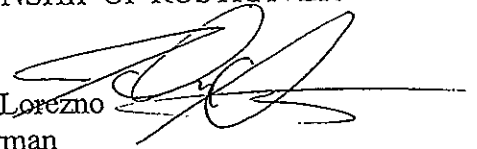
Pricedale Pedestrian Bridge:

The Pricedale Pedestrian Bridge provides access to the residents over I-70 to walkover the interstate to get their mail since only PO boxes are used in Pricedale. The demographics for these residents consist of a racial minority and low income, and they desperately rely on this pedestrian bridge for access over I-70. In June 2021, Rostraver Township met with Penn DOT to hear about MPMS 115909 for a bridge preservation project to extend the life of the Pricedale Pedestrian Bridge over I-70. The Rostraver Township Board of Commissioners want to make it clear that this bridge needs to remain operational to the residents who rely on this bridge daily to safely cross over I-70. Enclosed are photos from Penn DOT on this pedestrian bridge, showing the need for safety improvements, as well a timeline and supporting documents.

In closing, thank you for your time and consideration for the I-70/SR 201 Corridor (intersection of SR 1099/3013, the I-70 eastbound ramp with SR 3033, and the SR 201 Bridge over I-70), and Pricedale Pedestrian Bridge projects for the TIP. If you have any questions or would like to set up a meeting to further discuss these projects, please contact me at your earliest convenience.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER

John Lorezno
Chairman



Enclosures

TMS/msc

cc: Rostraver Township Board of Commissioners
Joseph Szczur, P.E. Penn DOT
Senator Pat Stefano
Representative Eric Davanzo
Westmoreland County Commissioners

TOWNSHIP OF ROSTRAVER

Board of Commissioners



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TIMOTHY M. MAATTA
Solicitor

CARL DEI CAS
KLH Engineers, Inc.

May 28, 2021

Daniel W. Carpenter
Deputy Director
Westmoreland County Planning Department
40 N. Pennsylvania Avenue
Fifth Floor, Suite 520
Greensburg, PA 15601

RE: Candidate Projects for the 2023
TIP Update

Dear Mr. Carpenter:

Rostraver Township would like three candidate projects to be considered as part of the 2023 Transportation Improvement Plan (TIP) Update. They are the I-70/SR 201 Corridor, SR 201/SR 51 Ramp Intersection, and the Pricedale Pedestrian Bridge. Enclosed please find the workbooks completed for safety and operations for I-70/SR 202 Corridor and SR201/SR 51 Ramp Intersection, and a bridge project for the Pricedale Pedestrian Bridge.

I-70/SR 201 Corridor:

This corridor continues to increase in traffic congestion and will continue to grow since SR 201 is the regional commercial hub of the Mon Valley. On a daily basis during rush hour, traffic backs up onto I-70 as motorists are trying to exit onto SR 201. The backup on I-70 gets so bad during the holiday season that Penn DOT annually installs temporary signage along I-70 to alert traffic of stopped vehicles trying to exit on to SR 201. Since time and money have been spent on studying the I-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled regional commercial corridor to improve operations, safety, and capacity. There are two areas along SR 201, that Rostraver Township has been presenting and pleading for funding: the intersection of SR 3033 (Pricedale Road) and the I-70 eastbound ramp, and the intersection of SR 201 and SR1099/3013 (Vance Dei Cas). Enclosed please find a timeline and supporting documentation to further explain the history of pleading for improvements for the I-70/SR 201 Corridor since 2005.

SR 201/SR 51 Ramp Intersection:

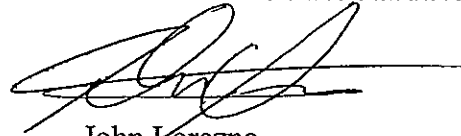
With the closing of southbound traffic at Vernon Drive and SR 51, the SR 201/SR 51 Ramp Intersection has become increasingly busy. Traffic coming out of Vernon Drive cannot make a left turn onto SR 51 southbound, now all that traffic is directed onto SR 201 to access the SR 51 southbound ramp. McTish-Kunkle and Associates prepared an Intersection Improvement Traffic Alternative Analysis for the intersection of SR 201 (Rostraver Road), Circle Drive, and SR 51 southbound on-ramps. The report used 2015 average daily traffic numbers and collected manual turning movement counts on March 16, 2016. After that time, Rostraver Township granted approval for a subdivision, Marian Woodlands, consisting of 130 single family lots off SR 201. Phase I is almost built out and Phase II and III of that development are under construction and increasing the traffic along SR 201 and the SR 51 ramps. In addition, an additional residential development is in the preliminary stages at the Willowbrook Golf Course to consist of 171 dwelling units. Rostraver Township would like to see operational and safety improvements made to this intersection as suggested by McTish Kunkle and Associates on behalf of Penn DOT. Enclosed please find a timeline and supporting documentation for improvements for the SR 201/SR 51 Ramp Intersection.

Pricedale Pedestrian Bridge:

The Pricedale Pedestrian Bridge provides access to the residents over I-70 to walkover the interstate to get their mail since only PO boxes are used in Pricedale. The demographics for these residents consist of a racial minority and low income, and they desperately rely on this pedestrian bridge for access over I-70. Enclosed are photos from Penn DOT on this pedestrian bridge, showing the need for safety improvements, as well a timeline and supporting documents.

In closing, thank you for your time and consideration for the I-70/SR 201 Corridor (intersection of SR 1099/3013 and the I-70 eastbound ramp with SR 3033), the SR 201/SR 51 Ramp Intersection and Pricedale Pedestrian Bridge as candidate projects for the 2023 TIP Update. If you have any questions or would like to set up a meeting to further discuss these projects, please contact me at your earliest convenience.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER



John Lorezno
Chairman

Enclosures

TMS/pb

cc: Rostraver Township Board of Commissioners
Joseph Szczur, P.E. Penn DOT
Senator Pat Stefano
Representative Eric Davanzo
SPC

TOWNSHIP OF ROSTRAVER

Board of Commissioners



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CARL DEI CAS
KLH Engineers, Inc.

May 28, 2021

Daniel W. Carpenter
Deputy Director
Westmoreland County Planning Department
40 N. Pennsylvania Avenue
Fifth Floor, Suite 520
Greensburg, PA 15601

RE: Candidate Projects for the 2023
TIP Update

Dear Mr. Carpenter:

Rostraver Township would like three candidate projects to be considered as part of the 2023 Transportation Improvement Plan (TIP) Update. They are the I-70/SR 201 Corridor, SR 201/SR 51 Ramp Intersection, and the Pricedale Pedestrian Bridge. Enclosed please find the workbooks completed for safety and operations for I-70/SR 202 Corridor and SR201/SR 51 Ramp Intersection, and a bridge project for the Pricedale Pedestrian Bridge.

I-70/SR 201 Corridor:

This corridor continues to increase in traffic congestion and will continue to grow since SR 201 is the regional commercial hub of the Mon Valley. On a daily basis during rush hour, traffic backs up onto I-70 as motorists are trying to exit onto SR 201. The backup on I-70 gets so bad during the holiday season that Penn DOT annually installs temporary signage along I-70 to alert traffic of stopped vehicles trying to exit on to SR 201. Since time and money have been spent on studying the I-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled regional commercial corridor to improve operations, safety, and capacity. There are two areas along SR 201, that Rostraver Township has been presenting and pleading for funding: the intersection of SR 3033 (Pricedale Road) and the I-70 eastbound ramp, and the intersection of SR 201 and SR1099/3013 (Vance Dei Cas). Enclosed please find a timeline and supporting documentation to further explain the history of pleading for improvements for the I-70/SR 201 Corridor since 2005.

SR 201/SR 51 Ramp Intersection:

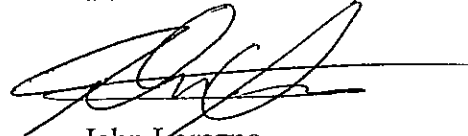
With the closing of southbound traffic at Vernon Drive and SR 51, the SR 201/SR 51 Ramp Intersection has become increasingly busy. Traffic coming out of Vernon Drive cannot make a left turn onto SR 51 southbound, now all that traffic is directed onto SR 201 to access the SR 51 southbound ramp. McTish-Kunkle and Associates prepared an Intersection Improvement Traffic Alternative Analysis for the intersection of SR 201 (Rostraver Road), Circle Drive, and SR 51 southbound on-ramps. The report used 2015 average daily traffic numbers and collected manual turning movement counts on March 16, 2016. After that time, Rostraver Township granted approval for a subdivision, Marian Woodlands, consisting of 130 single family lots off SR 201. Phase I is almost built out and Phase II and III of that development are under construction and increasing the traffic along SR 201 and the SR 51 ramps. In addition, an additional residential development is in the preliminary stages at the Willowbrook Golf Course to consist of 171 dwelling units. Rostraver Township would like to see operational and safety improvements made to this intersection as suggested by McTish Kunkle and Associates on behalf of Penn DOT. Enclosed please find a timeline and supporting documentation for improvements for the SR 201/SR 51 Ramp Intersection.

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BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER



John Lorezno
Chairman

Enclosures
TMS/pb

cc: Rostraver Township Board of Commissioners
Joseph Szczur, P.E. Penn DOT
Senator Pat Stefano
Representative Eric Davanzo
SPC

Rostraver Township, Westmoreland County
MPMS/ID Number 88507 I-70/SR 201 Interchange

- SR 3033 (Pricedale Road) and I-70 Eastbound Ramp
 - SR 201 and SR 1099/3013 (Vance Dei Cas)
 - SR 201 Bridge over I-70

Brief History:

- 2021- Rostraver Township learned from Penn DOT they are planning to rehabilitate the SR 201 Bridge over I-70 instead of doing a major upgrade (June 15, 2021). Rostraver Township voiced concerns that the entire SR 201 corridor around I-70 needs an upgrade for safety, capacity and operational concerns.
- SPC Conducted a Road Safety Audit for SR 201 April 2021
- *Rostraver Township submitted a candidate project to Westmoreland County for the 2023 TIP update for these intersections (May 28, 2021)
- 2020- *Rostraver Township submitted a letter to SPC asking to amend the 2021-2024 TIP to include both of these intersections.
- 2019- * Rostraver Township submitted a letter to the Westmoreland County Planning Department asking for the I-70/SR 201 Corridor to be part of the Transportation Improvement Program
- *Rostraver Township submitted a letter to SPC as part of the Smart Moves Plan to request funding for MPMS/ID Number 88507 (I-70 at SR 201 Interchange)
- *State Representative Justin M. Walsh sent a letter to SPC supporting the SPC Smart Moves Plan for I-70/SR 201 corridor
- 2018- *Rostraver Township submitted a letter to SPC to add the I-70/SR 201 Corridor and SR 201/SR 51 Ramp Intersection as Proposed Amendments to the 2019-2022 TIP
- 2017- *Rostraver Township submitted a letter to SPC to reconfigure the I-70 eastbound ramp with SR 3033 (Pricedale Road) and to redesign the SR 201/SR 3013 (Vance Dei Cas) intersection
- 2016- Rostraver Township submitted testimony to SPC to reconfigure the I-70 eastbound ramp with SR 3033 (Pricedale Road) and to redesign the SR 201/SR 3013 (Vance Dei Cas) intersection

- 2015- *Rostraver Township submitted testimony and a letter to SPC during the Long-Range Plan Public Comment Period for I-70/SR 201, for the intersections of SR 3033 (Pricedale Road) and I-70 Eastbound Ramp, and the intersection of SR 201 and SR 1099/3013 (Vance Dei Cas)
- 2014- Rostraver Township submitted testimony to SPC to reconfigure the I-70 eastbound ramp with SR 3033 (Pricedale Road) and to redesign the SR 201/SR 3013 (Vance Dei Cas) intersection
- 2013- *Rostraver Township sent SPC a letter asking for monies from MPMS 60360 and MPMS 67854 to be spent on the I-70/SR 201 Corridor [SR 3033 (Pricedale Road) and I-70 eastbound ramp, and SR 201 and SR 1099/3013 (Vance Dei Cas) intersection]
- 2012- *Rostraver Township sent SPC comments on the 2013-2016 Draft TIP, requesting funding for I-70/SR 201 Corridor [SR 3033 (Pricedale Road) and I-70 eastbound ramp, and SR 201 and SR 1099/3013 (Vance Dei Cas) intersection]
- 2011- *Rostraver Township submitted a project abstract to the State Transportation Commission to reconfigure the I-70 eastbound ramp and SR 3033 (Pricedale Road)
- 2009- *Meeting held at Rostraver Township Municipal Building with Penn DOT to discuss reconfiguring the I-70 eastbound ramp and SR 3033 (Pricedale Road)
- 2008 - *Rostraver Township sent a letter to Penn Dot supporting MPMS 60360 to upgrade the intersection of SR 201 and SR 3013/Vance Dei Cas
- *Honorable Congressman Murtha sent a letter to Joe Szczur at Penn Dot giving the OK to use the funding to upgrade the intersection of SR 201 and SR 3013
- *Honorable Congressman Murtha sent a letter to Allen Biehler at Penn Dot supporting Rostraver Township's priority to upgrade the intersection of SR 201 and SR 3013
- 2007 - *Rostraver Township Board of Commissioners did a letter making the upgrade of SR 201 and SR 3013 a priority
- *Westmoreland County Commissioners send a letter to Penn Dot expressing their support for SR 201 and SR 3013

*Documentation attached

*State Representative Ted Harhai send a letter citing congestion and safety as a problem for the SR 201 Corridor

*Submitted testimony to SPC to support MPMS 60360

2006 - *Submitted testimony to SPC to support MPMS 60360

2005 - Submitted support of MPMS 60360 to SPC online

*2005-2008 Draft TIP shows MPMS 60360 (I-70/SR 201 Upgrades) receiving federal earmark

There is a corridor congestion problem for the I-70/SR 201 Corridor. Ortho-Rodgers & Associates, Inc. did a study for Penn Dot entitled *Interstate 70 and State Route 201 Corridor Study* in 2004. The study showed documented problems and to date no funding has been dedicated to the I-70/SR 201 Corridor.

TOWNSHIP OF ROSTRAVER

Board of Commissioners



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RAYMOND IACOBONI
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TIMOTHY M. MAATTA
Solicitor

CARL DEI CAS
KLH Engineers, Inc.

June 1, 2020

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

RE: Proposed amendments to the 2021-
2024 Transportation Improvement
Program

To Whom It May Concern:

Rostraver Township would like three projects to be considered as amendments to the draft 2021-2024 Transportation Improvement Plan (TIP). They are the I-70/SR 201 Corridor, SR 201/SR 51 Ramp Intersection, and the Pricedale Pedestrian Bridge.

I-70/SR 201 Corridor:

This corridor continues to increase in traffic congestion and will continue to grow since SR 201 is the regional commercial hub of the Mon Valley. On a daily basis during rush hour, traffic backs up onto I-70 as motorists are trying to exit onto SR 201. The backup on I-70 gets so bad during the holiday season that Penn DOT annually installs temporary signage along I-70 to alert traffic of stopped vehicles trying to exit on to SR 201. Since time and money have been spent on studying the I-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled regional commercial corridor to improve operations, safety, and capacity. There are two areas along SR 201, that Rostraver Township has been presenting and pleading for funding: the intersection of SR 3033 (Pricedale Road) and the I-70 eastbound ramp, and the intersection of SR 201 and SR1099/3013 (Vance Dei Cas). Enclosed please find a timeline and supporting documentation to further explain the history of pleading for improvements for the I-70/SR 201 Corridor since 2005.

SR 201/SR 51 Ramp Intersection:

With the closing of southbound traffic at Vernon Drive and SR 51, the SR 201/SR 51 Ramp Intersection has become increasingly busy. Traffic coming out of Vernon Drive cannot make a left

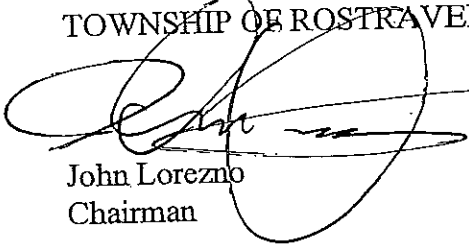
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Pricedale Pedestrian Bridge:

The Pricedale Pedestrian Bridge provides access to the residents over I-70 to walkover the interstate to get their mail since only PO boxes are used in Pricedale. The demographics for these residents consist of a racial minority and low income, and they desperately rely on this pedestrian bridge for access over I-70. Enclosed are photos from Penn DOT on this pedestrian bridge, showing the need for safety improvements.

In closing, thank you for your time and consideration for the I-70/SR 201 Corridor (intersection of SR 1099/3013 and the I-70 eastbound ramp with SR 3033), the SR 201/SR 51 Ramp Intersection and Pricedale Pedestrian Bridge improvements to be considered proposed amendments to the 2021-2024 TIP. If you have any questions or would like to set up a meeting to further discuss these projects, please contact me at your earliest convenience.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER



John Lorezno
Chairman

Enclosures

TMS/pb

cc: Rostraver Township Board of Commissioners
Joseph Szczur, P.E. Penn DOT
Senator Pat Stefano
Representative Eric Davanzo
Westmoreland County Commissioners

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TIMOTHY M. MAATTA
Solicitor

CARL DEI CAS
KLH Engineers, Inc.

July 19, 2019

Daniel Carpenter, Assistant Deputy Director
Westmoreland County Department of Planning and Development
40 N Pennsylvania Avenue
Fifth Floor
Suite 520
Greensburg, PA 15601

RE: Transportation Improvement Program
I-70/SR 201 Corridor

Dear Mr. Carpenter:

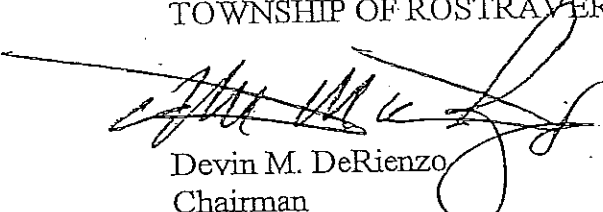
Please accept this letter as a request to add the I-70/SR 201 Corridor to the Transportation Improvement Program for operations, safety and new capacity. Since 2005, Rostraver Township has been requesting SPC to fund the I-70/SR 201 Corridor/Interchange. I have enclosed a timeline and supporting documentation to further explain the support history for the I-70/SR 201 Corridor.

The I-70/SR 201 Corridor/Interchange continues to increase in traffic congestion and will continue to grow since SR 201 is the regional commercial hub of the Mon Valley. On a daily basis during rush hour traffic backs up onto I-70 as motorists are trying to exit onto SR 201. The traffic gets so backed up that Penn DOT installs temporary signage along I-70 to alert traffic of stopped vehicles trying to exit onto SR 201. Since time and money have been spent on studying the I-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled regional commercial corridor to improve operations, safety and capacity. There are two areas along SR 201 that Rostraver Township has been presenting and pleading for funding:

Intersection of SR 3033 (Pricedale Road) and the I-70 eastbound ramp and
Intersection of SR 201 and SR1099/3013 (Vance Dei Cas).

Thank you for your time and consideration to program and fund MPMS/ID Number 88507 for the I-70/SR 201 Corridor. If you have any questions or would like to set up a meeting to further discuss this project, please contact me at your earliest convenience.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAYER



Devin M. DeRienzo
Chairman

Enclosures

TMS/psb

cc: Rostraver Township Board of Commissioners
Senator Pat Stefano
Representative Justin M. Walsh
Westmoreland County Commissioners Charles Anderson, Gina Cerilli & Ted Kopas
Southwestern Pennsylvania Commission
Joseph Szczur, P.E.

JUSTIN M. WALSH, MEMBER

DISTRICT OFFICES:
1739 ROSTRAVER ROAD
BELLE VERNON, PA 15012
PHONE: 724-929-2655 • FAX: 724-929-2651

BOROUGH OF MOUNT PLEASANT
BOROUGH BUILDING
1 ETZE AVE, STE 212
MOUNT PLEASANT PA 15666
PHONE: 724-542-0349 • FAX: 724-613-1000

JEANNETTE AREA HISTORICAL SOCIETY
415 CLAY AVE
JEANNETTE PA 15644
PHONE: 724-523-2739



House of Representatives
Commonwealth of Pennsylvania
Harrisburg

CAPITOL OFFICE
B-12 MAIN CAPITOL
P.O. BOX 2020
HARRISBURG, PA 17120-2020
PHONE: (717) 783-3825 • FAX: 717-782-2991

COMMITTEE
COMMERCE
GAME & FISHERIES
STATE GOVERNMENT

E-MAIL: JWALSH@PAHOUSEGOP.CO
WEBSITE: REPWALSH.CO
FACEBOOK.COM/REPWALSH

June 6, 2019

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

RE: SPC Smart Moves – Long Range Plan – MPMS/ID Number 88507

Dear Planning Committee,

It has come to my attention that Rostraver Township is seeking programming and funding for the I 70/SR 201 interchange.

I wholeheartedly support these proposals and would appreciate your favorable consideration of the I-70 / SR 201 corridor/ interchange to improve the safety and flow of traffic in the district.

I trust you will give all due consideration to their request. Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Justin M. Walsh".

Justin M. Walsh
State Representative
58th Legislative District
JW/jo

James

TOWNSHIP OF ROSTRAVER Board of Commissioners



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CARL DEI CAS
KLH Engineers, Inc

May 22, 2019

SPC Comments

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

RE: SPC Smart Moves -- Long Range Plan

To Whom It May Concern:

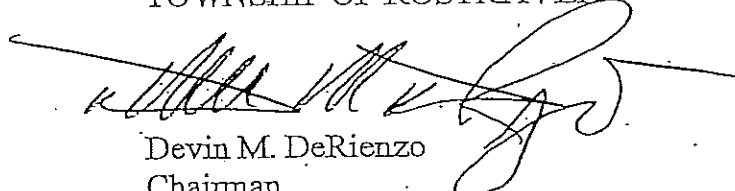
Please accept this letter as support from Rostraver Township for the SPC's long range plan -- Smart Moves for MPMS/ID Number 88507 (I-70 at SR 201 Interchange). This project is shown in the Plan as a need but not currently programmed with an estimated \$58,000,000 total. Since 2005, Rostraver Township has been requesting SPC to fund the I-70/SR 201 Corridor/Interchange. I have enclosed a timeline recap and supporting documentation to further explain the support history for the I-70/SR 201 Interchange.

The I-70/SR 201 Corridor/Interchange continues to increase in traffic congestion and will continue to grow since SR 201 is the regional commercial hub of the Mon Valley. On a daily basis, congestion on SR 201 during rush hour backs up onto I-70. It gets so bad that Penn DOT annually installs temporary signage along I-70 to alert traffic of stopped vehicles trying to exit on to SR 201. Since time and money have been spent on studying the I-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled regional commercial corridor. There are two areas along SR 201, that Rostraver Township has been presenting and pleading for funding:

- Intersection of SR 3033 (Pricedale Road) and the I-70 eastbound ramp and
- Intersection of SR 201 and SR1099/3013 (Vance Dei Cas).

Thank you for your time and consideration to program and fund MPMS/ID Number 88507 for the I-70/SR 201 Intersection. Rostraver Township supports the other projects listed in the SPC Smart Moves Plan but wants programming and funding for MPMS/ID Number 88507. If you have any questions or would like to set up a meeting to further discuss this project, please contact me at your earliest convenience.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER



Devin M. DeRienzo
Chairman

Enclosures

TMS/pb

cc: Rostraver Township Board of Commissioners
Senator Pat Stefano
Representative Justin M. Walsh
Westmoreland County Commissioners Charles Anderson, Gina Cerilli & Ted Kopas

Route	Project Name	Township	W/M/S ID NUMBER	County	Distric	Year	Stage	Investment Category	Programming Status	Totals	Remarks
70	I-70: Claysville to Taylorstown	N	20193010	Washington	12		2	Road Reconstruction	Not currently programmed	\$62,000,000	Reconstruction of I-70 from Mile marker 4.5 to Mile marker 10 and the preservation of the following I-70 mainline structures: 2 structures over Dutch Fork of Buffalo Creek, 2 structures over SR 3024 (Old National Pike), I-70 over Eighth Street, I-70 over Railroad Street, 2 structures over SR 231 (Bell Avenue), 2 structures over SR 3017 (Valley View Road) & Branch of Dutch Fork, and 2 structures over SR 3009 (S. Sunset Beach Road) and Buffalo Creek all work is located in Buffalo & Donegal Townships & Claysville Borough, Washington
70	I-70: Centerville to Speers	N	20193011	Washington	12		3	Road Reconstruction	Not currently programmed	\$67,600,000	Reconstruction of I-70 from the I-70/SR 41 Interchange to the Speers Interchange in Fallowfield Township, and Speers and Twilight Boroughs, Washington County.
70	I-70 at SR 201 Interchange	N	88507	Westmoreland	12		3	Road Reconstruction	Not currently programmed	\$58,000,000	Reconstruction of the SR 201 Interchange on I-70 in Rostraver Township, Westmoreland County
70	I-70 over Local Road Turnback	N	98714	Westmoreland	12		2	Preservation	Programmed on SPC TYP	NA	Bridge preservation I-70 over Local Road Turnback in Rostraver Township
70	I-70 over Speers Run	N	102163	Westmoreland	12		2	Bridge Preservation	Programmed on SPC TYP	\$3,250,000	Improvements to the structure carrying I-70 over Speers Run in Rostraver Township, Westmoreland County
70	I-70: North Belle Vernon to Monessen	N	20193012	Westmoreland	12		3	Road Reconstruction	Not currently programmed	\$19,000,000	Reconstruction of I-70 from N Belle Vernon ramps to Monessen ramps in Rostraver Twp, Westmoreland County

TOWNSHIP OF ROSTRAVER

Board of Commissioners



Board of Commissioners

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President

RAYMOND JACOBONI
Vice President

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HENRY S. BOLDYZAR, JR.

GARY L. LITVANY

Municipal Building
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Rostraver Township, PA 15012
(724) 929-8877 • Fax: (724) 929-5009
www.rostraver.us
e-mail: commissioners@rostraver.us

JEFFREY E. K
Finance Director/Offi

PAMELA S. E
Secretary

ELAINE M. PH
Treasurer/Tax C

TIMOTHY M. N
Solicitor

CARL DEI
KLH Engineer

June 1, 2018

SPC Comments

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

RE: Proposed amendments to the 2019-
2022 TIP

To Whom It May Concern:

Rostraver Township would like two projects to be considered as amendments to the draft 2019-2022 Transportation Improvement Plan (TIP). Both projects were submitted during the public participation on May 31, 2018 in Westmoreland County. They are the SR 201/SR 51 Ramp Intersection Improvements and the I-70/SR 201 Corridor. Enclosed please find testimony to be submitted for both projects.

SR 201/SR 51 Ramp Intersection:

With the closing of southbound traffic at Vernon Drive and SR 51, the SR 201/SR 51 Ramp Intersection has become increasingly busy. Traffic coming out of Vernon Drive cannot make a left turn onto SR 51 southbound, now all that traffic is directed onto SR 201 to access the SR 51 southbound ramp. McTish-Kunkle and Associates prepared an Intersection Improvement Traffic Alternative Analysis for the intersection of SR 201 (Rostraver Road), Circle Drive, and SR 51 southbound on-ramps. The report used 2015 average daily traffic numbers and collected manual turning movement counts on March 16, 2016. After that time, Rostraver Township granted approval for a preliminary subdivision, Marian Woodlands, consisting of 130 single family lots off SR 201. Phase I and Phase II of that development are under construction and increasing the traffic along SR 201 and the SR 51 ramps.

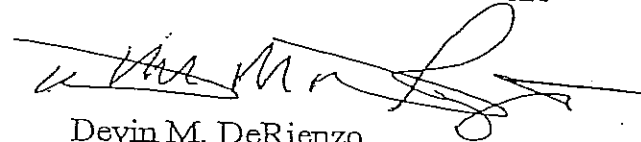
I-70/SR 201 Corridor:

This corridor continues to increase in traffic congestion and will continue to grow since SR 201 is the regional commercial hub of the Mon Valley. Congestion on SR 201 during rush hour and during the holiday season traffic backs up onto I-70. It gets so bad that Penn DOT annually

installs temporary signage along I-70 to alert traffic of stopped vehicles trying to exit on to SR 201. Since time and money have been spent on studying the I-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled regional commercial corridor. There are two areas along SR 201, that Rostraver Township has been presenting and pleading for funding; the intersection of SR 3033 (Pricedale Road) and the I-70 eastbound ramp, and the intersection of SR 201 and SR1099/3013 (Vance Dei Cas).

In closing, thank you for your time and consideration for the SR 201/SR 51 Ramp Intersection Improvements and SR 201 Corridor (intersection of SR 1099/3013 and the I-70 eastbound ramp with SR 3033) to the proposed amendments to the 2019-2022 TIP. If you have any questions or would like to set up a meeting to further discuss these projects, please contact me at your earliest convenience.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER



Devin M. DeRienzo
Chairman

Enclosures

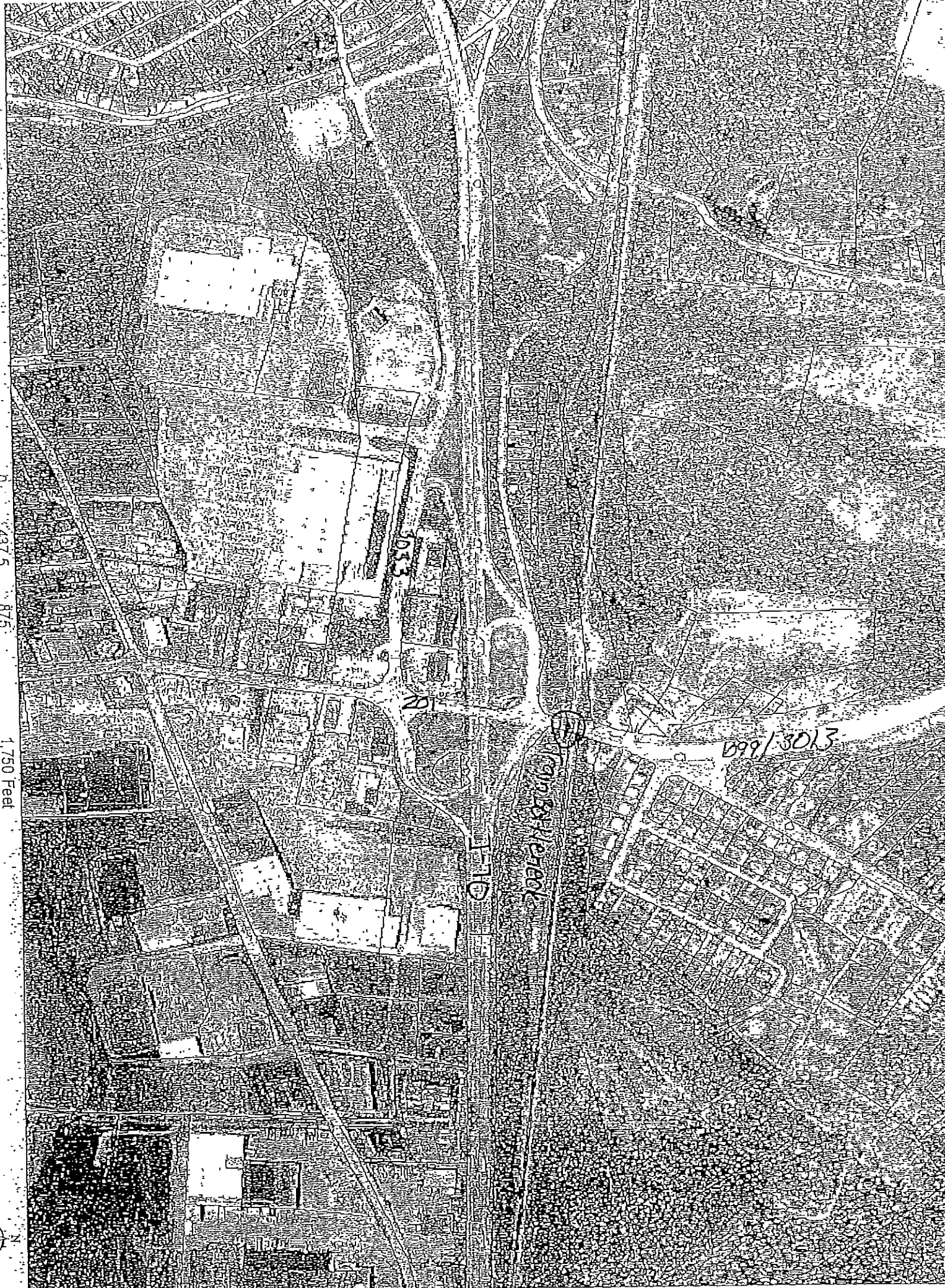
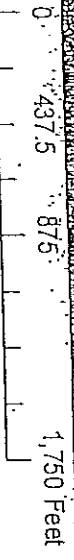
TMS/pb

cc: Rostraver Township Board of Commissioners
Senator Pat Stefano
Representative Justin M. Walsh
Westmoreland County Commissioners Charles Anderson, Gina Cerilli & Ted Kopas



Not to be substituted as a survey.

4:11 - 750 #



TOWNSHIP OF ROSTRAVER

Board of Commissioners



Board of Commissioners

GARY N. BECK, SR.
President

GARY L. LITVANY
Vice President

DEVIN M. DeRIENZO

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RAYMOND IACOBONI

Municipal Building
201 Municipal Drive
Belle Vernon, PA 15012
(724) 929-8877 • Fax: (724) 929-5009
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JEFFREY E. KEF
Finance Director/Office

PAMELA S. BE
Secretary

ELAINE M. PHIL
Treasurer/Tax Coll

ALBERT GAU
Solicitor

CARL DEI CA
KLH Engineers, I

June 2, 2017

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

RE: Proposed amendments to the 2017-
2020 TIP

To Whom It May Concern:

Rostraver Township would like two projects to be considered as amendments to the draft 2017-2020 Transportation Improvement Plan (TIP). They are the SR 201/SR 51 Ramp Intersection Improvements and the I-70/SR 201 Corridor. Rostraver Township fully understands the I-70/SR 201 Corridor will be addressed during the I-70 improvements but wanted to keep that corridor on your radar.

SR 201/SR 51 Ramp Intersection:


With the closing of southbound traffic at Vernon Drive and SR 51, the SR 201/SR 51 Ramp Intersection has become increasingly busy. McTish-Kunkle and Associates prepared an Intersection Improvement Traffic Alternative Analysis for the intersection of SR 201 (Rostraver Road), Circle Drive, and SR 51 southbound on-ramps. The report used 2015 average daily traffic numbers and collected manual turning movement counts on March 16, 2016. After that time, Rostraver Township granted approval for a preliminary subdivision, Marian Woodlands, consisting of 127 single family lots off of SR 201. Rostraver Township would like confirmation that the level of service reflects the anticipated traffic from Marian Woodlands. Rostraver Township does support an intersection improvement but wants verification that the level of service is accurate with flows from Marian Woodlands.

I-70/SR 201 Corridor:

This corridor continues to increase in traffic congestion and will continue to grow since SR 201 is the regional commercial hub of the Mon Valley. Congestion on SR 201 during rush hour and during the holiday season causes traffic to back up onto I-70. Penn DOT annually installs temporary signage along I-70 to alert traffic of stopped vehicles trying to exit on to SR 201. Since time and money have been spent on studying the I-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled regional commercial corridor. There are two areas along SR 201, that Rostraver Township has been presenting and pleading for funding; the intersection of SR 3033 (Pricedale Road) and the I-70 eastbound ramp, and the intersection of SR 201 and SR1099/3013 (Vance Dei Cas).

In closing, thank you for your time and consideration for the SR 201/SR 51 Ramp Intersection Improvements and SR 201 Corridor (intersection of SR 1099/3013 and the I-70 eastbound ramp with SR 3033) to the proposed amendments to the 2017-2020 TIP. If you have any questions or would like to set up a meeting to further discuss these projects, please contact me at your earliest convenience.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER


Gary N. Beck, Sr.
Commissioner

TMS/msc

cc: Rostraver Township Board of Commissioners
Senator Pat Stefano
Representative Justin M. Walsh
Charles Anderson, Gina Cerilli & Ted Kopas, Westmoreland County Commissioners
Brian Lawrence, Westmoreland County Planning Department
Bill Beaumariage, Penn DOT District 12

TOWNSHIP OF ROSTRAVER

Board of Commissioners



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Finance Director/Office Manager

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ALBERT GAUGER
Solicitor

CARL DEICHA
KLH Engineers, Inc.

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SYMONE IACOBONI

MARY L. LITVANY

BRIAN L. SOKOL

Municipal Building
201 Municipal Drive
Belle Vernon, PA 15012
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www.rostraver.us
e-mail: commissioners@rostraver.us

June 8, 2015

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

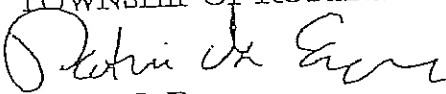
RE: Public Comments on long range plans
to the year 2040

To Whom It May Concern:

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

Thank you in advance for your time and consideration.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER.


Patrick G. Egros
Chairman

TMS/psb

Enclosures

cc: Rostraver Township Board of Commissioners

TOWNSHIP OF ROSTRAVER

Board of Commissioners



Board of Commissioners

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PATRICK G. EGROS
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PAMELA S.
Secretary

ELAINE M. F.
Treasurer/Tax

ALBERT G.
Solicitor

CHESTER EN.
Engineer

May 28, 2013

SPC Draft TIP, Initial Input
Two Chatham Center, Suite 500
112 Washington Place
Pittsburgh, PA 15219

RE: Draft 2015-2018 Transportation
Improvement Plan (TIP)

To Whom It May Concern:

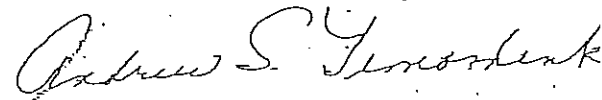
Since 2006, Rostraver Township has been submitting testimony for the 2007-2010 Draft TIP and subsequent TIP drafts to have improvements done at the intersection of SR 201 and SR 1099/3013. Enclosed please find a preliminary cost estimate to improve traffic patterns at this intersection by installing new traffic signals, turning lanes, upgrading existing traffic signals, and reconfiguring access points. In addition, enclosed are letters of support for this project from the Westmoreland County Commissioners, Representative Harhai and Representative Murtha.

In 2009, Rostraver Township began meeting with elected officials and Penn DOT to see if monies from MPMS 60360 or MPMS 67854 could be used to upgrade/reconfigure the I-70 eastbound ramp off of SR 3003 (Pricedale Road) to help alleviate that some of the congestion on SR 201. In 2003, a needs study was done for the I-70/201 corridor by Ortho-Rodgers and Associates but the final study is still waiting final review from Penn DOT and the Federal Highway Administration since the recommendations were beyond "reasonable expense".

Since time and money have been spent on studying the I-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled commercial corridor by adding the SR 201 and SR 1099/3013 project and I-70 eastbound ramp and SR 3033 project to the 2015-2018 draft TIP. There is congestion on SR 201 during rush hour and especially during the holiday season when traffic backs up onto I-70.

Thank you for your time and consideration for adding SR 201 and SR 1099/3013 and I-70 eastbound ramp and SR 3033 to the 2015-2018 TIP. The SR 201 corridor is the top priority for Rostraver Township.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER



Andrew S. Temoshenka
Commissioner

Enclosures

TMS/pb

cc: Rostraver Township Board of Commissioners
Senator Kim Ward
Representative Ted Harhai
Charles Anderson, Tyler Courtney & Ted Kopas, Westmoreland County Commissioners
Chris Bova, Westmoreland County Planning Department
Mike Turley, Westmoreland County

TOWNSHIP OF ROSTRAVER

Board of Commissioners



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Municipal Building
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Belle Vernon, PA 15012

(724) 929-8877 - Fax: (724) 929-5009

www.rostraver.us

e-mail: commissioners@rostraver.us

May 23, 2012

SPC Comments
425 Sixth Avenue
Suite 2500
Pittsburgh, PA 15219

RB: Draft 2013-2016 Transportation
Improvement Plan (TIP)

To Whom It May Concern:

Rostraver Township received an email from the Smart Growth Partnership on Thursday May 17, 2012 at 5:56 pm regarding the "Southwestern Pennsylvania Commission seeks input on Draft 2013-2016 TIP". The Township is appreciative that Smart Growth sent the Township said notice, but the Public Participation Panel for Westmoreland County was at 6:00 pm on the same day, May 17, 2012. Needless to say, Rostraver Township was not able to attend the Public Participation Panel in Westmoreland County. Please add this letter to the public comments for the draft 2013-2016 TIP.

It is my understanding that previous chairmen of the Board of Commissioners have objected to MPMS 31763/SR 906 Abandoned Tramway Bridge project. Rostraver Township does not understand the need or benefit for this project. There are other projects that are a higher priority to the Township, and the Township would prefer to see the projects described below to be on the TIP over MPMS 31763.

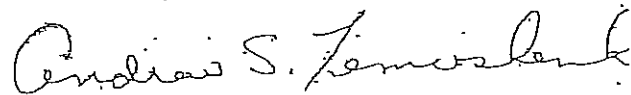
Since 2006, Rostraver Township has been submitting testimony for the 2007-2010 Draft TIP and subsequent TIP drafts to have improvements done at the intersection of SR 201 and SR 1099/3013. Enclosed please find a preliminary cost estimate to improve traffic patterns at the intersection by installing new traffic signals, turning lanes, upgrading existing traffic signals, and reconfiguring access points. In addition, enclosed are letters of support for this project from Westmoreland County Commissioners, Representative Harha and Representative Mintha. In 2009, Rostraver Township began meeting with elected officials and Penn DOT to see if monies from MPMS 60360 or MPMS 67854 could be used to upgrade/reconfigure the I-70 eastbound ramp

¹ Attached is the sign in sheet from the meeting in 2009 and an aerial photograph of the area

of SR 3003 (Pricedale Road) to help alleviate that some of the congestion on SR 201. In 2003, a needs study was done for the I-70/201 corridor by Ortho-Rodgers and Associates but the final study is still waiting final review from Penn DOT and the Federal Highway Administration since the recommendations were beyond "reasonable expense". Since time and money have been spent on studying the I-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled commercial corridor by adding the SR 201 and SR 1099/3013 project and I-70 eastbound ramp and SR 3033 project to the 2013-2016 draft TIP.

Thank you for your time and consideration for adding SR 201 and SR 1099/3013 and I-70 eastbound ramp and SR 3033 to the 2013-2016 TIP.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER



Andrew S. Temoshenka
Commissioner

Enclosures

TMS/pb

cc: Rostraver Township Board of Commissioners
Senator Kim Ward
Representative Ted Harhai
Charles Anderson, Tyler Courtney & Ted Kopas, Westmoreland County Commissioners
Jason Rigone, Westmoreland County Planning Department
Smart Growth Partnership

Tamira Spedaliere

From: Sargent, Martin J [MSARGENT:@pa.gov]

Sent: Thursday, August 18, 2011 10:46 AM

To: Tamira Spedaliere

Subject: STC Abstract for I-70 Ramp Configuration - 2013-64-0001

This email is to notify you that the 2013 Abstract you submitted for Westmoreland County, titled, I-70 Ramp Configuration was received and has been assigned the Identification Number of 2013-64-0001

If you have any questions regarding this e-mail or require additional assistance, please feel free to contact:

Martin Sargent, Specialist Transportation Programs

PA Department of Transportation

Twelve Year Program Section - Center for Program Development and Management

400 North Street, 6th Floor; Harrisburg, PA 17120-0064

Phone: 717.772.0794 Fax: 717.787.5247

Confidentiality Notice: This electronic communication is privileged and confidential and is intended only to the party to whom it is addressed. If received in error, please notify the listed contact.

8/18/2011

State Transportation Commission 2013 Transportation Program Project Abstract (V2013.1)



Mr. <input checked="" type="radio"/> Ms. <input type="radio"/>		*First Name	Nick	*Last Name	Lorenzo	M. I.	
Street Address		201 Municipal Drive		City	Belle Vernon	State	PA Zip 15012
Organization		Rostraver Township		Title			
Email Address		commissioners@rostraver.us		*Phone	(724) 929 - 8877	Fax	(724) 929 - 5009
Testifying For?		Rostraver Township		*Are you planning to present this project at any of the STC hearings?			

Check if the same as Project Testifier -

Mr. <input checked="" type="radio"/> Ms. <input type="radio"/>		*First Name	Nick	*Last Name	Lorenzo	M. I.	
Organization		Rostraver Township		Title			
*Email Address		commissioners@rostraver.us		*Phone	(724) 929 - 8877	Fax	(724) 929 - 5009

*Project Title	I-70 Ramp Reconfiguration	*Project Phase	Multiple Phases
Is the Project/Phase on the Local Transportation Improvement Program (LIP)?		No	If known, what is the MPMS #?
*Project Type	Enhancement	*County	Westmoreland
*Municipality	Rostraver (Twp)	Planning Partner	SPC MPO
Road or Facility Name		I-70 Ramp Reconfiguration	State Route # I-70

*Please provide a detailed description of the project.

Reconfigure the I-70 east bound ramp off of Pricedale Road/SR 3003

Please provide the benefits and/or needs of the project.

There is a traffic congestion problem at the intersection of SR 201 and Pricedale Road traffic light. If the ramp was reconfigured just get directly on I-70 eastbound instead of driving up to the signalized intersection at SR 201

Please provide the total cost of the project. (Estimated or Actual) \$0

*Please indicate whether you support or oppose this project. Support Project Oppose Project

*How would you suggest this Project be funded?

Use MPMS 67854 to help pay for this project

I-70 Eastbound Ramp off
of SR 3003/Pricedale Rd.
July 8, 2009

ATTENDANCE SHEET

TOWNSHIP OF ROSTRAVER
201 MUNICIPAL DRIVE
BELLE VERNON, PA 15012

No	Affiliation	Phone Number	Address
	ROSTRAVER COMMUNITY	724-929-8877	
	PennDOT	724-439-7259	
	PennDOT	724-439-7345	rduda@stat
	Rost Top Com	724-929-8877	
	Rost Top HARAD ADE	724-356-4885	NI P...
	Rep Ted Hareha	724-684-2939	
	PennDOT	724-489-7340	
	MC Commissioner	724-830-3104	
	Chesler King	724-483-8041	
	Cons Murtha	614-535-2642	
	West Co. Bldg	724-830-3102	
	Sen Ward	724-600-7002	
	Sen Ward	724-600-7002	
	Rostover Twp	724-929-8877	planning@rostraver
	ROSTRAVER TWP	724-929-8877	secretary@rostraver
	Gov Office	412-565-5700	STOWAN@STATE

I-70 Eastbound Ramp from SR 3003 | Westmoreland County Tax Parcel # 56-16-03-00-0004

General

- Tax Parcels
- Lot Lines
- Patent Lines
- Hospitals
- State Parks
- State Game Lands

Aerial Photography

- Buildings
- Centroids
- Centroids w/o Footprints
- Footprints
- Footprints w/o Centroids
- Footprints w/ Centroids
- Multiple Centroids

Districts

- Tax Municipalities
- School Districts
- Census Districts
- Zip Codes
- Voting Districts
- PA House of Rep Districts

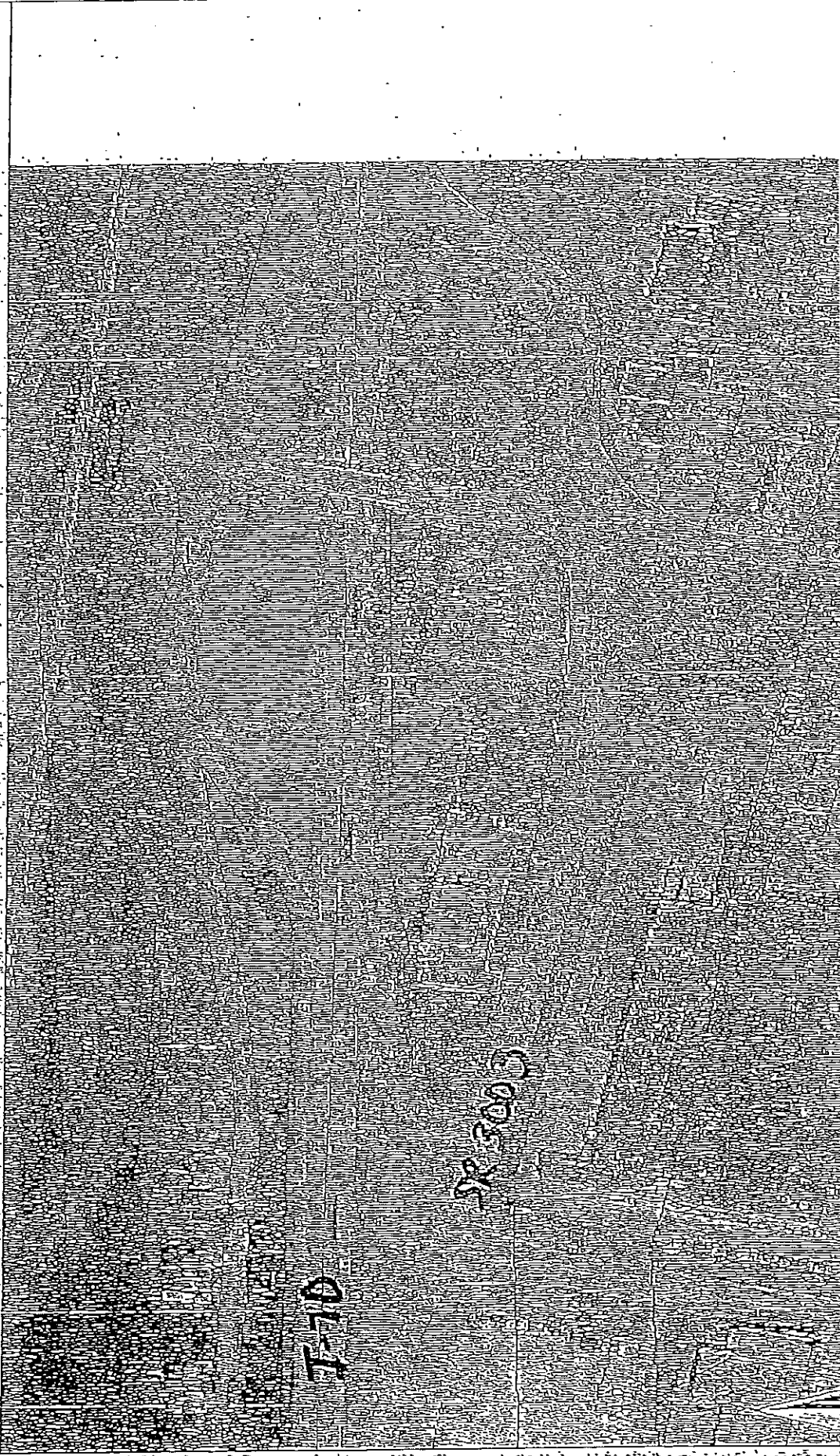
- PA Senate Districts
- Congressional Districts

Transportation

- Roads
- State Roads
- Local Roads
- Airports
- Heliports

Water

- Water
- 100 Year Flood Plain





COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

www.dot.state.pa.us
825 North Gallatin Avenue
P. O. Box 459
Uniontown, Pennsylvania 15401
6 August 2008

RECEIVED
AUG 08 2008

Mr. Nick Lorenzo, Chairman
Township of Rostraver
Board of Commissioners
Municipal Building
201 Municipal Drive
Belle Vernon, Pennsylvania 15012

Dear Mr. Lorenzo:

This is in response to your June 9, 2008 request for information concerning the State Route 0201/3013 and State Route 0051/Dair Road Intersections in Rostraver Township, Westmoreland County.

Your letter indicates that you believe that both intersection projects are not on the Draft 2009-2012 Transportation Improvement Plan. Upon review of the current Draft TIP, the State Route 0051/Dair Road intersection is on the Plan for all phases.

The State Route 0201/3013 intersection is not actually a project on its own at this time; however, it is a part of the I-70/State Route 0201 Study. In order to make this a stand alone project, new policies concerning funding of projects on the TIP must be met. Either of two scenarios that would be required by both SPC and FHWA are as follows:

- > All project phase and fully funded costs must be on the TIP.
- > The project must be on SPC's Long Range plan.

Since neither of these conditions exist, the project cannot be advanced through FHWA and preliminary design must be initiated.

As mentioned in previous correspondence, the I-70/State Route 0201 Study resulted in some recommendations. The available Barmark Funds will need to be used to complete any feasible recommendations prior to moving funding.

Should you have any further questions or require additional information, please contact Assistant District Executive Design R. Alan Barley, P.E. at 724-439-7259.

Sincerely,

R. Barley
Joseph J. Szczur, P.E.
District Executive
Engineering District 12-0



TOWNSHIP OF ROSTRAVER

Board of Commissioners

Board of Commissioners

NICK LORENZO
President

THOMAS G. PATTERSON
Vice President

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RALPH IACOBONI

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PAMELA S. BILLY
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ELAINE M. PHILLIPS
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TIMOTHY M. MURPHY
Solicitor

CHESTER
Engineers

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Belle Vernon, PA 15012
(724) 929-8877 • Fax: (724) 929-5009
www.rostraver.us
e-mail: commissioners@rostraver.us

March 17, 2008

Congressman John P. Murtha
547 Main Street, Suite 401
Johnstown, PA 15907

Attn: Joe Yankovich

Re: Intersection of SR 201 and SR 3013/MPMS 60360

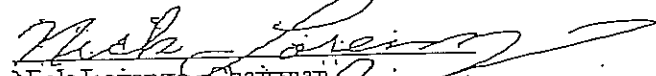
Dear Honorable Congressman Murtha:

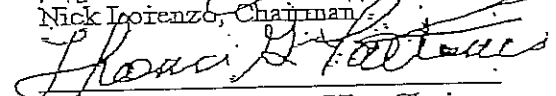
The Rostraver Township Board of Commissioners has made the upgrade of the intersection of SR 201 and SR 3013 a priority since discussing it at the Work Session held on May 21, 2007.

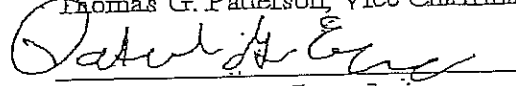
The Westmoreland County Commissioners wrote PennDOT a letter dated September 26, 2007 supporting a traffic study to be conducted on the intersection of SR 201 and SR 3013. Representative Harhai sent the Township a letter dated June 5, 2007 that supports our "efforts to improve conditions at this intersection" and pledging his "assistance to work with Congressman Murtha and his staff to secure the resources required to execute this plan." Both Senator Regola and Representative Harhai have made a point to attend our many meetings regarding this important project for our community.

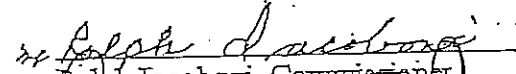
We would appreciate all of the help and direction you can provide concerning this project.


BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER


Nick Lorenzo, Chairman


Thomas G. Patterson, Vice Chairman


Patrick G. Egros, Commissioner


Ralph Jacoboni, Commissioner


Brian L. Sokol, Commissioner

NL/pb
Cc:

Rostraver Township Board of Commissioners
Joseph Szczur, P.E. (PennDOT)
Westmoreland County Commissioners
Representative Ted Harhai
Senator Bob Regola

Email.BeginHide.merge

May 2, 2008

Mr. Joe Szczur
District Executive
Pennsylvania Department of Transportation
PO Box 459
Uniontown, PA 15401-0459
Email.EndHide.merge

Dear Mr. Szczur:

This letter is in regards to the funding that is in place for the intersection of SR 201 and SR 3013 in Rostraver Township.

As evidenced by the attached letter, the Rostraver Commissioners, as well as other County and State officials, have decided that the available funding be used to upgrade the intersection of SR 201 and SR 3013. I do realize that, as you have stated, the money would be better utilized towards a bridge project. However, please understand that this is the decision of the majority of the elected officials and residents that I serve in Congress. As their public servant, it is necessary that I act in their favor.

I request that the funding currently available be used to make improvements to the intersection mentioned above. If you have any questions or would like to discuss this matter further, I ask you to please call my office.

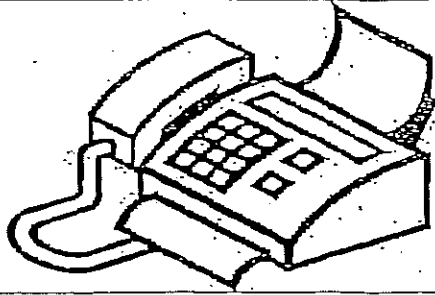
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Sincerely,

JOHN P. MURTHA
YOUR CONGRESSMAN

JPM:jj

Email.endhide.merge



To: Nick Lorenzo
Fax number: 724-929-5009

Date: 5/12/2008

Regarding: SR 201 and SR 3013

Comments:

Fr: Joseph Yankovich
Field Rep.
Honorable John P. Murtha

1-800-289-2642



TOWNSHIP OF ROSTRAVER

Board of Commissioners

Board of Commissioners

NICK LORENZO
President

THOMAS G. PATTERSON
Vice President

PATRICK G. EGROS

RALPH IACOBONI

BRIAN L. SOKOL

Municipal Building
201 Municipal Drive
Belle Vernon, PA 15012
(724) 929-8877 • Fax: (724) 929-5009
www.rostraver.us
e-mail: commissioners@rostraver.us

PAMELA S.
Secretary

ELAINE M. P.
Treasurer/Tax

TIMOTHY M.
Solicitor

CHESTER
Engineer

June 9, 2008

Joseph J. Szczur, P.E.
District Engineer
Engineering District 12-0
Commonwealth of Pennsylvania
Department of Transportation
P. O. Box 459
Uniontown, PA 15401

RE: MPMS Numbers
60360 & 75977

Dear Mr. Szczur:

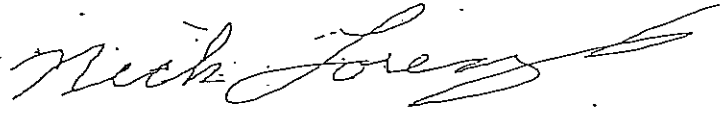
Rostraver Township has reviewed the 2009-2012 Draft Transportation Improvement Program (TIP) listing as prepared by the Southwestern Pennsylvania Commissions (SPC). Rostraver Township was disturbed to notice that MPMS numbers 60360 (I-70/SR 201 Upgrades) and 75977 (SR 51/Darr Road Intersection) have been removed from the proposed list. I plan to submit testimony to SPC on Tuesday, June 17, 2008 at the Westmoreland County Courthouse supporting both of these projects.

The attached letter sent from the Honorable Congressman Murtha's office dated May 2, 2008 supports the use the funds from MPMS 60360 to upgrade the intersection of SR 201 and SR 3013. Rostraver Township has made this project a priority and would like this to remain on the 2009-2012 Draft TIP.

Two different studies have been done along SR 51/Darr Road, one by HRG for SPC entitled *Route 51 Land Use & Transportation Initiative* and another study by SP&K for Penn Dot for a Route 51 Need Study. On the 2007-2010 TIP, both federal and state monies were proposed for MPMS 75977. Rostraver Township would like a copy of the SP&K study and for this project to remain on the 2009-2012 Draft TIP.

As I have previously stated, Rostraver Township supports both projects (MPMS 60360 and 75977) and would like an explanation as to why these projects have been removed from the 2009-2012 Draft TIP especially since funds have been spent on previous studies for both of these projects.

TOWNSHIP OF ROSTRAVER
BOARD OF COMMISSIONERS



Nick Lorenzo
Chairman

Attachments

TMS/sf

cc: Rostraver Township Board of Commissioners
Honorable Congressman John P. Murtha
Senator Bob Regola
Representative Ted Harhai
Westmoreland County Commissioners
Allen D. Biehler

Email.BeginHide.merge

May 2, 2008

Mr. Joe Szczur
District Executive
Pennsylvania Department of Transportation
PO Box 459
Uniontown, PA 15401-0459
Email.EndHide.merge

Dear Mr. Szczur:

This letter is in regards to the funding that is in place for the intersection of SR 201 and SR 3013 in Rostraver Township.

As evidenced by the attached letter, the Rostraver Commissioners, as well as other County and State officials, have decided that the available funding be used to upgrade the intersection of SR 201 and SR 3013. I do realize that, as you have stated, the money would be better utilized towards a bridge project. However, please understand that this is the decision of the majority of the elected officials and residents that I serve in Congress. As their public servant, it is necessary that I act in their favor.

I request that the funding currently available be used to make improvements to the intersection mentioned above. If you have any questions or would like to discuss this matter further, I ask you to please call my office.

Email.BeginHide.merge

Sincerely,

JOHN P. MURTHA
YOUR CONGRESSMAN

JPM:jy
Email.endhide.merge

JOHN P. MURTHA
11TH DISTRICT, PENNSYLVANIA

Congress of the United States
House of Representatives
Washington, DC 20515-3812

May 2, 2008

RECEIVED
MAY 14 2008

COPY

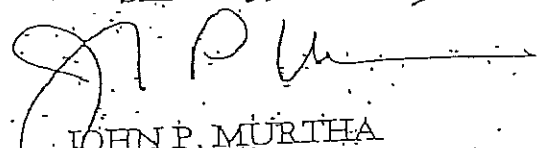
The Honorable Allen D. Biehler
Secretary
PA Department of Transportation
400 North St
Commonwealth Keystone Bldg 8th Fl
Harrisburg, PA 17120-0041

Dear Mr. Secretary:

The Rostraver Township commissioners have contacted me to inform me that their transportation priorities have changed. I'm writing to express my support for their request to prioritize the upgrading of the intersection of SR 201 and SR 3013 as long as this request complies with all PennDOT standards and regulations and requirements for federal highway funding.

If you have any further questions or comments, please do not hesitate to contact me.

Sincerely,


JOHN P. MURTHA
MEMBER OF CONGRESS

JPM:AM

ABEAS C. CERASO
Commissioner

Tom Balyz
Chairman



Office of the
Westmoreland County
Commissioners

Phone: (724)
(808)
FAX (724)
TDD (724)

Courthouse Square, Suite 101
2 North Main Street
Greensburg, PA 15601-2494

September 26, 2007

Joe Szczer
District Manager
PennDOT District 12
825 North Gallatin Avenue Ext.
Uniontown, PA 15401-2105

RECEIVED
OCT 02 2007

Dear Mr. Szczer:

We write to express our support for a traffic study to be conducted on the intersection of SR 201 and SR 3013. The study would determine the feasibility of upgrading the intersection with new traffic signals, turning lane and new access driveway to the Jacoboni property.

As you are aware this traffic study has the support of the Rostraver Township Board of Commissioners.

Thank you for your attention to this matter, and we hope you look favorably upon our request.

Sincerely,

Tom Balyz
Chairman

Tom Ceraso
Commissioner

Phil Light
Commissioner

CC: Nick Lorenzo, Chairman, Rostraver Township Board of Commissioners
Larry Lause, Westmoreland County Planning Department

To:

From: Rosito, Connie

06/05/07 12:33 PM

Page 2 of 2

R. TED HARTZ, MEMBER

32 EAST WING,
P.O. BOX 202058
HARRISBURG, PENNSYLVANIA 17120-2058
PHONE: (717) 712-2820
FAX: (717) 712-2284

MONESSEN OFFICE
1280 MAPLEDAWAY
SUITE 401

MONESSEN, PENNSYLVANIA 15062
PHONE: (724) 684-2839
FAX: (724) 684-6573

HERMIE OFFICE

308 SENECALEY AVENUE
HERMIE, PENNSYLVANIA 15637
PHONE: (724) 446-4289
FAX: (724) 446-4289

June 5, 2007

Mr. Nick Lorenzo, President
Board of Commissioners
Township of Rosrayet
Municipal Building
201 Municipal Drive
Belle Vernon, PA 15012

RE: MPMS 60360

Dear Commissioner Lorenzo:

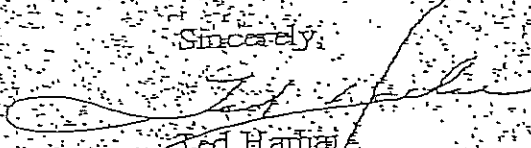
Thank you for your letter dated April 12, 2007 regarding the above-referenced project. I am in complete agreement with your opinion that more than enough resources have been expended studying the problem. We are well aware of what the issue is, now is the time to implement the solution, which you kindly included with your correspondence.

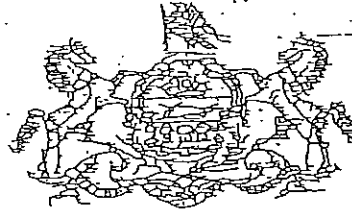
For many years, the current configuration of that intersection has led to increased traffic congestion and decreased safety. The proposal put forth by Rosrayet Township will greatly improve the traffic flow and reduce the hazards endured by the public that utilize the Route 201 corridor.

I wholeheartedly support the township's efforts to improve conditions at this intersection and pledge my assistance to work with Congressman Murtha and his staff to secure the resources required to execute this plan.

Please have your staff contact my office if you have any further questions so that we can get the ball rolling with this project.

Sincerely,


Ted Hartz
State Representative
58th Legislative District



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

COMMERCE AND ECONOMIC DEV
CONSUMER AFFAIRS
LIQUOR CONTROL
LOCAL GOVERNMENT
SUBCOMMITTEE ON BOROUGHS

CAUCUSES

STEEL - CHAIRMAN
SOUTHWEST
COAL
FIREFIGHTERS AND EMERGENCY
AURISM
ALZHEIMERS
ITALIAN
PENNSYLVANIA HISTORICAL PRES



TOWNSHIP OF ROSTRAVER Board of Commissioners

PAMELA S. BE
Secretary

ELAINE M. PHI
Treasurer/Tax Co

TIMOTHY M. M
Solicitor

CHESTER
Engineers

Municipal Building
201 Municipal Drive
Belle Vernon, PA 15012
(724) 929-8877 : Fax (724) 929-5009
www.rostraver.us
e-mail: commissioners@rostraver.us

June 12, 2007

Congressman John P. Murtha
Centre Town Mall
PO Box 780
Vine and Walnuts Streets
Johnstown, PA. 15907-0780

Attention: Allen Myers

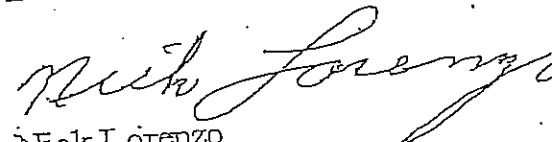
RB: MPMS 60360

Dear Honorable Congressman Murtha:

Enclosed please find the supporting documentation which supplemented my testimony presented to SPC on June 5, 2007 during the Westmoreland County Public Participation Panel for MPMS 60360. I have also enclosed a status report from SPC clarifying the placement of MPMS 60360 as being initiated on a previous Transportation Improvement Program (TIP), but not advanced on the 2007-2010 TIP.

Rostraver Township does not want MPMS 60360 to be removed from the TIP and would appreciate any support you could give to this project. Please contact me at your convenience to schedule a meeting to discuss our proposal submitted to SPC. I look forward to hearing from you soon. Thank you for your time and consideration.

TOWNSHIP OF ROSTRAVER
BOARD OF COMMISSIONERS


Nick Lorenzo
Chairman

TMS/psb

Enclosures

CC: Rostraver Township Board of Commissioners

Board of Commissioners

TOWNSHIP OF ROSTRAVER

Board of Commissioners



NICK LORENZO
President

PAMELA S. E
Secretary

THOMAS G. PATTERSON
Vice President

ELAINE M. PH
Treasurer/Tax C

PATRICK G. EGROS

Municipal Building
201 Port Royal Road
Belle Vernon, PA 15012
(724) 929-8877

TIMOTHY M. M
Solicitor

RALPH IACOBN

Fax (724) 929-5009

BRIAN L. SOKOL

www.rostraver.us

ATS CHEST
Engineer

e-mail: commissioners@rostraver.us

July 24, 2006

SPC Comments
425 Sixth Avenue
Suite 2500
Pittsburgh, PA 15219-1852

RE: Testimony for MPMS 60360

To Whom It May Concern:

Enclosed please find supporting documentation to supplement the testimony I presented on July 13, 2006 during the Westmoreland County Public Participation Panel for MPMS 60360. According to the draft 2007-2010 Transportation Improvement Program, MPMS 60360 does not appear on the draft. Rostraver Township believes too much time and effort has been spent on this project since a needs study was done by the Pennsylvania Department of Transportation for this area.

Rostraver Township would like to see some improvement with the intersection of SR 201 and SR 1099. Enclosed please find a preliminary cost estimate to improve traffic patterns at this intersection by installing two new traffic signals, a left turn lane and upgrading the existing traffic signals. As well, enclosed are a drawing showing the existing conditions of the intersection and a drawing showing the proposed improvements.

Please accept this letter as a formal notice that Rostraver Township does not MPMS-60360 taken off the 2007-2010 TIP. Thank you in advance for your time and consideration.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER


Nick Lorenzo
Chairman

TMS/sf

Enclosures

cc: Rostraver Township Board of Commissioners

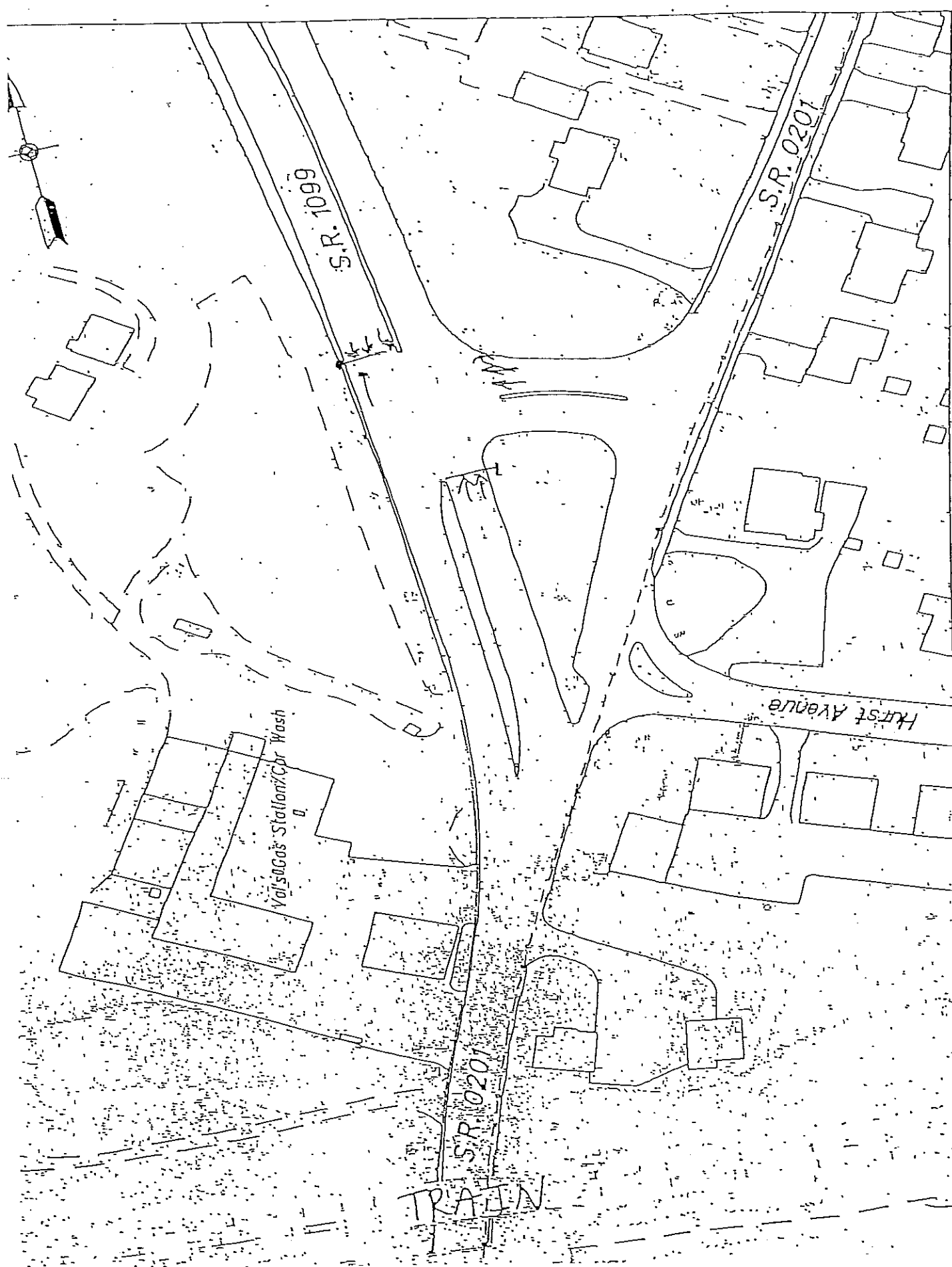
Rostraver Township

Intersection Improvements to SR 201 and SR 1099

Project Description: Improve traffic patterns, create access entrance to proposed Business Park existing gas station, car wash and beer distributor. Install two (2) new traffic signals, left turn lane, and upgrade existing traffic signals.

COST BREAKDOWN

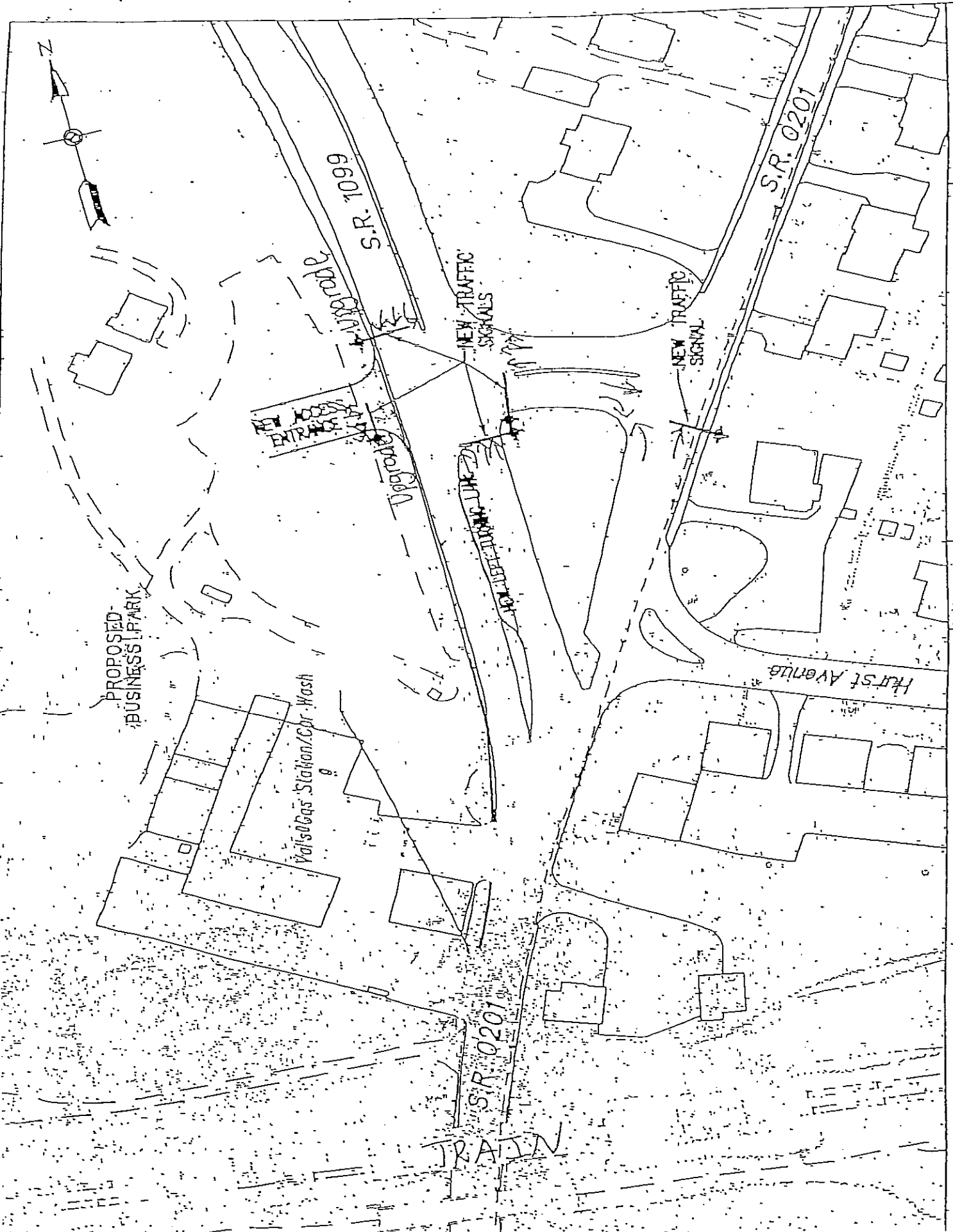
1. Traffic Signals	\$250,000.00
2. Left Turn Lane	\$600,000.00
3. Right-of-Way	\$50,000.00
4. Lighting	\$100,000.00
5. Engineering	\$112,000.00
TOTAL PROJECT	\$1,112,000.00



ATS CHESTER ENGINEERS
 ATS Chester Engineers
 One Federal Hill Road, Chester, PA 15017
 (717) 631-9511 (ext. 110) x410
 www.atsche.com

ROSTRAVER TOWNSHIP
 WESTMORELAND COUNTY, PENNSYLVANIA
 IMPROVEMENTS TO THE

Prepared	SDG
Checked	SDG
Used	CD
Revised	CD
Date	7/06



ATS CHESTER ENGINEERS

ROSTRAVER TOWNSHIP
WESTMORELAND COUNTY, PENNSYLVANIA

Prepared	SDG
Checked	SDG
Lead	CD

PROPOSED BUSINESS PARK

Vaults & Gas Station/Car Wash

ELIMINATE ACCESS TO S.R. 0201 AND S.R. 3013

UPGRADE TRAFFIC SIGNALS

S.R. 3013 (Formerly S.R. 1099)

S.R. 0201

Hurst Avenue

NEW TRAFFIC SIGNALS

NEW TRAFFIC SIGNALS

NEW TURNING LANE

S.R. 0201

6/17/2007 2:10:08 PM

Director	SDG
Operations	SDG
Land Use	CD
Engineering	CD
Date	7/10/07

POSTRAVER TOWNSHIP
WESTMORELAND COUNTY PENNSYLVANIA



CHESTER ENGINEERS & PLANNERS, INC.

Chester Engineers & Planners, Inc.
500 Jackson Avenue, Chester, PA 15312

Rostraver Township

Intersection Improvements to SR 201 and SR 3013

Project Description: Improve traffic patterns, create access entrance to proposed Business Park, existing gas station, car wash and beer distributor. Eliminate fire access from existing business on west side of SR 201, install new traffic signals, left turn lane, and lighting improvements.

COST BREAKDOWN

1. Traffic Signals	\$350,000.00
2. Left Turn Lane	\$700,000.00
3. Right-of-Way	\$50,000.00
4. Lighting	\$100,000.00
5. Engineering	\$112,000.00
TOTAL PROJECT	\$1,312,000.00

Rostraver Township, Westmoreland County
Pricedale Pedestrian Bridge

Brief History:

- 2021 *Rostraver Township had a pre-planning meeting with Penn DOT on the Bridge Preservation Project for the Pricedale Pedestrian Bridge over I-70 (Assigned MPMS 115909)
- *Rostraver Township submitted a candidate project to Westmoreland County for the 2023 TIP update for the Pricedale Pedestrian Bridge
- *Rostraver Township submitted comments to the 12-Year Transportation Program for the Pricedale Pedestrian Bridge
- 2020- * Rostraver Township submitted a letter to Penn DOT with a resolution for rehabilitation to the Pricedale Pedestrian Bridge explaining this vital link that connects vulnerable residents to the balance of our community

Tamira Spedaliere

Subject: PennDOT Connects - Rostraver Township Pedestrian Bridge Preservation (Project No. 115909)
Location: Microsoft Teams Meeting
Start: Mon 6/14/2021 10:00 AM
End: Mon 6/14/2021 11:00 AM
Show Time As: Tentative
Recurrence: (none)
Organizer: Theakston, Joshua

Pre-planning meeting for PennDOT Connects for the Rostraver Township Pedestrian Bridge Preservation Project; will review Project Initiation Form and share early information.

Microsoft Teams meeting

Join on your computer or mobile app
[Click here to join the meeting](#)

Or call in (audio only)
[+1 267-332-8737,,936874450#](#) United States, Philadelphia
Phone Conference ID: 936 874 450#
[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

Precedent
Assigned
MPM 5 # 115909

2023 Construction
Presentation Project to
Extend Life of Structure

Lifting Bridge & Reset After
Preservation

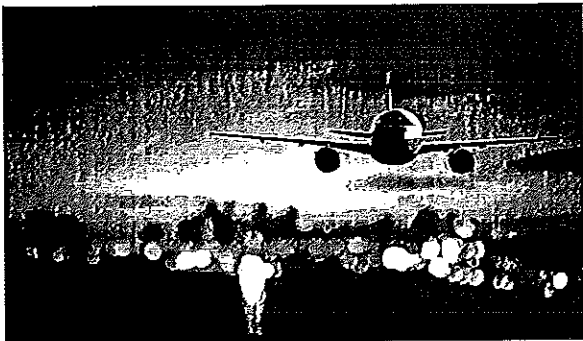


SURVEY COMPLETE — THANK YOU!

PennDOT, the State Transportation Commission and their Planning Partners throughout the commonwealth appreciate your time and input. Your feedback supports the update of our 12-Year Transportation Program, and is also used to inform other state and regional transportation plans and programs such as Pennsylvania's Long Range Transportation Plan and Freight Movement Plan. The results of this survey will be available for review in June of this year on the State Transportation Commission website: www.TalkPATransportation.com (<http://www.TalkPATransportation.com/>).

Balancing competing transportation priorities is a challenge for PennDOT, but what's important to you is important to us too. Based on your feedback, we've identified some ways PennDOT is already addressing your priorities.

YOUR TRANSPORTATION PRIORITIES



AVIATION

Modern facilities, operations and a wide-range of commercial airline choices at airports

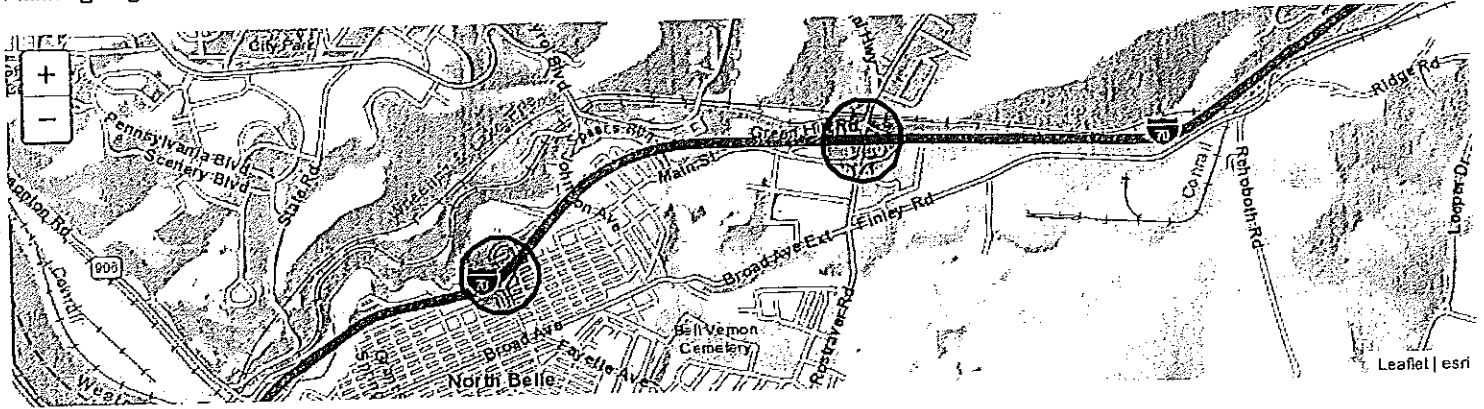
Project Funding Estimate

Project ID 75972 - SR 3007 over I-70

Period	Study	PE	FD	UTL	ROW	CON	PRA	Total
First	0	0	0	\$87,550	\$86,922	\$6,026,389	0	\$6,200,861

Improvement Type: Bridge Replacement

Planning Region: Southwestern Pennsylvania Commission MPO



OK

TOWNSHIP OF ROSTRAVER

Board of Commissioners



Board of Commissioners

JOHN LORENZO
President

RAYMOND IACOBONI
Vice President

GARY N. BECK, SR.

HENRY S. BOLDYZAR, JR.

DEVIN M. DeRIENZO

Municipal Building
201 Municipal Drive
Rostraver Township, PA 15012
(724) 929-8877 • Fax: (724) 929-5009
www.rostraver.us
e-mail: commissioners@rostraver.us
December 3, 2020

JEFFREY E. KEFFER
Township Manager / Finance Director

PAMELA S. BEARD
Secretary

ELAINE M. PHILLIPS
Treasurer/Tax Collector

TIMOTHY M. MAATTA
Solicitor

CARL DEI CAS
KLH Engineers, Inc.

Mr. Bill Kovach
District Executive
PennDOT
825 North Gallatin Avenue, Extension
P.O. Box 459
Uniontown, PA 15401-2105

Dear Mr. Kovach:

We are enclosing a conformed copy of a Resolution recently passed by the Board of Commissioners of the Township of Rostraver wherein a foot bridge owned and under the control of the Pennsylvania Department of Transportation exists.

We have had meetings with the representatives of the Department of Transportation and wish to reiterate the Township's position that this pedestrian foot bridge is a vital link that connects vulnerable residents with the balance of their community.

You may recall that the Pricedale section of the Township was bisected when Interstate 70 was widened and land acquisition was required.

The foot bridge does require some rehabilitation which will cost the department certain funds.

We are mindful that the Department of Transportation has recently reported that it plans to borrow upwards of \$600,000,000.00 for bridge and road work projects and believe that this project is worthy of additional borrowing.

Copies of this Resolution and correspondence is being sent as indicated below. Certainly, if you have any questions, feel free to contact the Township.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER


John Lorenzo
Chairman

TMM/ln

Enclosures

Cc: Rostraver Township Board of Commissioners
Senator Pat Stefano
Congressman Guy Reschenthaler
Representative Eric Davanzo

RESOLUTION NO.: 1195
INTRODUCED BY: JOHN LORENZO
ADOPTED: DECEMBER 2, 2020

RESOLUTION OF THE TOWNSHIP OF ROSTRAVER EXPRESSING A NEED FOR THE CONTINUED USE OF THE PRICEDALE PEDESTRIAN BRIDGE; VOICING SUPPORT FOR UPGRADES AND MAINTENANCE TO COMPLY WITH FEDERAL LAW; EXPRESSING SUPPORT FOR USE OF FEDERAL FUNDS WHICH MAY BE NECESSITATED BY THE AMERICANS WITH DISABILITY ACT; PROVIDING COPIES OF THIS RESOLUTION TO STATE AND FEDERAL OFFICIALS REGARDING THE NECESSITY OF THE BRIDGE

WHEREAS, Federal highway funds were utilized as far back as June of 1964 to acquire lands for the purpose of widening Interstate 70 in areas of Southwestern Pennsylvania including the Pricedale section of the Township of Rostraver; and

WHEREAS, widening of Interstate 70 did in fact occur and cut off parts of Pricedale from other parts from other parts of the Township of Rostraver; and

WHEREAS, as far back as October of 1969, the Township Commissioners vote unanimously to support the construction of a foot bridge across Interstate 70 to connect the portion of Pricedale which had been cut off from the balance of the Township by the widening of Interstate 70; and

WHEREAS, the Pennsylvania Department of Transportation in fact constructed said bridge which the Department has determined through the communication of various options that the foot bridge may not be rehabilitated, modified, upgraded and in fact may be torn down; and

WHEREAS, the Board of Commissioners of the Township of Rostraver believe that said bridge remains vital to the population of Pricedale and the balance of the Township community much of which at that location is fragile and vulnerable and in dire need of utilizing said bridge as a connecting device between the residences and the balance of the community which include postal services, medical services, food services and the like; and

WHEREAS, the Township of Rostraver believes that adequate funds exist in the Commonwealth of Pennsylvania, together with those Federal Highway Funds which could be utilized for the continued use of said foot bridge.

NOW THEREFORE, at a public meeting duly assembled, the Board of Commissioners resolves as follows:

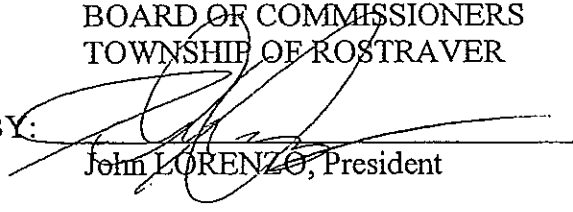
1. That it supports the continuing use of the Pricedale foot bridge as the sole and most reliable means of transportation between one part of Pricedale and the balance of the Township community.
2. That it should resist any efforts to demolish said bridge but instead to assist the Pennsylvania Commonwealth Department of Transportation and Federal Highway officials in modifying, reconstructing, upgrading said foot bridge which is used principally by fragile and vulnerable members of the Township community.
3. The Township Commissioners further resolve that since the bridge is under the care, custody, control and ownership of the Commonwealth of Pennsylvania, Department of Transportation that it and it alone shall seek such funds from the Commonwealth of Pennsylvania and/or Federal Highway Funds for said continued use of the Township.

Lastly, a copy of this Resolution shall be sent to State and Federal officials to reflect the urgent need of the Commonwealth of Pennsylvania to keep the Pricedale foot bridge open and accessible to the community.


RESOLVED into a Resolution this 2nd day of December, 2020.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER

BY:


John LORENZO, President

ATTEST:


Pamela S. BEARD, Township Secretary

TOWNSHIP OF ROSTRAVER

Board of Commissioners



Board of Commissioners

JOHN LORENZO
President

RAYMOND IACOBONI
Vice President

GARY N. BECK, SR.

HENRY S. BOLDYZAR, JR.

DEVIN M. DeRIENZO

Municipal Building
201 Municipal Drive
Rostraver Township, PA 15012
(724) 929-8877 • Fax: (724) 929-5009
www.rostraver.us
e-mail: commissioners@rostraver.us
December 3, 2020

JEFFREY E. KEFFER
Township Manager / Finance Director

PAMELA S. BEARD
Secretary

ELAINE M. PHILLIPS
Treasurer/Tax Collector

TIMOTHY M. MAATTA
Solicitor

CARL DEI CAS
KLH Engineers, Inc.

Senator Pat Stefano
171 W. Crawford Avenue
2nd Floor
Connellsville, PA 15425

RE: Pricedale Pedestrian Bridge

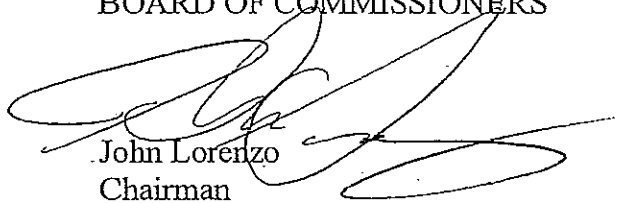
Dear Senator Stefano:

Thank you for having Philip Remaley attend a meeting with Penn DOT to discuss the Pricedale Pedestrian Bridge in Rostraver Township. Since that meeting the Rostraver Township Board of Commissioners have adopted the enclosed resolution and mailed it to Penn DOT District 12.

The Pricedale Pedestrian Bridge is desperately in need of funding, since this pedestrian bridge provides access for residents to get their mail from their post office boxes once Interstate 70 split this community in two. Penn DOT is looking into funding to repair and maintain this critical bridge.

Thank you for your support.

TOWNSHIP OF ROSTRAVER
BOARD OF COMMISSIONERS


John Lorenzo
Chairman

Enclosures

CC: Rostraver Township Board of Commissioners
Philip Remaley

TOWNSHIP OF ROSTRAVER

Board of Commissioners



Board of Commissioners

JOHN LORENZO
President

RAYMOND IACOBONI
Vice President

GARY N. BECK, SR.

HENRY S. BOLDYZAR, JR.

DEVIN M. DeRIENZO

Municipal Building
201 Municipal Drive
Rostraver Township, PA 15012
(724) 929-8877 • Fax: (724) 929-5009
www.rostraver.us
e-mail: commissioners@rostraver.us
December 3, 2020

JEFFREY E. KEFFER
Township Manager / Finance Director

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Treasurer/Tax Collector

TIMOTHY M. MAATTA
Solicitor

CARL DEI CAS
KLH Engineers, Inc.

Congressman Guy Reschenthaler
14 S. Main Street
Washington, PA 15301

RE: Pricedale Pedestrian Bridge

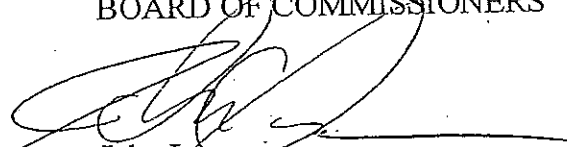
Dear Congressman Reschenthaler:

Thank you for having Matt Mackowiak set up a meeting with Penn DOT to discuss the Pricedale Pedestrian Bridge in Rostraver Township. Since that meeting the Rostraver Township Board of Commissioners have adopted the enclosed resolution and mailed it to Penn DOT District 12.

The Pricedale Pedestrian Bridge is desperately in need of funding, since this pedestrian bridge provides access for residents to get their mail from their post office boxes once Interstate 70 split this community in two. Penn DOT is looking into funding to repair and maintain this critical bridge.

Thank you for your support.

TOWNSHIP OF ROSTRAVER
BOARD OF COMMISSIONERS



John Lorenzo
Chairman

Enclosures

CC: Rostraver Township Board of Commissioners
Matt Mackowiak

TOWNSHIP OF ROSTRAVER

Board of Commissioners



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JEFFREY E. KEFFER
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PAMELA S. BEARD
Secretary

ELAINE M. PHILLIPS
Treasurer/Tax Collector

TIMOTHY M. MAATTA
Solicitor

CARL DEI CAS
KLH Engineers, Inc.

December 3, 2020

Representative Eric Davanzo
851 Finley Road
Rostraver Township, PA 15012

RE: Pricedale Pedestrian Bridge

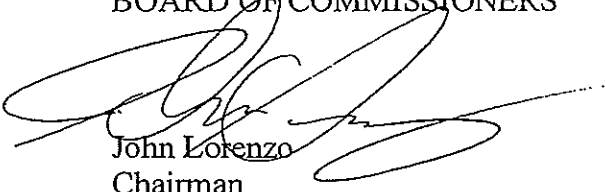
Dear Representative Davanzo:

Thank you for having Nikki Ingram attend a meeting with Penn DOT to discuss the Pricedale Pedestrian Bridge in Rostraver Township. Since that meeting the Rostraver Township Board of Commissioners have adopted the enclosed resolution and mailed it to Penn DOT District 12.

The Pricedale Pedestrian Bridge is desperately in need of funding, since this pedestrian bridge provides access for residents to get their mail from their post office boxes once Interstate 70 split this community in two. Penn DOT is looking into funding to repair and maintain this critical bridge.

Thank you for your support.

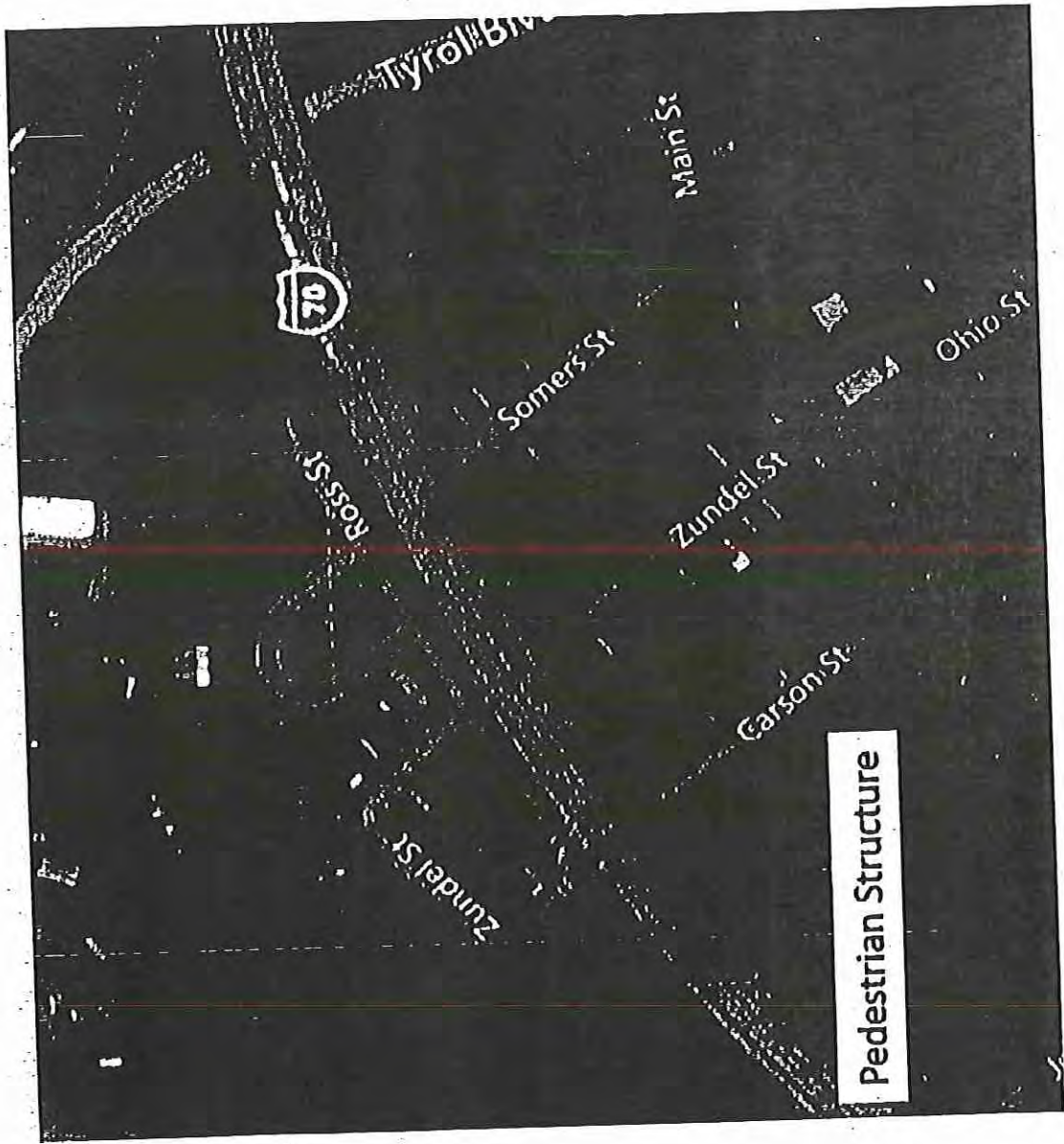
TOWNSHIP OF ROSTRAVER
BOARD OF COMMISSIONERS



John Lorenzo
Chairman

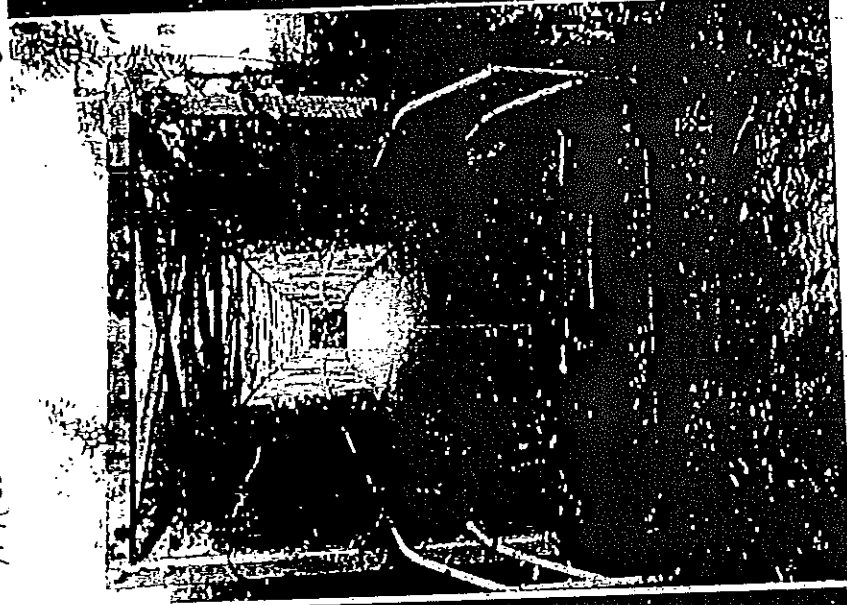
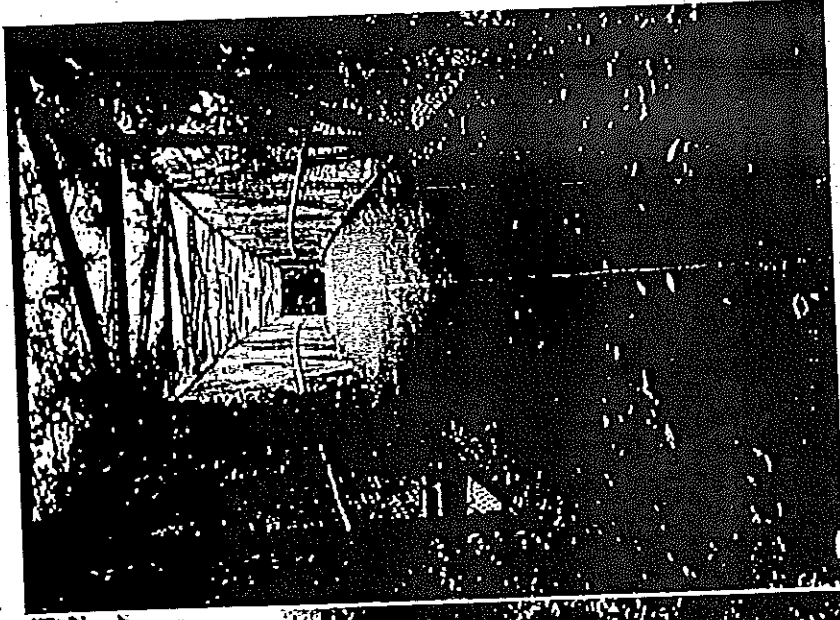
Enclosures

CC: Rostraver Township Board of Commissioners
Nikki Ingram

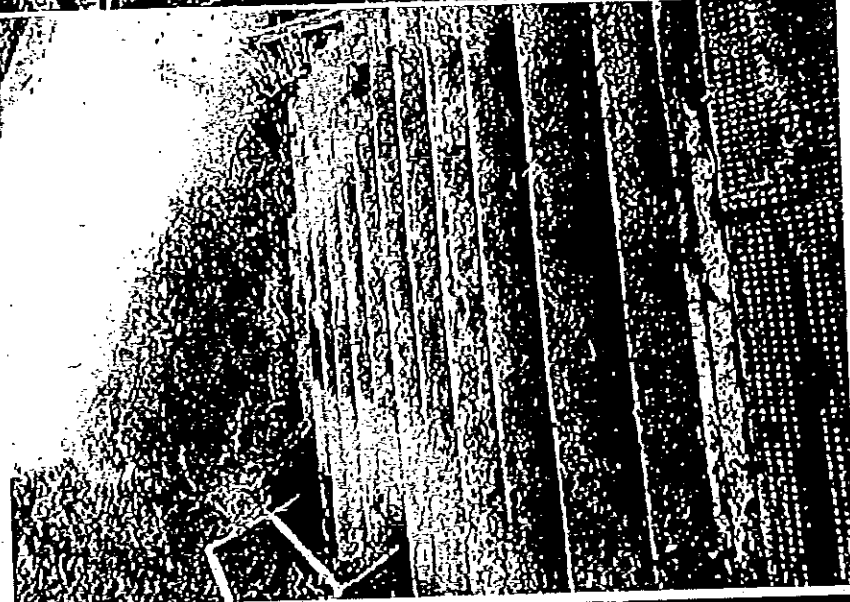
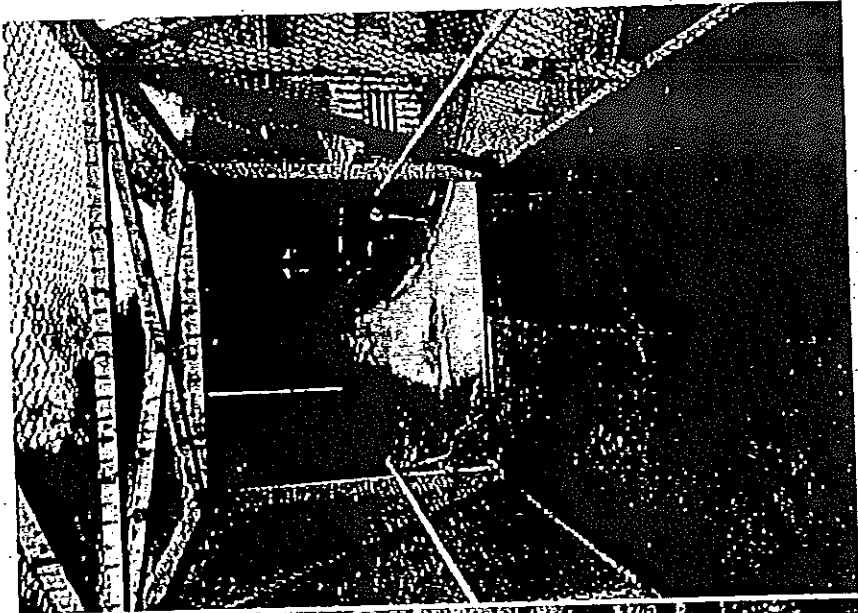


Princeton Pedestrian
Bridge

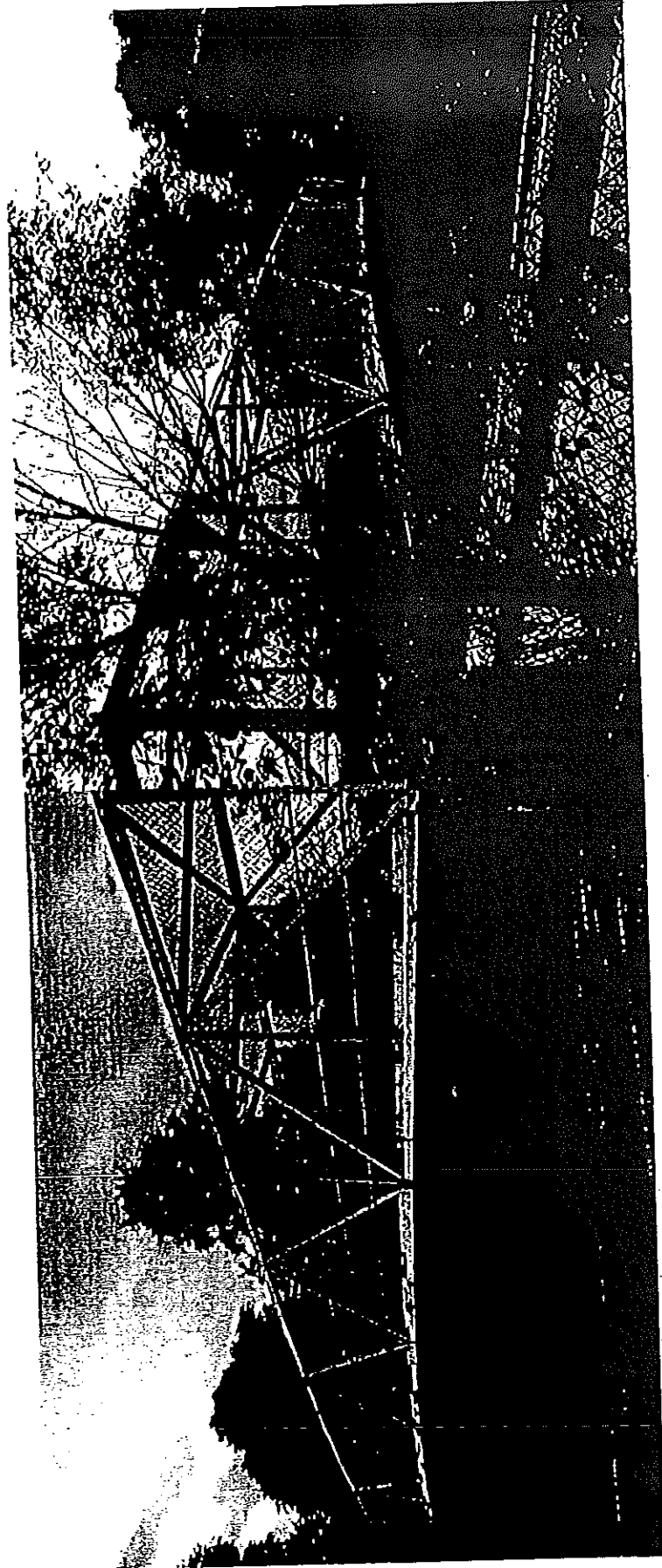
South Entrance - Pricedale Pedestrian Bridge -

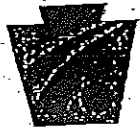


North Entrance - Privedale Pedestrian Bridge



Side Views of Structure - Prisedale Pedestrian Bridge





pennsylvania
DEPARTMENT OF TRANSPORTATION

October 20, 2015

Mr. Robert A. Lohr, Zoning Officer
Township of Rostraver
201 Municipal Drive
Belle Vernon, PA 15012

RECEIVED

OCT 26 2015

Re: Customer Care Complaint #20150922-D12-A2LL6U

Dear Mr. Lohr:

This is in response to your September 18, 2015 letter concerning the condition of the Pedestrian Overpass over Interstate 70 (Bridge No. 64-0070-0414-2286) in Rostraver Township, Westmoreland County.

The bridge receives a regular inspection every two years in accordance with National Bridge Inspection Standards (NBIS) focusing on areas that exhibit deterioration. The last inspection was completed this past spring. After receipt of the aforementioned letter, the pedestrian bridge was re-inspected. That inspection revealed no significant changes in the condition of the bridge or deficiencies that were not known previously, and the bridge is structurally sound to carry pedestrians. Repair of the steel railing on the concrete stairs and the hole in the steel deck at the north end will be scheduled in the near future. The next inspection is scheduled for May 2017.

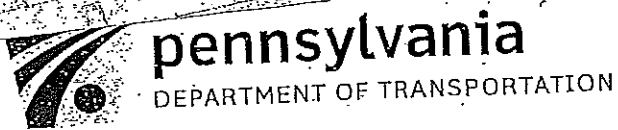
At this time, the bridge is not scheduled for replacement or rehabilitation. Your concerns, the number of people crossing the bridge, and its importance relative to the state highway system, will be considered in the planning of future projects. Until then, the bridge will continue to be inspected and maintained.

Thank you for your interest in the safety of transportation facilities in Rostraver Township. Should you have any further questions about this matter, please contact me at 724.439.7340, or Assistant District Executive-Design, Rachel D. Duda, P.E., at 724.439.7259.

Sincerely,

Joseph J. Szczur, P.E.
District Executive
Engineering District 12-0

120/SJH/ch



August 17, 2011

Rostraver Township, Westmoreland County
Pedestrian Overpass over I-70

Mr. Robert A. Lohr, Zoning Officer
Township of Rostraver
201 Municipal Drive
Belle Vernon, PA 15012

RECEIVED

AUG 19 2011

Dear Mr. Lohr:

I am writing in response to your letter dated July 28, 2011 concerning the condition of the pedestrian bridge that spans over Interstate 70 in the Township (Bridge No. 64-0070-0414-2286).

The bridge receives a regular inspection every two years in accordance with the National Bridge Inspection Standards (NBIS) focusing on areas that exhibit deterioration. The last inspection was completed this past spring. After receiving your letter, the bridge was re-inspected. The inspection revealed no significant changes in the condition of the bridge or deficiencies that we were not aware of previously. The bridge is capable of carrying pedestrian loads safely. The next inspection is scheduled for May 2013.

The bridge is not scheduled for replacement or rehabilitation at this time, however your concerns will be considered in the planning of future projects. Until then, we will continue to inspect and maintain the bridge.

Your interest in the safety of transportation facilities in Rostraver Township, Westmoreland County is appreciated. Should you have any questions or require additional information, please telephone me at 724-439-7340.

Very truly yours,

Rachel D. Orda
for Joseph J. Szczur, P.E.
District Executive
Engineering District 12-0

120/SJH/mle

cc. dmm

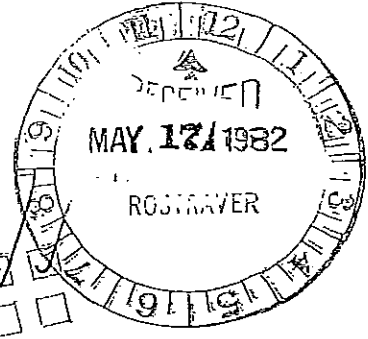
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION



P. O. Box 459
Uniontown, Pennsylvania 15401
May 12, 1982

IN REPLY REFER TO

Westmoreland County
Pricedale Pedestrian Bridge
Over I-70



- AGENDA
- CORRESPONDENCE
- COMMISSIONERS
- COMMUNICATIONS
- FILE

Mr. Henry V. Sciortino
Secretary-Manager
Rostraver Township
R. D. #1, Municipal Building
Rostraver, Pennsylvania 15012

Dear Mr. Sciortino:

In reply to your letter of May 5, 1982 concerning the condition of the subject bridge, our Maintenance Department has reviewed this situation and have programmed a rehabilitation of the deteriorated abutment.

Your interest and concern for the safety of Pennsylvania motorists and pedestrians is greatly appreciated.

Very truly yours,

Walter E. Bohue
John E. Claypool, P.E.
District Engineer
District 12-0

120/KW/mab

Board of Commissioners

FRANCIS R. BARCH
President

HENRY M. INDOF, JR.
Vice President

MARTIN RECHICHAR

NICHOLAS LORENZO, JR.

ROBERT E. SOKOL

ROSTRAVER TOWNSHIP
Board of Commissioners

R. D. 1, Municipal Building
ROSTRAVER, PA 15012
379-7834 — 379-7710



HENRY V. SCIORTINO
Secretary-Manager

VIOLET M. WINSTONE
Treasurer-Tax Collector

FRANKLIN L. BIALON, Esq.
Solicitor

GERALD VITALE, JR., P.E.
Engineer

May 5, 1982

AGENDA	<input type="checkbox"/>	<input type="checkbox"/>
CORRESPONDENCE	<input type="checkbox"/>	<input type="checkbox"/>
COMMISSIONERS	<input type="checkbox"/>	
COMMUNICATIONS	<input type="checkbox"/>	
FILE	<input checked="" type="checkbox"/>	

John E. Claypool, P.E.
District 12-0
Department of Highways
P. O. Box 459
Uniontown, PA 15401

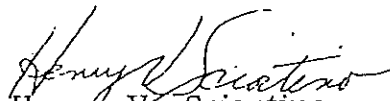
Re: Overhead Bridge Crosswalk I-70

Dear Mr. Claypool:

During the course of a public meeting held in Rostraver Township, a citizen pointed out that a crosswalk in Pricedale suspended over I-70 is in need of repair and possibly lighting. I would appreciate very much if members of your staff could review the circumstance and make appropriate determinations and reply to the Township concerning any finding.

Sincerely,

Rostraver Township


Henry V. Sciortino
Secretary-Manager

HVS:fm

et

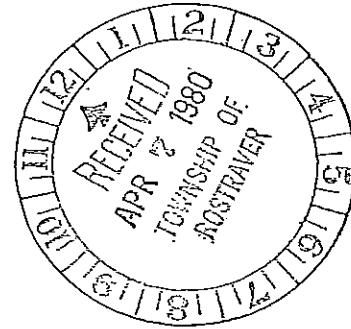
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

P. O. Box 459
Uniontown, Pennsylvania 15401
March 27, 1980



REPLY REFER TO

Westmoreland County
L. R. 118
Rostraver Township
Pedestrian Bridge over Interstate 70



Honorable James J. Manderino
Member, House of Representatives
425 Main Capitol Building
Harrisburg, Pennsylvania 17120

Dear Mr. Manderino:

I received your March 17, 1980 letter concerning the pedestrian bridge over Interstate 70 in Pricedale, Rostraver Township.

This pedestrian bridge is under contract to be painted this fiscal year. We have been aware of the condition of this structure and many others for quite some time and were fortunate enough to place this structure on our 1979-80 Bridge Painting Program.

Hopefully, as funding becomes available it will be possible to paint many more of the structures that are in dire need of painting.

I thank you for your interest in assisting the public with problems involving bridges in our district.

Very truly yours,

John L. Sokol, Jr., P.E.
District Engineer
District 12-0

120/TAA/mab

Mary Sue Colborn

From: Mary Sue Colborn
Sent: Tuesday, August 10, 2021 11:29 AM
To: jbedekovich@spreregion.org
Subject: Public Comment - TIP Amendments
Attachments: 202108100951.pdf

Good Morning:

Attached is information regarding the Public Comment - TIP Amendments. If you have any questions, please contact Township Planner Tamira Spedaliere.

Thank You,
Mary Sue Colborn

Mary Sue Colborn
Secretary

724-929-8877
mscolborn@rostraver.us

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

-----Original Message-----

From: scanner@rostraver.us <scanner@rostraver.us>
Sent: Tuesday, August 10, 2021 9:52 AM
To: Mary Sue Colborn <mscolborn@rostraver.us>
Subject: Message from "RNP0026737418BE"

This E-mail was sent from "RNP0026737418BE" (Aficio MP 4002).

Scan Date: 08.10.2021 09:51:34 (-0400)
Queries to: scanner@rostraver.us

Sent through Ricoh scanner
Rostraver Township

June 2, 2022

Vincent Valdes, President, Executive Director, and CEO
Southwestern Pennsylvania Commission
Via Electronic communication

Re: Draft 2023-2026 Transportation Improvement Program (TIP)

Dear President Valdes and Members of the Southwestern Pennsylvania Commission:

Oakland Planning and Development Corporation (OPDC) is a community-based organization whose mission is to build a better Oakland and help neighbors thrive. Fundamental to our work is communication to the public about development proposals and hosting meetings to discuss plans and proposals. We are a Registered Community Organization for the four Oakland neighborhoods and maintain detailed information about projects on our website.

Please find our comments on Draft 2023-2026 Transportation Improvement Program (TIP) below.

RE: SR 885, Bates Street Improvement, Project # 98125

Any widening of Bates Street must prioritize (1) delivering a transit connection between Second Ave. and Boulevard of the Allies and (2) ensuring safe pedestrian and bicycle access between the Boulevard and the Frazier Street Steps and the Eliza Furnace Trail at Second Avenue. It makes no sense to widen Bates merely to accommodate single-occupancy vehicle traffic coming off the parkway, as congestion issues would persist and in fact be exacerbated by increased volume on Bates and Halket. PennDOT must work with Port Authority of Allegheny County to devise the best design that will provide reliable and safe access for buses climbing the hill from Second Avenue. Providing this connection for transit would revolutionize commuter access into Oakland from the Upper Mon Valley, and reducing single-occupancy vehicle traffic entering Oakland would reduce emissions and support greater housing equity and affordability in Oakland (reducing the competition between accommodations for people vs. accommodations for automobiles). PennDOT must also work with Pittsburgh's Department of Mobility and Infrastructure to ensure that recommendations for pedestrian and bicycle safety on Bates that are included in the new Oakland Plan are incorporated into the design.

RE: SR 7301, Swinburne Bridge, Project # 27747

This needs to happen—and soon. Until the Swinburne Bridge is rehabilitated, repairs to the Charles Anderson Bridge cannot proceed. Both bridges are in terrible structural condition, and we applaud efforts to make this a priority.

RE: SR 7301, Charles Anderson Bridge, Project # 91907

We trust the schedule for rehabilitation of the Charles Anderson Bridge will be expedited, as we were told four years ago that this was a matter of urgency.

Bridge sidewalks are narrow and cannot safely accommodate bicycles and strollers alongside pedestrians. The angle of the bridge produces a blind intersection at Parkview on the north side of the Boulevard that currently lacks a light or stop sign.

We strongly endorse the creation of a two-way bicycle track on the north side of the bridge deck. Bicycle access across the bridge vastly improves commuter bicycle access between Greenfield and Squirrel Hill and Oakland and facilitates connections to downtown via the Eliza Furnace Trail. Building the connection between existing bicycle tracks in Schenley Park and proposed arterial bike routes through Oakland would be enormously helpful for safety and mobility in Central and South Oakland.

Bridge rehabilitation should include restoration of the Juno Street steps, which are the pedestrian access route between Boulevard of the Allies and the Junction Hollow spur of the Eliza Furnace Trail. This kind of access is important as a detour if closure of all or part of the bridge will be necessary. We strongly encourage establishing, maintaining, and expanding pedestrian and bicycle routes into the park during any construction and thereafter for the safe enjoyment of the area.

Thank you for the opportunity to offer comments on this draft.

Part 3

Summaries of Virtual and In-Person Public Participation Panel Meetings

Early Input Public Participation Panel Meetings—Fall 2021

In fall 2021, SPC held virtual Public Participation Panel meetings, one for each of the 3 PennDOT Districts. These meetings gave the public an update on the development of the draft 2023-2026 Transportation Improvement Program (TIP). At the meetings the public heard about the progress of major transportation projects, were able to ask questions of SPC and PennDOT personnel, and were able to give their ideas and feedback as early input for the draft TIP.

Public Comment and Review Period Public Participation Panel Meetings—Spring 2022

In spring 2022, SPC held virtual Public Participation Panel meetings, one for each of the 3 PennDOT Districts. An additional in-person Panel meeting was held on May 31, 2022 in Fayette County. These meetings gave the public an overview of the draft 2023-2026 Transportation Improvement Program (TIP). At the meetings the public heard about the progress of major transportation projects, were able to ask questions of SPC and PennDOT personnel, and were able to give their comments on draft TIP.

Public notices and samples of outreach are provided in Section 4.

Southwestern Pennsylvania Transportation Improvement Program Update

PennDOT District 12 (Fayette, Greene, Washington and Westmoreland Counties.)

November 17, 2021



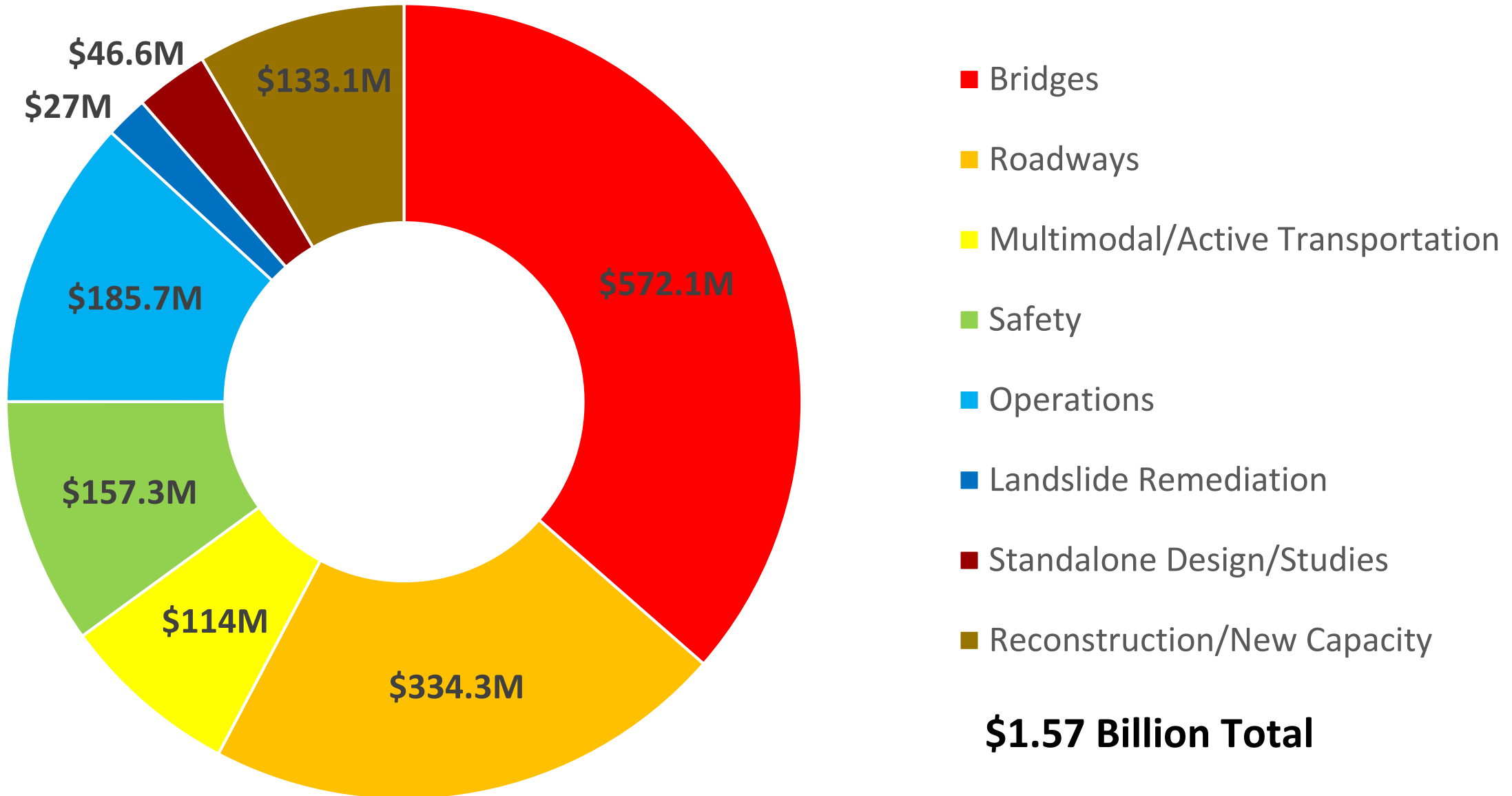
Today's Agenda

- Welcome and Introductions
- Current TIP (2021-2024) Status
 - Current Funding
 - Recently Completed Projects
- 2023-2026 Transportation Improvement Program (TIP) Development
 - Timeline/Schedule
 - Public Engagement
 - Projects Currently Advancing
- Other Program Updates
- Transportation Funding at Federal and State Level

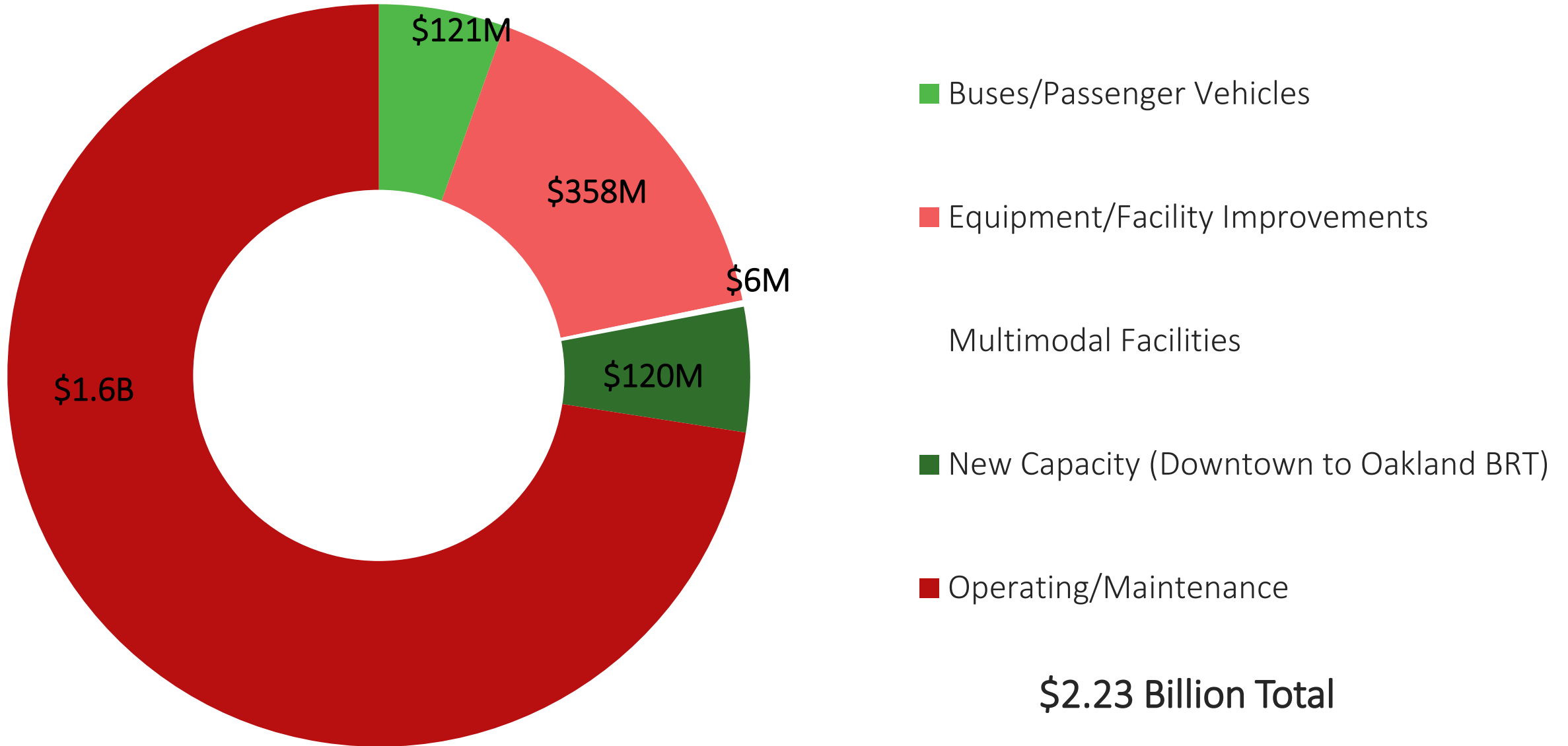
Current (2021-2024) TIP Status



Current Highway and Bridge TIP Investments



Current Public Transit TIP Investments



Recently Completed TIP Projects

Armstrong County:

- US 422 Wray Road Cut, Safety Improvement (MPMS 91252)
- PA 28 Spaces Corners Resurfacing PA 85 to Township Road 568 (Crissman Road (MPMS 109610)
- Craigsville Bridge, Bridge Replacement (MPMS 24159)
- T-763 (Glade Drive) West Hills Bridge Preservation (MPMS 24211)
- Kittanning Elementary Intersection, Safety improvement; Roadway Realignment (MPMS 91249)

Butler County:

- Butler Bypass Resurfacing (MPMS 105905)
- PA 228 Pittsburgh Street Intersection Safety Improvement (MPMS 91285) - Intersection of PA 228 (Mars Crider Rd) and SR 3019 (Warrendale Rd) to the intersection of PA 228 and SR 3015 (Mars Valencia Rd).
- Cox's Corner Intersection Intersection improvement (MPMS 90309) - Existing intersection of PA 228 and SR 2005 (Saxonburg Boulevard)
- PA 68 over Buffalo Creek Bridge Replacement (MPMS 24740) –
- US 422 over SR 3007 Bridge Preservation (MPMS 114551)

Recently Completed TIP Projects

Indiana County:

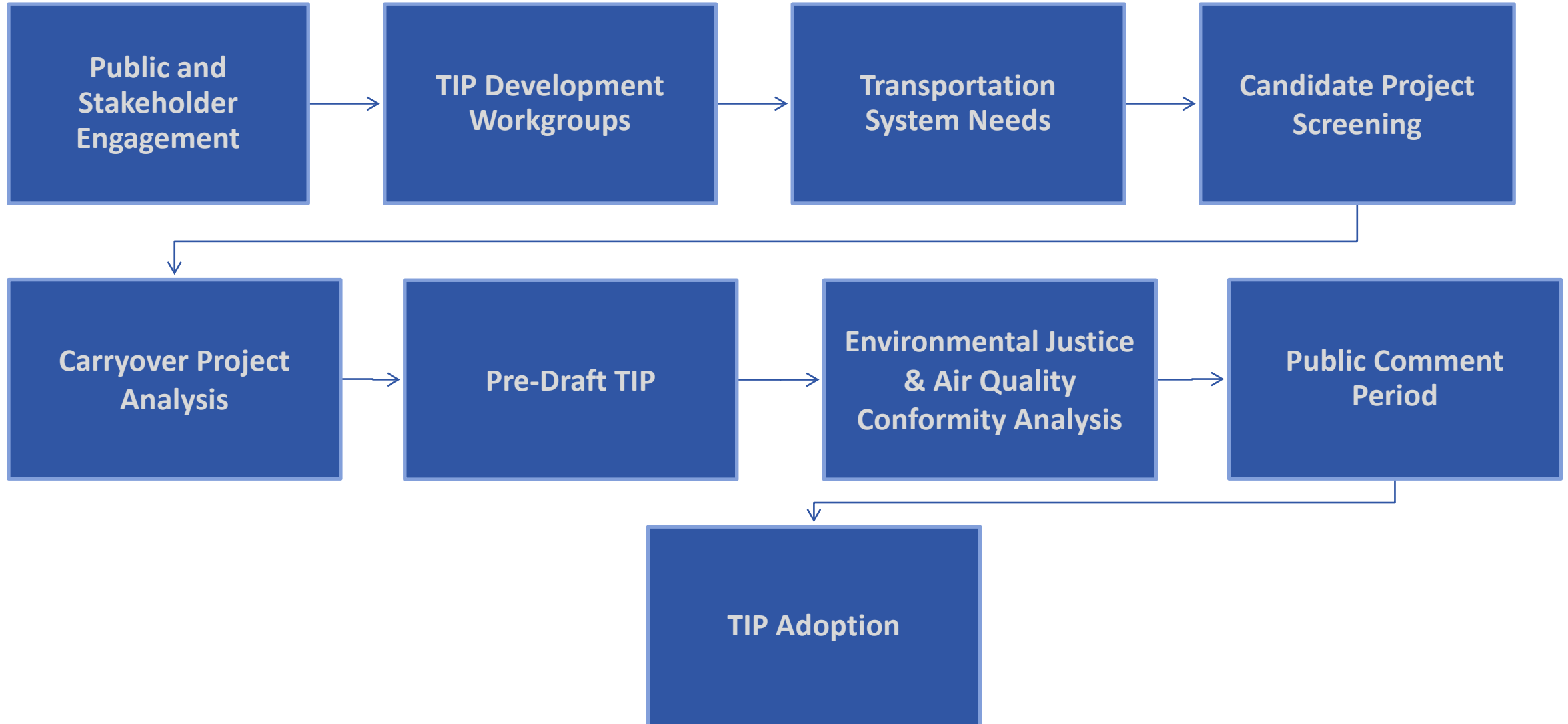
- US 119 Grove Chapel Truck Climbing Lane (MPMS 25472)
- SR 1004 over US 119 NB/SB Bridge Replacement (MPMS 25781)
- Smicksburg Bridge #3, Bridge Rehabilitation (MPMS 107288)
- US 119 Bypass Resurfacing (MPMS 113575)
- Hoodlebug Trail Enhancements and Resurfacing (MPMS 111417)



SPC 2023-2026 TIP Development

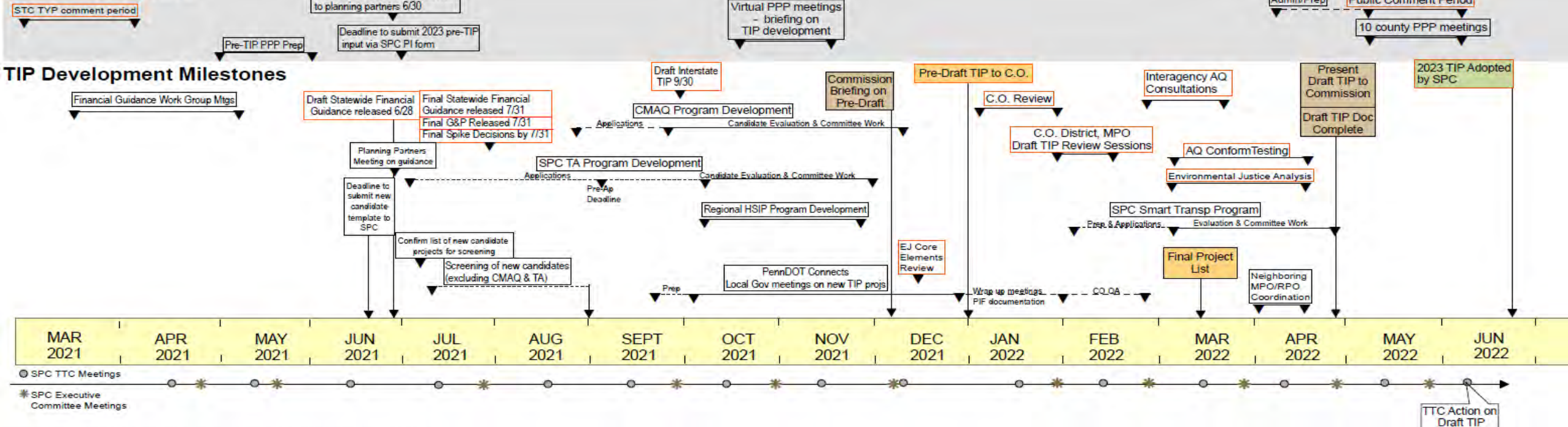


Program Development Process

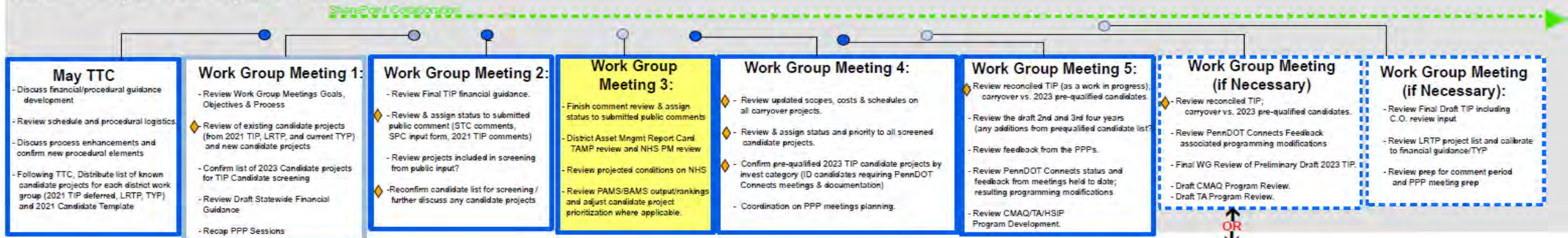


2023-2026 TIP Development Timeline

Public Involvement



District Project Development Work Groups



2023-2026 TIP Public Engagement

- SPC Committees, Emails, Public Participation Panels, Social Media
- Online and Written Comments
- State Transportation Commission 12-year plan (600+ comments)
- Input from 2021 TIP Formal Comment Period
- Comments received through other planning initiatives (Corridor Studies, Road Safety Audits, etc.)

**2023 12-YEAR PROGRAM UPDATE
REGIONAL TRANSPORTATION
SURVEY SUMMARY**

State Transportation Commission

**SOUTHWESTERN PENNSYLVANIA
COMMISSION METROPOLITAN
PLANNING ORGANIZATION
(SPC MPO)**

A CLOSER LOOK AT YOUR REGION

The State Transportation Commission held its 45-day Public Comment Period for the 2023 12-Year Program (TYP) Update March 1 through April 14, 2021. The public had the opportunity to take the Transportation Survey and participate in an Online Public Forum on either a webinar platform or Facebook Live. In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the Public Forum was held online only with a call-in option available. The public could request assistance to participate in the survey or Public Forum by contacting PennDOT's Program Center by email or phone. All public feedback received was analyzed to better understand public priorities and transportation trends.

Transportation Issues Identified
Statewide, survey participants mapped about **2,500** transportation concerns, **686** of these are located within the **SPC MPO** region.

During the mapping exercise, some survey participants discovered their concerns were already addressed by projects on the 2021 TYP. See the map and data below for more details.

"There is a closed railroad bridge here that should be revitalized to be a bike and ped crossing."
Local Survey Participant

Number of Issues Identified
The icons below correspond with the same color dots on the map.

341 ROADWAY	54 BRIDGE	172 BIKING/ WALKING	45 TRANSIT	1 FREIGHT	73 CONCERN(S) ALREADY ADDRESSED
-----------------------	---------------------	----------------------------------	----------------------	---------------------	---

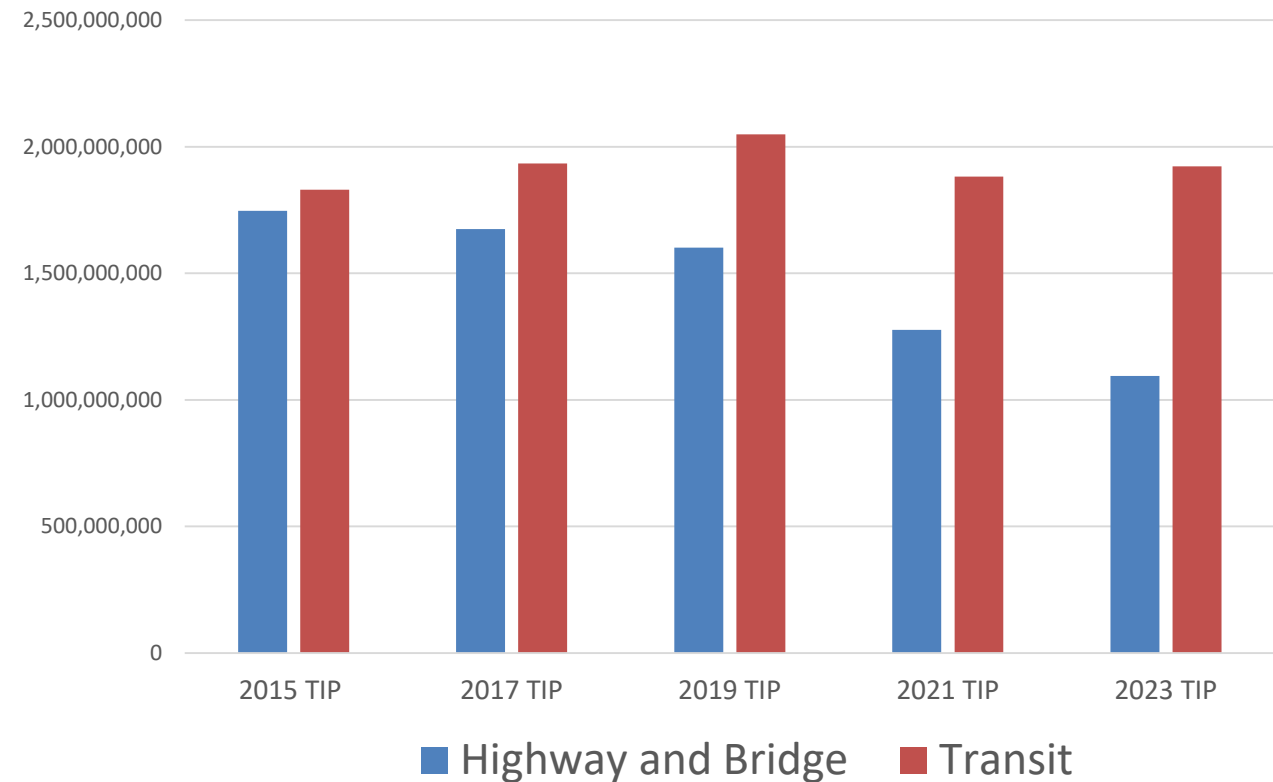
Examples of 2021 TYP Projects that Addressed Public Concerns
I-79 AT PA 910 INTERCHANGE WIDENING
DESIGN AND CONSTRUCTION OF A TRAFFIC ADAPTIVE SIGNAL SYSTEM ALONG SR 3069
ARMAGH BYPASS RECONSTRUCTION

© TalkPATransportation.com June 2021

2023-2026 TIP Funding

- There is a 14% decrease in the SPC total TIP funding compared to the current TIP, driven mostly by state decisions to increase the set-aside for Interstate Program funds.
- The NHPP program decreases by more than 30% overall as the PA Interstate Program set-aside increases by \$50M each year, expected to continue through 2028.
- Changes in the statewide distribution formulas have a modest impact on other federal (and state) programs - less than 5% change - sometimes positive sometimes negative.

2015 TIP to 2023 TIP - Base Funding



Federal & State Formula Funding

- Federal FAST Act expired at end of September and was extended by Congress until December
 - Federal funds in 2023 TIP so far remain flat at FY2020 levels
- Region's Funding: 14% Decrease from 2021 TIP to 2023 TIP
 - \$1.252 billion total drops to \$1.074 billion (-\$177.6 million)
- State funds are \$152 million less
 - Reduced travel as a result of COVID (reduced gas tax receipts)
 - Gas tax not indexed to account for inflation
- State Continues Prioritization of Interstate Needs
 - Annual increases in transfers from regional NHPP funds to PA Interstate program
- Formula Updates Prioritize Maintenance
 - Preservation-priority favored over “fix-it-first” maintenance strategy

PA Interstate Investment Needs

- Interstates as the most important highway network
 - 6% of roadway miles, 26% of traffic volume
- Interstate funding is \$5.5 billion; need is \$14 billion
 - (12-15 year period, statewide) \$40 billion to also modernize the system
- Pennsylvania should rebuild 32 Interstate miles per year
 - Only has the resources to rebuild less than 10 miles per year 57% of interstate miles are over 40 year old (*expected to last 40 years*) over half of Interstate bridges and ramps have exceeded their design life
- Interstate tradeoff with other networks
 - Federal performance measures prioritize Interstate/NHS above all. Address highest priorities now – look longer-term for funding increases

Federal Performance Measures



SPC has long utilized a comprehensive planning and programming process with a focus on collaboration between PennDOT, US DOT, and planning partners at the county and regional levels. SPC is using this process in its ongoing planning effort to implement Transportation Performance Management and Performance-Based Planning and Programming.



Focusing on Performance for Safe, Reliable Journeys

What is Transportation Performance Management?

Transportation Performance Management is a strategic approach to transportation investments that uses transportation system data to inform investment and policy decisions that meet national performance goals.

Federal Transportation Legislation

The "Moving Ahead for Progress in the 21st Century Act" (MAP-21) and the "Fixing America's Surface Transportation Act" (FAST) established Performance-Based Planning & Programming requirements as part of the statewide and metropolitan transportation planning process. The US Department of Transportation has promulgated transportation performance management regulations for highway and public transportation programs.

State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and operators of public transportation are required to jointly agree upon written provisions to collect and share data, cooperatively develop and update performance targets, and report on performance targets and ongoing progress toward attaining the targets.

TIP Projects Currently Advancing

Armstrong County:

- SR 28 Goheenville Dip, (69141)
- PA 28 Allegheny Valley Expressway Resurfacing (109624)
- US 422 Resurfacing, Butler County Line east to the East Franklin Township Line, (114936)
- US 422/PA 28/SR 8014 Paving, Wray Road project to SR 1422 (113645)
- 112th Infantry Bridge/Graff Bridge Ramp Rehabilitation, (109622)
- Graff Bridge Preservation (23978)
- Rural Valley Bridge #4, (83245)

Butler County:

- PA 68 Corridor Improvements, T-425 (Stevenson Road) to SR 3007 (Meridian Road/Benbrook Road) (106568)
- SR 228 Balls Bend Safety Improvement, (91288)
- SR 228 Three Degree Road Intersection Improvement, (91286)
- Butler Bypass Resurfacing Phase 2 (114188)
- SR 3020 Freedom Road, Beaver County Line to Haine School
- Karns Crossing Bridge Replacement (86105)
- Portersville Bridge Replacement (98730)
- Rattigan Bridge #1, Bridge Replacement (24819)

TIP Projects Currently Advancing

Indiana County:

- SR 286 Hilltop Center Turn Lane, (109651)
- SR 4005, PA 954 to Oakland Ave, (100122)
- Indian Springs Road/Rustic Lodge Road Intersection Improvement, (111796)
- US 119 over Pine Run, Bridge Replacement (83227)
- US 119 over SR8001, Bridge Replacement (25621)
- US 422 Mentch Bridge EB/WB, Bridge Replacement (78101)
- SR 954 Yellow Creek Bridge #2, Bridge Replacement, (25411)



Existing Indian Springs Road/Rustic Lodge Road Intersection

2023-2026 TIP - Funding Shortages and Impacts

Carryover Project Funding Shortages:

- PennDOT District 10: (**\$62M**)
- PennDOT District 11: (**\$394M**)
- PennDOT District 12: (**\$110M**)
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Transportation Funding at Federal and State Level

Highlights, Updates,
Risks, and Revenue Options



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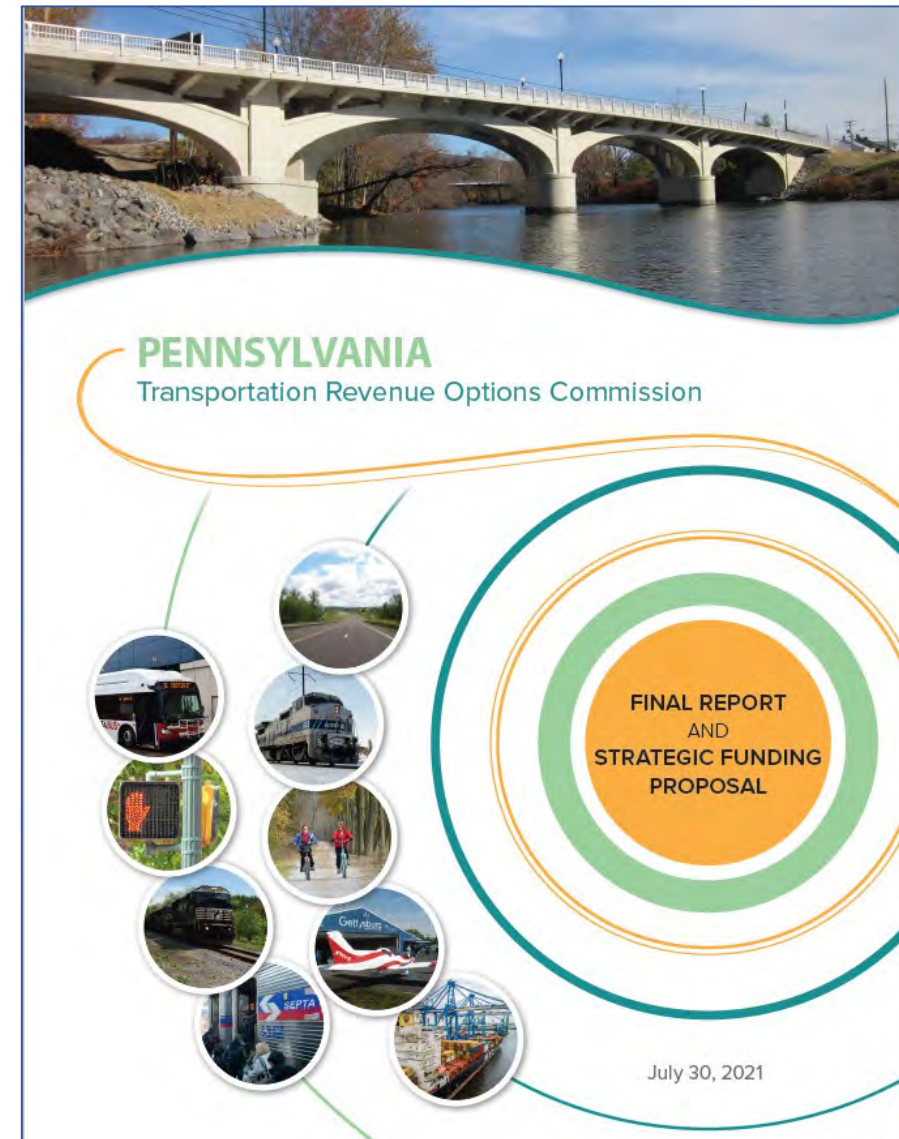
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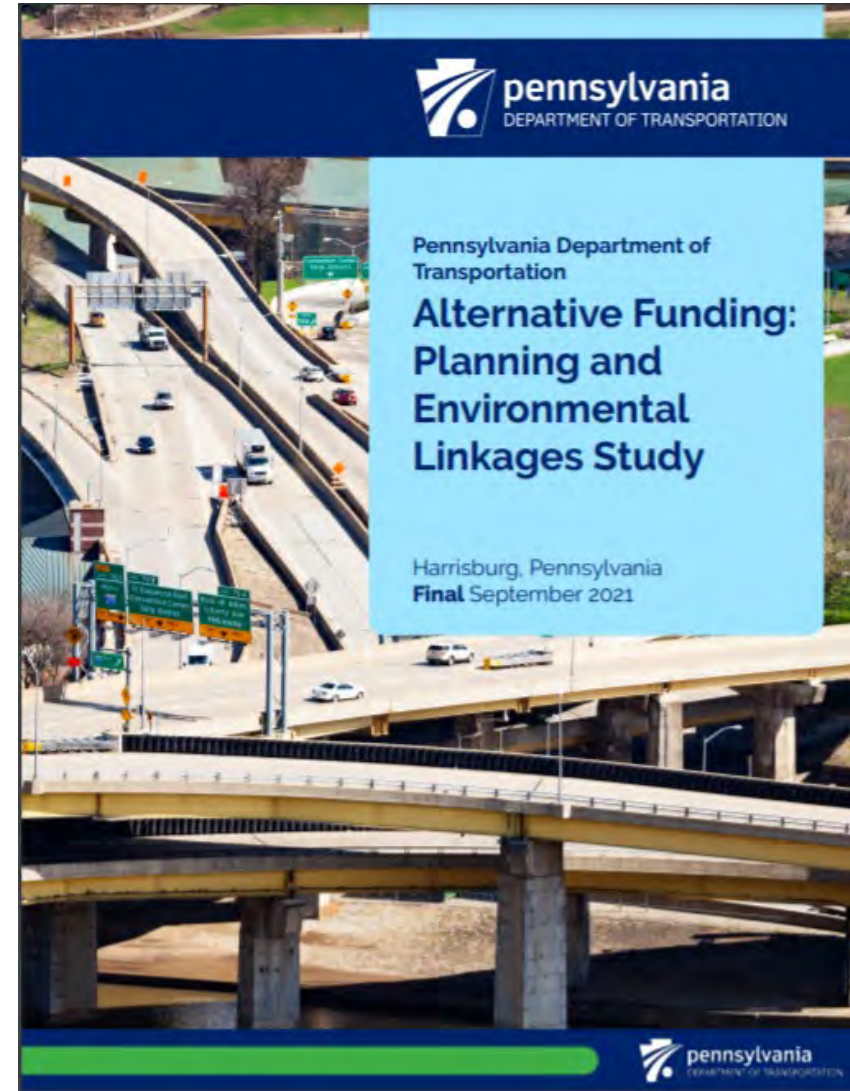
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PennDOT Major Interstate Bridge P3 Initiative



Pathways Bridge Tolling: I-79 Improvements

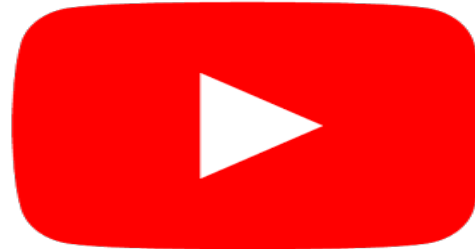
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THANK YOU!



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Southwestern Pennsylvania Transportation Improvement Program Update

PennDOT District 11 (Allegheny, Beaver, Lawrence Counties and the City of Pittsburgh)

November 4, 2021



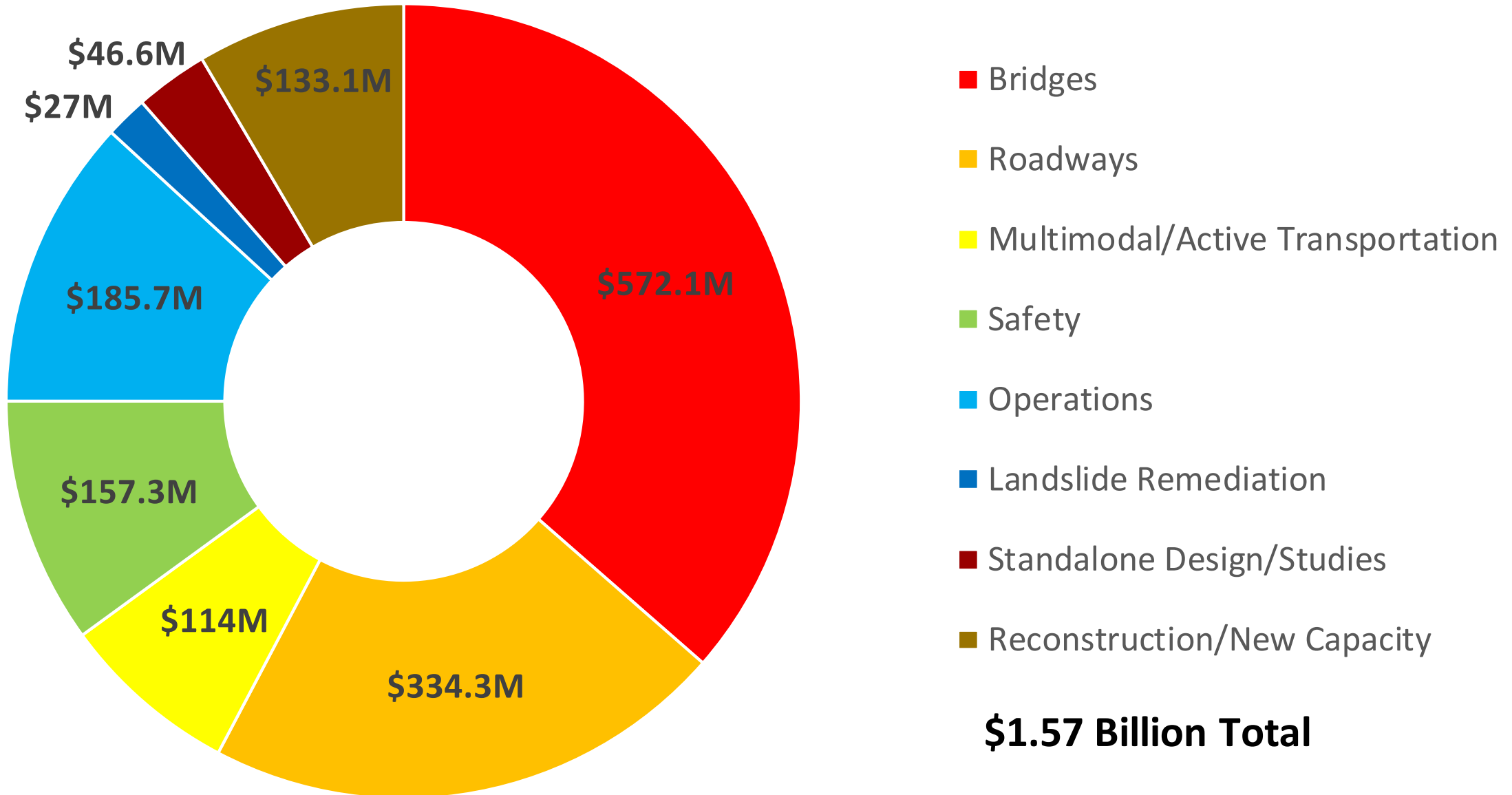
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- Welcome and Introductions
- Current TIP (2021-2024) Status
 - Current Funding
 - Recently Completed Projects
- 2023-2026 Transportation Improvement Program (TIP) Development
 - Timeline/Schedule
 - Public Engagement
 - Projects Currently Advancing
- Other Program Updates
- Transportation Funding at Federal and State Level

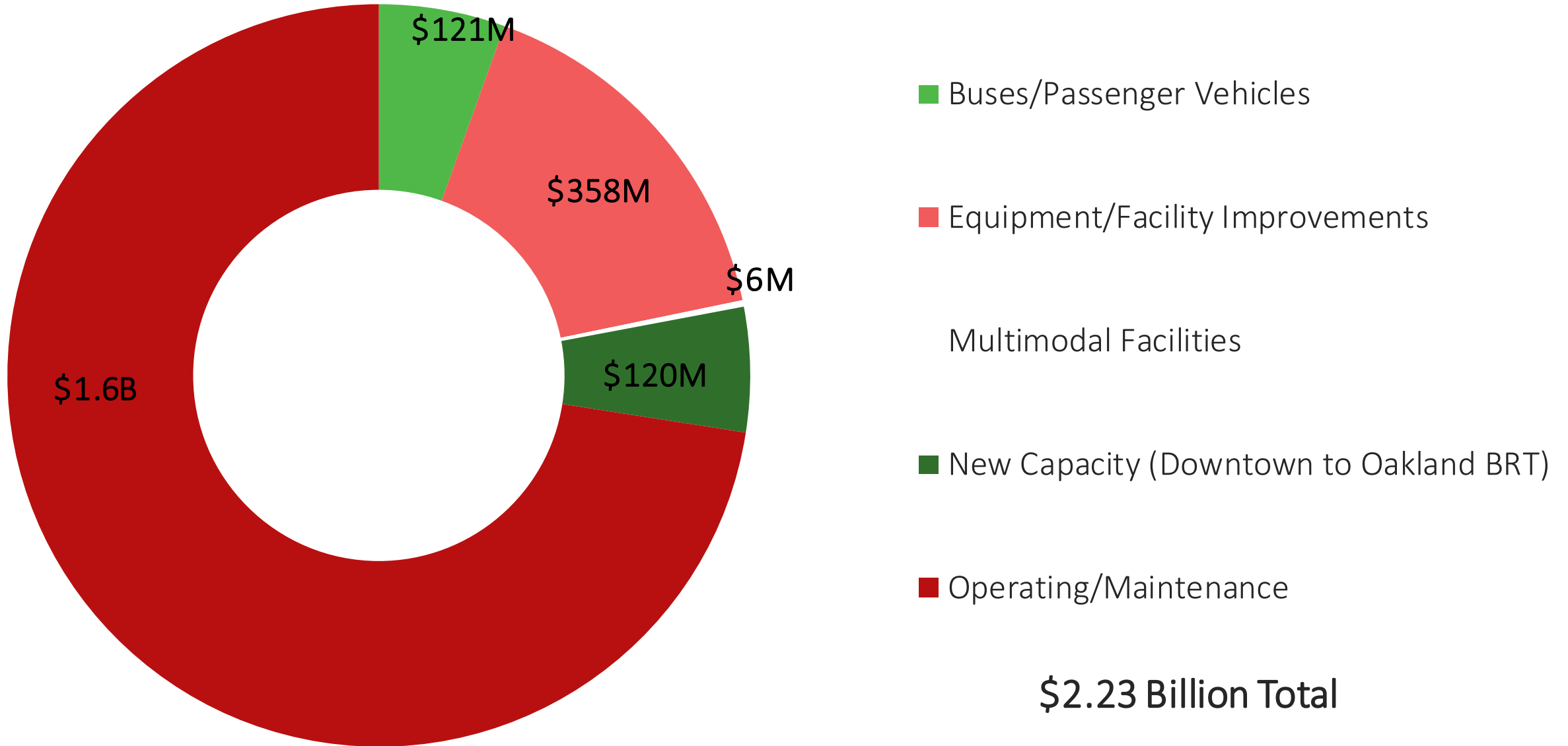
Current (2021-2024) TIP Status



Current Highway and Bridge TIP Investments



Current Public Transit TIP Investments



Recently Completed TIP Projects

Allegheny County:

- Elizabeth Bridge - Bridge rehabilitation and painting
- Lincoln Hwy/Lenox Ave - PA 48 - Mill and overlay and bridge preservation
- US 22 / PA 48 to Westmoreland Co Line - Mill and overlay and minor bridge preservation
- S.10th St Br (MA11) Rehab - Deck rehabilitation, approach roadway work, painting, sidewalks.
- Spring Hill Road Shared Use Path
- I-79 Roll Over Detection System
- I-279 / McKnight Bridge Deicing System

City of Pittsburgh:

- Liberty Tunnel Phase 5 - Rehabilitation of the Liberty Tunnels
- 9th Street Bridge (Sponsor: Allegheny County)
- Washington Boulevard Multimodal Path
- South Side Neighborhood Streets
- Gap to the Point Trail Connector

Recently Completed TIP Projects

Beaver County:

- Constitution Boulevard - B51 - Milling and resurfacing, signal updates
- Dutch Ridge Rd Br/I-376 - Bridge replacement/rehabilitation SR 4020
- Freedom Rd Upgrade – Phase A - SR 2004 (Freedom Road) from SR 65 to Park Quarry Road
- New Galilee over N Fork Creek - Bridge restoration/replacement on SR 4005
- SR 18 Road Diet - Beaver Falls

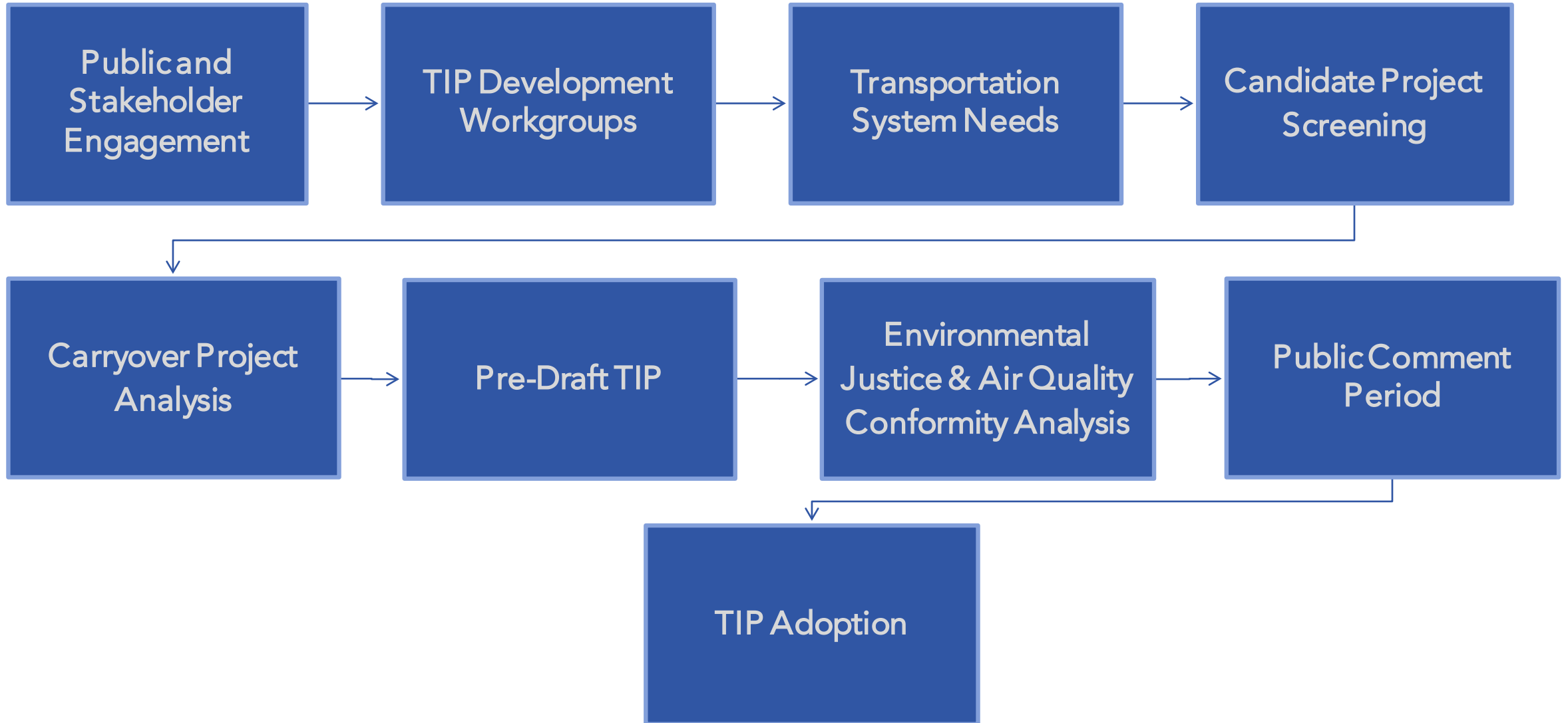
Lawrence County:

- Wampum Ave Bridge Replace - Bridge replacement on SR 288 over the B&O Railroad
- PA 168 - Galilee Rd to Moravia St - Highway restoration, bridge rehabilitation
- US 224/Youngstown Poland Rd - Highway restoration

SPC 2023-2026 TIP Development

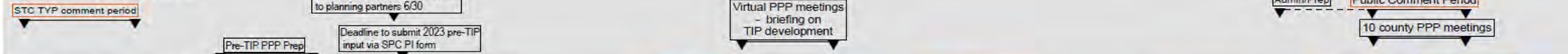


Program Development Process

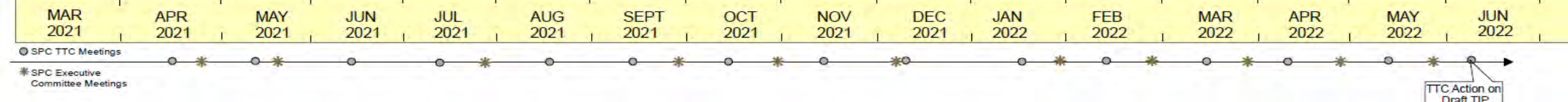
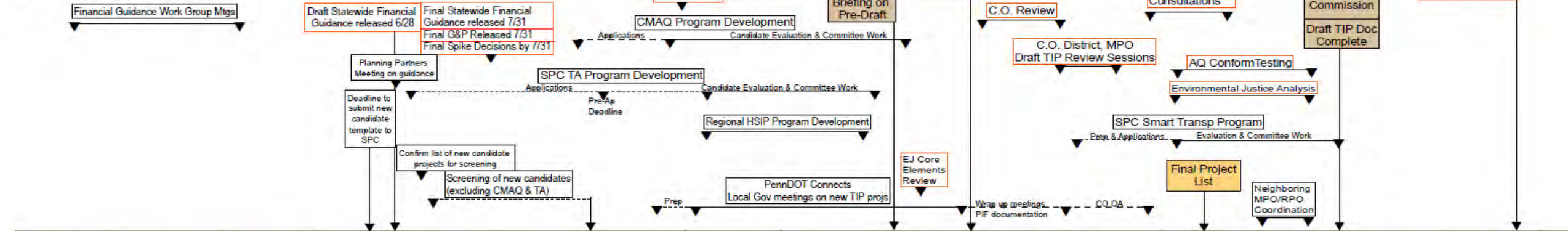


2023-2026 TIP Development Timeline

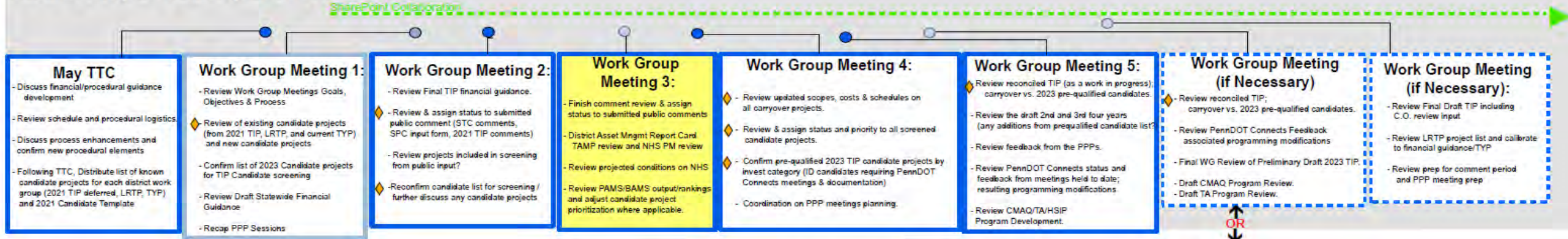
Public Involvement



TIP Development Milestones



District Project Development Work Groups



2023-2026 TIP Public Engagement

- SPC Committees, Emails, Public Participation Panels, Social Media
- Online and Written Comments
- State Transportation Commission 12-year plan (600+ comments)
- Input from 2021 TIP Formal Comment Period
- Comments received through other planning initiatives (Corridor Studies, Road Safety Audits, etc.)

**2023 12-YEAR PROGRAM UPDATE
REGIONAL TRANSPORTATION
SURVEY SUMMARY**

State Transportation Commission

SOUTHWESTERN PENNSYLVANIA COMMISSION METROPOLITAN PLANNING ORGANIZATION (SPC MPO)

A CLOSER LOOK AT YOUR REGION

The State Transportation Commission held its 45-day Public Comment Period for the 2023 12-Year Program (TYP) Update March 1 through April 14, 2021. The public had the opportunity to take the Transportation Survey and participate in an Online Public Forum on either a webinar platform or Facebook Live. In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the Public Forum was held online only with a call-in option available. The public could request assistance to participate in the survey or Public Forum by contacting PennDOT's Program Center by email or phone. All public feedback received was analyzed to better understand public priorities and transportation trends.

Transportation Issues Identified
Statewide, survey participants mapped about **2,500** transportation concerns, **686** of these are located within the **SPC MPO** region.

During the mapping exercise, some survey participants discovered their concerns were already addressed by projects on the 2021 TYP. See the map and data below for more details.

"There is a closed railroad bridge here that should be revitalized to be a bike and ped crossing."
Local Survey Participant

Number of Issues Identified
The icons below correspond with the same color dots on the map.

341 ROADWAY	54 BRIDGE	172 BIKING/ WALKING	45 TRANSIT	1 FREIGHT	73 CONCERN(S) ALREADY ADDRESSED
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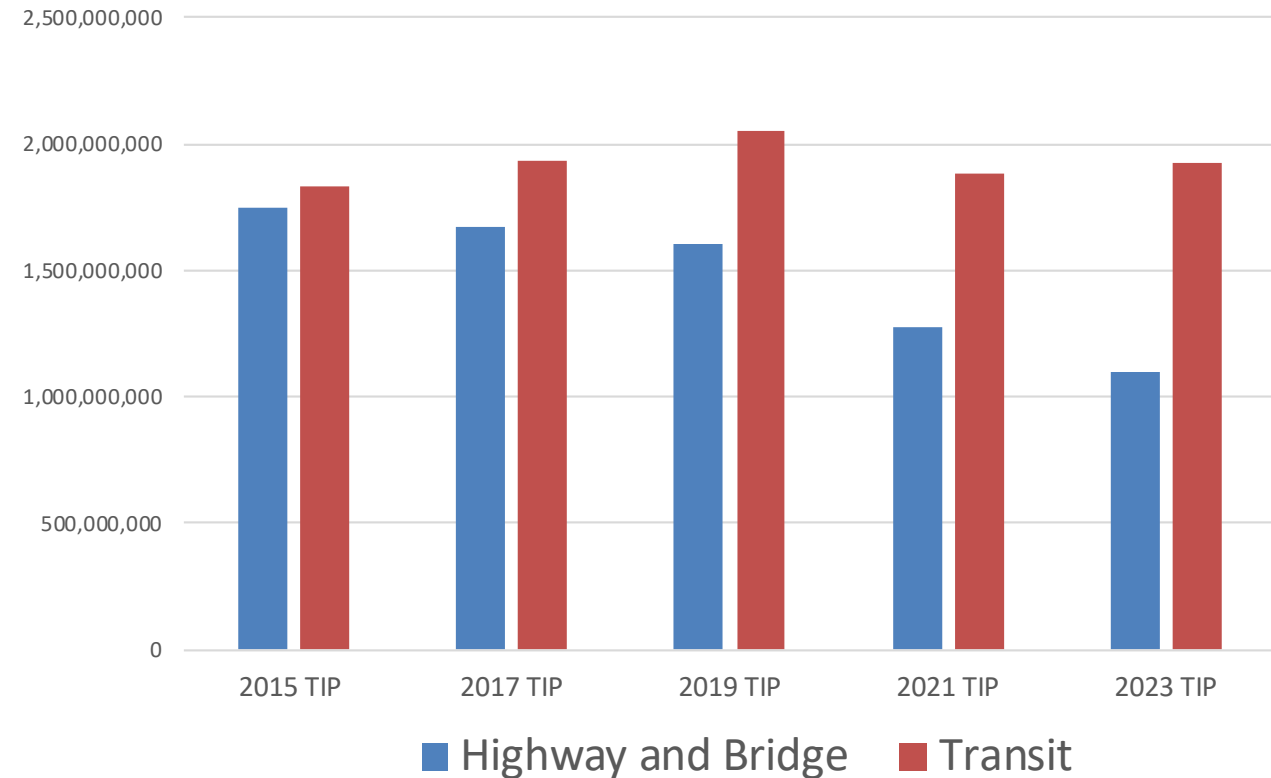
Examples of 2021 TYP Projects that Addressed Public Concerns
I-79 AT PA 910 INTERCHANGE WIDENING
DESIGN AND CONSTRUCTION OF A TRAFFIC ADAPTIVE SIGNAL SYSTEM ALONG SR 3069
ARMAGH BYPASS RECONSTRUCTION

© TalkPATransportation.com June 2021

2023-2026 TIP Funding

- There is a 14% decrease in the SPC total TIP funding compared to the current TIP, driven mostly by state decisions to increase the set-aside for Interstate Program funds.
- The NHPP program decreases by more than 30% overall as the PA Interstate Program set-aside increases by \$50M each year, expected to continue through 2028.
- Changes in the statewide distribution formulas have a modest impact on other federal (and state) programs - less than 5% change - sometimes positive sometimes negative.

2015 TIP to 2023 TIP - Base Funding



Federal & State Formula Funding

- Federal FAST Act expired at end of September and was extended by Congress until December
 - Federal funds in 2023 TIP so far remain flat at FY2020 levels
- Region's Funding: 14% Decrease from 2021 TIP to 2023 TIP
 - \$1.252 billion total drops to \$1.074 billion (-\$177.6 million)
- State funds are \$152 million less
 - Reduced travel as a result of COVID (reduced gas tax receipts)
 - Gas tax not indexed to account for inflation
- State Continues Prioritization of Interstate Needs
 - Annual increases in transfers from regional NHPP funds to PA Interstate program
- Formula Updates Prioritize Maintenance
 - Preservation-priority favored over "fix-it-first" maintenance strategy

PA Interstate Investment Needs

- Interstates as the most important highway network
 - 6% of roadway miles, 26% of traffic volume
- Interstate funding is \$5.5 billion; need is \$14 billion
 - (12-15 year period, statewide) \$40 billion to also modernize the system
- Pennsylvania should rebuild 32 Interstate miles per year
 - Only has the resources to rebuild less than 10 miles per year 57% of interstate miles are over 40 year old (*expected to last 40 years*) over half of Interstate bridges and ramps have exceeded their design life
- Interstate tradeoff with other networks
 - Federal performance measures prioritize Interstate/NHS above all. Address highest priorities now – look longer-term for funding increases

Federal Performance Measures



SPC has long utilized a comprehensive planning and programming process with a focus on collaboration between PennDOT, US DOT, and planning partners at the county and regional levels. SPC is using this process in its ongoing planning effort to implement Transportation Performance Management and Performance-Based Planning and Programming.



Focusing on Performance for Safe, Reliable Journeys

What is Transportation Performance Management?

Transportation Performance Management is a strategic approach to transportation investments that uses transportation system data to inform investment and policy decisions that meet national performance goals.

Federal Transportation Legislation

The "Moving Ahead for Progress in the 21st Century Act" (MAP-21) and the "Fixing America's Surface Transportation Act" (FAST) established Performance-Based Planning & Programming requirements as part of the statewide and metropolitan transportation planning process. The US Department of Transportation has promulgated transportation performance management regulations for highway and public transportation programs.

State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and operators of public transportation are required to jointly agree upon written provisions to collect and share data, cooperatively develop and update performance targets, and report on performance targets and ongoing progress toward attaining the targets.

TIP Projects Currently Advancing

Allegheny County:

- I-79 / SR 910 Interchange Improvements
- I-376/Banksville Interchange Improvements
- SR-28 Highland Park Bridge Interchange Improvements
- SR 28, Harmarville to Russelton, Resurfacing
- Lebanon Church Rd. (SR-2040) Cece Drive to Brownsville Rd, Reconstruction
- Ross Park and Ride Expansion
- I-376, Edgewood to Monroeville, Resurfacing
- I-79, Neville Island to I-279, Resurface and bridge preservation work.
- I-79, Moon Run to Neville Island, Resurfacing

City of Pittsburgh:

- Sixth Street Bridge Rehabilitation
- 28th Street Bridge Rehabilitation
- Liberty Avenue Safety Improvements
- East Carson Street Safety Improvements
- Downtown to Oakland Bus Rapid Transit
- Boulevard of the Allies Ramps
- Pittsburgh Pedestrian Wayfinding Project

TIP Projects Currently Advancing

Beaver County:

- SR-18, Rochester – Monaca Bridge
- SR-18, Frankfort Road Bridge
- SR-18, Bridge over Beaver River
- SR-65, Country Club Bridge
- SR-65, Eighth Street to Mercer Road, Roadway Resurfacing
- SR-168, Bridge over Jordan Run
- Monaca Gateway Improvements

Lawrence County:

- SR-18, Liberty St to Jefferson Street, Roadway Resurfacing
- East Washington Street Bridge
- S. Main Street Bridge
- SR-65, East Washington Street, Roadway Resurfacing
- US-422, PA State Line to Harbor Village Drive, Roadway Resurfacing
- I-79, Butler Co line to Mercer Co line, Resurfacing
- New Castle Multimodal Riverwalk

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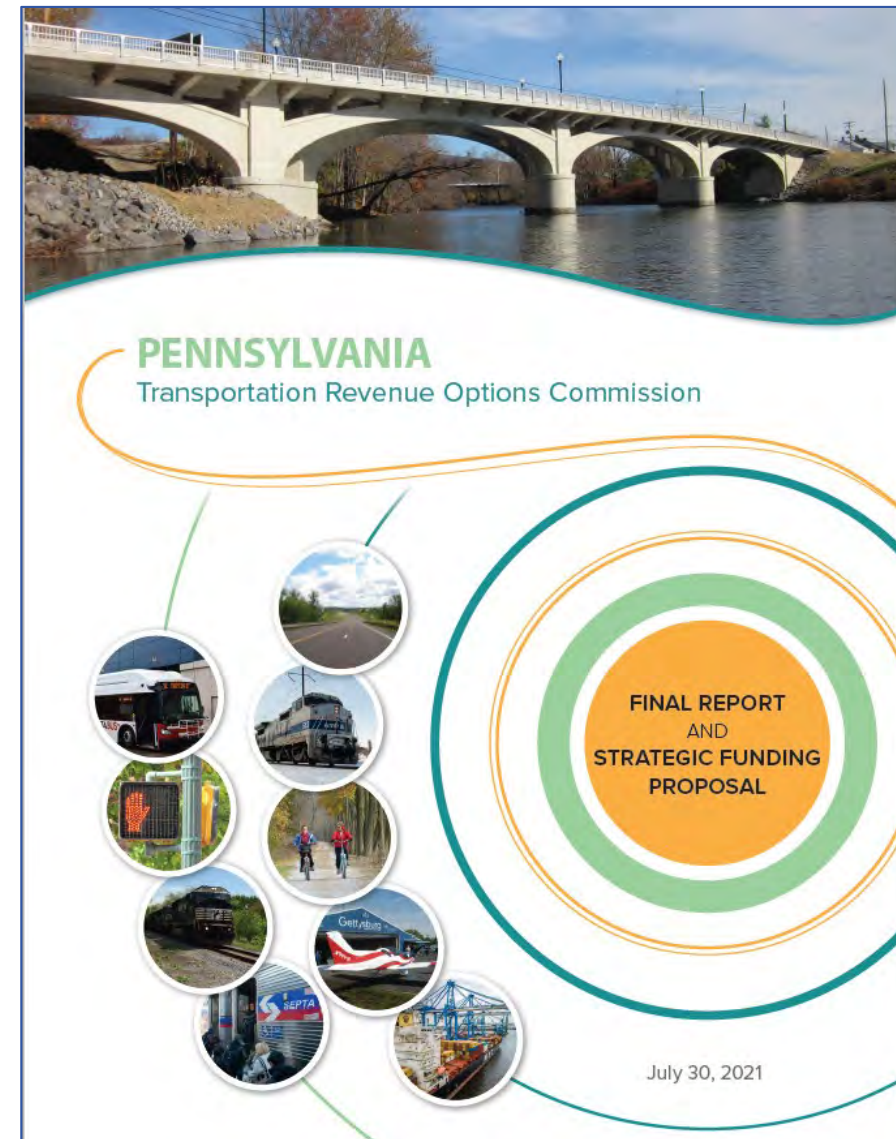
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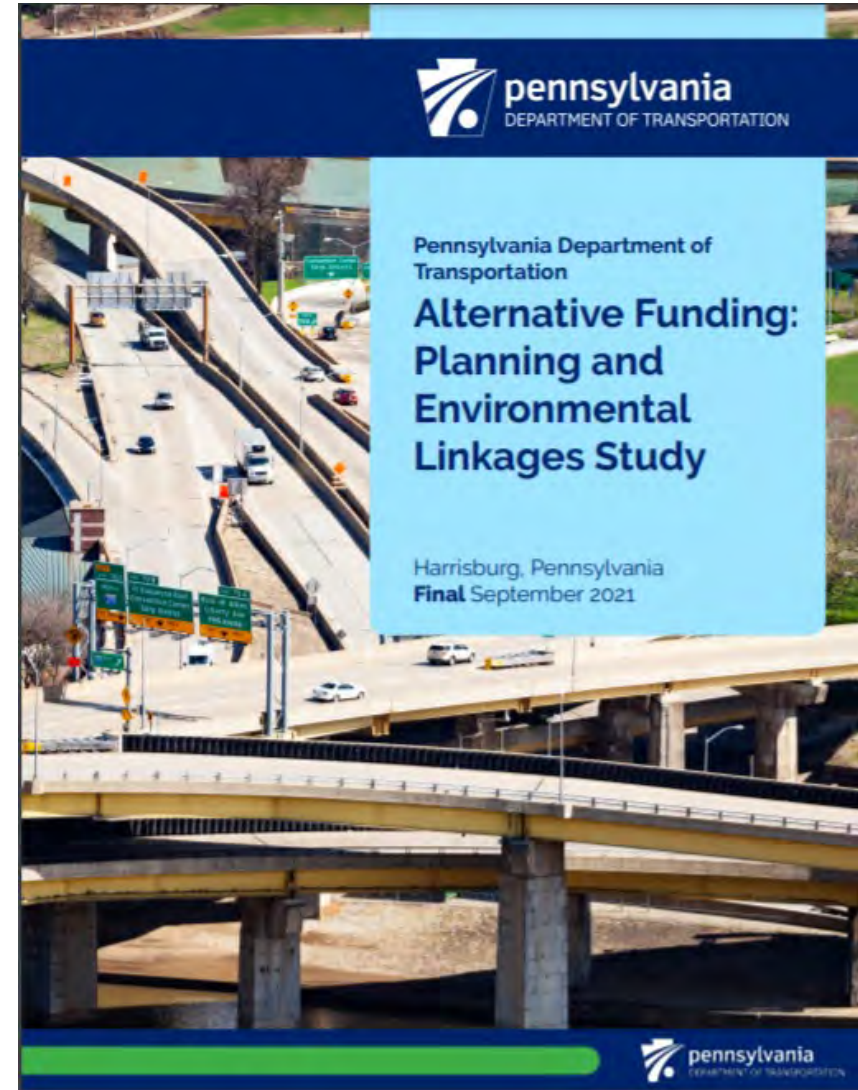
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Southwestern Pennsylvania Transportation Improvement Program Update

PennDOT District 12 (Fayette, Greene, Washington and Westmoreland Counties.)

November 17, 2021



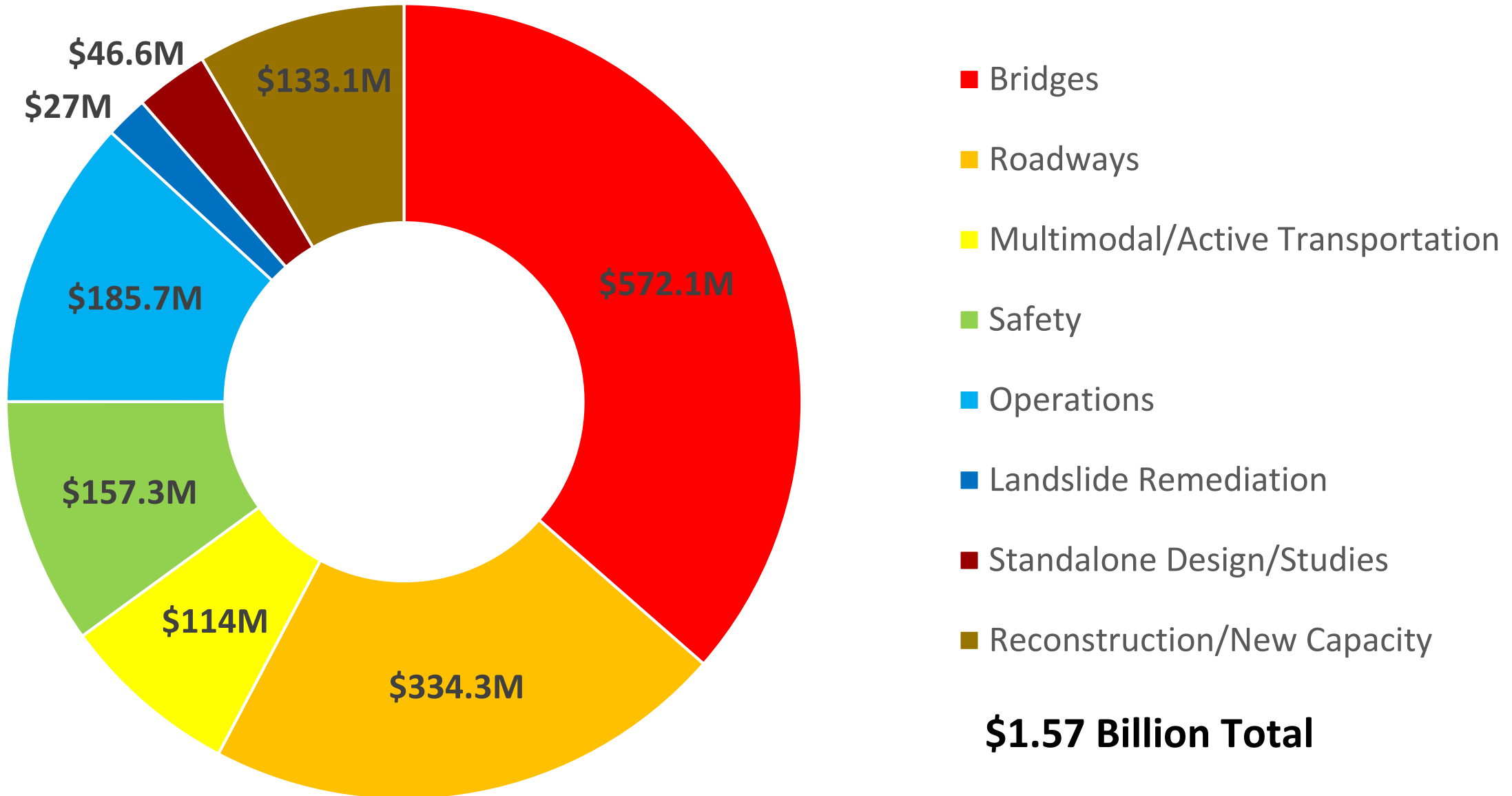
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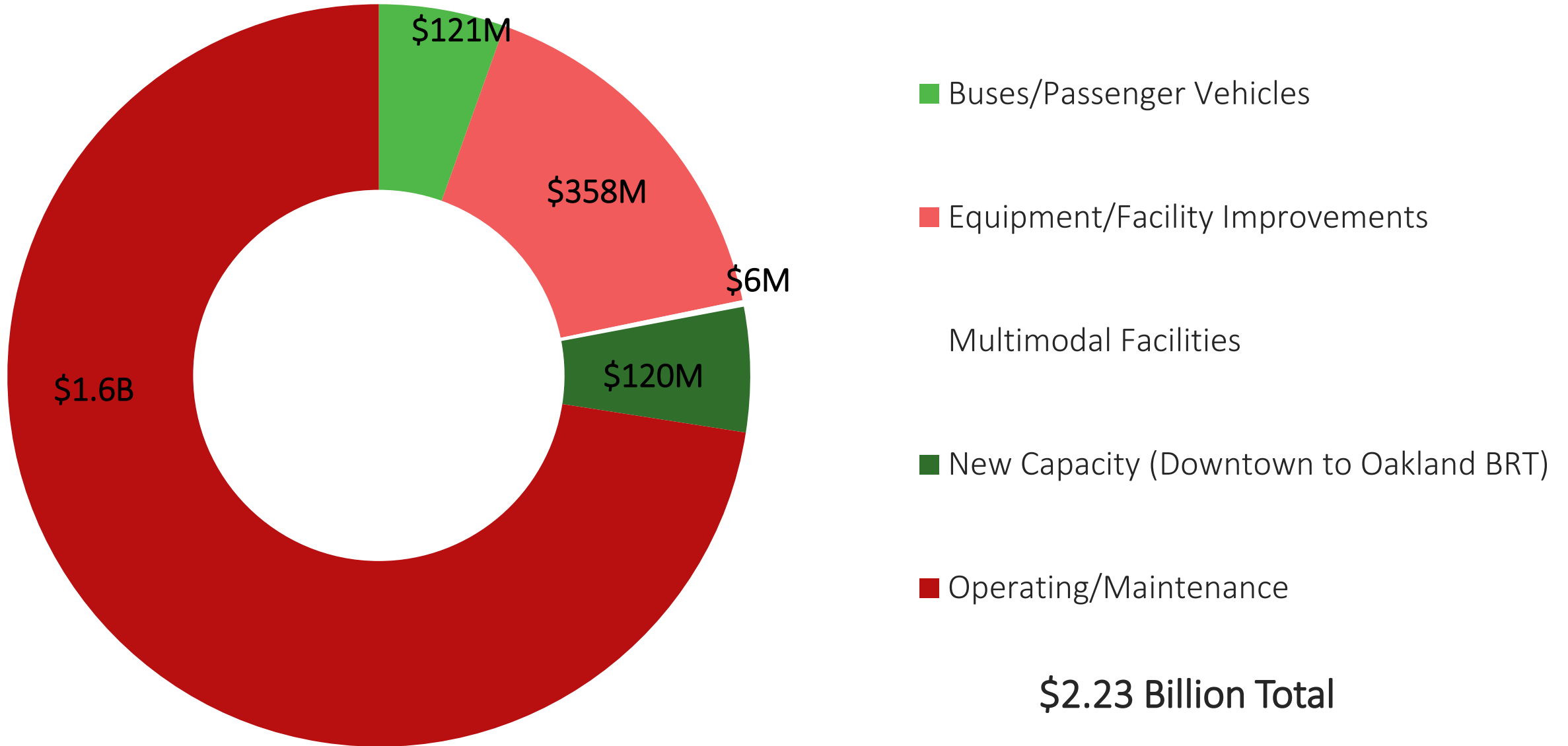
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Current Public Transit TIP Investments



Recently Completed TIP Projects

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- PA 28 Spaces Corners Resurfacing PA 85 to Township Road 568 (Crissman Road (MPMS 109610)
- Craigsville Bridge, Bridge Replacement (MPMS 24159)
- T-763 (Glade Drive) West Hills Bridge Preservation (MPMS 24211)
- Kittanning Elementary Intersection, Safety improvement; Roadway Realignment (MPMS 91249)

Butler County:

- Butler Bypass Resurfacing (MPMS 105905)
- PA 228 Pittsburgh Street Intersection Safety Improvement (MPMS 91285) - Intersection of PA 228 (Mars Crider Rd) and SR 3019 (Warrendale Rd) to the intersection of PA 228 and SR 3015 (Mars Valencia Rd).
- Cox's Corner Intersection Intersection improvement (MPMS 90309) - Existing intersection of PA 228 and SR 2005 (Saxonburg Boulevard)
- PA 68 over Buffalo Creek Bridge Replacement (MPMS 24740) –
- US 422 over SR 3007 Bridge Preservation (MPMS 114551)

Recently Completed TIP Projects

Indiana County:

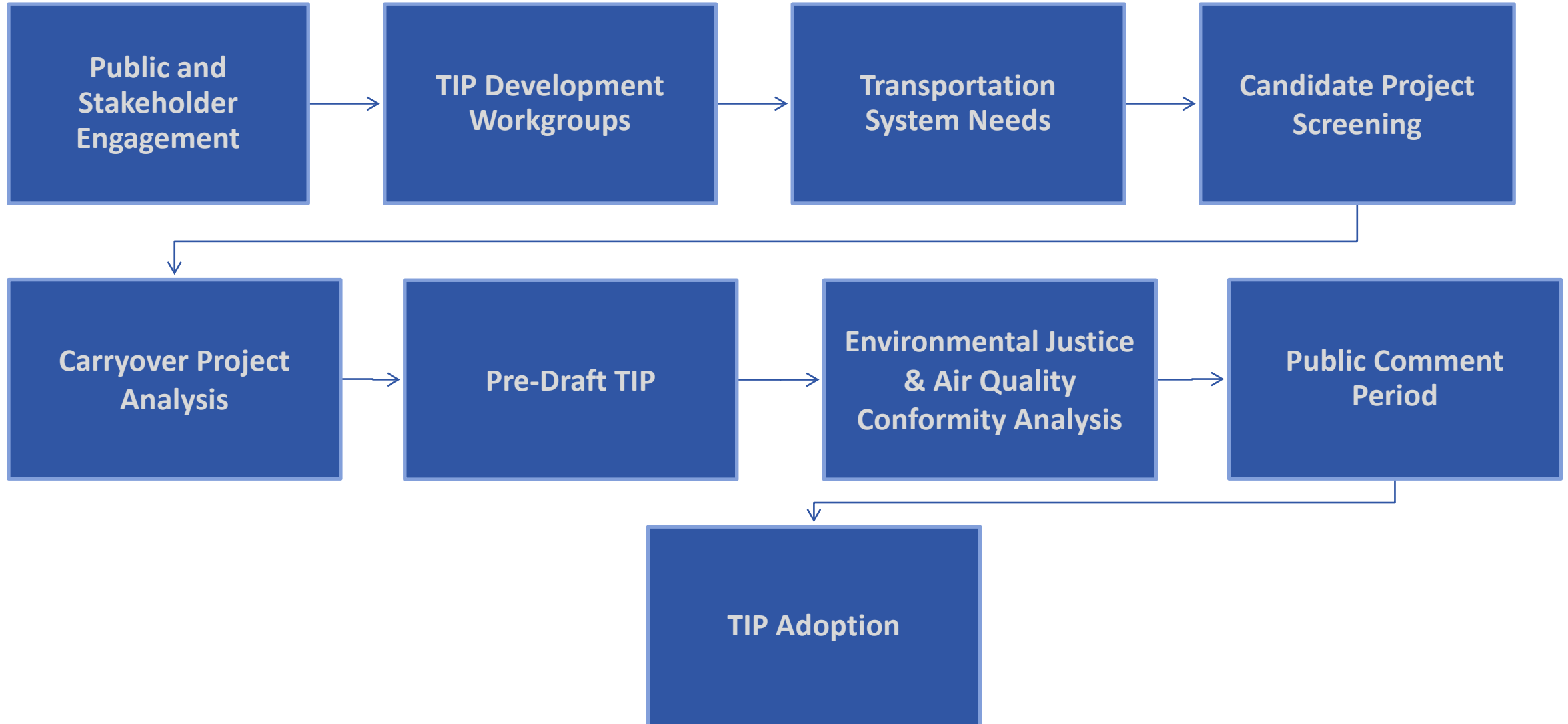
- US 119 Grove Chapel Truck Climbing Lane (MPMS 25472)
- SR 1004 over US 119 NB/SB Bridge Replacement (MPMS 25781)
- Smicksburg Bridge #3, Bridge Rehabilitation (MPMS 107288)
- US 119 Bypass Resurfacing (MPMS 113575)
- Hoodlebug Trail Enhancements and Resurfacing (MPMS 111417)



SPC 2023-2026 TIP Development

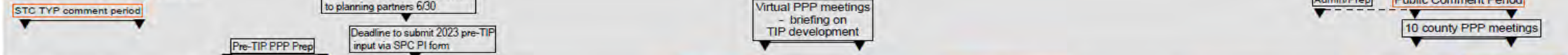


Program Development Process

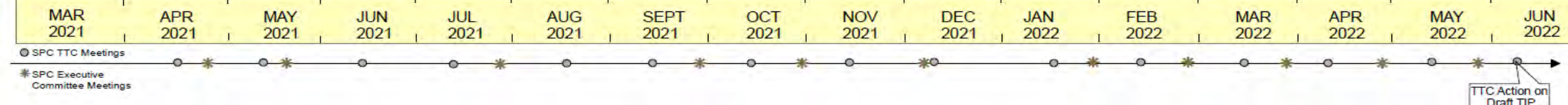
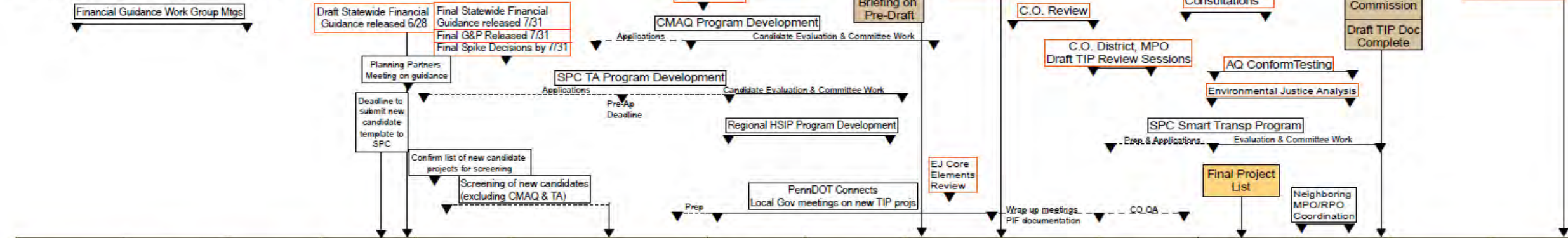


2023-2026 TIP Development Timeline

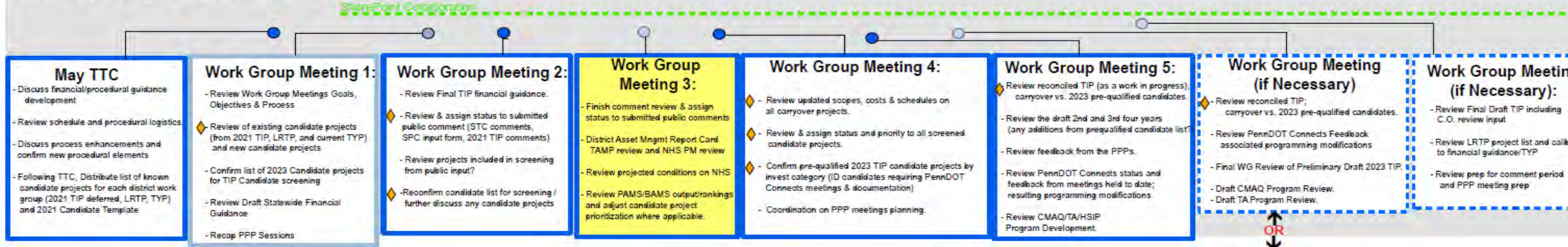
Public Involvement



TIP Development Milestones



District Project Development Work Groups



2023-2026 TIP Public Engagement

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- State Transportation Commission 12-year plan (600+ comments)
- Input from 2021 TIP Formal Comment Period
- Comments received through other planning initiatives (Corridor Studies, Road Safety Audits, etc.)

**2023 12-YEAR PROGRAM UPDATE
REGIONAL TRANSPORTATION
SURVEY SUMMARY**

State Transportation Commission

**SOUTHWESTERN PENNSYLVANIA
COMMISSION METROPOLITAN
PLANNING ORGANIZATION
(SPC MPO)**

A CLOSER LOOK AT YOUR REGION

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Statewide, survey participants mapped about **2,500** transportation concerns, **686** of these are located within the **SPC MPO** region.

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Examples of 2021 TYP Projects that Addressed Public Concerns

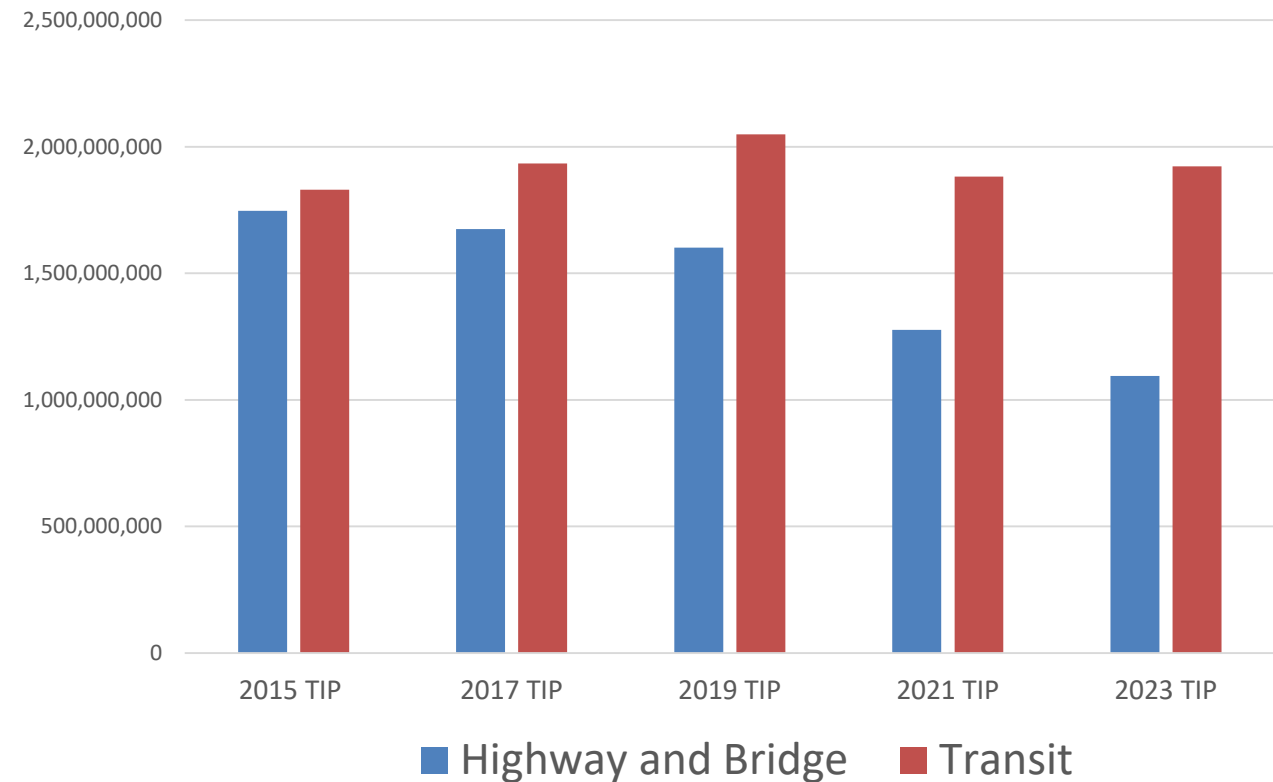
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What is Transportation Performance Management?

Transportation Performance Management is a strategic approach to transportation investments that uses transportation system data to inform investment and policy decisions that meet national performance goals.

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TIP Projects Currently Advancing

Armstrong County:

- SR 28 Goheenville Dip, (69141)
- PA 28 Allegheny Valley Expressway Resurfacing (109624)
- US 422 Resurfacing, Butler County Line east to the East Franklin Township Line, (114936)
- US 422/PA 28/SR 8014 Paving, Wray Road project to SR 1422 (113645)
- 112th Infantry Bridge/Graff Bridge Ramp Rehabilitation, (109622)
- Graff Bridge Preservation (23978)
- Rural Valley Bridge #4, (83245)

Butler County:

- PA 68 Corridor Improvements, T-425 (Stevenson Road) to SR 3007 (Meridian Road/Benbrook Road) (106568)
- SR 228 Balls Bend Safety Improvement, (91288)
- SR 228 Three Degree Road Intersection Improvement, (91286)
- Butler Bypass Resurfacing Phase 2 (114188)
- SR 3020 Freedom Road, Beaver County Line to Haine School
- Karns Crossing Bridge Replacement (86105)
- Portersville Bridge Replacement (98730)
- Rattigan Bridge #1, Bridge Replacement (24819)

TIP Projects Currently Advancing

Indiana County:

- SR 286 Hilltop Center Turn Lane, (109651)
- SR 4005, PA 954 to Oakland Ave, (100122)
- Indian Springs Road/Rustic Lodge Road Intersection Improvement, (111796)
- US 119 over Pine Run, Bridge Replacement (83227)
- US 119 over SR8001, Bridge Replacement (25621)
- US 422 Mentch Bridge EB/WB, Bridge Replacement (78101)
- SR 954 Yellow Creek Bridge #2, Bridge Replacement, (25411)



Existing Indian Springs Road/Rustic Lodge Road Intersection

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- PennDOT District 10: (**\$62M**)
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- Multiple Land Slides throughout Region
- Parkway East improvements,
- Frazier Street Bridge Rehabilitation
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Public Transit Projects Advancing

Port Authority of Allegheny County:

- Downtown to Oakland Bus Rapid Transit
- Light Rail Vehicles: Up to 81 new LRVs. Engineering and specification work to start in 2023
- Bus Procurement:
 - 60' Low-floor clean Diesel: 94;
 - 40' Low-floor clean Diesel: 90
- Preventive Maintenance on rail and bus systems
- Fixed Guideway Improvements including busway pavement renovation, track and signal rehabilitation, hillside stabilization and incline improvement
- State and federal operating assistance for Port Authority and ACCESS fixed route and shared ride (paratransit) service, as well as operating assistance for Heritage Community Transportation and the RideACTA Shuttle

Public Transit Projects Advancing

Beaver County Transit Authority:

- State and federal operating assistance for rural and urban service, as well as shared ride (paratransit) service
- Upgraded hardware and software for automated vehicle locator system and shared ride management system (Ecolane), including exterior information signs.
- Bus stop engineering, design & construction. Replacement security camera and fire alarm systems.
- Midlife overhaul of 17 buses.
- Replace 14 paratransit buses and three coach buses

New Castle Area Transit:

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Highlights, Updates,
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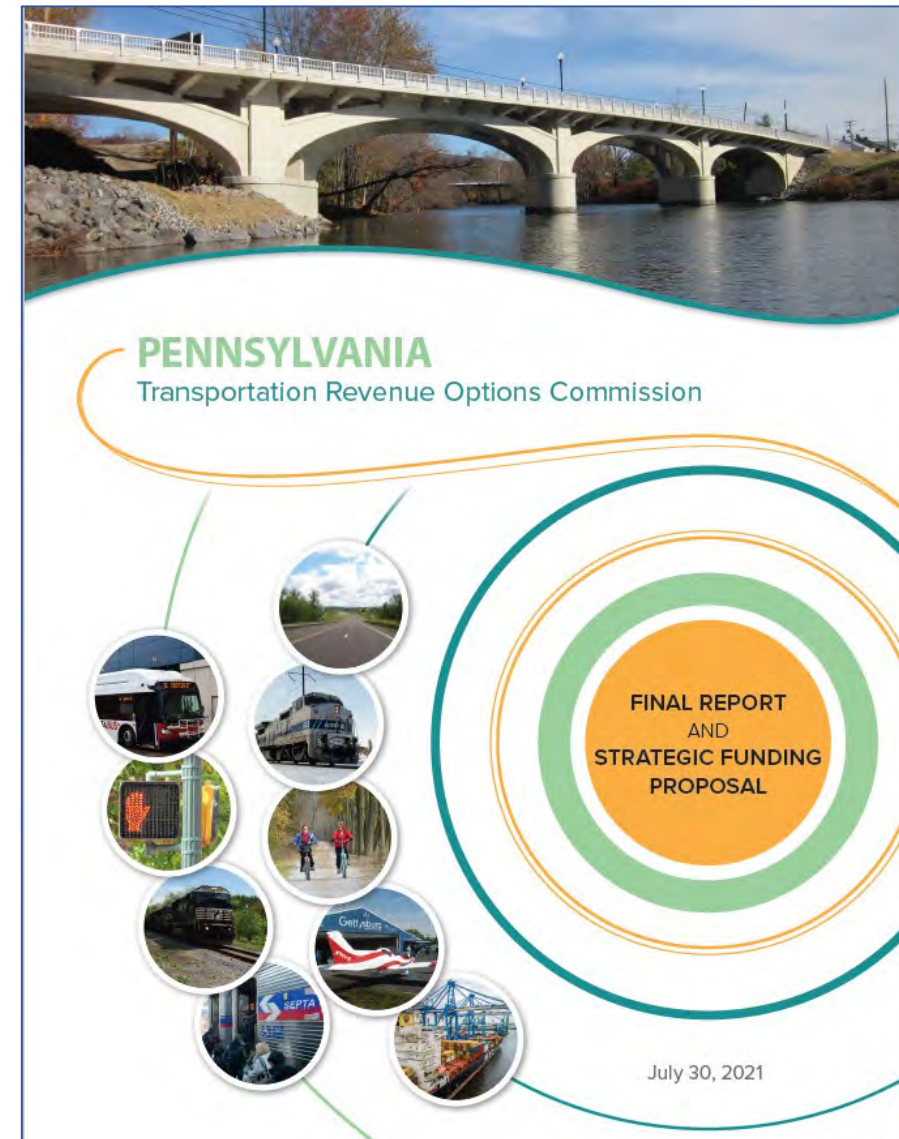
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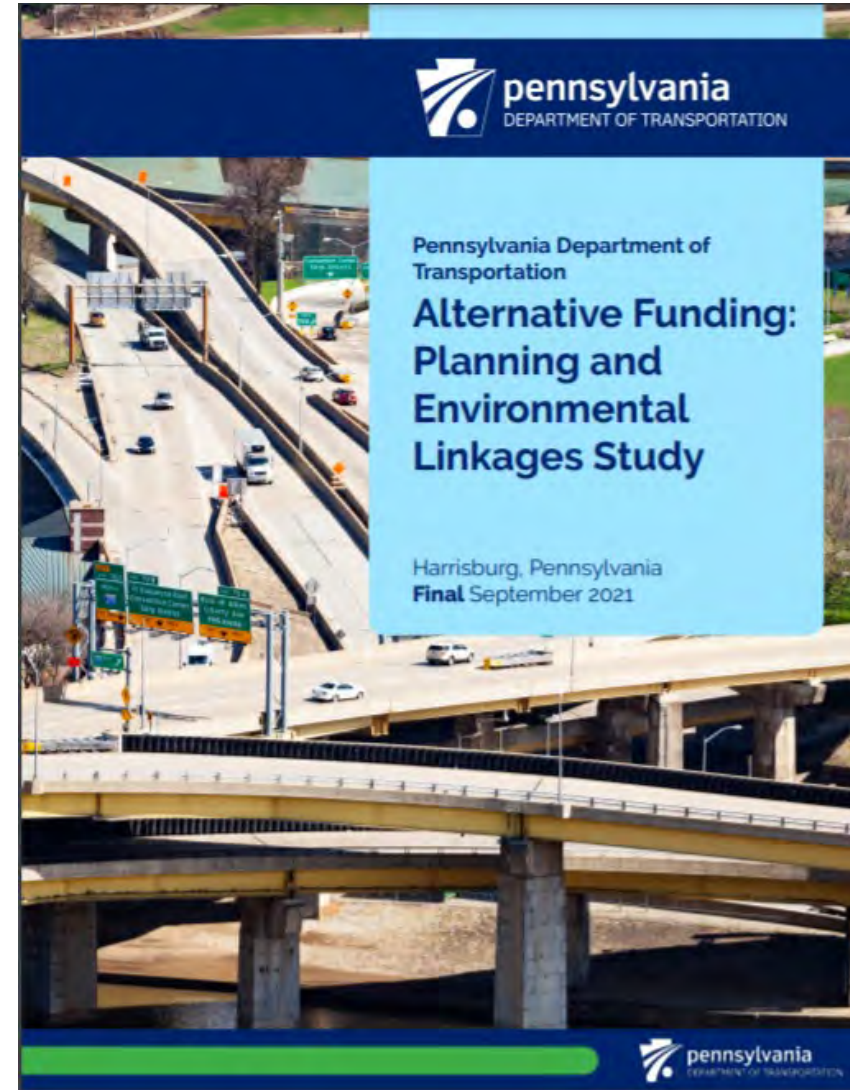
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PennDOT Major Interstate Bridge P3 Initiative



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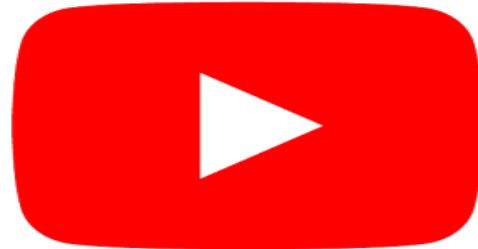
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THANK YOU!



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Southwestern Pennsylvania Transportation Improvement Program Update

PennDOT District 11

Lawrence County

November 9, 2021



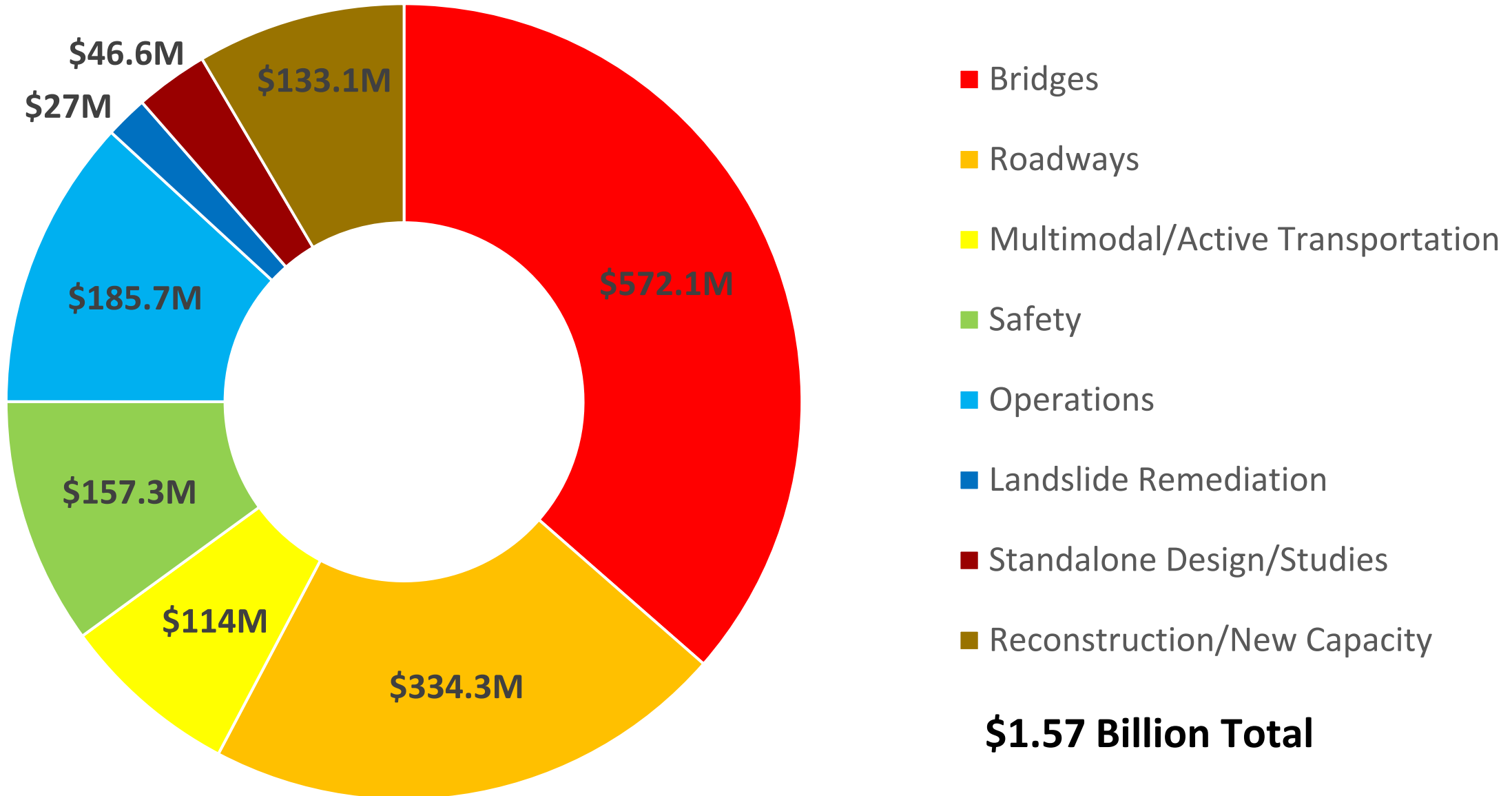
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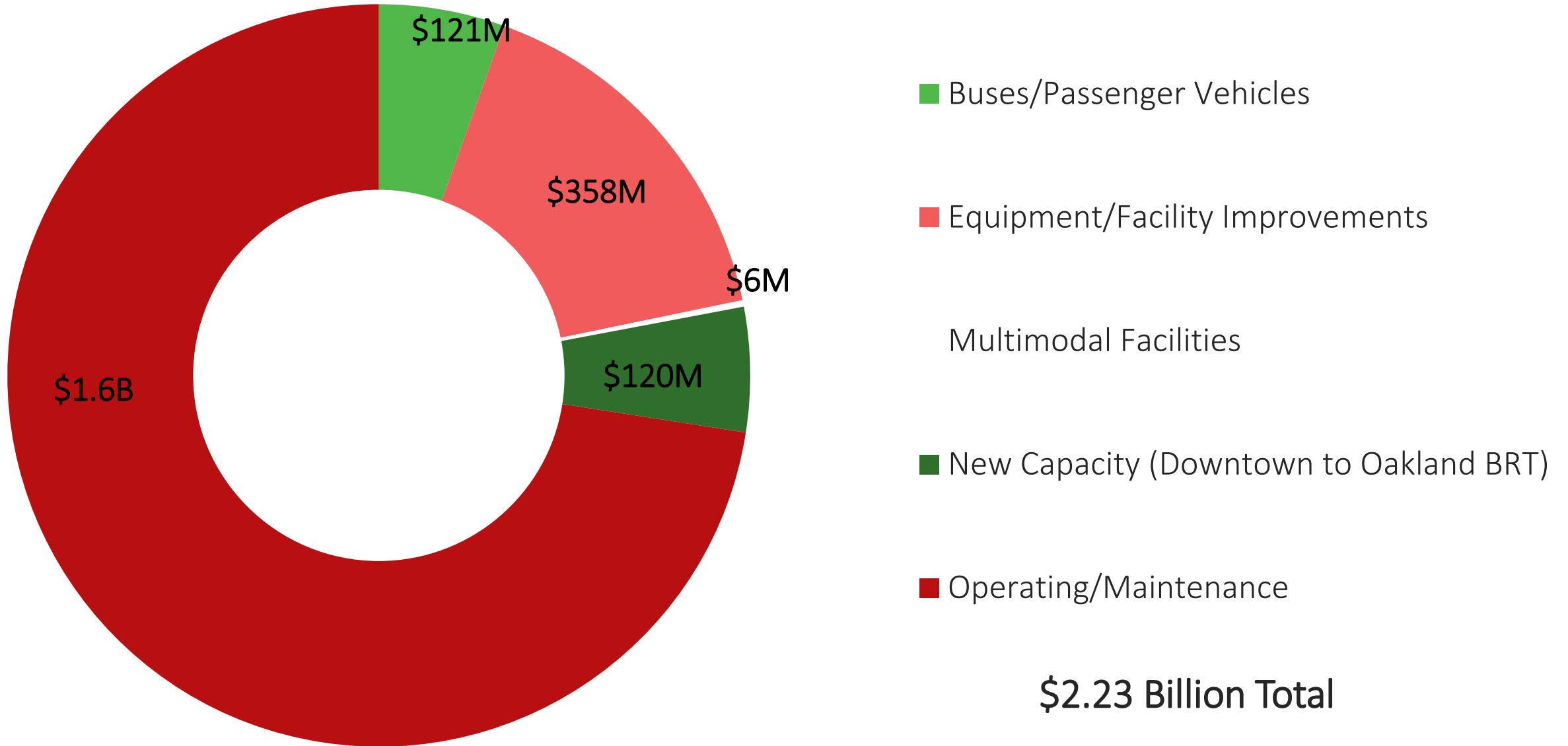
Current (2021-2024) TIP Status



Current Highway and Bridge TIP Investments



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Recently Completed TIP Projects

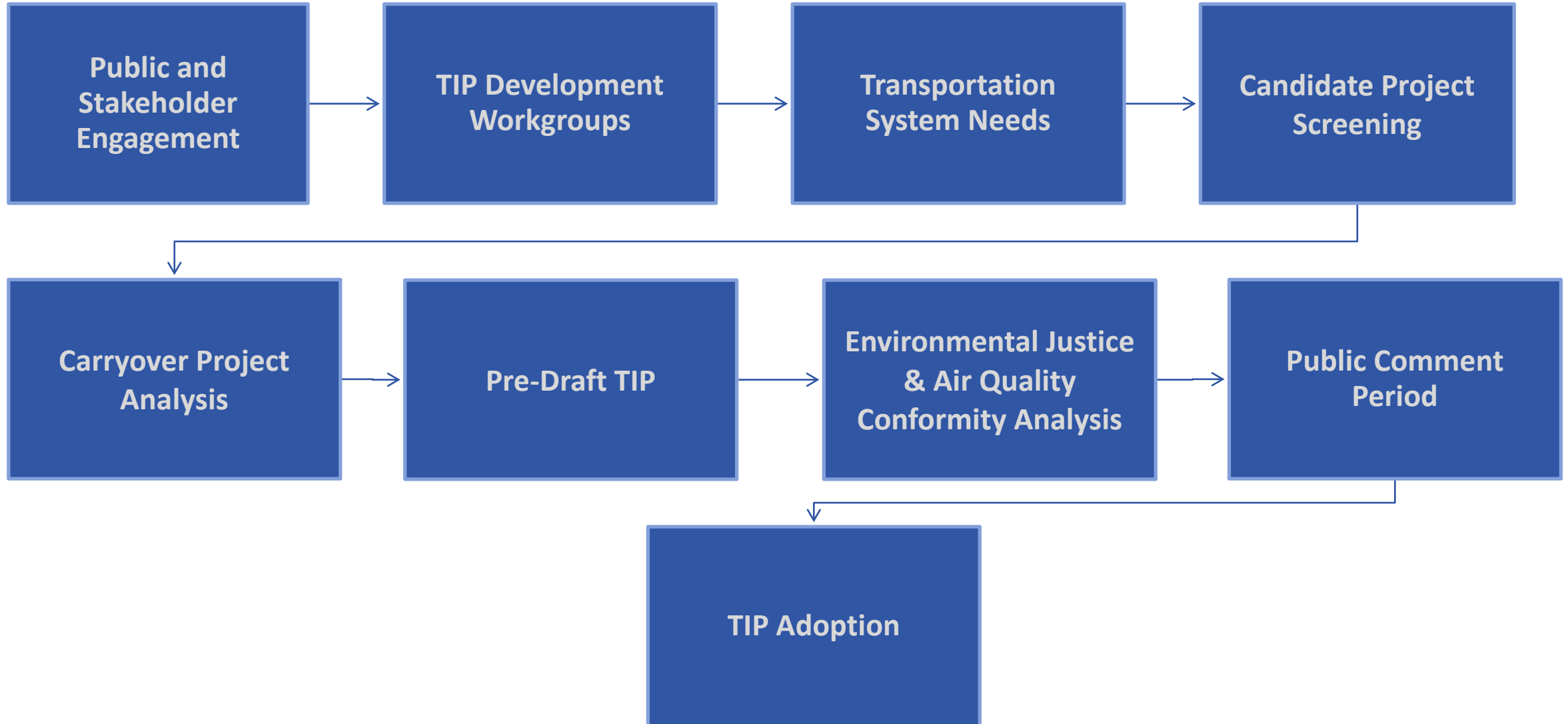
Lawrence County:

- Wampum Ave Bridge Replace - Bridge replacement on SR 288 over the B&O Railroad
- PA 168 - Galilee Rd to Moravia St - Highway restoration, bridge rehabilitation
- US 224/Youngstown Poland Rd - Highway restoration
- Churchill Rd over US 224 Bridge replacement/restoration
- Resurfacing on SR 0208 and SR 1010 in Volant Borough, Hickory, Scott, Washington, and Wilmington Townships.

SPC 2023-2026 TIP Development

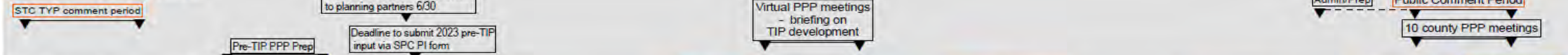


Program Development Process

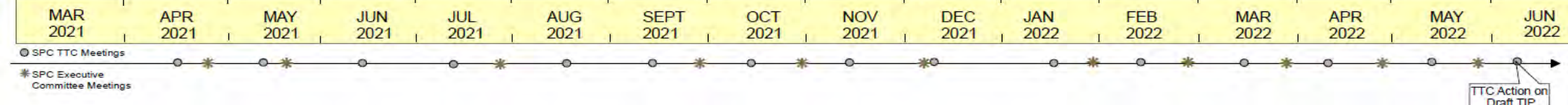
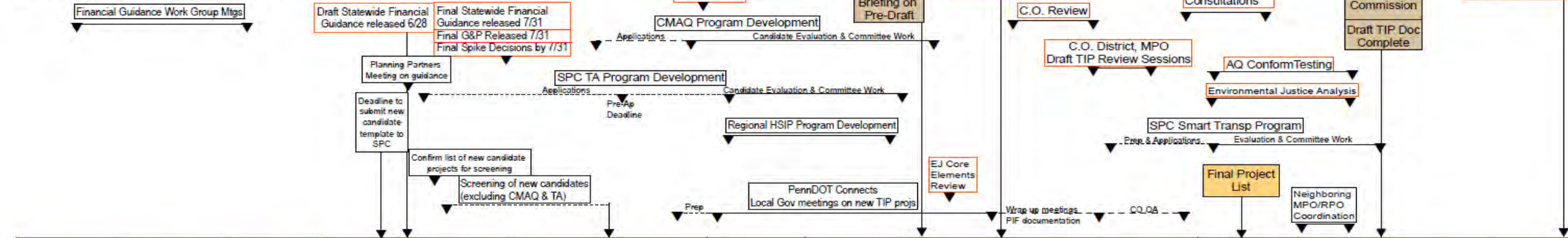


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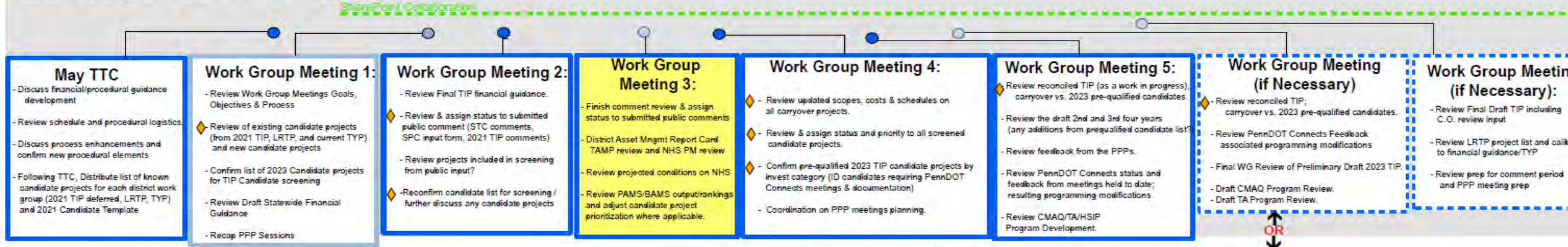
Public Involvement



TIP Development Milestones



District Project Development Work Groups



2023-2026 TIP Public Engagement

- SPC Committees, Emails, Public Participation Panels, Social Media
- Online and Written Comments
- State Transportation Commission 12-year plan (600+ comments)
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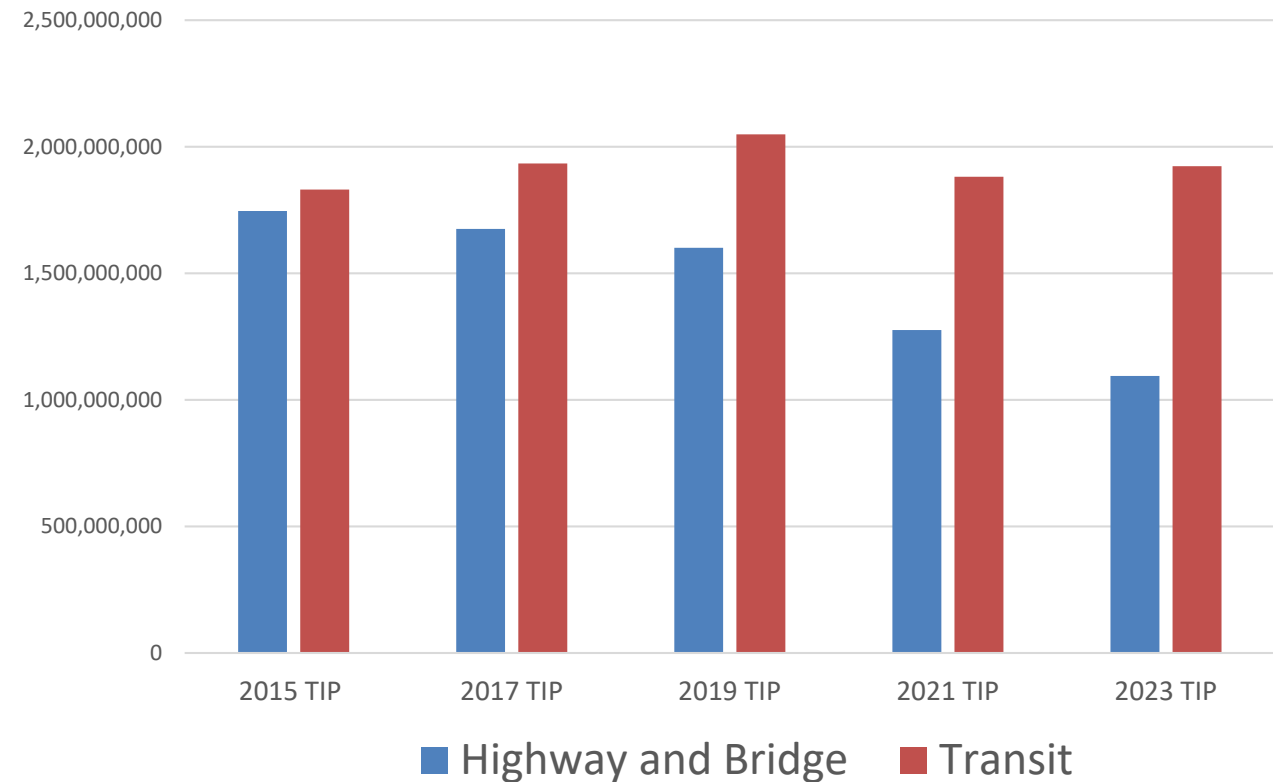
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- SR-18, Liberty St to Jefferson Street, Roadway Resurfacing
- East Washington Street Bridge
- S. Main Street Bridge
- SR 168, Eastbrook Road Bridge
- SR-65, East Washington Street, Roadway Resurfacing
- US-422, PA State Line to Harbor Village Drive, Roadway Resurfacing
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- Barkley Road Bridge #3
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Transit Development Plan

New Castle Area Transit Authority

- SPC is providing Technical assistance supporting the development of the plan
- Workshop on 9/29/21 assessing the strategic business planning process and gather input from the Board on NCATA Mission, Vision and Strategic Goals.
- Existing conditions report being finalized
- Detailed analysis of travel data from several sources of trip-making in the NCATA service area.
- Significant customer survey effort with both online and in-person surveys.
- Recommendations may include a phased service plan utilizing new technologies, service configurations, and service area expansions.



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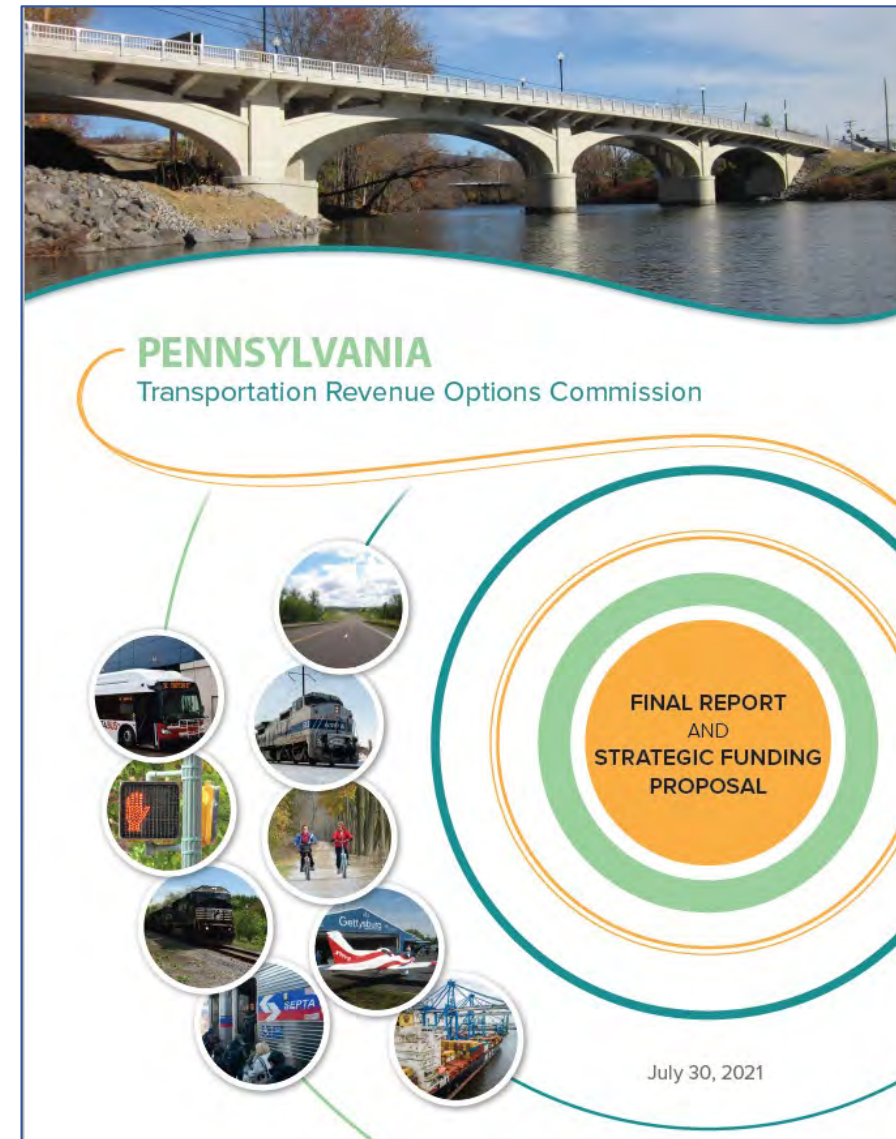
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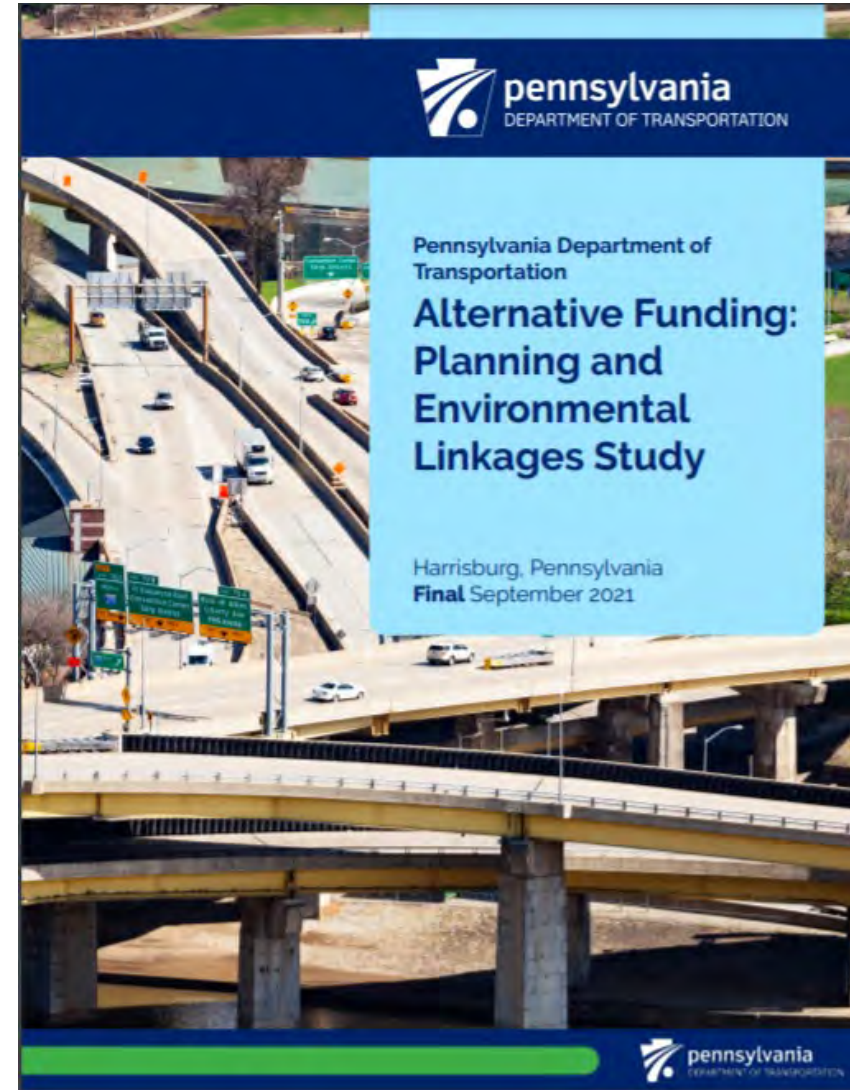
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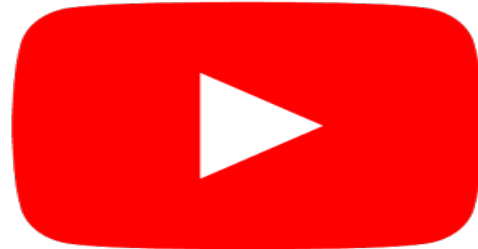
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- Current TIP map

<https://spc.maps.arcgis.com/home/webmap/viewer.html?webmap=ca696cabd0e34891b86f182a18ba9d58&extent=-81.0788,39.7467,-77.8434,41.0933>

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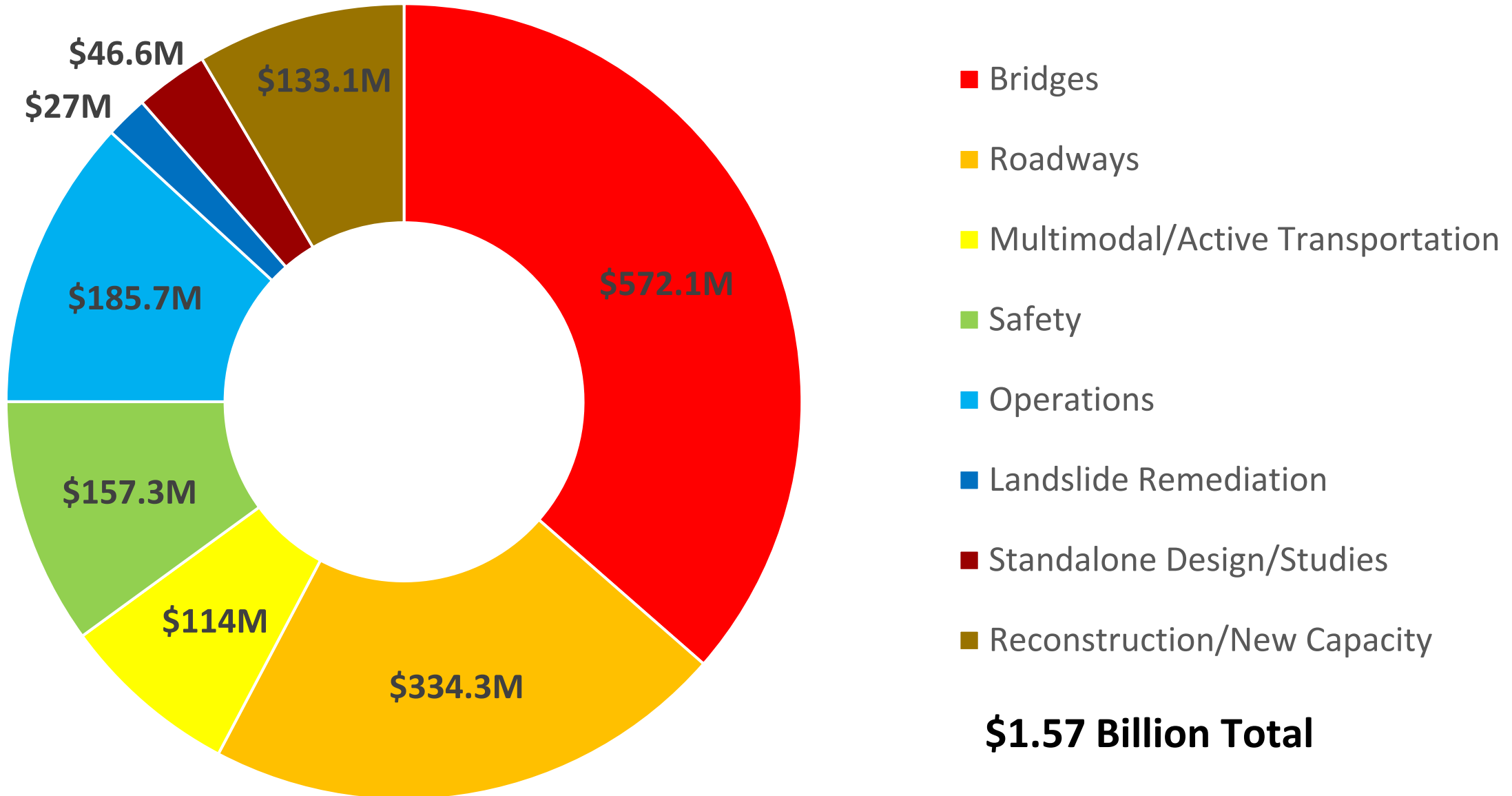
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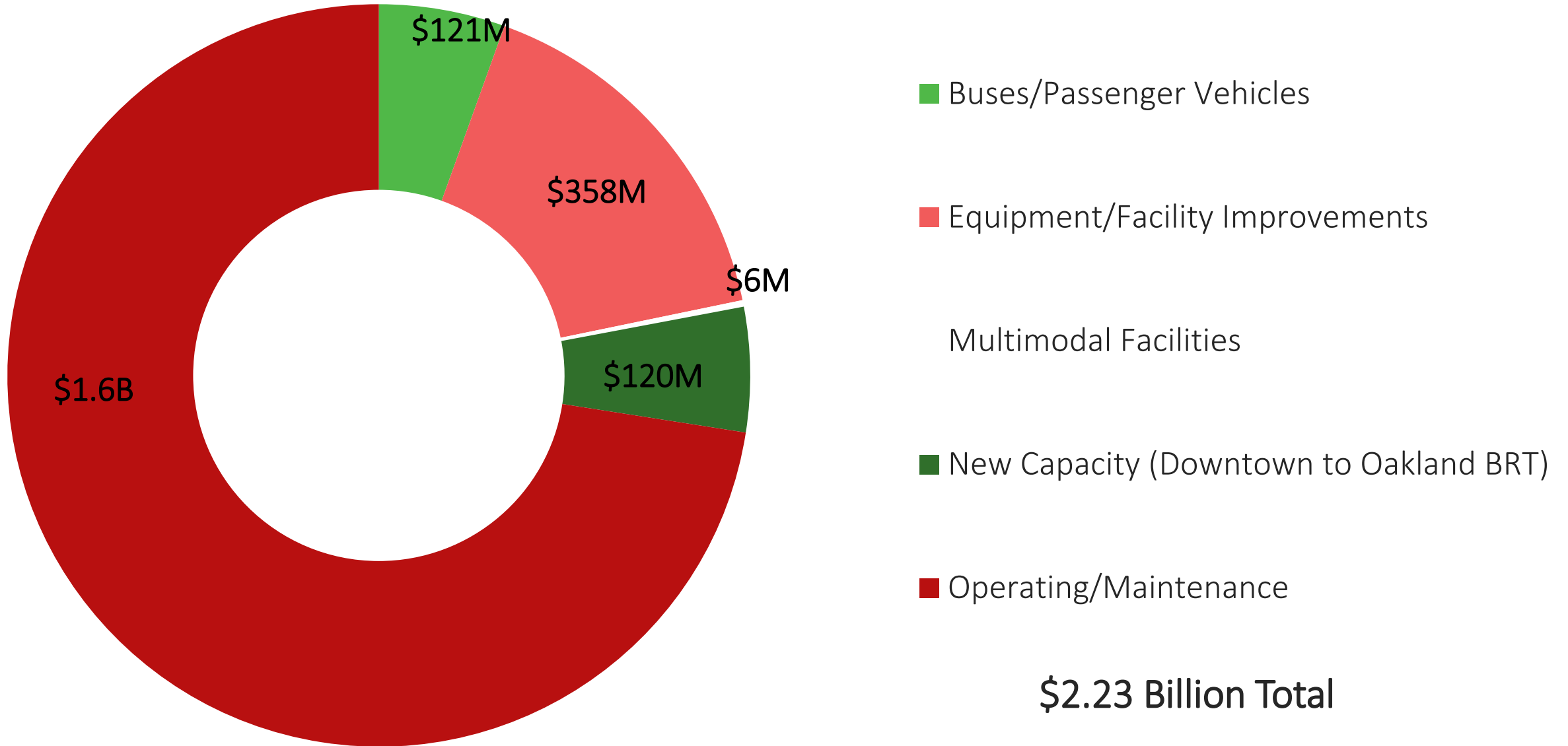
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Current Public Transit TIP Investments



Recently Completed TIP Projects

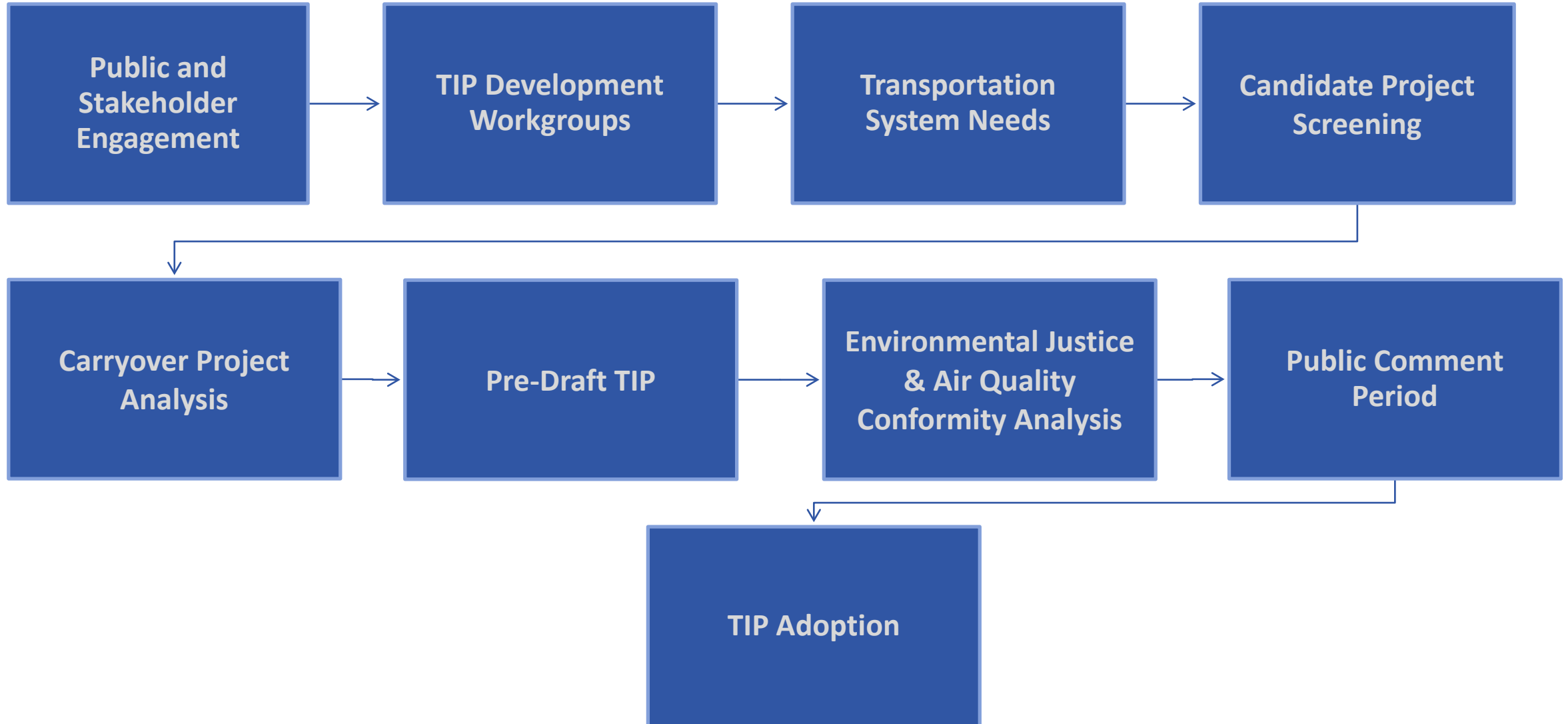
Lawrence County:

- Wampum Ave Bridge Replace - Bridge replacement on SR 288 over the B&O Railroad
- PA 168 - Galilee Rd to Moravia St - Highway restoration, bridge rehabilitation
- US 224/Youngstown Poland Rd - Highway restoration
- Churchill Rd over US 224 Bridge replacement/restoration
- Resurfacing on SR 0208 and SR 1010 in Volant Borough, Hickory, Scott, Washington, and Wilmington Townships.

SPC 2023-2026 TIP Development

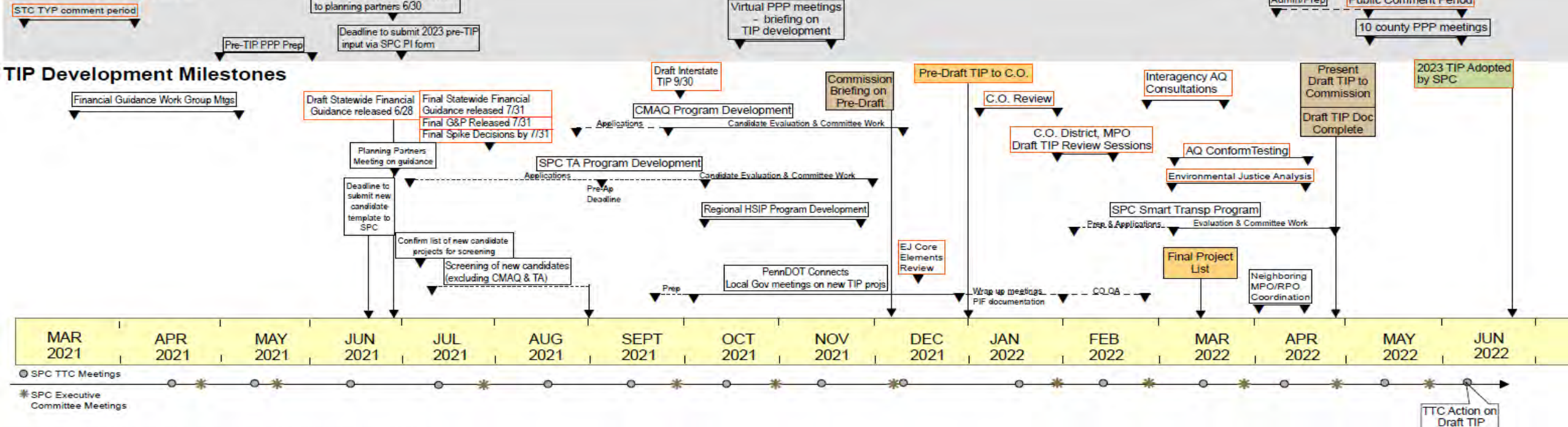


Program Development Process

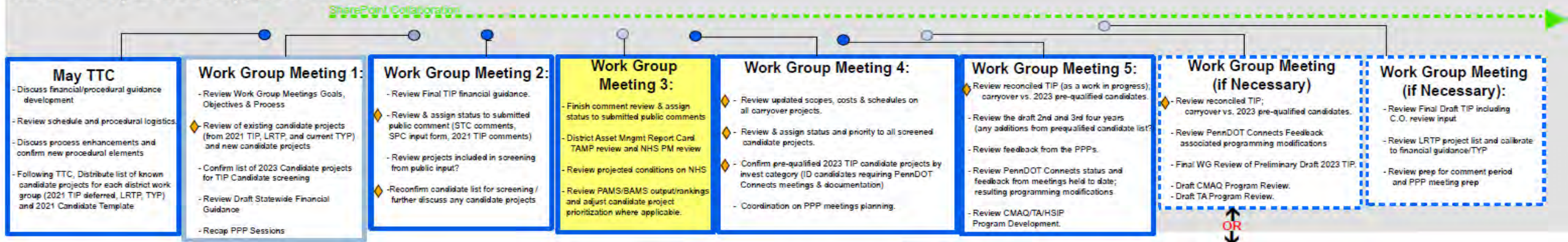


2023-2026 TIP Development Timeline

Public Involvement



District Project Development Work Groups



2023-2026 TIP Public Engagement

- SPC Committees, Emails, Public Participation Panels, Social Media
- Online and Written Comments
- State Transportation Commission 12-year plan (600+ comments)
- Input from 2021 TIP Formal Comment Period
- Comments received through other planning initiatives (Corridor Studies, Road Safety Audits, etc.)

**2023 12-YEAR PROGRAM UPDATE
REGIONAL TRANSPORTATION
SURVEY SUMMARY**

State Transportation Commission

**SOUTHWESTERN PENNSYLVANIA
COMMISSION METROPOLITAN
PLANNING ORGANIZATION
(SPC MPO)**

A CLOSER LOOK AT YOUR REGION

The State Transportation Commission held its 45-day Public Comment Period for the 2023 12-Year Program (TYP) Update March 1 through April 14, 2021. The public had the opportunity to take the Transportation Survey and participate in an Online Public Forum on either a webinar platform or Facebook Live. In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the Public Forum was held online only with a call-in option available. The public could request assistance to participate in the survey or Public Forum by contacting PennDOT's Program Center by email or phone. All public feedback received was analyzed to better understand public priorities and transportation trends.

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During the mapping exercise, some survey participants discovered their concerns were already addressed by projects on the 2021 TYP. See the map and data below for more details.

"There is a closed railroad bridge here that should be revitalized to be a bike and ped crossing."
Local Survey Participant

Number of Issues Identified
The icons below correspond with the same color dots on the map.

341	54	172	45	1	73
ROADWAY	BRIDGE	BIKING/ WALKING	TRANSIT	FREIGHT	CONCERN(S) ALREADY ADDRESSED

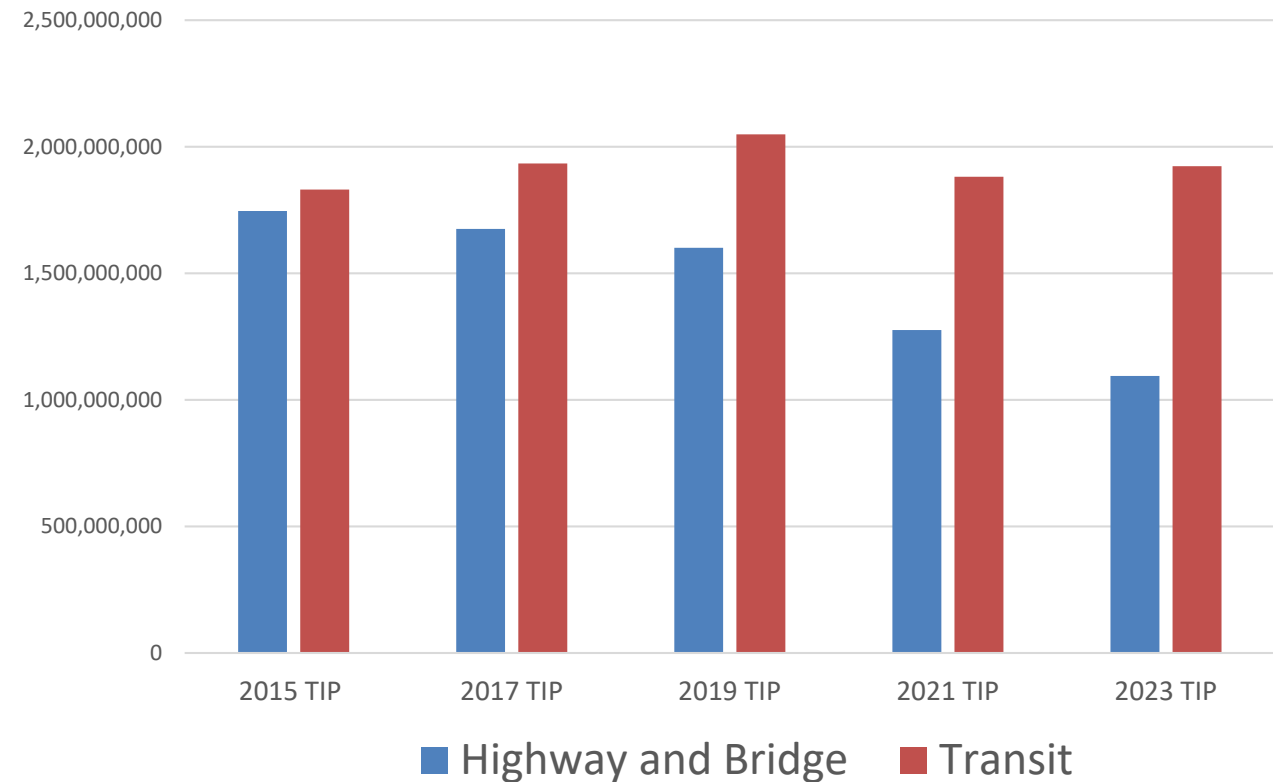
Examples of 2021 TYP Projects that Addressed Public Concerns
I-79 AT PA 910 INTERCHANGE WIDENING
DESIGN AND CONSTRUCTION OF A TRAFFIC ADAPTIVE SIGNAL SYSTEM ALONG SR 3069
ARMAGH BYPASS RECONSTRUCTION

© TalkPATransportation.com June 2021

2023-2026 TIP Funding

- There is a 14% decrease in the SPC total TIP funding compared to the current TIP, driven mostly by state decisions to increase the set-aside for Interstate Program funds.
- The NHPP program decreases by more than 30% overall as the PA Interstate Program set-aside increases by \$50M each year, expected to continue through 2028.
- Changes in the statewide distribution formulas have a modest impact on other federal (and state) programs - less than 5% change - sometimes positive sometimes negative.

2015 TIP to 2023 TIP - Base Funding



Federal & State Formula Funding

- Federal FAST Act expired at end of September and was extended by Congress until December
 - Federal funds in 2023 TIP so far remain flat at FY2020 levels
- Region's Funding: 14% Decrease from 2021 TIP to 2023 TIP
 - \$1.252 billion total drops to \$1.074 billion (-\$177.6 million)
- State funds are \$152 million less
 - Reduced travel as a result of COVID (reduced gas tax receipts)
 - Gas tax not indexed to account for inflation
- State Continues Prioritization of Interstate Needs
 - Annual increases in transfers from regional NHPP funds to PA Interstate program
- Formula Updates Prioritize Maintenance
 - Preservation-priority favored over "fix-it-first" maintenance strategy

PA Interstate Investment Needs

- Interstates as the most important highway network
 - 6% of roadway miles, 26% of traffic volume
- Interstate funding is \$5.5 billion; need is \$14 billion
 - (12-15 year period, statewide) \$40 billion to also modernize the system
- Pennsylvania should rebuild 32 Interstate miles per year
 - Only has the resources to rebuild less than 10 miles per year 57% of interstate miles are over 40 year old (*expected to last 40 years*) over half of Interstate bridges and ramps have exceeded their design life
- Interstate tradeoff with other networks
 - Federal performance measures prioritize Interstate/NHS above all. Address highest priorities now – look longer-term for funding increases

Federal Performance Measures



SPC has long utilized a comprehensive planning and programming process with a focus on collaboration between PennDOT, US DOT, and planning partners at the county and regional levels. SPC is using this process in its ongoing planning effort to implement Transportation Performance Management and Performance-Based Planning and Programming.



Focusing on Performance for Safe, Reliable Journeys

What is Transportation Performance Management?

Transportation Performance Management is a strategic approach to transportation investments that uses transportation system data to inform investment and policy decisions that meet national performance goals.

Federal Transportation Legislation

The "Moving Ahead for Progress in the 21st Century Act" (MAP-21) and the "Fixing America's Surface Transportation Act" (FAST) established Performance-Based Planning & Programming requirements as part of the statewide and metropolitan transportation planning process. The US Department of Transportation has promulgated transportation performance management regulations for highway and public transportation programs.

State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and operators of public transportation are required to jointly agree upon written provisions to collect and share data, cooperatively develop and update performance targets, and report on performance targets and ongoing progress toward attaining the targets.

TIP Projects Currently Advancing

Lawrence County:

- I-79, Butler Co line to Mercer Co line, Resurfacing
- SR-18, Liberty St to Jefferson Street, Roadway Resurfacing
- East Washington Street Bridge
- S. Main Street Bridge
- SR 168, Eastbrook Road Bridge
- SR-65, East Washington Street, Roadway Resurfacing
- US-422, PA State Line to Harbor Village Drive, Roadway Resurfacing
- New Castle Multimodal Riverwalk
- Barkley Road Bridge #3
- Graceland Road Bridge

2023-2026 TIP - Funding Shortages and Impacts

Carryover Project Funding Shortages:

- PennDOT District 10: (**\$62M**)
- PennDOT District 11: (**\$394M**)
- PennDOT District 12: (**\$110M**)
- Regional Total: (**\$566M**)

Major Projects Delayed :

- Duquesne/McKeesport Bridge
- McKees Rocks Bridge Rehabilitation Phase III
- Tarentum Bridge Rehabilitation
- Greentree and Carnegie Interchange Improvements
- Rochester-Monaca Bridge Rehabilitation
- Streets Run Road Flood Improvements
- Kittanning Pike Flood improvements
- Tenth Street Bypass Reconstruction
- SR-51 Drainage (South Hills)
- Multiple Land Slides throughout Region
- Parkway East improvements,
- Frazier Street Bridge Rehabilitation
- Ft. Duquesne Bridge Rehabilitation

Public Transit Projects Advancing

New Castle Area Transit:

- State and federal operating assistance for rural and shared ride (paratransit) service
- Twenty small transit buses with wheelchair slots for shared ride service
- Five CNG buses to replace Diesel buses
- Storage facility to house 18 buses
- Purchase support vehicles

Transit Development Plan

New Castle Area Transit Authority

- SPC is providing Technical assistance supporting the development of the plan
- Workshop on 9/29/21 assessing the strategic business planning process and gather input from the Board on NCATA Mission, Vision and Strategic Goals.
- Existing conditions report being finalized
- Detailed analysis of travel data from several sources of trip-making in the NCATA service area.
- Significant customer survey effort with both online and in-person surveys.
- Recommendations may include a phased service plan utilizing new technologies, service configurations, and service area expansions.



2023-2026 TIP
Other Program Updates and
Upcoming Tasks



SPC Competitive Funding Programs

Congestion Mitigation and Air Quality (CMAQ) Program

- 16 Candidate Projects: \$47M requested
- Approximately \$35M available
- Project evaluation underway - selections in December

Transportation Alternatives Program

- 12 Candidate Projects: \$7M requested
- Approximately \$3.0 M available
- Project evaluation underway - selections in December

PennDOT Connects

Connects meetings to be held with local governments for new TIP projects to identify local plans in the project area for:

- Bicycle and Pedestrian Facilities
- Public Transit Routes/Stops
- Green Infrastructure and Stormwater Management
- Freight Movement
- Operations
- Planned Development in the Project Area
- Community Events



2023-2026 TIP Development Schedule

Milestones:

- **Fall 2021:** Regional Program Development & Public Meetings
- **December 2021:** SPC Commission Briefing
- **Spring 2022:** PennDOT Review; AQ Conformity & EJ Analysis; Document Preparations
- **May 2022:** Formal 30 Day Public Comment Period and Public Meetings
- **June 2022:** SPC Commission adopts 2023-2026 TIP
- **October 2022:** 2023-2026 TIP takes effect

Transportation Funding at Federal and State Level

Highlights, Updates,
Risks, and Revenue Options



Proposed IJA Transportation Funding

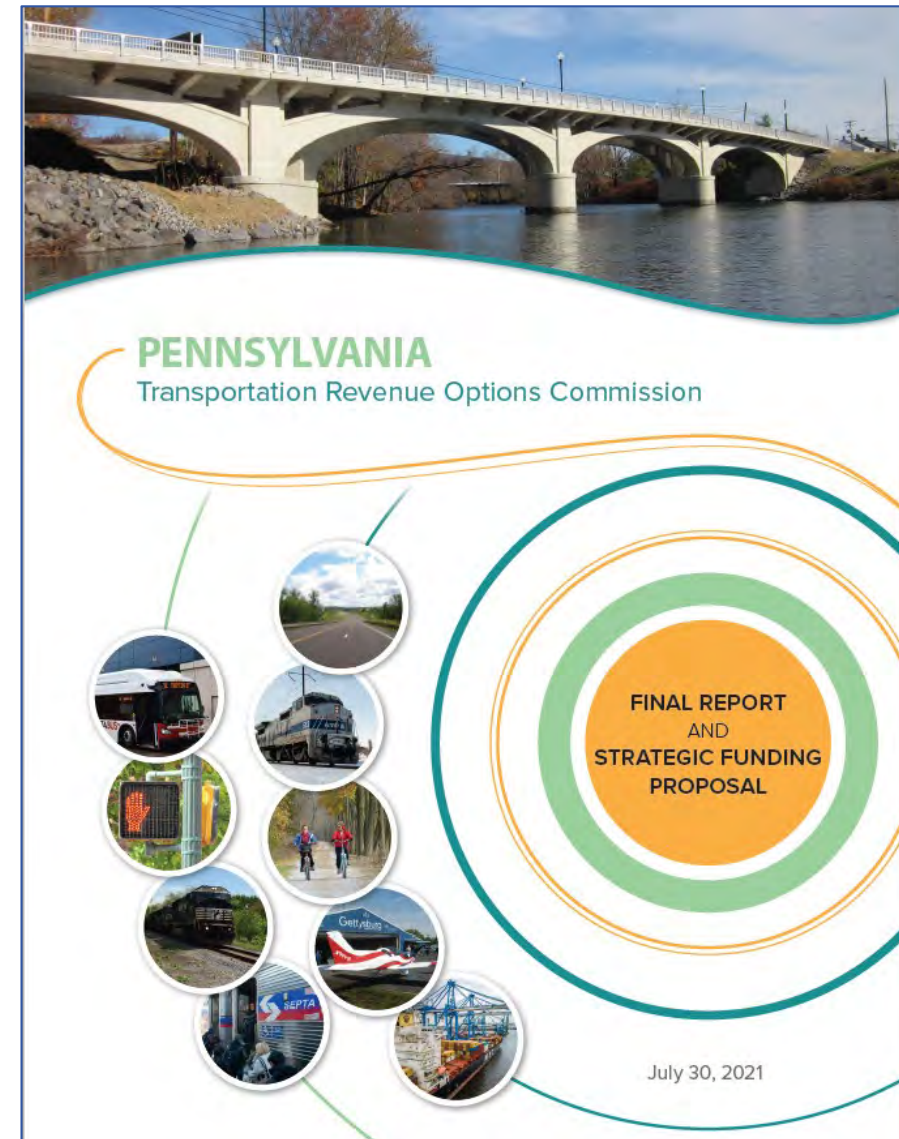
- Proposal Provides \$351 Billion (Nationally) for highways and bridges over five years
- \$91 Billion for transit, \$12 Billion for highway safety, and \$66 Billion for passenger rail over five years
- Creates a new \$27.5 Billion Special Bridge Program
- Creates a new \$5 Billion EV charging infrastructure formula program
- Transfers \$118 Billion from the General Fund to the Highway Trust Fund (\$90 B to Highway Account; \$28 B to Mass Transit Account)
- Does not Provide for a long-term revenue solution for the Highway Trust Fund
- **Would only address a small portion of our unmet funding needs**
- **Matching state funds (typically 20%) - Additional state funds will be needed to leverage new Federal funds**

Proposed IJA Transportation Funding

- Under FAST Act, Pennsylvania receives \$1.8B per year in federal formula highway and bridge funding and \$425M per year in federal transit formula funds
- Potential to provide an additional \$3.9B in new funds to Pennsylvania highway and bridge programs:
 - \$2.3B in formula funds (average of \$466m/yr)
 - \$1.6B in bridge program funding (average of \$320m/yr)
- Potential to provide an average of an additional \$208M per year in federal transit funding to Pennsylvania

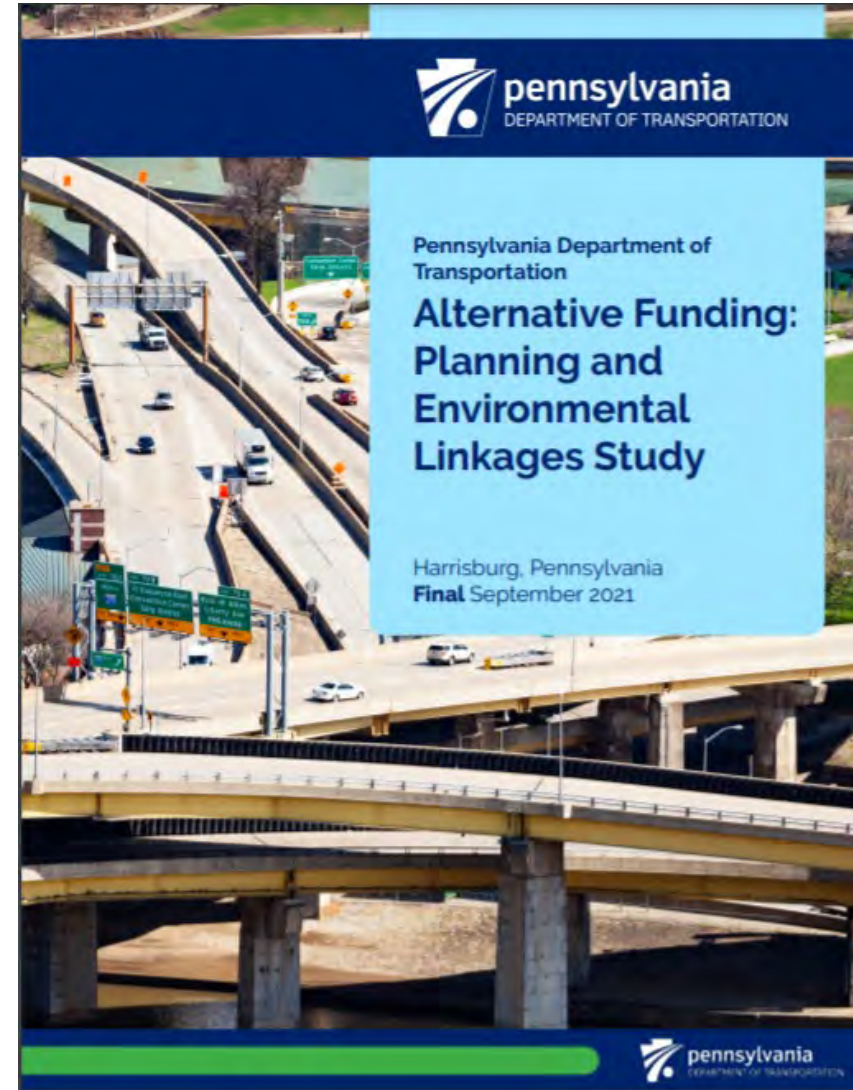
PA Transportation Revenue Options Commission

- Tasked by the Governor to develop a comprehensive, strategic proposal for addressing the multimodal transportation funding needs of Pennsylvania.
- Committee represents a cross-section of Pennsylvania's geographical areas, transportation modes, local and state governments, and environmental, energy, and Industry interests.
- Committee developed a three-phase approach to systematically address the Commonwealth's transportation funding issues.



PennDOT Alternative Funding Study

- Transportation funding, which is largely supported by fuel-based taxes, continues to erode by reduced travel and fuel consumption (due to higher fuel efficiency and electric/ hybrid vehicle use)
- Inflation has reduced the buying power of a dollar.
- State revenue from Pennsylvania's Motor License Fund, continue to be shifted to other priorities (PA State Police), further reducing funds available for highways and bridges.



PennDOT Major Interstate Bridge P3 Initiative



Pathways Bridge Tolling: I-79 Improvements

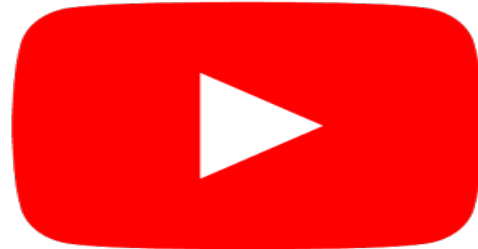
- Improvements to Bridgeville Interchange/ bridges and to widen I-79
- Estimated cost \$100-\$150 million
- Funds received from tolls will fund construction, maintenance and operations
- PennDOT is analyzing how bridge tolling may impact local communities, including how alternate routes may impact local traffic and roadways.



THANK YOU!



spcregion



SWPAComm



@spcregion

- Current TIP map

<https://spc.maps.arcgis.com/home/webmap/viewer.html?webmap=ca696cabd0e34891b86f182a18ba9d58&extent=-81.0788,39.7467,-77.8434,41.0933>

- Candidate map <https://arcg.is/CCb5m1>

Southwestern Pennsylvania Transportation Improvement Program Update Armstrong, Butler and Indiana Counties

Domenic D'Andrea
Transportation Planning Director

Ryan Gordon
Transportation Program Development Manager



May 18, 2022

Housekeeping Items

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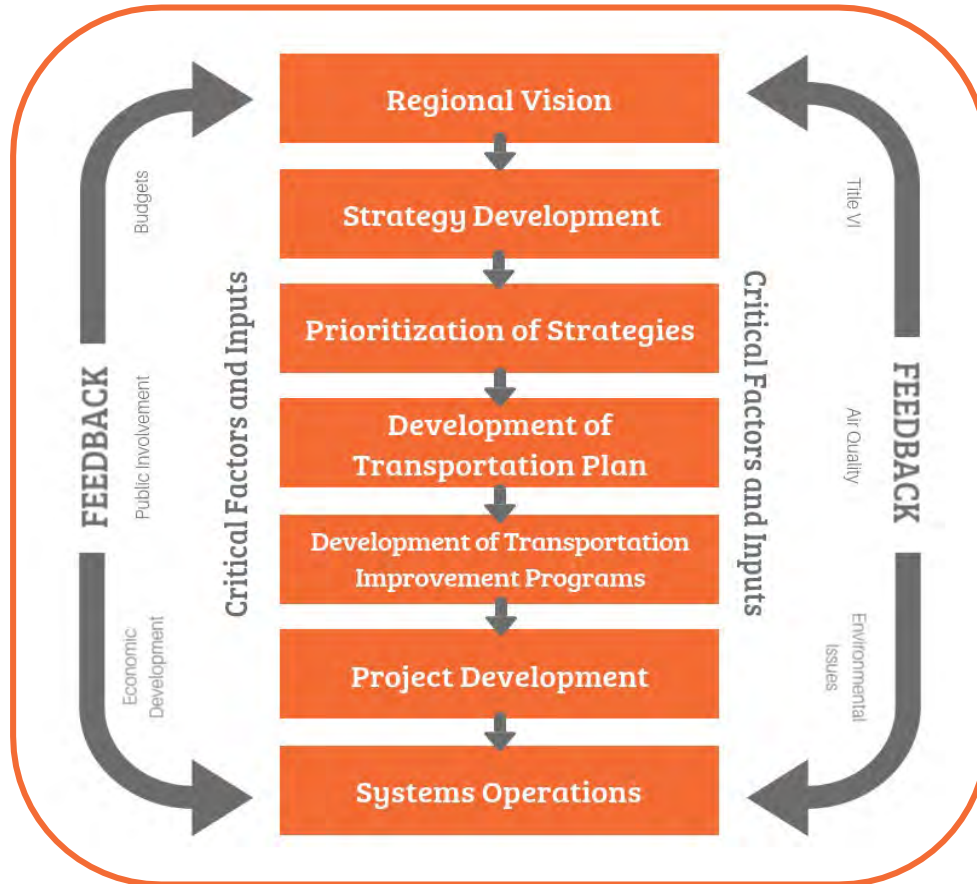
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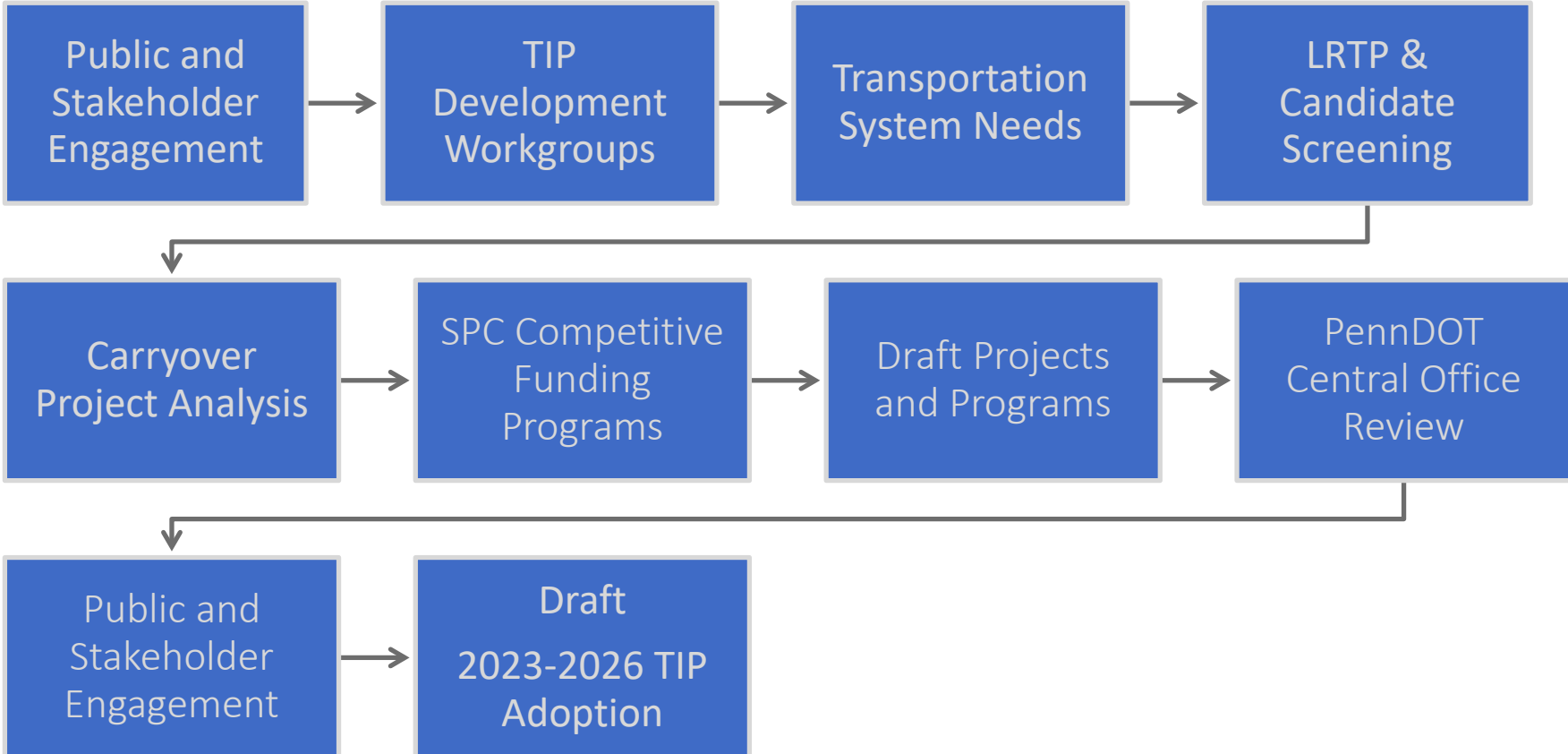
- Transportation Planning and the TIP
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- Funding Review
- TIP Investments in the Region
- County Project Reviews
- Support Documents
- Public Engagement and How to Comment
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Transportation Planning Process

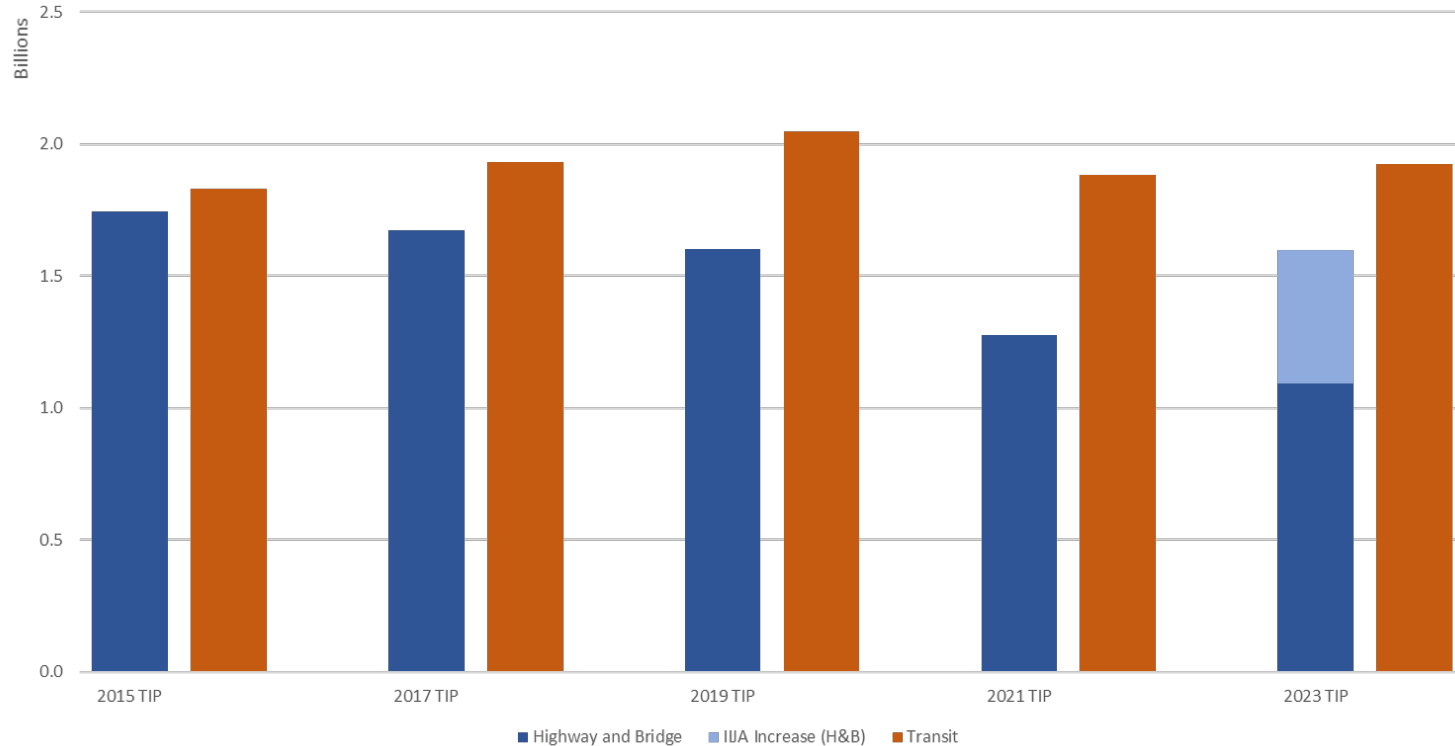


General TIP Development Process

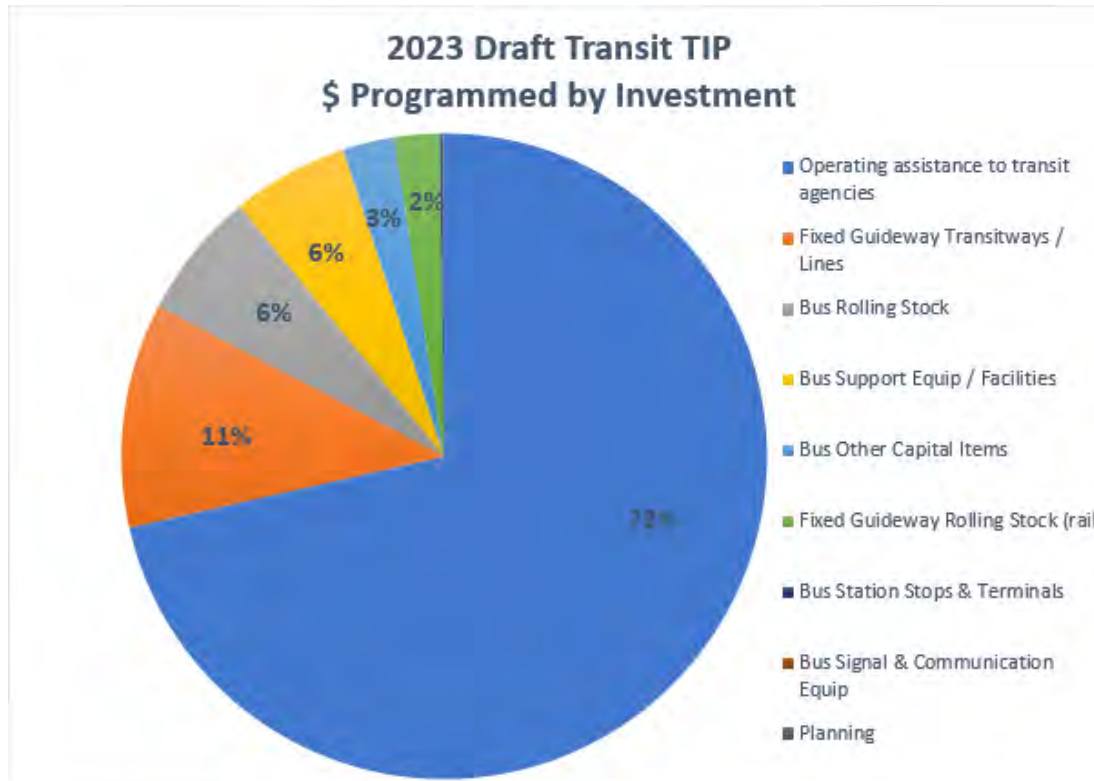


2023-2026 TIP Funding

TIP Revenue Time Series - SPC Base Funding



2023 Transit TIP Investments



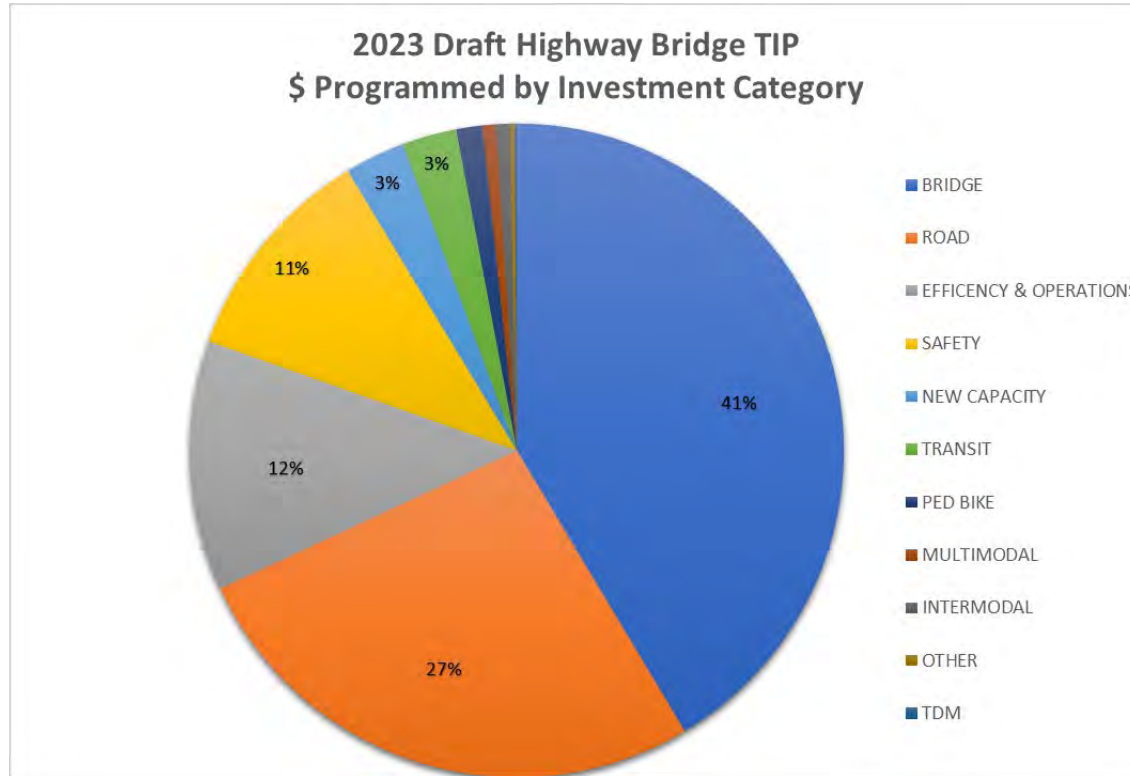
Total Federal & State Transit Funding = \$1.9 Billion

2023-2026 Highway Bridge Base TIP Funding

- Regionwide 2023 TIP Base funding is up 26% over 2021 TIP levels
- Federal Bipartisan Infrastructure Investment and Jobs Act provided additional Federal Funds
 - New Federal Bridge Investment Program addition \$211 million of needed bridge funding to the region
 - Increases in Off-System Bridge Funding
 - Increase in Transportation Alternatives funding
- State Highway funds Down 10%
- Stage Bridge Funds Down 20%



2023 Draft Highway Bridge TIP Investments



2023 Draft Highway Bridge TIP Investments

- The Draft TIP invests over \$740 million in the region's Bridge infrastructure.
 - Over \$275 million on the non-interstate NHS.
 - 12.9% reduction in poor bridges in the region
- The Draft TIP invests over \$476 million in the region's Roadway infrastructure.
- The Draft TIP invests over \$195 million in safety projects in the region.
- The Draft H/B TIP includes investing over \$868 million in infrastructure improvements on current Transit Routes.
- The Draft H/B TIP includes over \$367 million investment in the region's Freight Network
- The Draft H/B TIP includes \$22.9 million invested in bicycle and pedestrian improvement projects.

Interstate, Other & PA Turnpike

Program	Funding in TIP Period
Interstate Program	\$824,903,883
Additional Non-TIP State Funds	\$1,698,362,475
Turnpike Capital Improvements	\$216,853,599
Total TIP Period	\$2,740,119,957

Total Project Cost over life of Project

New Turnpike (MFE 51-I376)	2.16 Billion
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Armstrong County Projects



US 422: \$52 Million Investment

- Margaret Road Intersection
- Graff Bridge Preservation
- Dunbar Dip
- Concrete Preservation and Preventative Maintenance

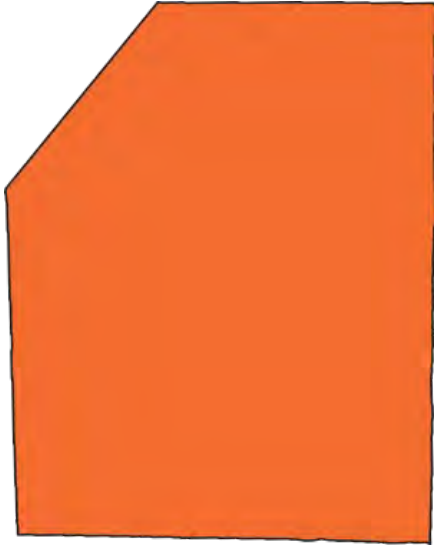
SR 28: \$14.8 Million Investment

- Goheenville Dip Safety Improvements
- Allegheny Valley Expressway Preventative Maintenance
- Armstrong SR 28 Group Bridge Rehabs

SR 66: \$15.3 Million Investment

- 1/112th Infantry Bridge/Graff Ramp Rehabilitation

Butler County Projects



US 422: \$17.4 Million Investment

- US 422 over PA 356
- Butler Bypass Phase 2
- Shearer Bridge Preservation
- County Line West PM

SR 68: \$47 Million Investment

- Karns Crossing Bridge
- SR 68 Corridor Improvements
- Jefferson-Cunningham Signal Improvements

SR 228: \$35.2 Million Investment

- Three Degree Road Intersection Improvement
- Balls Bend Improvement
- Mars RR West Expansion
- Ekastown West 3R

SR 356: \$17.4 Million Investment

- 356 Corridor Improvements and Park-n-Ride lot
- 356 over Trib to Coal Run Bridge Replacement

Indiana County Projects



\$3.7 Million Investment

Indian Springs Road/Rustic Lodge Intersection Improvements

US 119: \$18.3 Million Investment

- US 119 over SR 8001
- US 119 over Pine Creek
- US 119 over Two Lick Creek
- US 119 over Crooked Creek
- US 119 over Stoney Run (Bridge #1)

US 422: \$19.9 Million Investment

- US 422 Mentch Bridge EB/WB
- US 422 Indiana Bypass Repair
- US 422 Bridge to Nowhere PM
- US 422 Indiana Latex Group Bridges
- SR 422/SR 403 Intersection ITS

SR 954: \$4 Million Investment

- SR 954 Yellow Creek Bridge & Epoxy Group Bridges

Significant Transit Projects in District 10

- **Armstrong County** (Town & Country Transit)
 - Replace 3 fixed-route buses and 6 shared-ride buses: \$873,921
 - Replace the multimodal terminal: \$94,370
- **Butler County** Transit Authority (The Bus)
 - Construct park-and-ride facilities at key locations on Route 68: \$3,750,000
 - New bus shelters: \$120,000
 - Replace 1 CNG bus: \$400,000
- **Indiana County** Transit Authority (IndiGo)
 - Replace 3 community transit mini-vans and 2 CNG fixed-route buses: \$1,403,564



Operating Assistance (incl. Federal Rural Program)	
Armstrong	\$5,489,268
Butler	\$8,248,000
Indiana	\$14,840,000

District 10 Interstate Project

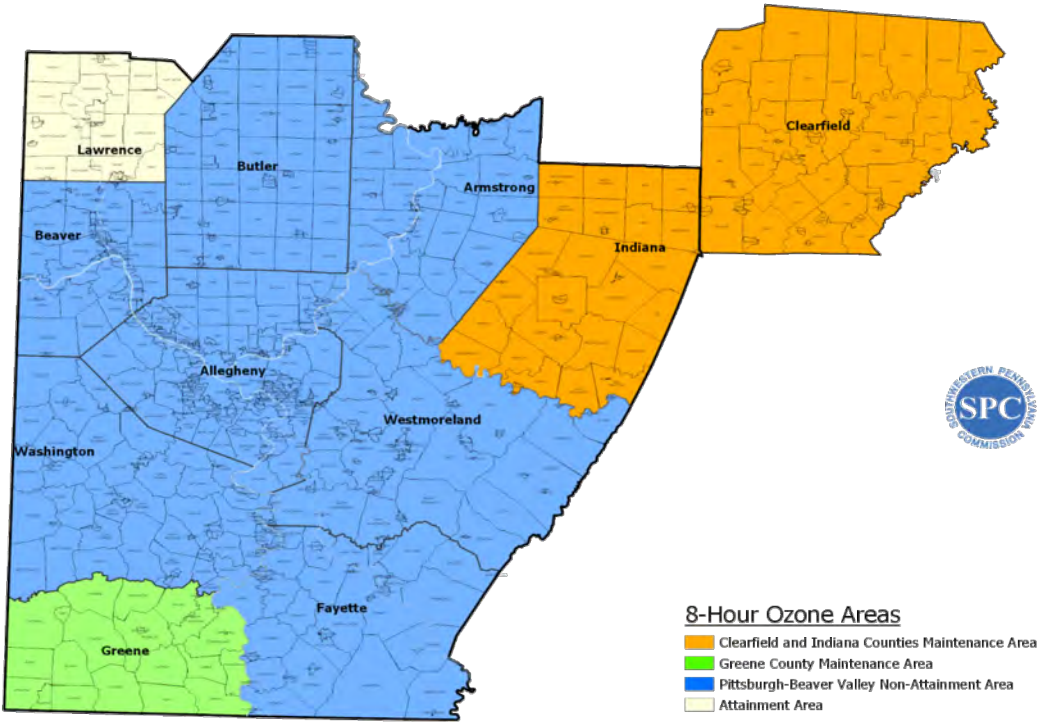


I-79: \$16 Million Investment

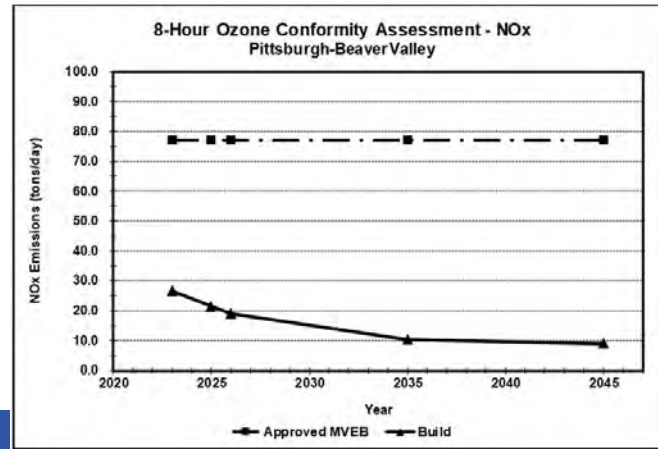
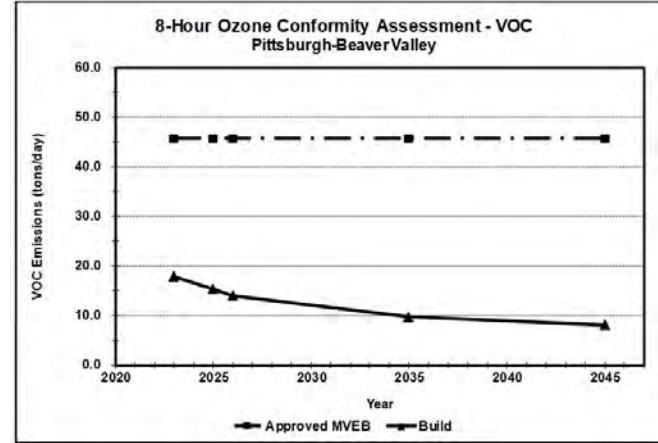
I79 Southern Section Reconstruction

- Reconstruction, widening and addition of a third lane (portion of project only) from the Allegheny/Butler County line to the Jackson/Lancaster Township line which includes removal of bituminous and concrete surface, widening, addition of a third lane, sub grade, subbase, concrete pavement restoration, drainage, and guiderail upgrades along Interstate 79 northbound and southbound in Jackson and Cranberry Townships, Butler County. The third lane addition in both travel directions will only be from the Allegheny/Butler County line to the SR 528 Interchange.

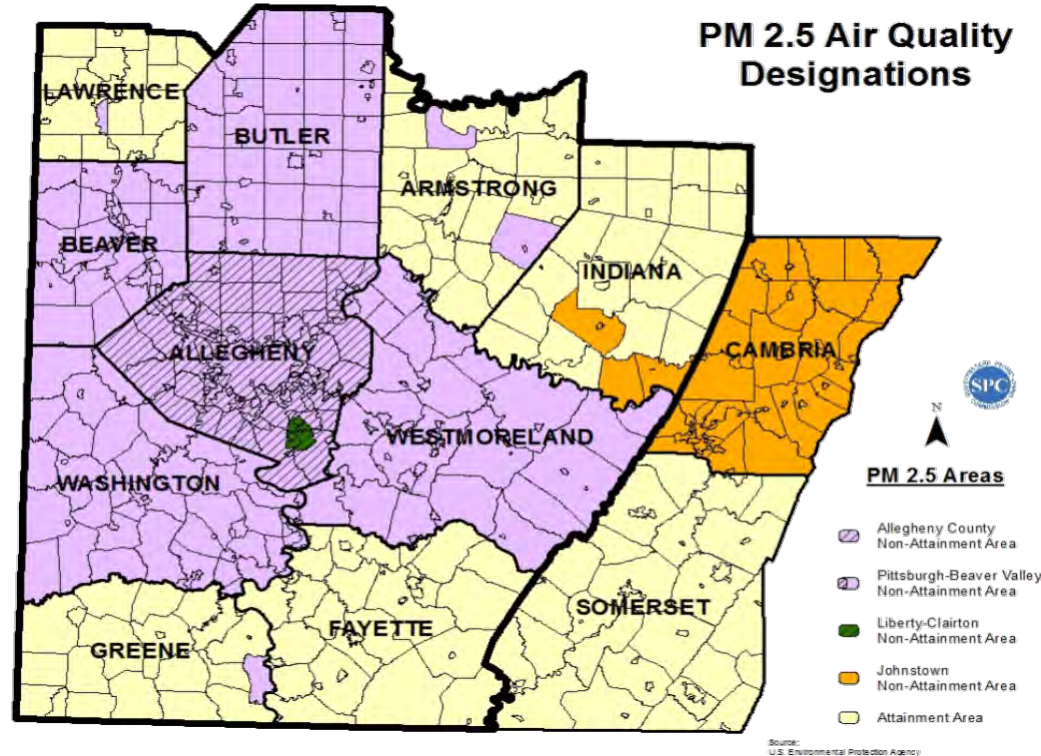
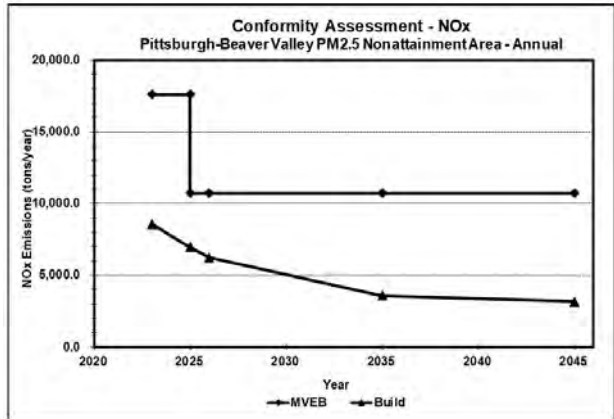
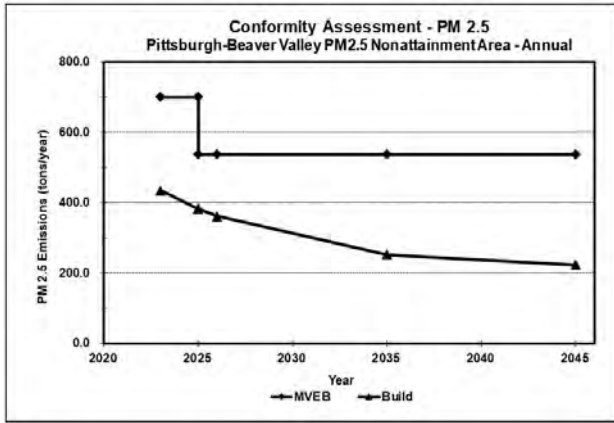
Air Quality Conformity



Source: US Environmental Protection Agency



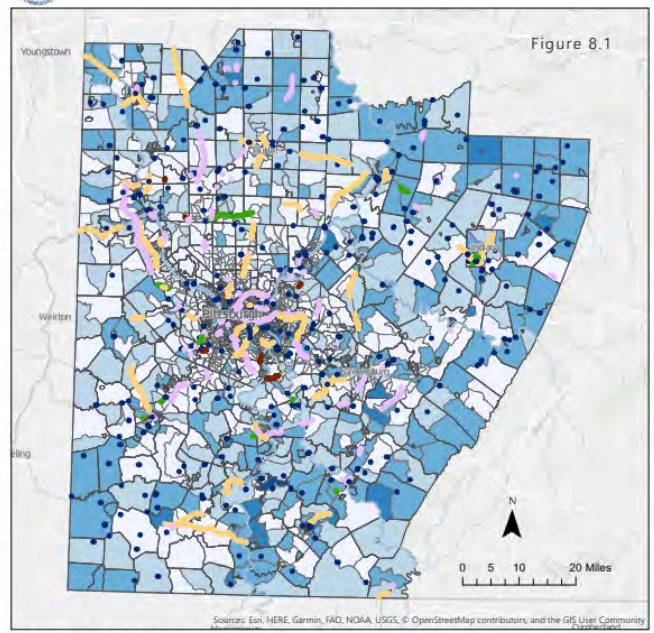
Air Quality Conformity



Environmental Justice



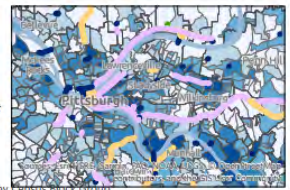
Low-Income Households with 2023-2026 TIP Projects



Low-Income Population

The percentage of households below the poverty level in each census block group, with a regional average of 11.52%

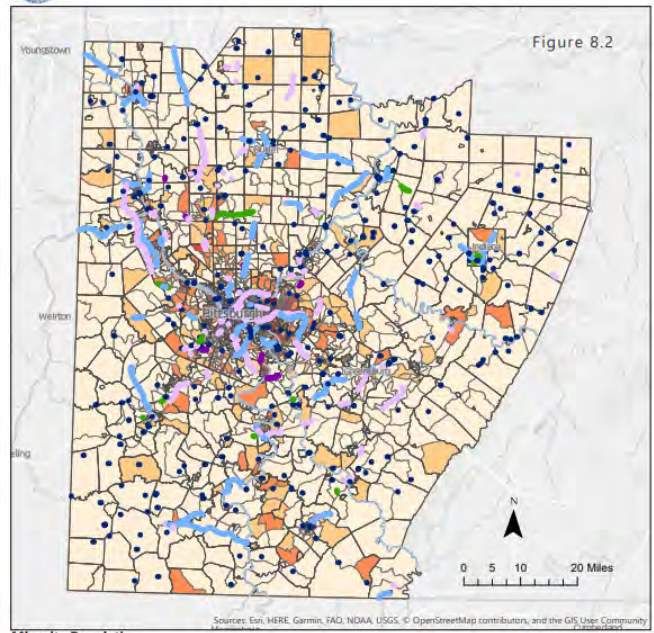
- ≤6.25%
- ≤11.52%
- ≤25.58%
- ≤42.49%
- ≤86.15%
- Operations and Safety
- Road Projects
- Bridge Projects
- New Capacity and Other
- Slide Correction



Source: 2016-2020 American Community Survey (ACS) 5-Year Estimates by Census Block Group



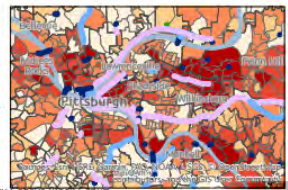
Minority Population with 2023-2026 TIP Projects



Minority Population

The percentage of people who identify as a minority in each census block group, with a regional average of 14.52%

- ≤8.2%
- ≤14.5%
- ≤38.8%
- ≤67.0%
- ≤100%
- Operations and Safety
- Road Projects
- Bridge Projects
- New Capacity and Other
- Slide Correction



Source: 2016-2020 American Community Survey (ACS) 5-Year Estimates by Census Block Group

Public Engagement to Date

- SPC Committees, Emails, PPP's, Social Media
- State Transportation Commission 12-year plan (600+ comments)
- Input from *2021 SPC TIP*



2023 12-YEAR PROGRAM UPDATE
REGIONAL TRANSPORTATION
SURVEY SUMMARY

**SOUTHWESTERN
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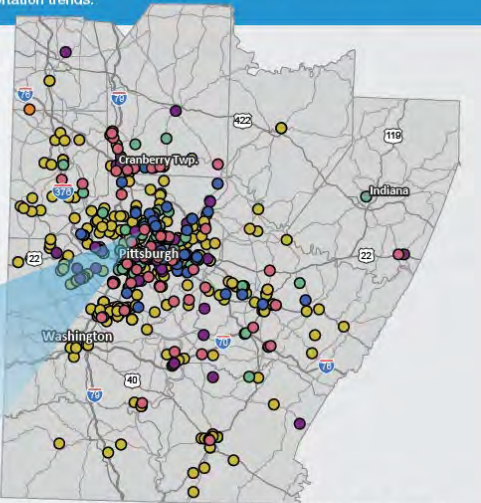
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Examples of 2021 TYP Projects that Addressed Public Concerns

I-79 AT PA 910 INTERCHANGE WIDENING

- DESIGN AND CONSTRUCTION OF A TRAFFIC ADAPTIVE SIGNAL SYSTEM ALONG SR 3069
- ARMAGH BYPASS RECONSTRUCTION

How Do I Comment?

Public Comment

The Southwestern Pennsylvania Commission (SPC) is seeking your input and will open a public comment period for proposed amendments to SmartMoves for a Changing Region (Southwestern PA's Long Range Transportation Plan) and the 2021-2024 Transportation Improvement Program (2021-2024 TIP).

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

ALL COMMENTS MUST BE RECEIVED BY 4:00 P.M. ON TUESDAY, JUNE 7, 2022.

Upon consideration of public comments received, the Southwestern Pennsylvania Commission will consider approval of the draft documents at their meeting at 4:30 p.m., on Monday, June 27, 2022. This meeting will be held at Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219. In the event that this meeting must be held virtually due to COVID-19, notices will be posted at www.spcregion.org and at SPC's offices.

Virtual Public Meetings and Online Mapping

<https://www.spcregion.org/programs-services/transportation/smartmoves-long-range-plan-transportation-improvement-program/public-comment/>

<https://spc.maps.arcgis.com/apps/MapJournal/index.html?appid=63926cb3d7f84b4480241a4707091445>

THANK YOU!



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SWPAComm



@spcregion

Questions?

For more information, please contact:

Domenic D'Andrea, SPC

Ryan Gordon, SPC

Harold Swan, PennDOT District 10



Southwestern Pennsylvania Transportation Improvement Program Update Allegheny, Beaver and Lawrence Counties

Domenic D'Andrea
Transportation Planning Director

Ryan Gordon
Transportation Program Development Manager



May 26, 2022

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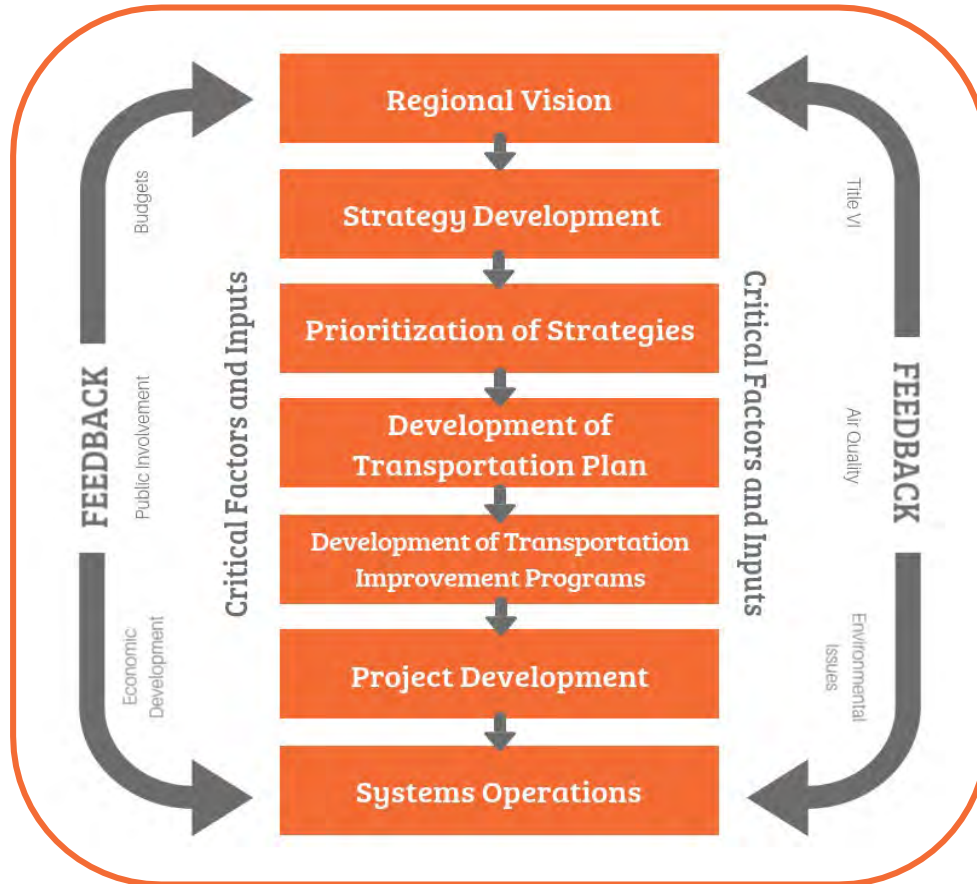
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- Q & A



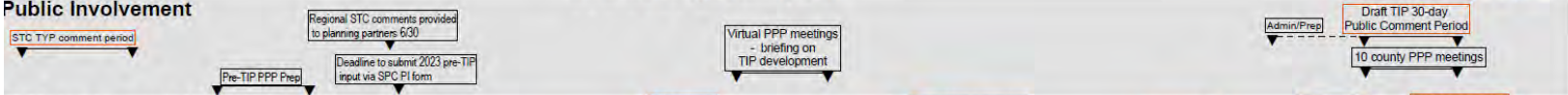
Transportation Planning Process



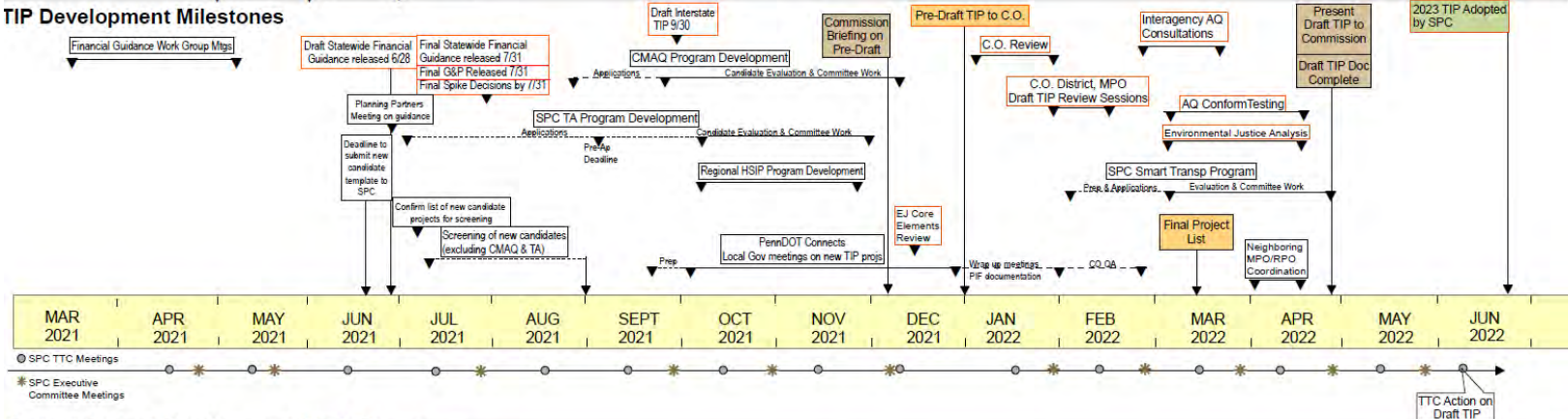
2023 TIP Update Timeline for TTC (Title I) TIP



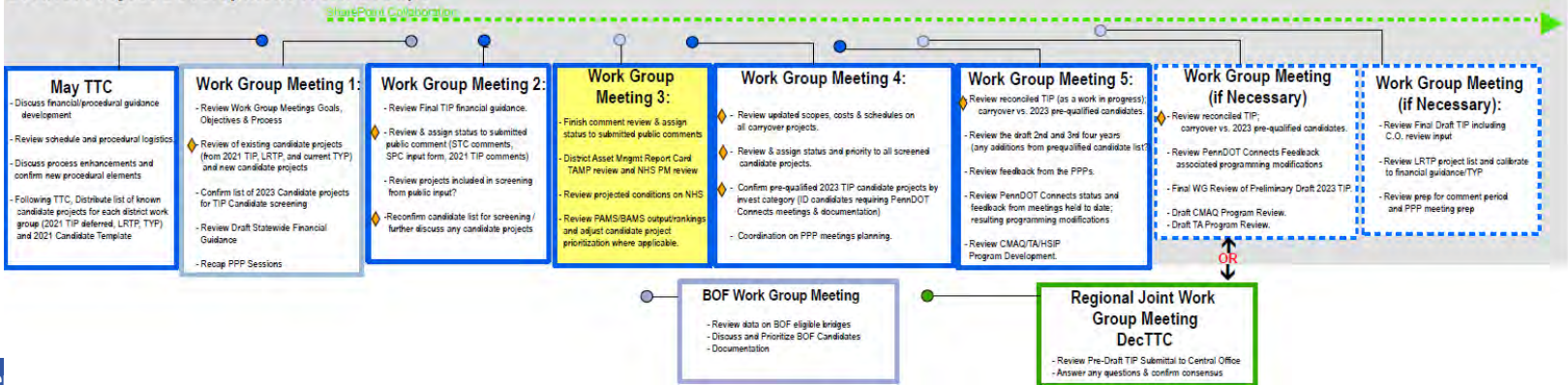
Public Involvement



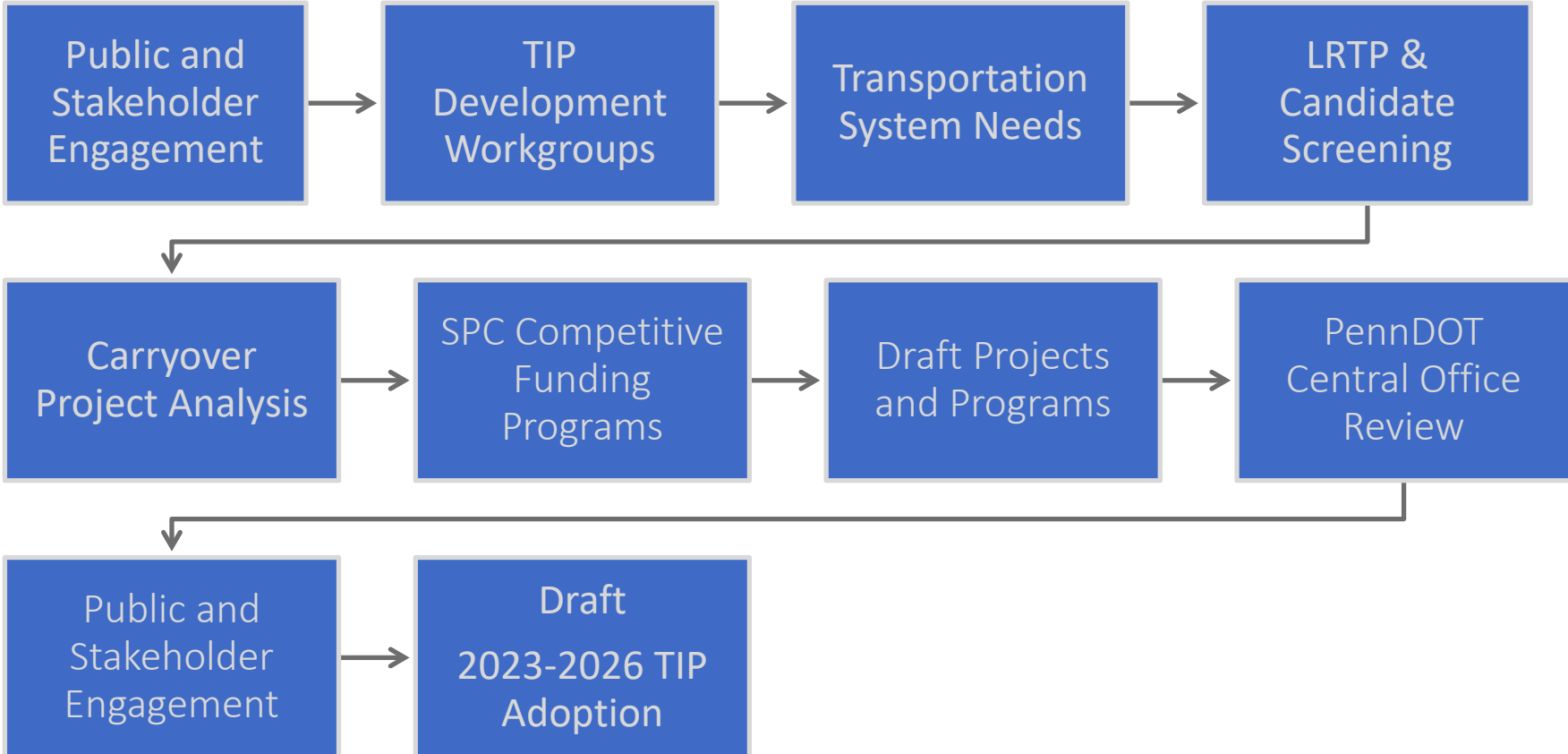
TIP Development Milestones



District Project Development Work Groups

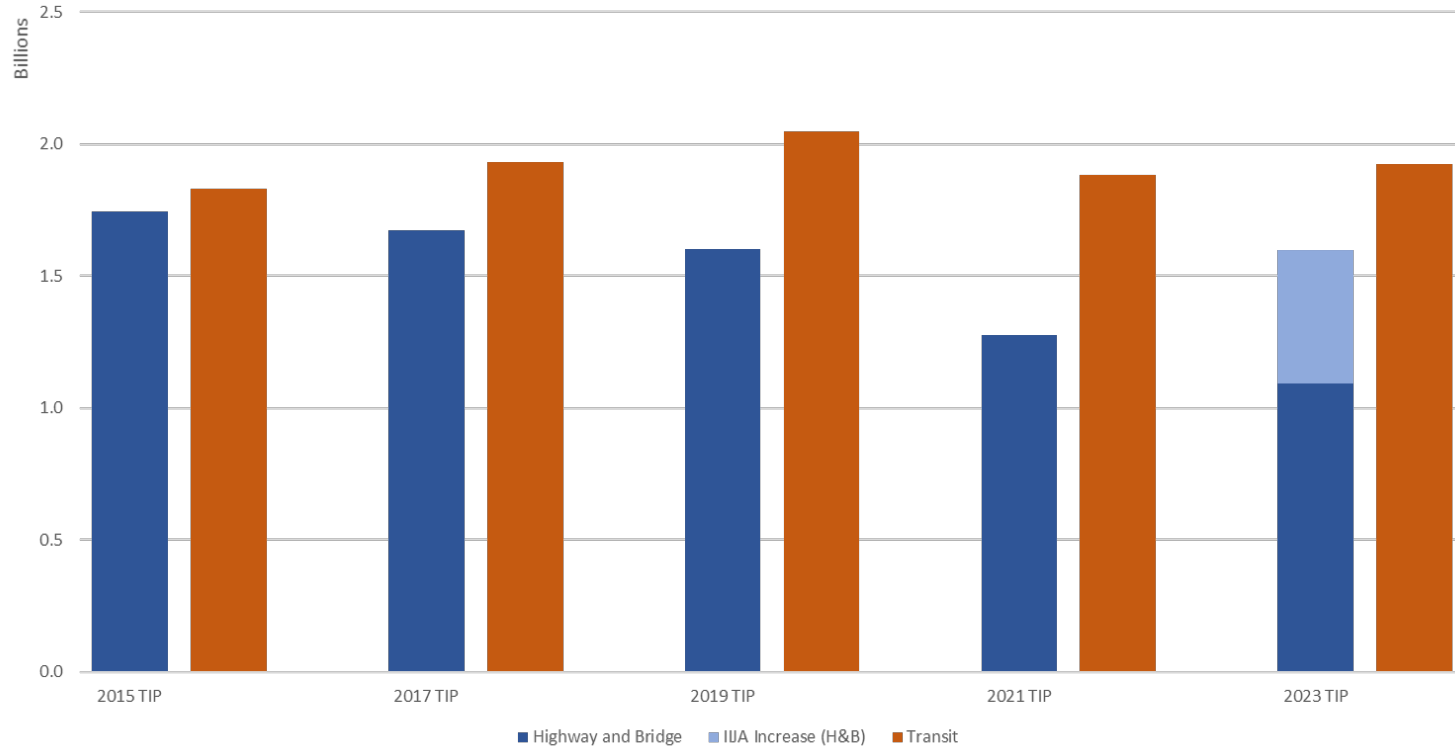


General TIP Development Process

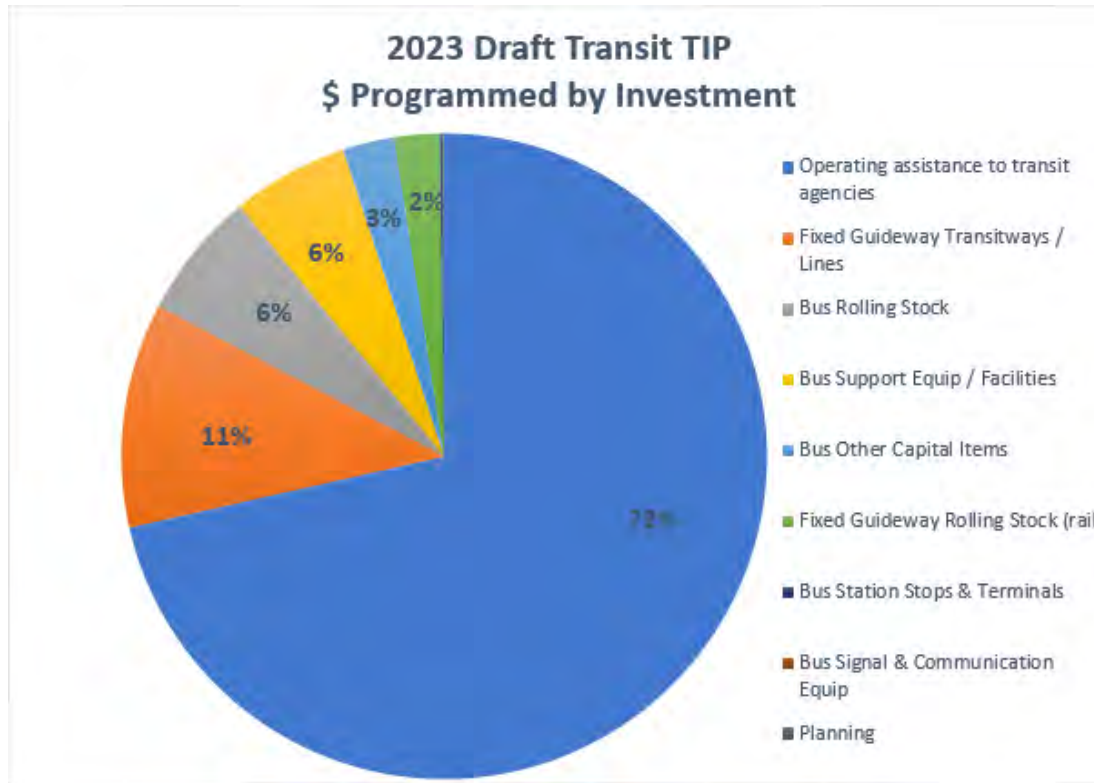


2023-2026 TIP Funding

TIP Revenue Time Series - SPC Base Funding



2023 Transit TIP Investments



Total Federal & State Transit Funding = \$1.9 Billion

2023 Draft Transit TIP Investments

- The major transit investment is funding for transit operations (mostly from the state), totaling \$1.5 billion over the four years of the TIP
- Some of the significant regional capital investments include:
 - PAAC: Fixed Guideway Improvements. Renovation, signals, stations, hillside stabilization and other improvements for the busways, light rail, BRT, and inclines. \$91,500,000
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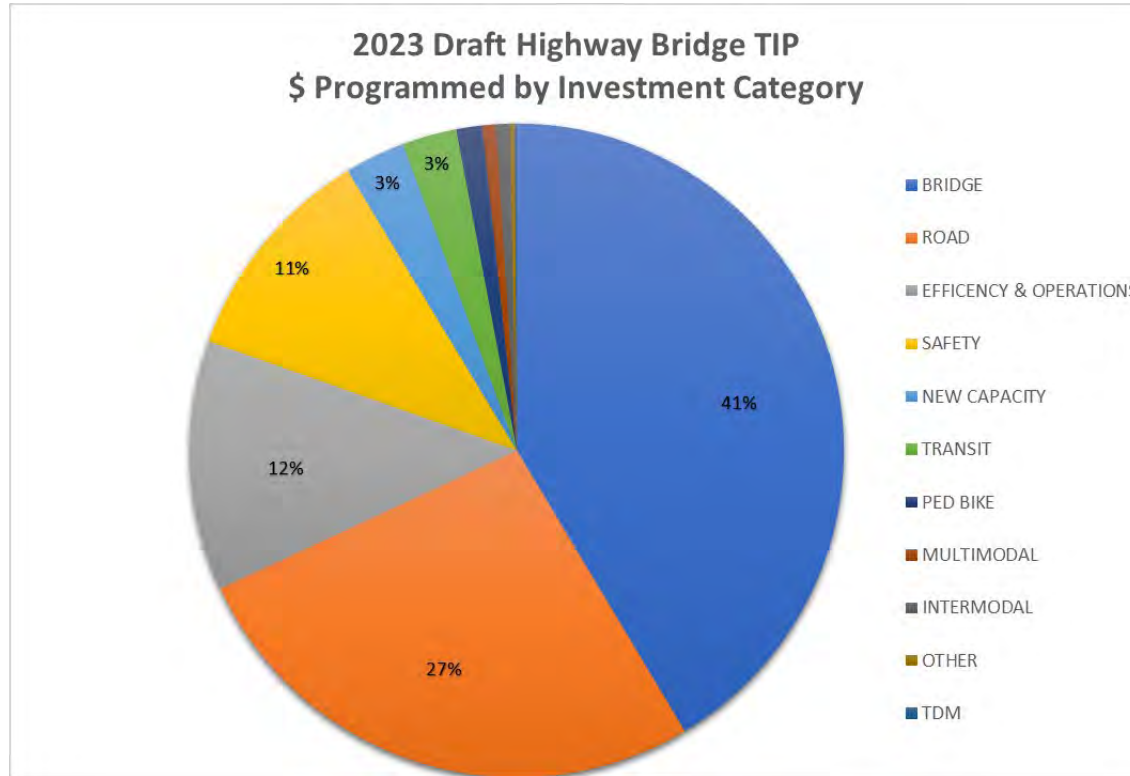
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2023 Draft Highway Bridge TIP Investments



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- The Draft TIP invests over \$740 million in the region's Bridge infrastructure.
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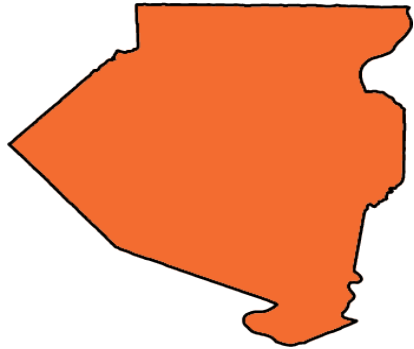
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Turnpike Capital Improvements	\$216,853,599
Total TIP Period	\$2,740,119,957

Total Project Cost over life of Project

New Turnpike (MFE 51-I376)	2.16 Billion
----------------------------	---------------------

Allegheny County Projects



Notable Roadway Investment

- SR 8 Butler Plank to Wildwood
- SR 8 Northtown Square to Butler
- SR 51 Clairton Blvd Preservation
- SR 2040 Ceco to Brownsville
- Campbell's Run Rd Preservation

Major Bridges: \$ 96.5 Million Investment

- US 22/30 over Parkway West
- Tarentum Bridge
- New Kensington Bridge
- McKeesport Duquesne Bridge
- McKees Rocks Bridge Phase 3

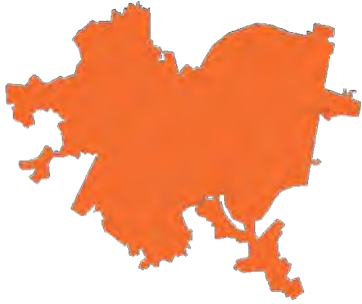
I-376 Parkway Investment: \$39.5 Million Investment

- I-376 Parkway East Active Traffic Management
- I-376 Banksville Interchange

SR 910: \$44.4 Million Investment

- I-79/SR 910 Interchange Improvement
- PA 910 over Deer Creek 2

Projects in Pittsburgh



Bridge Rehab/Reconstruction: \$39 Million Investment

- West End Bridge
- Glenwood Bridge
- 28th Street Bridge
- Swinburne Bridge
- S. Negley Ave. Bridge
- Charles Anderson Bridge
- Swindell Bridge
- City Bridge Preservations

Ped/Bike and Transit Investment: \$40.9 Million Investment

- Pedestrian Wayfinding
- Critical Sidewalk Gaps
- SRTS Coordinator
- Transit Shelters & Mobility Hubs
- PAAC Wilkinsburg Transit Center
- PAAC Transit Access Improvement
- PAAC Bus Purchases

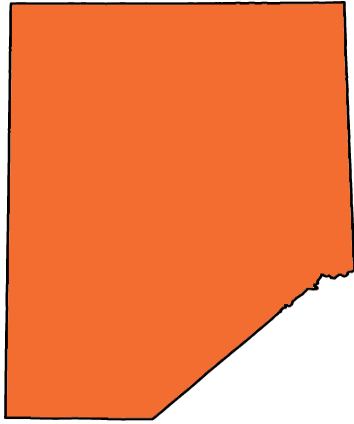
Smart Spines: \$22.5 Million Investment

- Smart Spines (ATCMTD)
- Smart Spines Phases 1-3

Notable Roadway

- SR 4003 - East Street to Babcock Blvd Preservation
- Beck's Run Rd Preservation
- Smithfield St Reconstruct, Ph 1 / Penn Ave Reconstruction

Beaver County Projects



\$17 Million Economic Development Investment

- Aliquippa East End Gateway TIF
- Monaca Gateway TIF/MTF

SR 18 Bridges: \$36 Million Investment

- Frankfort Road Bridge
- SR 18 Bridge over Beaver River
- Rochester - Monaca Bridge

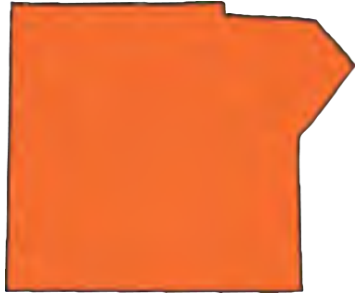
SR 65: \$14.8 Million Investment

- SR 65 Country Club Bridge
- Mercer Road Bridge
- SR 65 Eighth St to Mercer Road Preservation

SR 3007: \$9 Million Investment

- SR 3007/Frankfort Rd - Allegheny Co Line Road Preservation

Lawrence County Projects



SR 18: \$8 Million Investment

- SR 18 over Abandoned Plant Access Rd
- SR 18 City of New Castle Road Preservation

\$12.3 Million Investment in Roadway Preservation

- Perry Highway Road Preservation
- PA 65/East Washington Street
- SR 422, Benjamin Franklin Highway Road Preservation

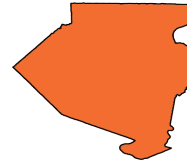
Notable Bridges: \$14 Million Investment

- East Washington Street Br
- Wallace Road Bridge
- Frew Mill Road Bridge

Significant Transit Projects in District 11

- **Allegheny County**

- PAAC: Fixed Guideway Improvements. Renovation, signals, stations, hillside stabilization and other improvements for the busways, light rail, BRT, and inclines. \$91,500,000
- PAAC: Fixed Facility Improvements. Improvements to garages and other transit facilities. \$75,700,000
- PAAC: Light Rail Vehicle Procurement. Planning and engineering for the upcoming procurement of replacement light rail vehicles for the T. \$48,519,318



- **Beaver County Transit Authority**

- Purchase 20 replacement paratransit buses. \$2,000,000. Replace 3 fixed route buses. \$2,983,500
- Midlife overhaul of 6 buses to extend their useful life. \$2,770,000
- Renovations at Rochester Transit Center. \$306,000



- **Lawrence County (New Castle Area Transit Authority)**

- Replace 5 buses. \$2,950,000
- Bus storage facility for 16 buses. \$3,972,146



- **Lawrence County (Allied Coordinated Transportation Services)**

- Replace 16 Small transit buses. \$1,862,942

Operating Assistance (incl. state funding, federal Rural Program and Shared Ride/paratransit)	
Allegheny (PAAC)	\$1,244,727,424
Heritage & RideACTA	\$7,155,300
Beaver	\$24,151,648
New Castle	\$29,827,411
ACTS	\$1,680,000

District 11 Interstate TIP Projects



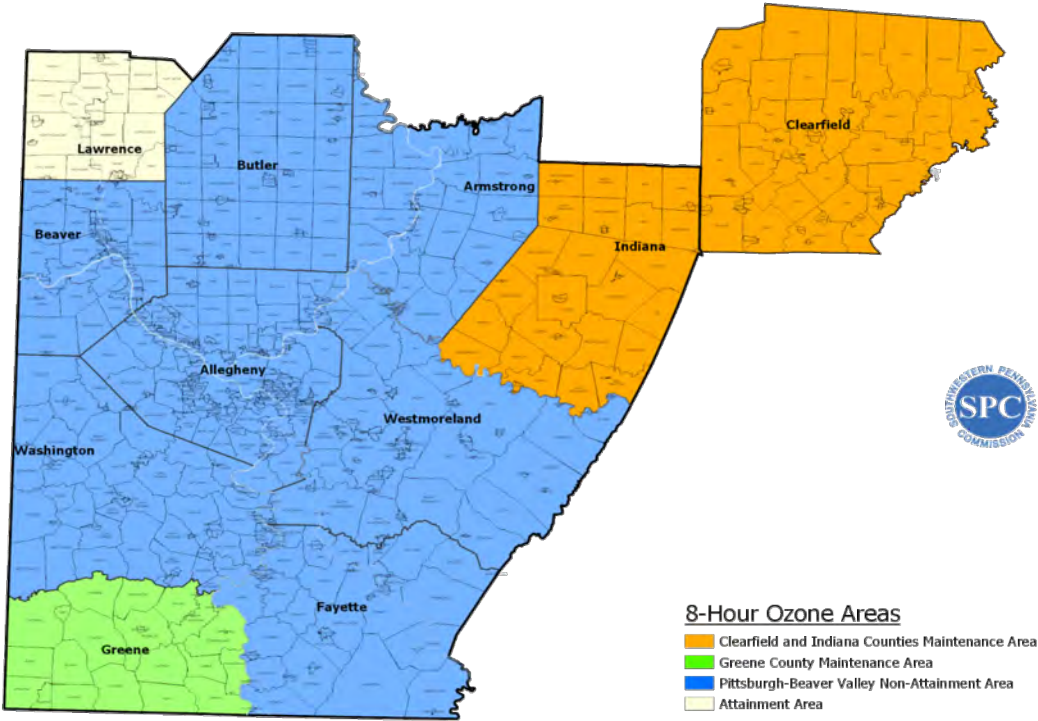
I-79: \$236 Million Investment



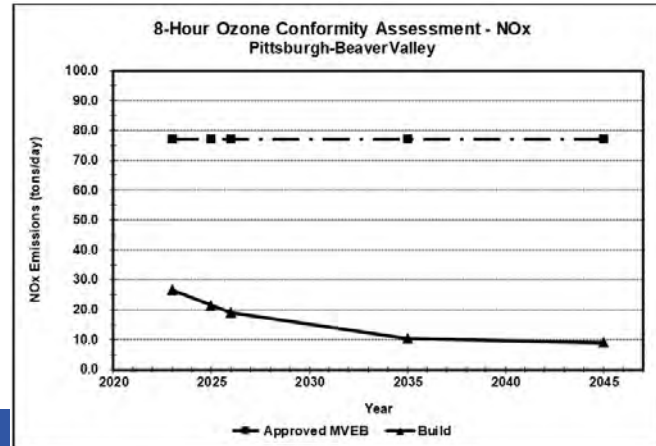
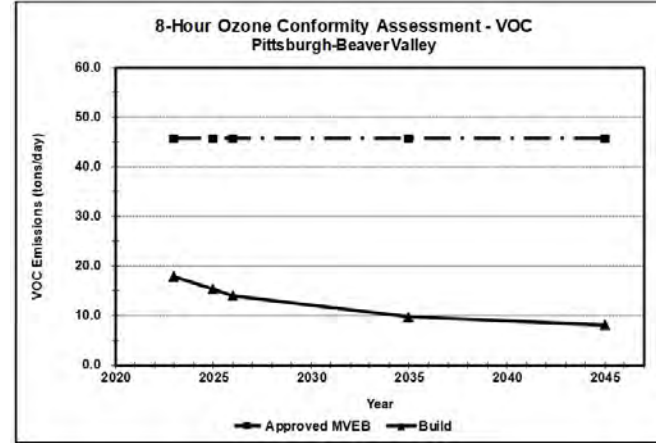
I-376: \$400 Million Investment

I-79, Campbell's Run to Moon Run	\$21,114,024
I-79, Moon Run to Neville Island	\$42,069,989
I-79, Neville Island to I-279	\$10,500,000
I-79/Alpine Road- Bridgeville	\$150,000,000
I-376, Boyce Road to I-79	\$7,930,000
I-376, Edgewood to Churchill	\$36,355,000
I-376, Churchill to Monroeville	\$74,200,000
I-376 Carnegie Interchange	\$53,310,900
I-376 Greentree Interchange	\$36,860,900
I-376 Parkway East Corridor Ph 2	\$55,000,000
I-376, Commercial Street Bridge	\$122,380,000
I-376 Frazier Street Bridge	\$12,500,000
I-376, ITS Installation - Beaver County	\$3,000,000
I-79 Butler County to Mercer County	\$16,027,700
I-376, SR 224 to Turnpike	\$7,625,000

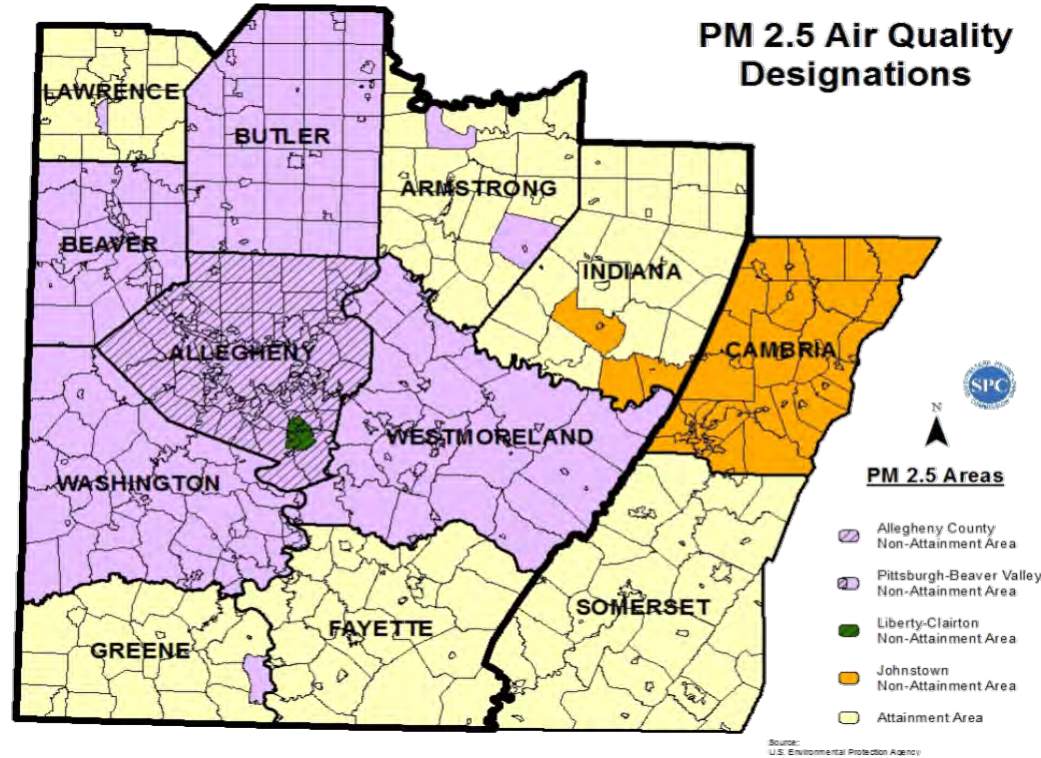
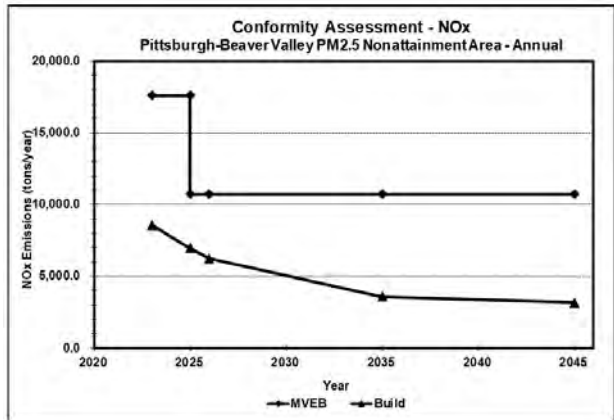
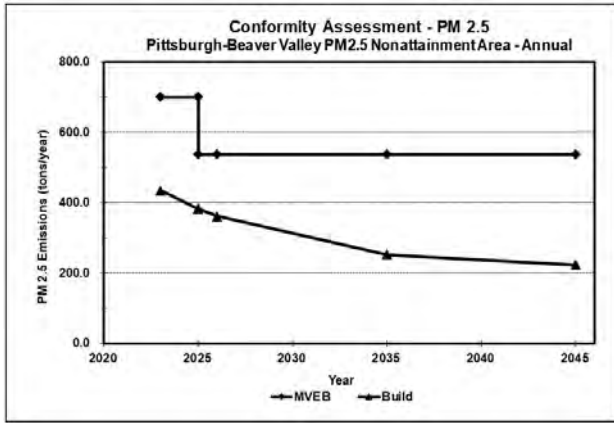
Air Quality Conformity



Source: US Environmental Protection Agency



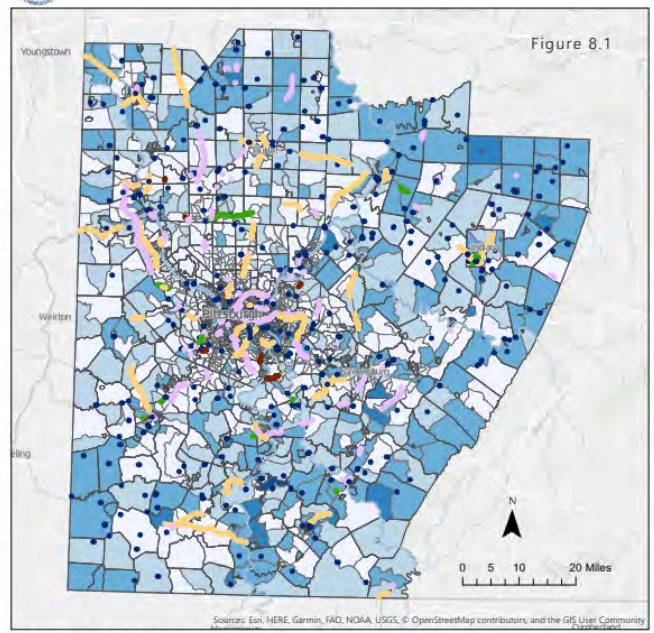
Air Quality Conformity



Environmental Justice



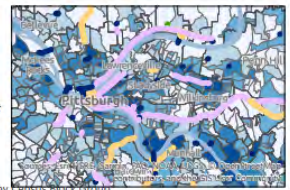
Low-Income Households with 2023-2026 TIP Projects



Low-Income Population

The percentage of households below the poverty level in each census block group, with a regional average of 11.52%

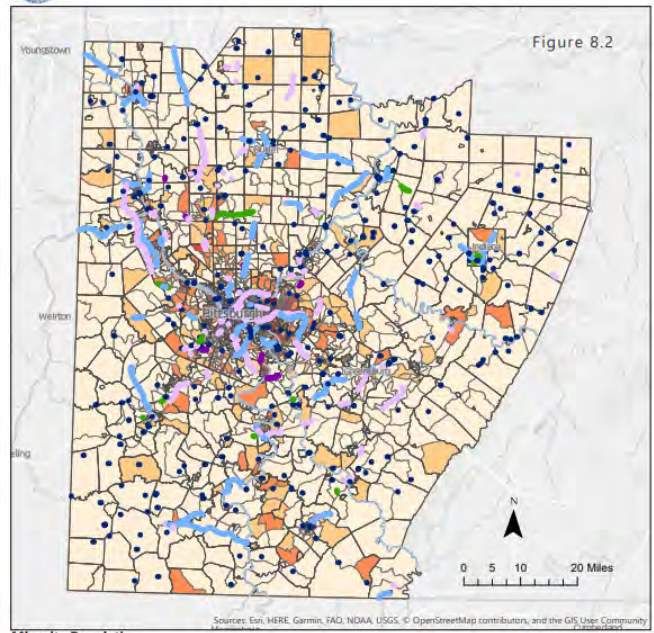
- ≤6.25%
- ≤11.52%
- ≤25.58%
- ≤42.49%
- ≤86.15%
- Operations and Safety
- Road Projects
- Bridge Projects
- New Capacity and Other
- Slide Correction



Source: 2016-2020 American Community Survey (ACS) 5-Year Estimates by Census Block Group



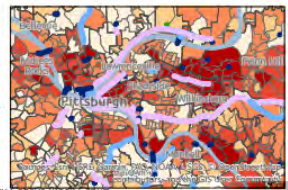
Minority Population with 2023-2026 TIP Projects



Minority Population

The percentage of people who identify as a minority in each census block group, with a regional average of 14.52%

- ≤8.2%
- ≤14.5%
- ≤38.8%
- ≤67.0%
- ≤100%
- Operations and Safety
- Road Projects
- Bridge Projects
- New Capacity and Other
- Slide Correction



Source: 2016-2020 American Community Survey (ACS) 5-Year Estimates by Census Block Group

Public Engagement to Date

- SPC Committees, Emails, PPP's, Social Media
- State Transportation Commission 12-year plan (600+ comments)
- Input from *2021 SPC TIP*



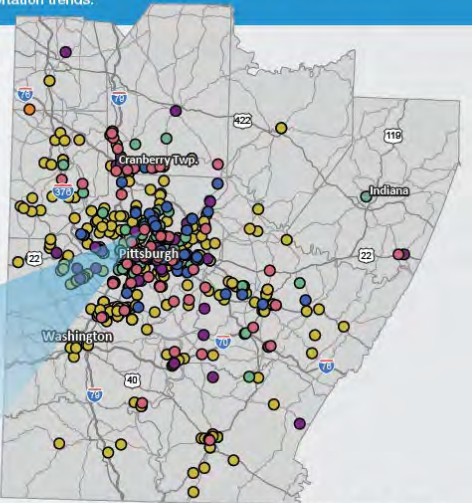
2023 12-YEAR PROGRAM UPDATE
REGIONAL TRANSPORTATION
SURVEY SUMMARY

**SOUTHWESTERN
PENNSYLVANIA
COMMISSION METROPOLITAN
PLANNING ORGANIZATION
(SPC MPO)**

A CLOSER LOOK AT YOUR REGION
The State Transportation Commission held its 45-day Public Comment Period for the 2023 12-Year Program (TYP) Update March 1 through April 14, 2021. The public had the opportunity to take the Transportation Survey and participate in an Online Public Forum on either a webinar platform or Facebook Live. In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the Public Forum was held online only with a call-in option available. The public could request assistance to participate in the survey or Public Forum by contacting PennDOT's Program Center by email or phone. All public feedback received was analyzed to better understand public priorities and transportation trends.

Transportation Issues Identified
Statewide, survey participants mapped about **2,500** transportation concerns, **686** of these are located within the **SPC MPO region**.

During the mapping exercise, some survey participants discovered their concerns were already addressed by projects on the 2021 TYP. See the map and data below for more details.



“There is a closed railroad bridge here that should be revitalized to be a bike and ped crossing.”
Local Survey Participant

Number of Issues Identified
The icons below correspond with the same color dots on the map.

341 ROADWAY	54 BRIDGE	172 BIKING/ WALKING	45 TRANSIT	1 FREIGHT	73 CONCERN(S) ALREADY ADDRESSED
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Examples of 2021 TYP Projects that Addressed Public Concerns
I-79 AT PA 910 INTERCHANGE WIDENING

- DESIGN AND CONSTRUCTION OF A TRAFFIC ADAPTIVE SIGNAL SYSTEM ALONG SR 3069
- ARMAGH BYPASS RECONSTRUCTION

How Do I Comment?

Public Comment

The Southwestern Pennsylvania Commission (SPC) is seeking your input and will open a public comment period for proposed amendments to SmartMoves for a Changing Region (Southwestern PA's Long Range Transportation Plan) and the 2023-2026 Transportation Improvement Program (2023-2026 TIP).

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

ALL COMMENTS MUST BE RECEIVED BY 4:00 P.M. ON TUESDAY, JUNE 7, 2022.

Upon consideration of public comments received, the Southwestern Pennsylvania Commission will consider approval of the draft documents at their meeting at 4:30 p.m., on Monday, June 27, 2022. This meeting will be held at Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219. In the event that this meeting must be held virtually due to COVID-19, notices will be posted at www.spcregion.org and at SPC's offices.

For individuals without access to the internet, paper copies of draft materials will be mailed upon request. SPC will respond to requests for paper copies as soon as possible. To request paper copies, please contact Shannon O'Connell at (412) 391-5590, ext. 334 or soconnell@spcregion.org.

Virtual Public Meetings and Online Mapping

<https://www.spcregion.org/programs-services/transportation/smartmoves-long-range-plan-transportation-improvement-program/public-comment/>

<https://spc.maps.arcgis.com/apps/MapJournal/index.html?appid=63926cb3d7f84b4480241a4707091445>

THANK YOU!



spcregion



SWPAComm



@spcregion

Questions?

For more information, please contact:

Domenic D'Andrea, SPC

Ryan Gordon, SPC

Dina Salemi, PennDOT District 11

John Quatman, PennDOT District 11



Southwestern Pennsylvania Transportation Improvement Program Update

Fayette, Greene, Washington, and Westmoreland Counties

Domenic D'Andrea
Transportation Planning Director

Ryan Gordon
Transportation Program Development Manager



May 31, 2022 & June 1, 2022

Housekeeping Items

- Please continue to mute your microphone and have your camera off.
- Questions must be entered into the chat box (lower right corner).
- Questions will be addressed at the conclusion of the presentation.
- The presentation will be posted on SPC website.

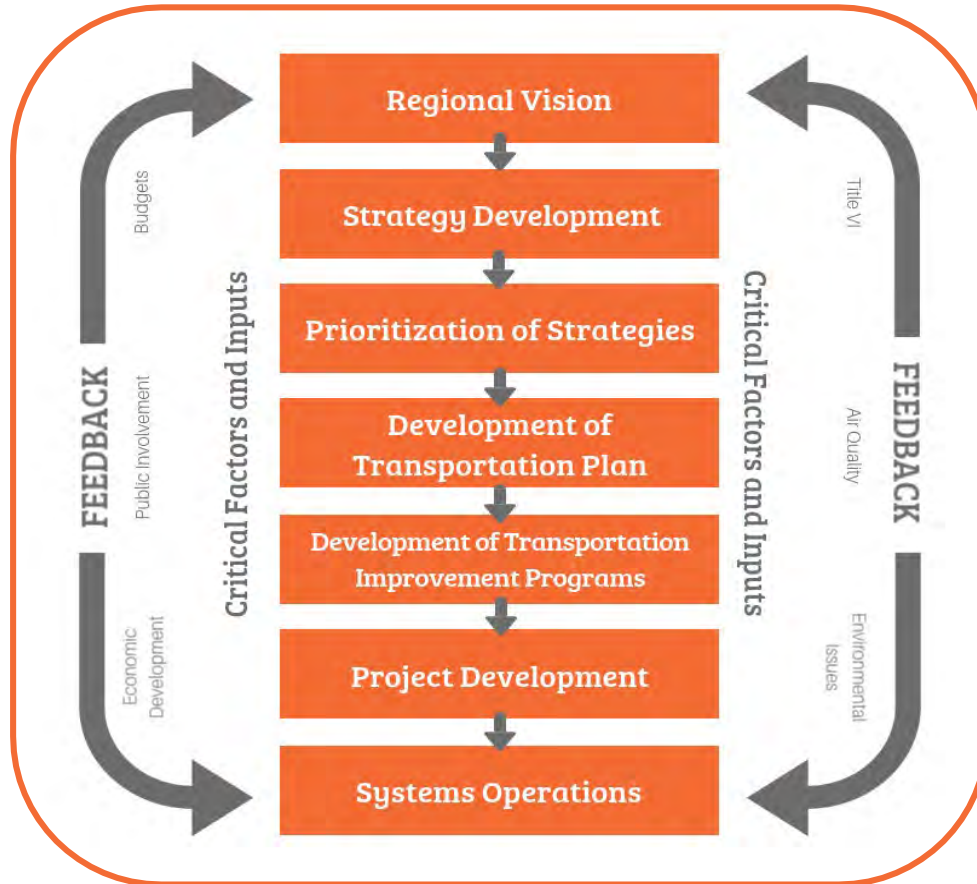
• *Please be advised that this meeting is being recorded*

Presentation Outline

- Transportation Planning and the TIP
- TIP Development Schedule
- Funding Review
- TIP Investments in the Region
- County Project Reviews
- Support Documents
- Public Engagement and How to Comment
- Q & A



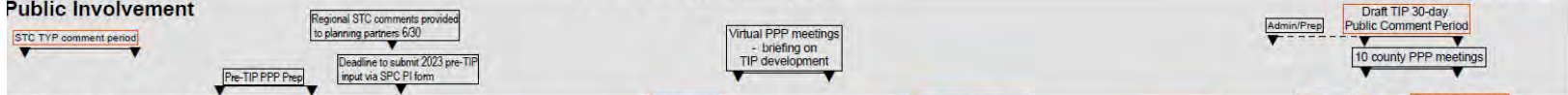
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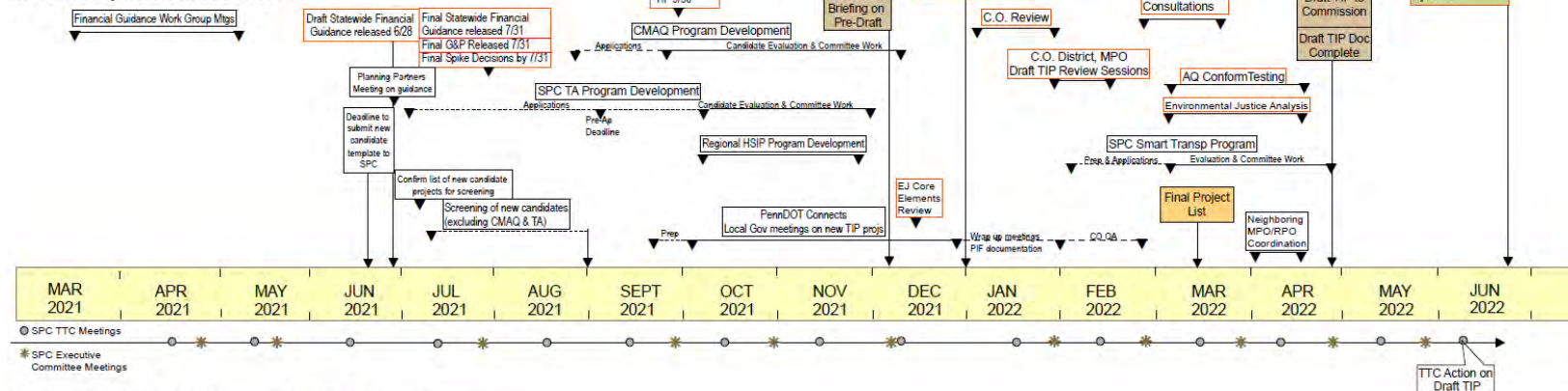
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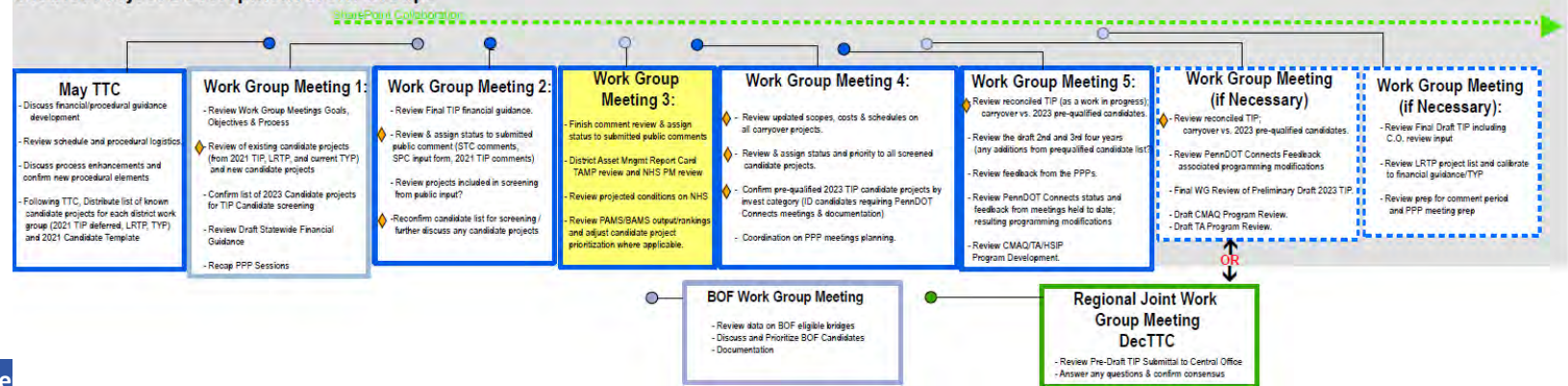
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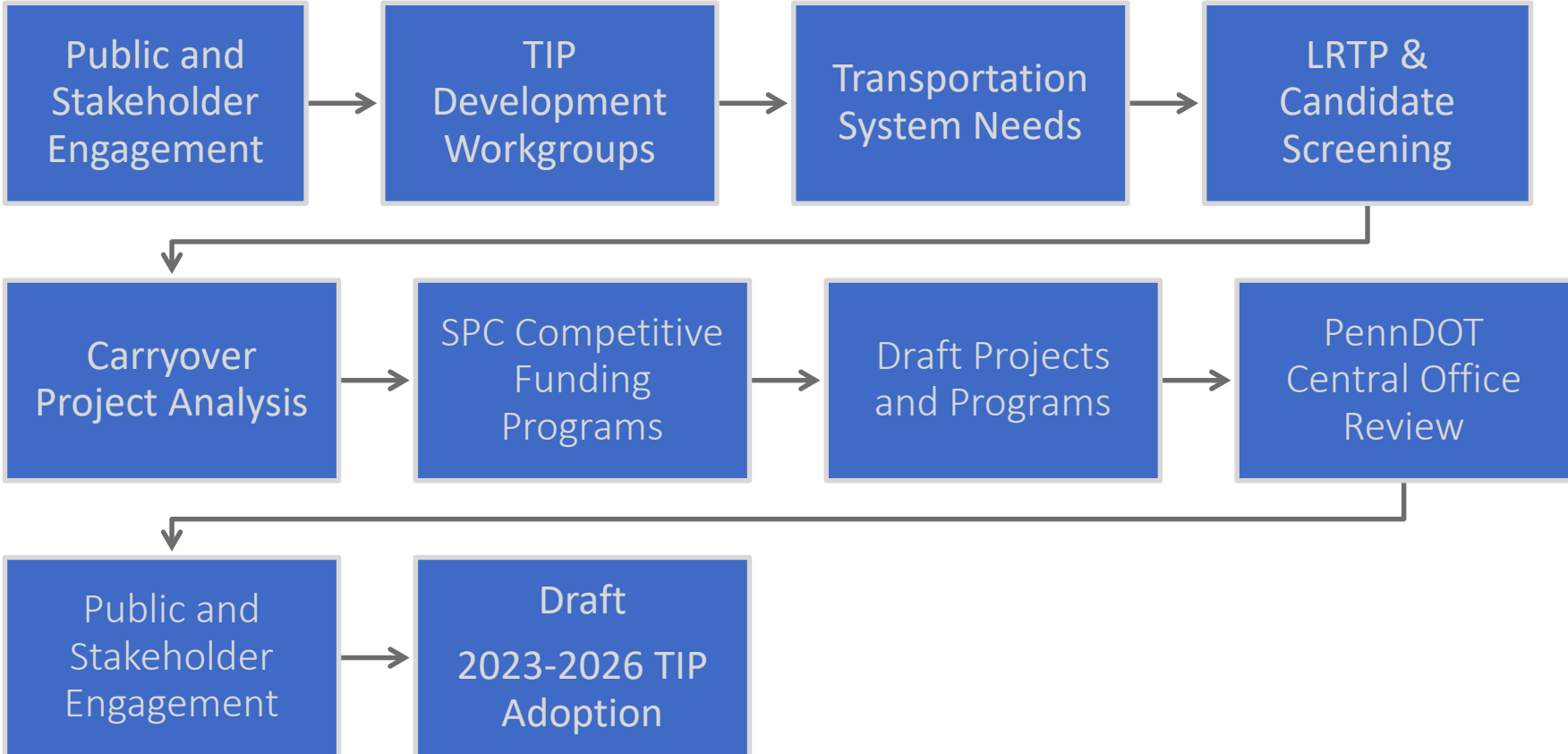
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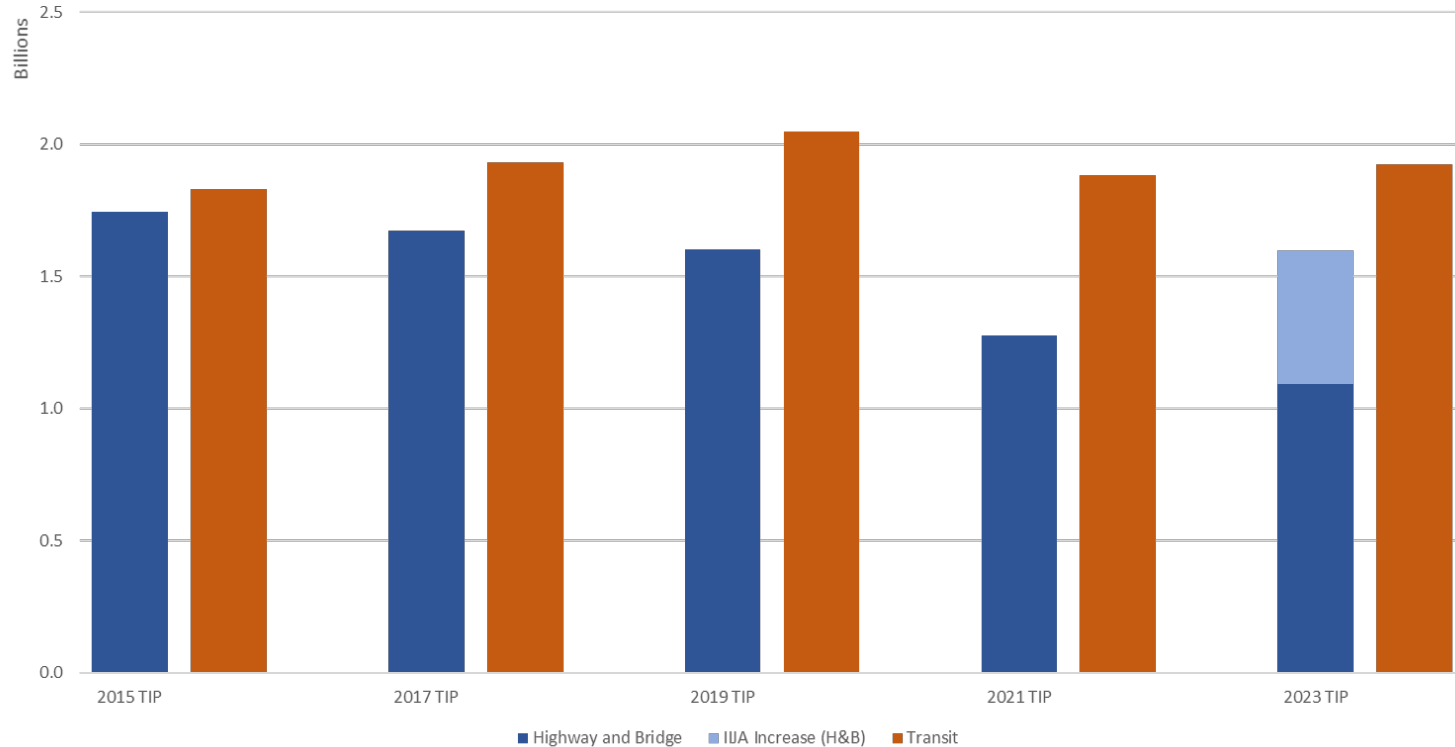


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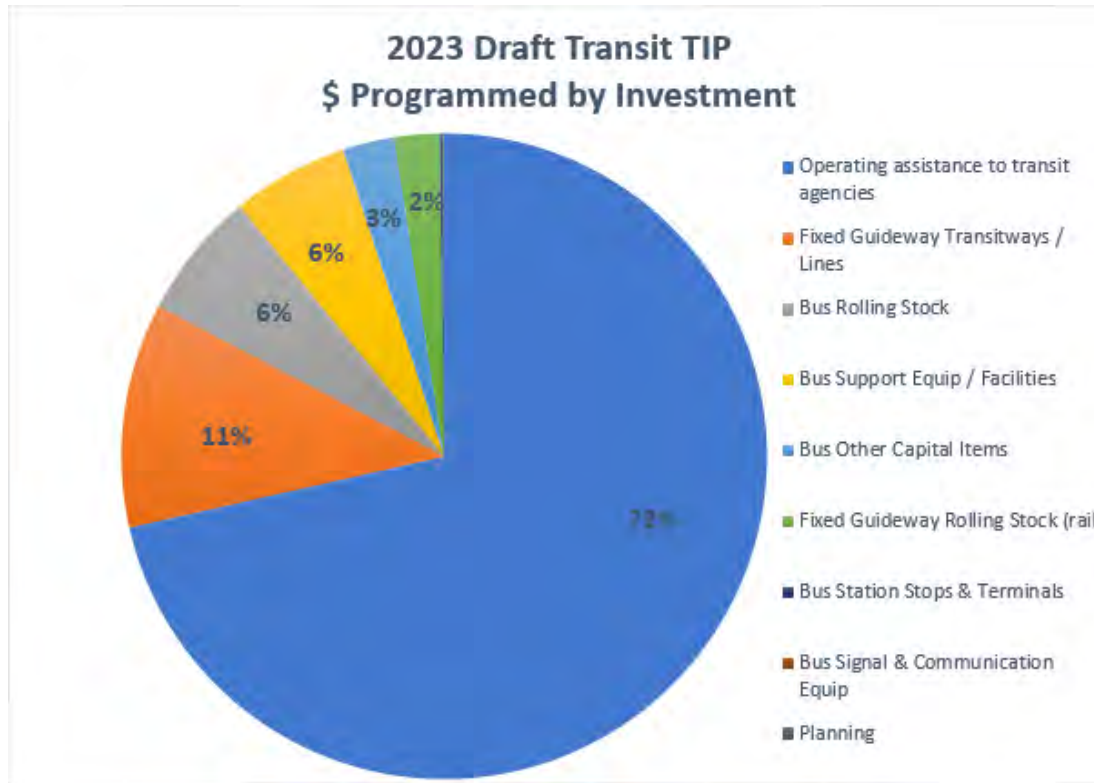


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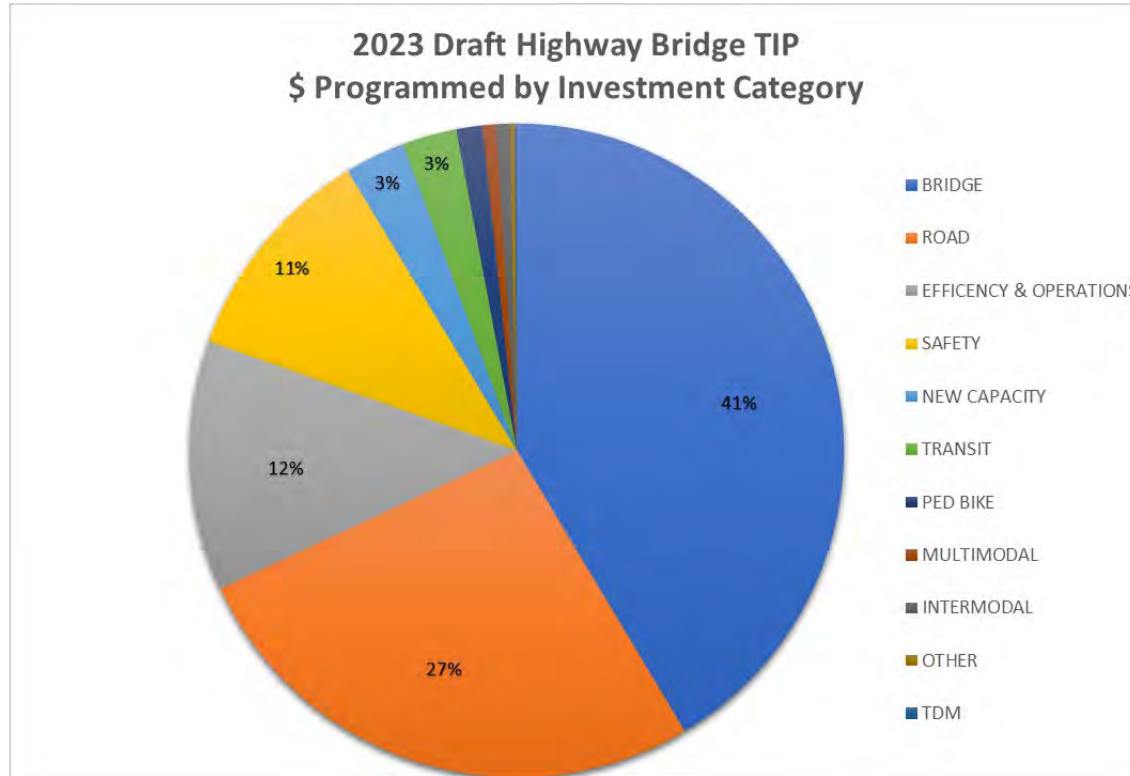
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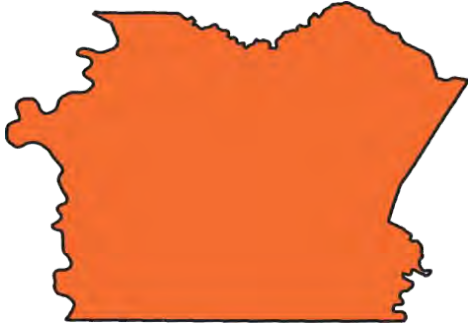
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----------------------------	---------------------

Fayette County Projects



Notable Bike/Ped Investment

- Sheepskin Trail Southern Extension

Major Safety Investment: \$ 31.8 Million

- McClure/Kingview Road Interchange
- Intersection warning signals
- Flashing Beacon Dunbar
- Reflective Pavement Markings

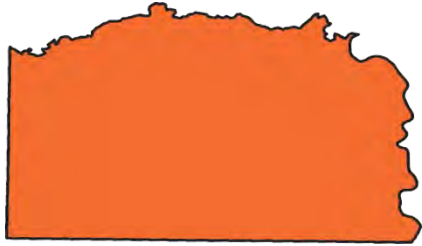
Significant Bridge Investment: \$42 Million

- SR 711 Crawford Ave Bridge
- SR 2040 over Redstone Ck
- Cast Iron Bridge
- Layton Bridge
- North Gallatin Ave Bridge
- Jefferson Street Bridge
- Moyer Road Bridges

Roadway Preservation \$8 Million Investment

- SR 1020 Gallatin Ave Betterment
- Bruceton Mills Road Preservation

Greene County Projects



Notable Safety Investments \$6.8 Million

- Waynesburg Corridor Safety
- Sugar Run Road Intersection Improvement

Roadway Investments: \$24 Million

- Waynesburg Betterment
- SR 21 East of Waynesburg Road Preservation
- SR 188 Jefferson Rd Preservation

Significant Bridge Investment: 18.9 Million

- SR 88 over Whiteley Creek
- SR 1010 over Pumpkin Run
- SR 2008 ov Dunkard Crk
- SR 3001 over Wheeling Ck
- SR 3011 over Hargus Creek
- Greene County Bridges #35, #73, #75, and #105

Washington County Projects



Efficiency and Operations Investment: \$3 Million

- US 19 Adaptive Signals
- I-70 Fiber Installation and Cameras

SR 18 Corridor: \$10.3 Million Investment

- SR 18 over Chartiers Ck-1
- SR 18 over Chartiers Creek-2
- SR 18: PA 844 to PA 50, Roadway Preservation
- SR 18: Main Street to Third Street, Signal Replacements/Upgrades

SR 88 Corridor: \$21.5 Million Investment

- Charleroi Betterment
- SR 88 Charleroi CMAQ
- SR 88 Fredericktown Preservation
- SR 88 over Peters Creek

Safety: \$5.3 Million Investment

- Bebout Rd/ E McMurray Rd Intersection
- Valleybrook/Bebout Rd Intersection

Westmoreland County Projects



Notable Safety

- Donohoe Road / Georges Station Intersection
- New Kensington Rail Crossing Safety Corridor

US 30: \$36 Million Investment

- US 30 Corridor Improvements - Western Section
- US 30 over Loyalhanna Creek
- US 30 @ Georges Station Road
- US 30 Hempfield on Corridor 95
- US 30 Adaptive Signal Corridor

Laurel Valley Transportation Improvement Project: \$39.4 Million

- Norvelt to Pleasant Unity
- Pleasant Unity to Airport

Significant Bridges: \$50 Million Investment

- Salina Bridge
- West Newton Bridge
- PA 356 over Pine Run
- SR 711 Over Tubmill Creek
- SR 136 over Pollock Run
- SR 3030 over US 30
- SR 4041 over Haymakers Run

Significant Transit Projects in District 12

- Fayette Area Coordinated Transportation
 - Replacing 2 buses, 4 minivans, and 11 Shared Ride vans: \$1,742,611
- Greene County Human Services
 - Replace 11 buses: \$1,225,031
- Mid Mon Valley Transit Authority (MMVTA)
 - Multimodal Hub Design & Construction: \$800,000
 - Replace 19 buses: \$4,500,000
- Washington County (Freedom Transit)
 - Maintenance Facility Construction: \$5,000,000
 - Replace 8 buses and 35 paratransit buses: \$8,225,000
 - Five bus shelters: \$250,000
 - Multimodal Transfer Facility design study: \$250,000
- Westmoreland County Transit Authority
 - Replace 6 commuter buses and 29 Shared Ride vehicles: \$8,406,500

Operating Assistance (incl. state funding, federal Rural & Urban Program and Shared Ride)	
FACT	\$10,880,800
Greene	\$1,516,000
MMVTA	\$15,492,000
Washington	\$16,416,000
Westmoreland	\$29,232,000

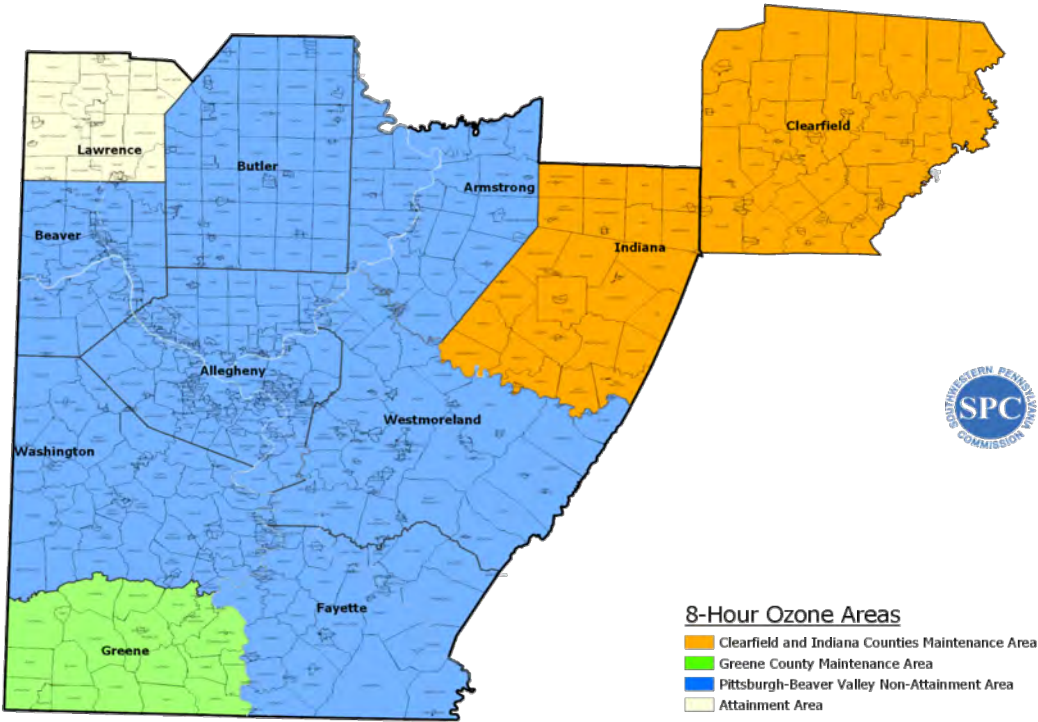
District 12 Interstate TIP Projects



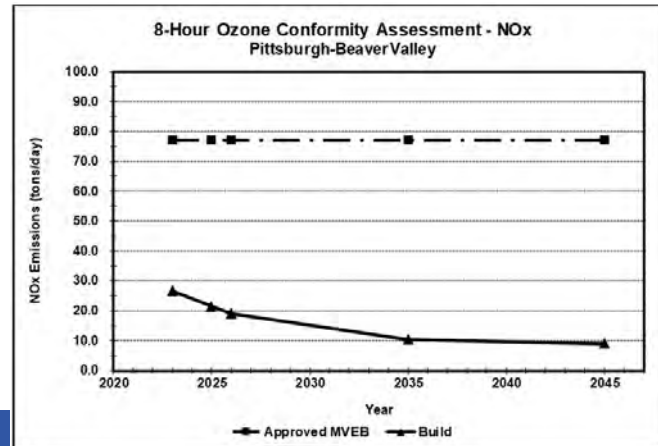
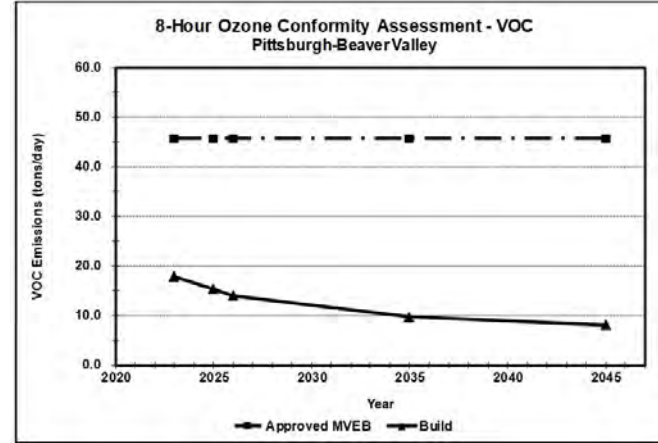
I-70 Washington & Westmoreland	
I 70 over SR 3009 Reconstruction	\$5,627,544
I-70 Belle Vernon Bridge to Bentleyville	\$14,011,500
I-70 @ PA 51 Interchange	\$112,230,800
I-70 Arnold City Interchange	\$68,622,250

I-70: \$200 Million Investment

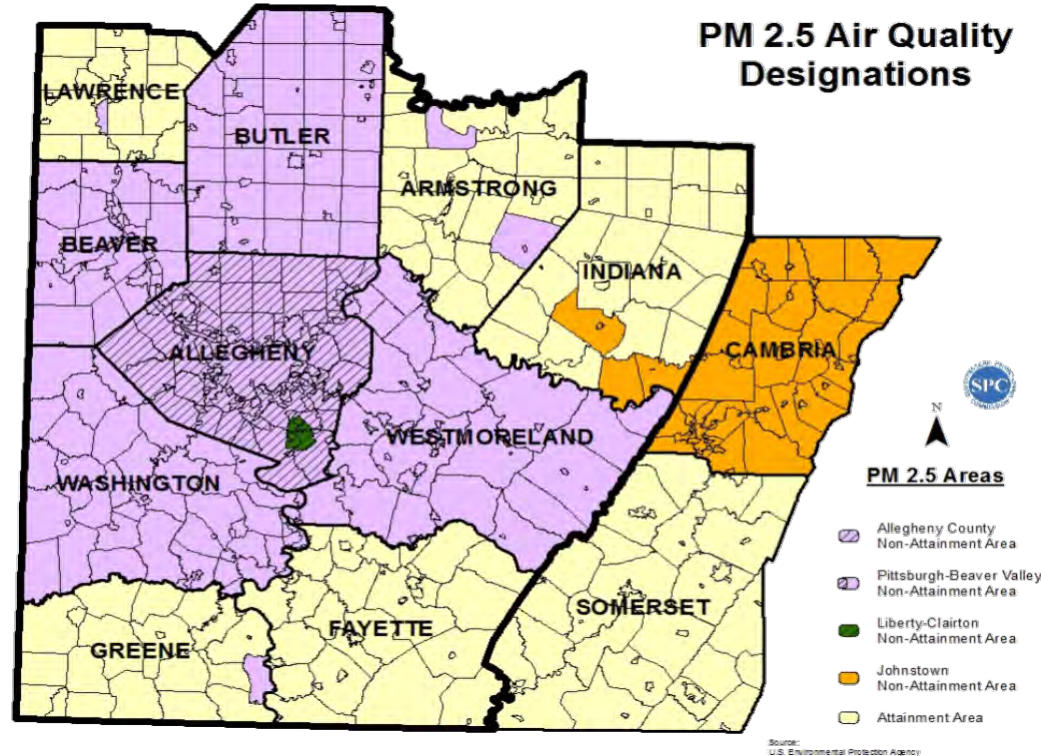
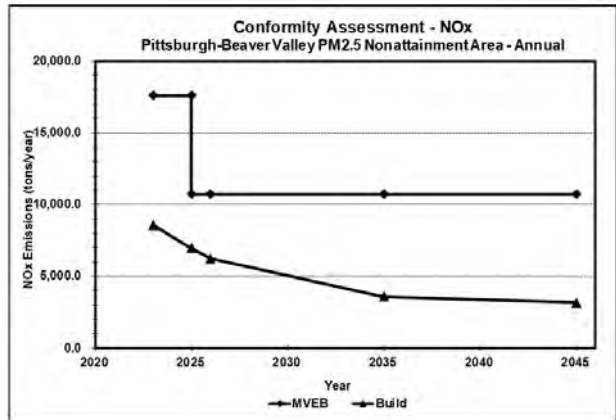
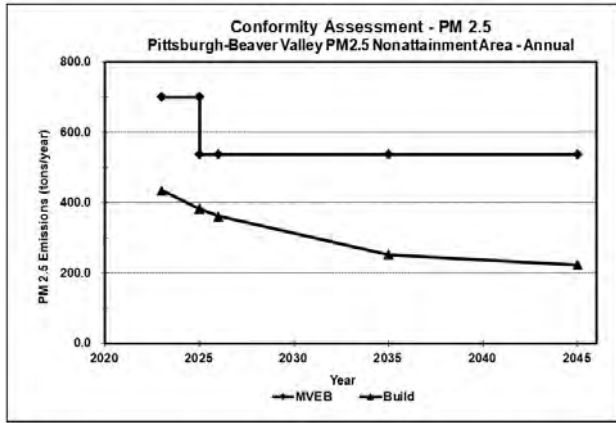
Air Quality Conformity



Source: US Environmental Protection Agency



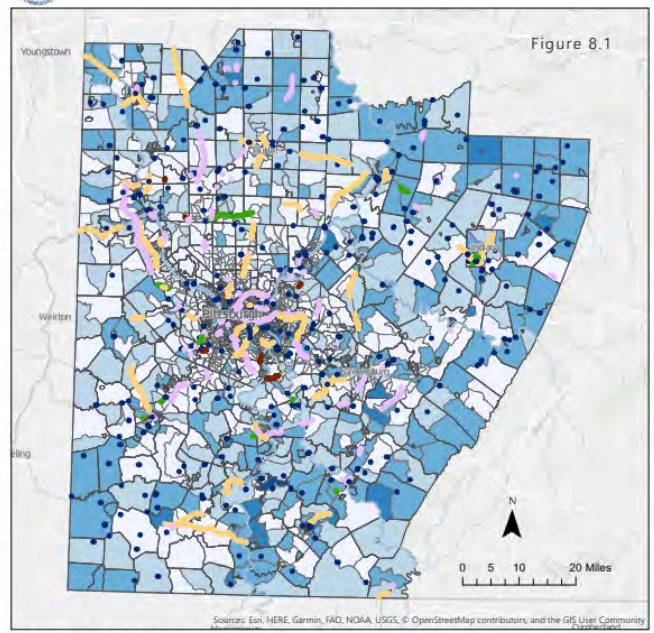
Air Quality Conformity



Environmental Justice



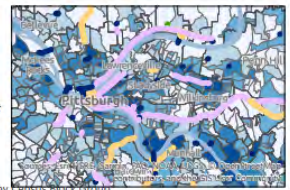
Low-Income Households with 2023-2026 TIP Projects



Low-Income Population

The percentage of households below the poverty level in each census block group, with a regional average of 11.52%

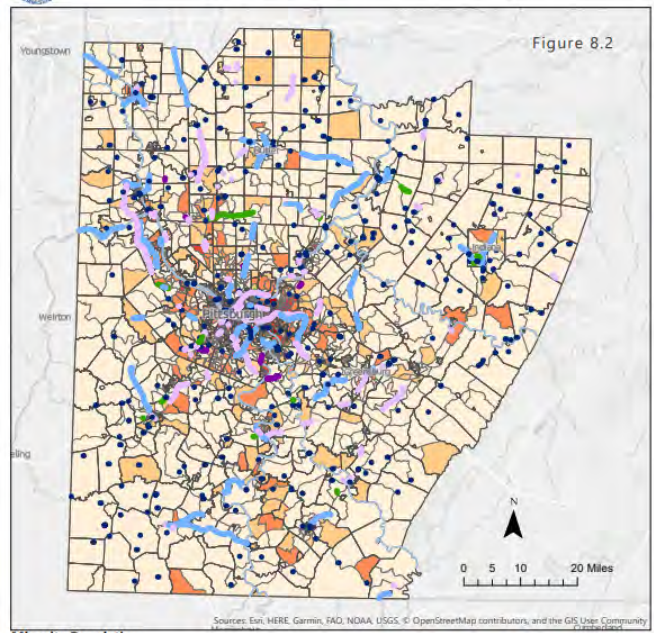
- ≤6.25%
- ≤11.52%
- ≤25.58%
- ≤42.49%
- ≤86.15%
- Operations and Safety
- Road Projects
- Bridge Projects
- New Capacity and Other
- Slide Correction



Source: 2016-2020 American Community Survey (ACS) 5-Year Estimates by Census Block Group



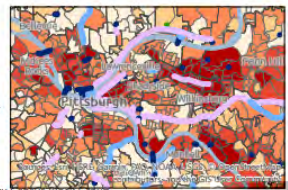
Minority Population with 2023-2026 TIP Projects



Minority Population

The percentage of people who identify as a minority in each census block group, with a regional average of 14.52%

- ≤8.2%
- ≤14.5%
- ≤38.8%
- ≤67.0%
- ≤100%
- Operations and Safety
- Road Projects
- Bridge Projects
- New Capacity and Other
- Slide Correction



Source: 2016-2020 American Community Survey (ACS) 5-Year Estimates by Census Block Group

Public Engagement to Date

- SPC Committees, Emails, PPP's, Social Media
- State Transportation Commission 12-year plan (600+ comments)
- Input from *2021 SPC TIP*



2023 12-YEAR PROGRAM UPDATE
REGIONAL TRANSPORTATION
SURVEY SUMMARY

**SOUTHWESTERN
PENNSYLVANIA
COMMISSION METROPOLITAN
PLANNING ORGANIZATION
(SPC MPO)**

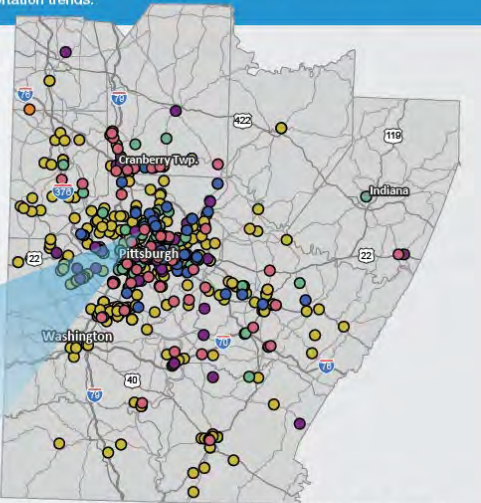
A CLOSER LOOK AT YOUR REGION

The State Transportation Commission held its 45-day Public Comment Period for the 2023 12-Year Program (TYP) Update March 1 through April 14, 2021. The public had the opportunity to take the Transportation Survey and participate in an Online Public Forum on either a webinar platform or Facebook Live. In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the Public Forum was held online only with a call-in option available. The public could request assistance to participate in the survey or Public Forum by contacting PennDOT's Program Center by email or phone. All public feedback received was analyzed to better understand public priorities and transportation trends.

Transportation Issues Identified

Statewide, survey participants mapped about **2,500** transportation concerns, **686** of these are located within the **SPC MPO region**.

During the mapping exercise, some survey participants discovered their concerns were already addressed by projects on the 2021 TYP. See the map and data below for more details.



“There is a closed railroad bridge here that should be revitalized to be a bike and ped crossing.”
Local Survey Participant

Number of Issues Identified

The icons below correspond with the same color dots on the map.

341 ROADWAY	54 BRIDGE	172 BIKING/ WALKING	45 TRANSIT	1 FREIGHT	73 CONCERN(S) ALREADY ADDRESSED
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Examples of 2021 TYP Projects that Addressed Public Concerns

I-79 AT PA 910 INTERCHANGE WIDENING

- DESIGN AND CONSTRUCTION OF A TRAFFIC ADAPTIVE SIGNAL SYSTEM ALONG SR 3069
- ARMAGH BYPASS RECONSTRUCTION

How Do I Comment?

Public Comment

The Southwestern Pennsylvania Commission (SPC) is seeking your input and will open a public comment period for proposed amendments to SmartMoves for a Changing Region (Southwestern PA's Long Range Transportation Plan) and the 2023-2026 Transportation Improvement Program (2023-2026 TIP).

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

ALL COMMENTS MUST BE RECEIVED BY 4:00 P.M. ON TUESDAY, JUNE 7, 2022.

Upon consideration of public comments received, the Southwestern Pennsylvania Commission will consider approval of the draft documents at their meeting at 4:30 p.m., on Monday, June 27, 2022. This meeting will be held at Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219. In the event that this meeting must be held virtually due to COVID-19, notices will be posted at www.spcregion.org and at SPC's offices.

For individuals without access to the internet, paper copies of draft materials will be mailed upon request. SPC will respond to requests for paper copies as soon as possible. To request paper copies, please contact Shannon O'Connell at (412) 391-5590, ext. 334 or soconnell@spcregion.org.

Virtual Public Meetings and Online Mapping

<https://www.spcregion.org/programs-services/transportation/smartmoves-long-range-plan-transportation-improvement-program/public-comment/>

<https://spc.maps.arcgis.com/apps/MapJournal/index.html?appid=63926cb3d7f84b4480241a4707091445>

THANK YOU!



spcregion



SWPAComm



@spcregion

Questions?

For more information, please contact:

Domenic D'Andrea, SPC

Ryan Gordon, SPC

Angela Saunders, PennDOT District 12



Part 4

Documentation of Public Outreach Activities

**SOUTHWESTERN PENNSYLVANIA COMMISSION
NOTICE OF PUBLIC COMMENT PERIOD AND VIRTUAL PUBLIC MEETINGS**

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

- Draft 2023-2026 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit, and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP
- Air Quality Conformity Determination for the Draft 2023-2026 TIP
- Amendment to the region's long-range transportation plan *SmartMoves for a Changing Region* to reflect updated revenue projections and a revised project list including project phasing and cost information included in Draft 2023-2026 TIP

Beginning Monday, May 9, 2022, these draft documents will be available for public review on the internet at www.spcregion.org. Three virtual public meetings will be held that will provide an overview of the draft documents, updates on project advancement, and opportunities for the public to ask questions and submit comments. One virtual meeting will be held for each of the three southwestern Pennsylvania PennDOT Districts, which serve multiple counties in the region. All virtual meetings will be recorded and made available online.

VIRTUAL PUBLIC MEETINGS

Wednesday, May 18, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 10 (Armstrong, Butler, Indiana Counties)
Access Meeting: www.spcregion.org

Thursday, May 26, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 11 (Allegheny, Beaver, Lawrence Counties, and the City of Pittsburgh)
Access Meeting: www.spcregion.org

Wednesday, June 1, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 12 (Fayette, Greene, Washington, Westmoreland Counties)
Access Meeting: www.spcregion.org

In-Person Public Meeting

Fayette County
Tuesday, May 31, 2022
2:00 p.m. to 3:00 p.m.
Fayette Chamber of Commerce
65 W Main St #107, Uniontown, PA 15401

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

All comments must be received by 4:00 p.m. on Tuesday, June 7, 2022.

Upon consideration of public comments received, the Southwestern Pennsylvania Commission will consider approval of the draft documents at their meeting at 4:30 p.m., on Monday, June 27, 2022. This meeting will be held at Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219. In the event that this meeting must be held virtually due to COVID-19, notices will be posted at www.spcregion.org and at SPC's offices.

For individuals without access to the internet, paper copies of draft materials will be mailed upon request. SPC will respond to requests for paper copies as soon as possible. To request paper copies, please contact Shannon O'Connell at (412) 391-5590, ext. 334 or soconnell@spcregion.org.

The Southwestern Pennsylvania Commission (SPC) is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations, and policies applicable to the programs and activities it administers. Accordingly, SPC is committed to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, national origin, sex, age, disability, or economic status. SPC will provide auxiliary services for individuals with language, speech, sight, or hearing needs, provided the request for assistance is made 3 days prior to the virtual meeting. SPC will attempt to satisfy requests made with less than 3 days' notice as resources allow. Please make your request for auxiliary services to Shannon O'Connell at (412) 391-5590, ext. 334 or soconnell@spcregion.org. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by SPC, you may file a complaint using the procedures provided in our complaint process document or by contacting SPC's Title VI Coordinator by calling (412) 391-5590. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at: www.spcregion.org or call 412-391-5590.

TRANSIT SERVICE INFORMATION

For information regarding transit services in Allegheny County, please call Port Authority Customer Service at 412-442-2000. For transit information in other counties, please visit: <https://commuteinfo.org/for-commuters/park-ride-locator/transit-operators-map/>.

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

COMISIÓN DEL SUROESTE DE PENNSILVANIA AVISO DEL PLAZO DE COMENTARIOS PÚBLICOS Y DE LAS REUNIONES PÚBLICAS VIRTUALES

La Comisión del Suroeste de Pensilvania (SPC, por sus siglas en inglés) solicita la opinión del público sobre los siguientes borradores de documentos importantes que impulsarán las inversiones en el plan de transporte de la región:

- Borrador del Programa de Mejora del Transporte (TIP, por sus siglas en inglés) 2023-2026, en el que se indican las mejoras prioritarias de carreteras, tránsito y transporte multimodal de la región programadas para su avance en los próximos cuatro años.
- Evaluación de los beneficios y de las cargas de la justicia ambiental del borrador del TIP 2023-2026.
- Determinación de conformidad con la calidad del aire para el borrador del TIP 2023-2026.
- Modificación del plan de transporte de largo alcance de la región *SmartMoves for a Changing Region* para presentar las proyecciones de ingresos actualizadas y una lista de proyectos revisada en la que se incluya información sobre las etapas y los costos de los proyectos incluidos en el borrador del TIP 2023-2026.

A partir del lunes 9 de mayo de 2022, estos documentos estarán disponibles para la revisión pública en Internet en www.spcregion.org. Se llevarán a cabo tres reuniones públicas virtuales en las que se ofrecerá una visión general de los borradores de los documentos, información actualizada sobre el avance del proyecto y la oportunidad de que el público haga preguntas y envíe comentarios. Habrá una reunión virtual para cada uno de los tres distritos de PennDOT del suroeste de Pensilvania, los cuales prestan servicios a varios condados de la región. Todas las reuniones virtuales se grabarán y estarán disponibles en línea.

REUNIONES VIRTUALES PÚBLICAS

Miércoles 18 de mayo de 2022

De 6:00 p. m. a 7:00 p. m.

Distrito 10 de PennDOT (condados de Armstrong, Butler e Indiana)

Acceda a la reunión a través del siguiente enlace: www.spcregion.org

Jueves 26 de mayo de 2022

De 6:00 p. m. a 7:00 p. m.

Distrito 11 de PennDOT (condados de Allegheny, Beaver y Lawrence y la ciudad de Pittsburgh)

Acceda a la reunión a través del siguiente enlace: www.spcregion.org

Miércoles 1 de junio de 2022

De 6:00 p. m. a 7:00 p. m.

Distrito 12 de PennDOT (condados de Fayette, Greene, Washington y Westmoreland)

Acceda a la reunión a través del siguiente enlace: www.spcregion.org

Reunión pública presencial

Condado de Fayette

Martes 31 de mayo de 2022

De 2:00 p. m. a 3:00 p. m.

Fayette Chamber of Commerce

65 W Main St #107, Uniontown, PA 15401

Los representantes de la SPC aceptarán comentarios sobre los borradores durante cada reunión pública virtual. También se pueden enviar comentarios por escrito a comments@spcregion.org, por correo a SPC Comments ubicado en Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219, o por fax al (412) 391-9160.

Todos los comentarios deben recibirse antes de las 4:00 p. m. del martes 7 de junio de 2022.

Después de considerar los comentarios públicos recibidos, la Comisión del Suroeste de Pensilvania considerará la aprobación de los borradores de los documentos en la reunión de las 4:30 p. m., el lunes 27 de junio de 2022. Esta reunión se llevará a cabo en el Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219. En caso de que la reunión deba realizarse de manera virtual debido a la COVID-19, se publicará un aviso en www.spcregion.org y en las oficinas de la SPC.

Para las personas que no tengan acceso a Internet, se enviarán copias en papel de los borradores por correo si lo solicitan. La SPC responderá a las solicitudes de copias en papel lo antes posible. Para solicitar copias en papel, debe ponerse en contacto con Shannon O'Connell al (412) 391-5590, ext. 334 o soconnell@spcregion.org.

La Comisión del Suroeste de Pensilvania (SPC) se compromete a cumplir con los requisitos de no discriminación de acuerdo con lo establecido en las leyes de derechos civiles, los decretos presidenciales, las regulaciones y las políticas aplicables a los programas y las actividades que gestiona. Por consiguiente, la SPC se compromete a garantizar que los beneficiarios del programa tengan oportunidades de participación pública sin tener en cuenta la raza, el color, la nacionalidad, el género, la edad, la discapacidad o la situación económica. La SPC proporcionará servicios de ayuda para personas con necesidades relacionadas con el lenguaje, el habla, la vista o la audición, siempre que la solicitud de ayuda se haga 3 días antes de la reunión virtual. La SPC intentará satisfacer las solicitudes presentadas con menos de 3 días de antelación, siempre que los recursos lo permitan. Para solicitar servicios de ayuda, comuníquese con Shannon O'Connell al (412) 391-5590, ext. 334 o soconnell@spcregion.org. Si considera que se le ha negado la oportunidad de participar o se le ha discriminado de otra manera en relación con los programas o las actividades que gestiona la SPC, puede presentar una queja utilizando los procedimientos previstos en nuestro documento de proceso de quejas o poniéndose en contacto con el coordinador del Título VI de la SPC llamando al (412) 391-5590. Para obtener más información o un formulario de queja por discriminación del Título VI, consulte nuestro sitio web en www.spcregion.org o llame al 412-391-5590.

INFORMACIÓN SOBRE EL SERVICIO DE TRANSPORTE

Para obtener información sobre los servicios de transporte del condado de Allegheny, comuníquese con el Servicio de atención al cliente de la Autoridad Portuaria al 412-442-2000. Para obtener información sobre el transporte en otros condados, visite www.commuteinfo.org/comm_trans.shtml o llame al 1-888-819-6110.

Este aviso satisface los requisitos del programa de proyectos del Programa Fórmula del Área Urbanizada del Transporte para la Autoridad de Transporte del condado de Beaver, la Autoridad de Transporte de Butler, el Transporte Coordinado del área de Fayette, Autoridad de Transporte de Mid Mon Valley, la Autoridad Portuaria del condado de Allegheny, la Autoridad de Transporte/Freedom Transit del condado de Washington, la Autoridad de Transporte del condado de Westmoreland, la Comisión del Suroeste de Pensilvania, y CommuteInfo, un programa de la Comisión del Suroeste de Pensilvania.

COMMISSIONE DELLA PENNSYLVANIA SUDOCIDENTALE
AVVISO DEL PERIODO PER LE OSSERVAZIONI DA PARTE DEL PUBBLICO E DEGLI INCONTRI PUBBLICI VIRTUALI

La Commissione della Pennsylvania Sudoccidentale (Southwestern Pennsylvania Commission: SPC) è alla ricerca di contributi da parte del pubblico sulle seguenti e importanti bozze di documenti che faranno avanzare gli investimenti relativi al piano dei trasporti della regione:

- Bozza 2023-2026 del Programma di miglioramento dei trasporti (Transportation Improvement Program: TIP), che identifica i miglioramenti prioritari programmati per le sedi stradali, il transito e il trasporto multimodale previsti per i prossimi quattro anni
- Valutazione dei benefici e degli oneri della Bozza 2023-2026 TIP in materia di giustizia ambientale
- Determinazione della conformità della qualità dell'aria della Bozza 2023-2026 TIP
- Modifiche del piano "*SmartMoves for a Changing Region*" (*Strategia vincente per una regione in cambiamento*) dei trasporti a lungo raggio della regione, che riflettano le proiezioni aggiornate sui ricavi e un elenco rivisto dei progetti, che includano le informazioni relative alla fase del progetto e ai costi inclusi nella Bozza 2023-2026 TIP

A partire da lunedì 9 maggio 2022, queste bozze saranno disponibili per la revisione pubblica sul sito internet www.spcregion.org. Si terranno tre incontri pubblici virtuali, durante i quali verranno fornite una panoramica sulle bozze dei documenti, aggiornamenti sullo stato di avanzamento del progetto, e verrà data l'opportunità al pubblico di porre domande e presentare osservazioni. Si terrà un incontro virtuale per ciascuno dei tre Distretti PennDOT della Pennsylvania sudoccidentale, che servono più Contee della regione. Tutti gli incontri virtuali verranno registrati e saranno disponibili online.

INCONTRI PUBBLICI VIRTUALI

Mercoledì 18 maggio 2022

Dalle ore 18:00 alle ore 19:00

Distretto PennDOT 10 (Contee di Armstrong, Butler e Indiana)

Per accedere all'incontro: www.spcregion.org

Giovedì 26 maggio 2022

Dalle ore 18:00 alle ore 19:00

Distretto PennDOT 11 (Contee di Allegheny, Beaver, Lawrence, e città di Pittsburgh)

Per accedere all'incontro: www.spcregion.org

Mercoledì 1 giugno 2022

Dalle ore 18:00 alle ore 19:00

Distretto PennDOT 12 (Contee di Fayette, Greene, Washington, Westmoreland)

Per accedere all'incontro: www.spcregion.org

Riunione pubblica in presenza

Contea di Fayette

Martedì 31 maggio 2022

Dalle ore 14:00 alle ore 15:00

Camera di Commercio di Fayette

65 W Main St, n.107, Uniontown, PA 15401

Le osservazioni relative alle bozze dei documenti verranno raccolte dai rappresentanti della SPC, durante ciascuno degli incontri pubblici virtuali. Sarà inoltre possibile inviare osservazioni scritte all'indirizzo e-mail comments@spcregion.org, oppure via posta a SPC Comments all'indirizzo Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219, o via fax al numero (412) 391-9160.

Tutti le osservazioni dovranno pervenire entro le ore 16:00 di martedì 7 giugno 2022.

Dopo aver debitamente considerato le osservazioni pubbliche ricevute, la Commissione della Pennsylvania sudoccidentale esaminerà l'approvazione delle bozze dei documenti, durante la sua riunione, fissata per le ore 16:30 di lunedì 27 giugno 2022. Tale riunione avrà luogo presso il Two Chatham Center, 112 Washington Place, 4th Floor (IV piano), Pittsburgh, PA 15219. Nel caso in cui tale evento dovesse aver luogo in modalità virtuale, a causa del COVID-19, gli avvisi ad esso inerenti verranno pubblicati sul sito www.spcregion.org e presso gli uffici della SPC.

Per le persone che non hanno accesso a internet, su richiesta, verranno inviate copie cartacee delle bozze dei documenti. La SPC risponderà, nel più breve tempo possibile, alle richieste di inoltro delle copie cartacee. Per richiedere tali copie, si prega di contattare Shannon O'Connell al numero (412) 391-5590, int. 334 oppure all'indirizzo e-mail soconnell@spcregion.org.

La Commissione della Pennsylvania sudoccidentale (Southwestern Pennsylvania Commission: SPC) si impegna a rispettare i requisiti di non discriminazione degli statuti dei diritti civili, degli ordini esecutivi, dei regolamenti e delle politiche applicabili ai programmi e alle attività che gestisce. Pertanto, la SPC si impegna a garantire che i beneficiari del programma ricevano opportunità di partecipazione pubblica senza distinzione di razza, colore, origine nazionale, sesso, età, disabilità o status economico. La SPC fornirà servizi ausiliari per le persone con esigenze particolari a livello linguistico, di parola, vista o udito, a condizione che la richiesta di assistenza venga effettuata 3 giorni prima della riunione virtuale. La SPC cercherà di soddisfare le richieste presentate con meno di 3 giorni di preavviso, in base a quanto consentito dalle risorse a sua disposizione. Si prega di inoltrare le richieste di servizi ausiliari a Shannon O'Connell al numero (412) 391-5590, int. 334 o all'indirizzo e-mail soconnell@spcregion.org. Se ritenete che vi sia stata negata l'opportunità di partecipare, o che siate stati altrimenti discriminati per quanto riguarda i programmi o le attività gestite dalla SPC, potete presentare un reclamo utilizzando le procedure contenute nel nostro documento relativo al processo di reclamo oppure contattando il Coordinatore del VI Titolo della SPC chiamando il numero (412) 391-5590. Per maggiori informazioni, o per avere un Modulo di reclamo per discriminazione del VI Titolo, visitate il nostro sito web all'indirizzo: www.spcregion.org oppure chiamate il numero 412-391-5590.

INFORMAZIONI SUL SERVIZIO DI TRANSITO

Per informazioni relative ai servizi di transito nella Contea di Allegheny, si prega di chiamare il Port Authority Customer Service (Servizio Clienti dell'Autorità Portuale) al numero 412-442-2000. Per informazioni relative al transito in altre Contee, visitate il sito: www.commuteinfo.org/comm_trans.shtml oppure chiamate il numero 1-888-819-6110.

Il presente avviso soddisfa i requisiti di progetto del Programma di Formula delle aree urbanizzate dell'Amministrazione Federale dei trasporti per l'Autorità di transito della Contea di Beaver, l'Autorità di transito di Butler, il Transito coordinato dell'area di Fayette, l'Autorità di transito della Mid Mon Valley, l'Autorità Portuale della Contea di Allegheny, l'Autorità dei trasporti/libertà di transito della Contea di Washington, l'Autorità di transito della Contea di Westmoreland, la Commissione della Pennsylvania sudoccidentale e CommuteInfo, un programma della Commissione della Pennsylvania sudoccidentale.

賓夕法尼亞州西南部委員會 (SOUTHWESTERN PENNSYLVANIA COMMISSION) 公眾評論期及線上公開說明會的通知

賓夕法尼亞州西南部委員會 (SPC) 正針對下列重要的文件草案尋求公眾的意見，這些文件將促進本地區的交通運輸投資計劃：

- 2023 年到 2026 年的交通運輸改善計劃 (TIP) 草案，此計劃將確認接下來的四年內，本地區將計劃發展及改善的重點道路、公共交通運輸系統，以及多式聯運系統
- 2023 年到 2026 年 TIP 草案的環境正義益處與負擔評估
- 2023 年到 2026 年 TIP 草案的空氣品質合格性判斷
- 2023 年到 2026 年 TIP 草案的中包含的，針對本地區的長途交通運輸計劃「*改變中的區域的智慧行動 (SmartMoves for a Changing Region)*」的修正案，本修正案反映了更新後的預算收入及修正後的專案列表（此專案列表中包含專案階段及成本資訊）

從 2022 年 5 月 9 日（星期一）開始，這些文件草案將在網際網路上開放接受公眾審查，網址是 www.spcregion.org。針對這些文件草案將舉辦三場線上公開說明會，說明會中將概括介紹文件草案的內容、專案發展的更新資訊，以及提供公眾提問及評論的機會。線上說明會將在三個賓夕法尼亞州西南部的 PennDOT 區中各舉辦一場，這些 PennDOT 區提供服務給本地區的多個縣。所有線上說明會都將進行錄影，並可在網際網路上觀看這些影片。

線上公開說明會

2022 年 5 月 18 日（星期三）

下午 6 點到 7 點

PennDOT 第 10 區（阿姆斯特朗縣、巴特勒縣，及印第安納縣）

進入會議：www.spcregion.org

2022 年 5 月 26 日（星期四）

下午 6 點到 7 點

PennDOT 第 11 區（阿勒格尼縣、比弗縣、勞倫斯縣，及匹茲堡市）

進入會議：www.spcregion.org

2022 年 6 月 1 日（星期三）

下午 6 點到 7 點

PennDOT 第 12 區（費耶特縣、格林縣、華盛頓縣，及威斯特摩蘭縣）

進入會議：www.spcregion.org

現場公開說明會

Fayette 縣

2022 年 5 月 31 日（星期二）

下午 2 點到 3 點

Fayette 商會

65 W Main St #107, Uniontown, PA 15401

SPC 代表將在每一場線上公開說明會中接受公眾針對文件草案的**評論**。您也可以將書面的評論透過電子郵件寄送到 comments@spcregion.org，或是透過郵件寄送到 SPC 評論中心，地址是「Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219」，也可以透過傳真發送書面的評論，傳真號碼是 (412) 391-9160。

請確保 SPC 在 2022 年 6 月 7 日（星期二）下午 4 點前收到所有評論。

賓夕法尼亞州西南部委員會將在考量其收到的公眾的評論後，於 2022 年 6 月 27 日（星期一）下午 4 點 30 分，在其說明會考慮批准文件草案。這個說明會將於 Two Chatham Center 舉行，地址是「112 Washington Place, 4th Floor, Pittsburgh, PA 15219」。如果本說明會因為新冠肺炎而必須於線上舉行的話，SPC 將在 www.spcregion.org 網站以及 SPC 的辦公處發佈通知。

如果您無法使用網際網路，SPC 將根據您的要求，郵寄草案資料的紙質副本給您。 SPC 將盡快回覆對於紙質副本的要求。如果希望要求紙質副本，請聯絡 Shannon O'Connell，聯絡電話是 (412) 391-5590，分機 334，或透過電子郵件聯絡，電子郵件信箱是 soconnell@spcregion.org。

賓夕法尼亞州西南部委員會 (SPC) 致力於遵守適用於其管理的計劃和活動的民權法規、行政命令、法規和政策的非歧視性要求。因此，SPC 致力於確保計劃受益人無論種族、膚色、國籍、性別、年齡、殘疾或經濟狀況，都能獲得公眾參與機會。SPC 將提供輔助服務給需要語言、言語、視力或聽力協助的人，前提是需要在線上說明會的 3 天之前提出輔助服務的要求。如果離線上說明會不到 3 天而提出要求的話，SPC 將試著在資源允許的情況下盡量滿足要求。請聯絡 Shannon O'Connell 以提出您對於輔助服務的要求，聯絡電話是 (412) 391-5590，分機 334，或透過電子郵件聯絡，電子郵件信箱是 soconnell@spcregion.org。如果您認為您的公眾參與機會受到拒絕，或是在 SPC 所管理的計劃或活動中受到歧視，您可以使用我們的申訴流程文件中的程序來提出申訴，或是聯絡 SPC 的民權法案第六章處理專員以提出申訴，聯絡電話是 (412) 391-5590。如果希望取得更多資訊，或希望獲得民權法案第六章歧視申訴表格，請造訪我們的網站，網址是：www.spcregion.org，或撥打 412-391-5590。

交通運輸服務資訊

如果希望取得阿勒格尼縣的交通運輸服務資訊，請聯絡港務局客服專線，聯絡電話是 412-442-2000。如果希望取得其他縣的交通運輸服務資訊，請造訪：www.commuteinfo.org/comm_trans.shtml，或撥打 1-888-819-6110。

此通知滿足聯邦交通運輸局針對比弗縣交通運輸局、巴特勒交通運輸局、費耶特區域交通運輸協調局、孟中谷交通運輸局、阿勒格尼縣港務局、華盛頓縣交通運輸局／自由交通運輸局、威斯特摩蘭縣交通運輸局、賓夕法尼亞州西南部委員會，以及 CommuteInfo（賓夕法尼亞州西南部委員會的計劃）的，關於都市化區域常規計劃的專案計劃要求。

This document is available in alternate formats upon request. SPC will provide translation and interpretation services upon request at no charge. Please call SPC at (412) 391-5590 for more information.

Italiano

Questo documento è disponibile in formati alternativi su richiesta. SPC fornirà servizi di traduzione e interpretazione su richiesta senza alcun costo. Per piacere, chiami SPC al numero (412) 391-5590 per maggiori informazioni.

Espanol

El presente documento está disponible en formatos alternativos bajo solicitud. SPC ofrece servicios de traducción e interpretación gratis bajo solicitud. Comuníquese con SPC al (412) 391-5590 para obtener más información.

中文

本文件可根據要求以其他格式提供。

SPC將根據要求提供免費筆譯和口譯服務。詳情請致電 (412) 391-5590與SPC聯繫。

Nepali:

यो फाराम अनुरोध गरिएमा वैकल्पिक ढाँचाहरूमा उपलब्ध छन्। अनुरोध गरेमा बिना शुल्क SPC ले अनुवादन र दोभाषे सेवा उपलब्ध गराउँछ। थप जानकारीको लागि SPC (412) 391-5590 मा फोन गर्नुहोस्।

Gujarati:

આ દસ્તાવેજ વિનંતી પર વૈકલ્પિક ઢોંચામાં ઉપલબ્ધ હોય છે. SPC કોઈપણ શુલ્ક લીધા વિના વિનંતી પર અનુવાદ અને અર્થઘટન સેવાઓ પૂરી પાડશે. વધુ માહિતી માટે કૃપા કરી (412) 391-5590 પર SPC ને કોલ કરો.

Oriya:

ଏହି ଡକ୍ୟୁମେଣ୍ଟର ଅନୁରୋଧରେ ବିକଳପିକ ଢାଞ୍ଚାରେ ବକେଲିପିକ ଫରମାଟରେ ଉପଲବ୍ଧ। କଟିଗସି ଚାର୍ଜ୍ ଛଡ଼ା ଏସପିସି ଅନୁବାଦ ଏବଂ ବ୍ୟାଖ୍ୟା ସେବା ପ୍ରଦାନ କରିବ। ଦୟାକରି ଅଧିକ ପ୍ରଶ୍ନ ପାଇଁ ଏସପିସି (412) 391-5590 ରେ କଲ୍ କରନ୍ତୁ।

Punjabi:

ਇਹ ਦਸਤਾਵੇਜ਼ ਬੇਨਤੀ ਕਰਨ 'ਤੇ ਵਿਕਲਪਕ ਰੂਪਾਂ ਵਿੱਚ ਉਪਲਬਧ ਹੈ। SPC ਬਿਨਾਂ ਕਿਸੇ ਖਰਚ 'ਤੇ ਬੇਨਤੀ 'ਤੇ ਅਨੁਵਾਦ ਅਤੇ ਦੁਬਾਸੀਆ ਸੇਵਾਵਾਂ ਪ੍ਰਦਾਨ ਕਰੇਗਾ। ਵਧੇਰੇ ਜਾਣਕਾਰੀ ਲਈ ਕਿਰਪਾ ਕਰਕੇ SPC ਨੂੰ (412) 391-5590 'ਤੇ ਕਾਲ ਕਰੋ।

Sinhalese:

ඉල්ලීම මත මෙම ලේඛනය විකල්ප ආකෘතිවලින් ලබාගත හැකිය

SPC විසින් කිසිදු ආස්තුවක් අය කිරීමකින් තොරව භාෂා පරිවර්තන හා භාෂණ පරිවර්තන සේවාවන් සපයනු ඇත. කල්පනාකර වැඩිදුර විස්තර සඳහා

(412) 391-5590 ඔස්සේ SPC අමතන්න

Marathi:

हा दस्तऐवज विनंतीनुसार पर्यायी स्वरूपांमध्ये उपलब्ध आहे. विनंतीनुसार SPC भाषांतर आणि अर्थविवरण सेवा विनामूल्य प्रदान करेल. अधिक

माहितीसाठी कृपया SPC ला (412) 391-5590 येथे कॉल करा.

Bengali:

অনুরোধ জানালে এই ডকুমেন্টটি

অন্যান্য ফরম্যাটেও পাওয়া যায়।

অনুরোধ জানালে SPC কোনও চার্জ

ছাড়াই অনুবাদ এবং ব্যাখ্যা করার

পরষিবো প্রদান করবে।

আরও তথ্যের জন্য অনুগ্রহ করে (412)

391-5590 নম্বরে SPC কে ফোন করুন।

Hindi:

यह दस्तावेज़ अनुरोध पर वैकल्पिक फॉरमेट में उपलब्ध है।

एस पी सी (SPC) अनुवाद और व्याख्या सेवाएं अनुरोध पर बिना शुल्क उपलब्ध कराएगी।

कृपया अधिक जानकारी के लिए (412) 391-5590 पर एस पी सी (SPC) को कॉल करें।

Sindhi:

درخواست جي صورت ۾ هي دستاويز متبادل ٻولي ۾ دستياب آهي.

درخواست جي صورت ۾ SPC ترجمي ۽ ترجمائي جون مفت خدمتون فراهم ڪندي.

مهرباني ڪري وڌيڪ معلومات لاءِ (412) 391-5590 تي SPC کي ڪال ڪريو.

:Urdu

یہ دستاويز درخواست کیے جانے پر متبادل اشکال میں دستياب ہے۔

SPC درخواست کیے جانے پر ترجمہ اور ترجمانی کی خدمات مفت فراہم کرے گا۔

مزید معلومات کیلئے SPC کو (412) 391-5590 پر کال کریں۔

The Southwestern Pennsylvania Commission (SPC) hereby gives public notice that it is the policy of the Commission to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI and other related statutes require that no person in the United States of America shall, on the grounds of race, color, sex, national origin, age, or disability, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which SPC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by SPC under Title VI has a right to file a formal complaint with the Commission. Any such complaint must be in writing and filed with SPC's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at: www.spcregion.org or call 412-391-5590

Southwestern Pennsylvania Commission

Public Participation



PennDOT District 11 TIP Update Virtual Meeting **(City of Pittsburgh, Allegheny, Beaver, & Lawrence counties)**

Join SPC for a virtual update on developing the draft Transportation Improvement Program (TIP). The draft TIP is the implementation mechanism for SmartMoves for a Changing Region, the region's official transportation and development plan. Hear about the progress of major transportation projects, submit questions to SPC and PennDOT, and give your ideas and feedback for the draft TIP.

SPC encourages you to attend a virtual public meeting to learn more about the draft documents. Meetings will be open house in format. There will be opportunities to view maps, hear from representatives from SPC, PennDOT, transit operators, and planning departments, and submit comments and questions.

Meeting Date and Time

Thursday, November 4th, 2021
6pm - 7pm

Meetings will be streamed through our SPC Facebook page here:

<https://www.facebook.com/spcregion>

A Facebook account is not required to view livestream



Southwestern Pennsylvania Commission

Public Participation



PennDOT District 12 TIP Update Virtual Meeting **(Fayette, Greene, Washington, and Westmoreland counties)**

Join SPC for a virtual update on developing the draft Transportation Improvement Program (TIP). The draft TIP is the implementation mechanism for SmartMoves for a Changing Region, the region's official transportation and development plan. Hear about the progress of major transportation projects, submit questions to SPC and PennDOT, and give your ideas and feedback for the draft TIP.

SPC encourages you to attend a virtual public meeting to learn more about the draft documents. Meetings will be open house in format. There will be opportunities to view maps, hear from representatives from SPC, PennDOT, transit operators, and planning departments, and submit comments and questions.

Meeting Date and Time

Tuesday, November 16th, 2021
6pm - 7pm

Meetings will be streamed through our SPC Facebook page here:

<https://www.facebook.com/spcregion>

A Facebook account is not required to view livestream



Southwestern Pennsylvania Commission

Public Participation



PennDOT District 10 TIP Update Virtual Meeting **(Armstrong, Butler, and Indiana counties)**

Join SPC for a virtual update on developing the draft Transportation Improvement Program (TIP). The draft TIP is the implementation mechanism for SmartMoves for a Changing Region, the region's official transportation and development plan. Hear about the progress of major transportation projects, submit questions to SPC and PennDOT, and give your ideas and feedback for the draft TIP.

SPC encourages you to attend a virtual public meeting to learn more about the draft documents. Meetings will be open house in format. There will be opportunities to view maps, hear from representatives from SPC, PennDOT, transit operators, and planning departments, and submit comments and questions.

Meeting Date and Time

Wednesday, November 17th, 2021
6pm - 7pm

Meetings will be streamed through our SPC Facebook page here:

<https://www.facebook.com/spcregion>

A Facebook account is not required to view livestream



General Interest Contact List Public Notice

Southwestern Pennsylvania Commission

Public Participation



Notice of Public Comment Period and Virtual Public Meetings for Draft 2023-2026 Transportation Improvement Program (TIP)

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

- Draft 2023-2026 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit, and multimodal transportation improvements programmed for advancement over the next four years.
- Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP
- Air Quality Conformity Determination for the Draft 2023-2026 TIP
- Amendment to the region's long range transportation plan SmartMoves for a Changing Region to reflect updated revenue projections and a revised project list including project phasing and cost information included in Draft 2023-2026 TIP
- Access these documents at www.spcregion.org

The public may review these documents and provide comment to SPC between May 9, 2022 and June 7, 2022.

VIRTUAL PUBLIC MEETINGS

Wednesday, May 18, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 10 (Armstrong, Butler, Indiana Counties)
Access Meeting: www.spcregion.org

Thursday, May 26, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 11 (Allegheny, Beaver, Lawrence Counties, and the City of Pittsburgh)
Access Meeting: www.spcregion.org

Wednesday, June 1, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 12 (Fayette, Greene, Washington, Westmoreland Counties)
Access Meeting: www.spcregion.org

In-Person Public Meeting

Fayette County
Tuesday, May 31, 2022
2:00 p.m. to 3:00 p.m.
Fayette Chamber of Commerce
65 W Main St #107, Uniontown, PA 15401

Thank you again for your assistance in making our SPC more accessible to the public! Please contact Shannon O'Connell at socconnell@spcregion.org if you have any questions.

For individuals without access to the internet, paper copies of draft materials will be mailed upon request. SPC will respond to requests for paper copies as soon as possible. To request paper copies, please contact Shannon O'Connell at (412) 391-5390, ext. 334 or socconnell@spcregion.org.


This notice is provided as a public service.
Please send any comments to our contacts above.



County and City Members Public Notice

Southwestern Pennsylvania Commission

Public Participation



Notice of Public Comment Period and Virtual Public Meetings for Draft 2023-2026 Transportation Improvement Program (TIP)

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

- Draft 2023-2026 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit, and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP
- Air Quality Conformity Determination for the Draft 2023-2026 TIP
- Amendment to the region's long range transportation plan *SmartMoves for a Changing Region* to reflect updated revenue projections and a revised project list including project phasing and cost information included in Draft 2023-2026 TIP
- Access these documents at www.spcregion.org

The public may review these documents and provide comment to SPC between May 9, 2022 and June 7, 2022.

Virtual Public Meetings

Wednesday, May 18, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 10 (Armstrong, Butler, Indiana Counties)
Access Meeting: www.spcregion.org

Thursday, May 26, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 11 (Allegheny, Beaver, Lawrence Counties, and the City of Pittsburgh)
Access Meeting: www.spcregion.org

Wednesday, June 1, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 12 (Fayette, Greene, Washington, Westmoreland Counties)
Access Meeting: www.spcregion.org


In Person Public Meeting

Fayette County
Tuesday, May 31, 2022
2:00 p.m. to 3:00 p.m.
Fayette Chamber of Commerce
65 W Main St #107, Uniontown, PA 15401

Thank you again for your assistance in making our SPC more accessible to the public! Please contact Shannon O'Connell at socconnell@spcregion.org if you have any questions.

For individuals without access to the internet, paper copies of draft materials will be mailed upon request. SPC will respond to requests for paper copies as soon as possible. To request paper copies, please contact Shannon O'Connell at (412) 391-5590, ext. 334 or socconnell@spcregion.org.


This notice is provided as a public service.
Please send any comments to our contact above.



Tribal Liaisons Public Notice

Southwestern Pennsylvania Commission

Public Participation



Notice of Public Comment Period and Virtual Public Meetings for Draft 2023-2026 Transportation Improvement Program (TIP)

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

- Draft 2023-2026 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit, and multimodal transportation improvements programmed for advancement over the next four years.
- Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP
- Air Quality Conformity Determination for the Draft 2023-2026 TIP
- Amendment to the region's long-range transportation plan *SmartMove for a Changing Region* to reflect updated revenue projections and a revised project list including project phasing and cost information included in Draft 2023-2026 TIP

We have advised that the public may review these documents online and provide comments to SPC between May 6, 2022 and June 7, 2022. Your region has been identified as a member of the Pennsylvania Tribal Consultation Network. You may receive inquiries from the public on how to access these documents. These documents may be found online at www.spcregion.org. We request that you make this notice easily accessible and that you inform yourself so they can direct the public to this material.

A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents. The notice also contains information on how to access assistance for individuals with language, speech, sight or hearing needs.

All comments must be received by 4:00 pm on Tuesday, June 7, 2022.

Thank you for your assistance and cooperation. Please contact me at stconwell@spcregion.org or 412-391-0590, ext. 134, if you have any questions.

Thank you for using the Southwestern Pennsylvania Commission's Online Document Review Network.

1. You may access the SPC website using a variety of web browsers.
2. Type www.spcregion.org into your web browser address bar.
3. At the SPC homepage click on the icon for Public Comment.
4. From here, you may review all materials related to the Draft 2023-2026 Transportation Improvement Program (TIP).

*This information is available free of charge in paper format from the Southwestern Pennsylvania Commission at your request.

Request for Paper Copy:
Public Participation Plan 2021 Update
Southwestern PA Commission
112 Washington Place, Suite 500
Pittsburgh, PA 15219
ph: 412-391-0590
fax: 412-391-4160
comments.spcregion.org

Virtual Public Meetings

Wednesday, May 18, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 10 (Armstrong, Butler, Indiana Counties)
Access Meeting: www.spcregion.org

Thursday, May 26, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 11 (Allegheny, Beaver, Lawrence Counties, and the City of Pittsburgh)
Access Meeting: www.spcregion.org

Wednesday, June 1, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 12 (Fayette, Greene, Washington, Westmoreland Counties)
Access Meeting: www.spcregion.org


In-Person Public Meeting

Fayette County
Tuesday, May 31, 2022
2:00 p.m. to 3:00 p.m.
Fayette Chamber of Commerce
65 W Main St #107, Uniontown, PA 15401

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724-325-3333



Regional Libraries Public Notice

Southwestern Pennsylvania Commission
Public Participation 

Notice of Public Comment Period and Virtual Public Meetings for Draft 2023-2026 Transportation Improvement Program (TIP)

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

- Draft 2023-2026 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit, and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP
- Air Quality Conformity Determination for the Draft 2023-2026 TIP
- Amendment to the region's long-range transportation plan *SmartFlow for a Changing Region* to reflect updated revenue projections and a revised project list including project phasing and cost information included in Draft 2023-2026 TIP

We have advised that the public may review these documents [online](#) and provide comments to SPC between May 9, 2022 and June 7, 2022. Your library is identified as a member of our Online Document Review Network. You may receive inquiries from the public on how to access these documents. These documents may be found online at www.spcregion.org. We request that you make this notice easily accessible and that you inform your staff so they can direct the public to this resource.

A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents. The notice also contains information on how to access assistance for individuals with language, speech, sight or hearing needs.

All comments must be received by 4:00 pm on Tuesday, June 7, 2022.

Thank you for your assistance and cooperation. Please contact me at aconnell@spcregion.org or 412-391-0590, ext. 334, if you have any questions.

Thank you for using the Southwestern Pennsylvania Commission's Online Document Review Network.

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2. Type www.spcregion.org into your web browser address bar.
3. At the SPC Homepage click on the icon for Public Comment
4. From there, you may review all materials related to the Draft 2023-2026 Transportation Improvement Program (TIP)

*This information is available free of charge in paper format from the Southwestern Pennsylvania Commission at your request.

Request for Paper Copy
Public Participation Plan 2021 Update
Southwestern PA Commission
112 Washington Place, Suite 500
Pittsburgh, PA 15219
(PA) 412-391-0590
(TX) 412-361-4863
comenews@spcregion.org

Virtual Public Meetings

Wednesday, May 10, 2022
6:00 p.m. to 7:00 p.m.
PeneDOT District 10 (Armstrong, Butler, Indiana Counties)
Access Meeting: www.spcregion.org

Thursday, May 26, 2022
6:00 p.m. to 7:00 p.m.
PeneDOT District 11 (Allegheny, Beaver, Lawrence Counties and the City of Pittsburgh)
Access Meeting: www.spcregion.org

Wednesday, June 1, 2022
6:00 p.m. to 7:00 p.m.
PeneDOT District 12 (Fayette, Greene, Washington, Westmoreland Counties)
Access Meeting: www.spcregion.org

In-Person Public Meeting

Fayette County
Tuesday, May 11, 2022
2:00 p.m. to 3:00 p.m.
Fayette Chamber of Commerce
65 W Main St #107, Uniontown, PA 15780

Thank you again for your assistance in making our SPC more accessible to the public! Please contact Shannon O'Connell at aconnell@spcregion.org if you have any questions.

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How do we connect with you?
Please contact us at aconnell@spcregion.org

Member Government Planning Departments Public Notice

Southwestern Pennsylvania Commission

Public Participation



Notice of Public Comment Period and Virtual Public Meetings for Draft 2023-2026 Transportation Improvement Program (TIP)

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

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- Air Quality Conformity Determination for the Draft 2023-2026 TIP
- Addendum to the region's long-range transportation plan *SmartChoices for a Changing Region* to reflect updated revenue projections and a revised project list including project phasing and cost information included in Draft 2023-2026 TIP

We have advertised that the public may review these documents online and provide comment to SPC between May 9, 2022 and June 7, 2022. You're invited, identified as a member of our Online Document Review Network. You may receive inquiries from the public on how to access these documents. These documents may be found online at www.spcregion.org. We request that you make this notice easily accessible, and that you inform your staff so they can direct the public to this message.

A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents. The notice also contains information on how to access assistance for individuals with language, speech, sight or hearing needs.

All comments must be received by 4:00 pm on **Tuesday, June 7, 2022**.

Thank you for your assistance and cooperation. Please contact me at scosnell@spcregion.org or 412-391-2590, ext. 334 if you have any questions.

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1. You may access the SPC website using a variety of web browsers.
2. Type www.spcregion.org into your web browser's address bar.
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Public Participation Plan 2021 Update
Southwestern PA Commission
112 Washington Place, Suite 500
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TDD: 412-391-4100
comments@spcregion.org

Virtual Public Meetings

Wednesday, May 18, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 10 (Armstrong, Butler, Indiana Counties)
Access Meeting: www.spcregion.org

Thursday, May 26, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 11 (Allegheny, Beaver, Lawrence Counties, and the City of Pittsburgh)
Access Meeting: www.spcregion.org

Wednesday, June 1, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 12 (Fayette, Greene, Washington, Westmoreland Counties)
Access Meeting: www.spcregion.org

In-Person Public Meeting

Fayette County
Tuesday, May 31, 2022
2:00 p.m. to 3:00 p.m.
Fayette Chamber of Commerce
65 W. Main St #101, Uniontown, PA 15401

Thank you again for your assistance in making our SPC more accessible to the public! Please contact Shannon O'Connell at scosnell@spcregion.org if you have any questions.

For individuals without access to the internet, paper copies of draft materials will be mailed upon request. SPC will respond to requests for paper copies as soon as possible. To request paper copies, please contact Shannon O'Connell at (412) 391-2590, ext. 334 or scosnell@spcregion.org.

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Public Participation Panels Public Notice

southwestern pennsylvania commission

Public Participation



Notice of Public Comment Period and Virtual Public Meetings for Draft 2023-2026 Transportation Improvement Program (TIP)

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- Draft 2023-2026 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit, and multimodal transportation improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP
- Air Quality Conformity Determination for the Draft 2023-2026 TIP
- Amendment to the region's long-range transportation plan SmartMove for a Changing Region to reflect updated revenue projections and a revised project list including project phasing and cost information included in Draft 2023-2026 TIP
- Access these documents at www.spcregion.org

The public may review these documents and provide comment to SPC between May 9, 2022 and June 7, 2022.

VIRTUAL PUBLIC MEETINGS

Wednesday, May 10, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 10 (Armstrong, Butler, Indiana Counties)
Access Meeting: www.spcregion.org

Thursday, May 26, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 11 (Allegheny, Beaver, Lawrence Counties, and the City of Pittsburgh)
Access Meeting: www.spcregion.org

Wednesday, June 1, 2022
6:00 p.m. to 7:00 p.m.
PennDOT District 12 (Fayette, Greene, Washington, Westmoreland Counties)
Access Meeting: www.spcregion.org

In-Person Public Meeting

Fayette County
Tuesday, May 31, 2022
2:00 p.m. to 3:00 p.m.
Fayette Chamber of Commerce
65 W Main St #107, Uniontown, PA 15401

Thank you again for your assistance in making our SPC more accessible to the public! Please contact Shannon O'Connell at sconnell@spcregion.org if you have any questions.

For individuals without access to the internet, paper copies of draft materials will be mailed upon request. SPC will respond to requests for paper copies as soon as possible. To request paper copies, please contact Shannon O'Connell at (412) 361-5590, ext. 134 or sconnell@spcregion.org.


For more information on public services, visit www.spcregion.org



Environmental Justice and Diversity Resources Public Notice

Southwestern Pennsylvania Commission

Public Participation



Notice of Public Comment Period and Virtual Public Meetings for Draft 2023-2026 Transportation Improvement Program (TIP)

The Southwestern Pennsylvania Commission (SPC) is seeking input your input on the following important draft documents for future investment in the region's transportation plan:

- Draft 2023-2026 Transportation Improvement Program (TIP), which identifies the region's priority roadway, transit, and multimodal transportation improvements programmed for advancement over the next four years.
- Environmental Justice Benefits and Burdens Assessment of the Draft 2023-2026 TIP
- Air Quality Conformity Determination for the Draft 2023-2026 TIP
- Amendment to the region's long-range transportation plan [SouthWestern Br-A Changing Region](#) to reflect updated revenue projections and a revised project list including project phasing and cost information included in Draft 2023-2026 TIP
- Access these documents at www.spcregion.org

The public may review these documents and provide comment to SPC between May 9, 2022 and June 7, 2022.

Virtual Public Meetings

Wednesday, May 18, 2022
6:00 p.m. to 7:00 p.m.
PerryDOT District 10 (Armstrong, Butler, Indiana Counties)
Access Meeting: www.spcregion.org

Thursday, May 26, 2022
6:00 p.m. to 7:00 p.m.
PerryDOT Districts 11 (Allegheny, Beaver, Lawrence Counties), and the City of Pittsburgh
Access Meeting: www.spcregion.org

Wednesday, June 1, 2022
6:00 p.m. to 7:00 p.m.
PerryDOT District 12 (Fayette, Greene, Washington, Westmoreland Counties)
Access Meeting: www.spcregion.org

In-Person Public Meeting

Fayette County
Tuesday, May 31, 2022
7:00 p.m. to 8:00 p.m.
Fayette Chamber of Commerce
65 W Main St #507, Uniontown, PA 15401

Comments on the draft documents will be accepted by SPC representatives during each virtual public meeting. Written comments may also be submitted to comments@spcregion.org, by mail to SPC Comments at Two Charlem Center, Suite 500, 312 Washington Place, Pittsburgh, PA 15219, or by fax to (412) 393-0590.

All comments must be received by 6:00 p.m. on Tuesday, June 7, 2022.

Upon consideration of public comments received, the Southwestern Pennsylvania Commission will consider approval of the draft documents at their meeting at 6:30 p.m. on Monday, June 27, 2022. This meeting will be held at Two Charlem Center, 312 Washington Place, 4th floor, Pittsburgh, PA 15219. In the event that this meeting must be held virtually due to COVID-19, notices will be posted at www.spcregion.org and at SPC's office.

For individuals without access to the internet, paper copies of draft materials will be mailed upon request. SPC will respond to requests for paper copies as soon as possible. To request paper copies, please contact Shannon O'Connell at (412) 393-0590, ext. 334 or soconnell@spcregion.org.

The Southwestern Pennsylvania Commission (SPC) is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations, and policies applicable to the program and activities it administers. Accordingly, SPC is committed to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, national origin, sex, age, disability, or economic status. SPC will provide auxiliary services for individuals with language, speech, sight, or hearing needs, provided the request for assistance is made 3 days prior to the virtual meeting. SPC will attempt to satisfy requests made with less than 3 days' notice as resources allow. Please make your request for auxiliary services to Shannon O'Connell at (412) 393-0590, ext. 334 or soconnell@spcregion.org. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by SPC, you may file a complaint using the procedures provided in our complaint process document or by contacting SPC's Title VI Coordinator by calling (412) 393-0590. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at www.spcregion.org or call 412-393-0590.

TRANSIT SERVICE INFORMATION

For information regarding transit services in Allegheny County, please call Port Authority Customer Service at 412-642-0000. For transit information in other counties, please visit: <http://www.spcregion.org/for-commuters/low-kid-mileage-for-transit-operations-map/>

This notice satisfies the program of projects requirements of the Urbanized Area Formula Program of the Federal Transit Administration for Sewer County Transit Authority, Butler Transit Authority, Fayette Area Coordinated Transit, Mt. Lebanon Valley Transit Authority, Port Authority of Allegheny County, Washington County Transportation Authority/Friedman Transit, Westmoreland County Transit Authority, Southwestern Pennsylvania Commission, and ComenatInfo, a program of the Southwestern Pennsylvania Commission.

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Let it flow: PennDOT's \$45M plan aims to improve Parkway East traffic

By Ed Blazina
 Pittsburgh Post-Gazette

Because of the narrow corridor and established communities the Parkway East flows through, it is difficult for the state Department of Transportation to widen the highway or improve the interchanges to make it less congested.

So PennDOT is taking the next best step: managing traffic so it flows better and improves safety for drivers.

The agency is developing a \$45 million active traffic management system designed to make it easier to travel the 14 miles between Grant Street in Downtown Pittsburgh and Monroeville. The system will include more message boards and warning signs about lane closures; gates to close entrance ramps so vehicles don't get trapped behind accidents; and variable speed limits to reduce rear-end collisions when free-flowing traffic approaches congestion.

The project is among dozens of new items recommended for funding under the Southwestern Pennsylvania Commission's draft Transportation Improvement Plan that is under review. The plan, SEE **TRAFFIC**, PAGE A-2

which the commission will vote on June 26, is updated every two years and calls for \$1 million for preliminary engineering next year and construction to begin the following year.

Todd Kravitz, PennDOT's traffic engineer for Allegheny, Lawrence and Beaver counties, said the overall goal is to "harmonize" the driving experience on the highway by keeping traffic moving, even if it is at a slightly lower pace at times. Roadside electronic signs that reduce the speed

limit by 5 to 10 miles an hour as traffic begins to get heavy have proven in other areas to reduce congestion, keep traffic flowing and avoid rear-end collisions.

"We have a big speed differential — people traveling the speed limit and people going only 25 or 30 miles an hour because of congestion," Mr. Kravitz said. "That's a recipe for crashes."

Then when congestion or a crash brings traffic to a standstill, motorists who don't know what lies ahead still try to get onto the highway. That's why new signs will be installed approaching ramps to outline road conditions, and gates will be available to close the ramp entrances so no more vehicles can get on the highway.

Other aspects of the system will include overhead markers such as a red X to indicate a lane ahead is closed and a warning system to alert drivers and police when a vehicle drives the wrong way on a ramp to get onto the highway.

"We're really trying to improve the operation and improve the safety of the parkway," Mr. Kravitz said. "When we have people moving about the same speed, that will have it move smoother."

The entire system would be controlled from PennDOT's traffic management center, which has cameras that show road conditions almost instantly to allow for quick changes. Whatever speed the center sets becomes the legal speed limit

and motorists can be cited if they are caught driving above that limit.

Mr. Kravitz said the agency believes the variable speeds will cause drivers to slow down because of the department's success with slowing traffic in work zones with electronic enforcement. The parkway won't have electronic enforcement, Mr. Kravitz said, but motorists have gotten used to following directions to reduce their speed through the work zone program.

The Parkway East program is an outgrowth of a 2018 study by PennDOT to find solutions to highway congestion. District Executive Cheryl Moon-Sirianni said for the Parkway West the department is planning to remake the interchanges at Carnegie, Green Tree and Banksville to improve traffic flow, but that isn't possible on the Parkway East.

"We were stuck with very antiquated interchanges on the Parkway East," she said. "You just can't build out there like you can along the Parkway West because there isn't any room. This is our best opportunity to make improvements on the Parkway East."

Traffic on the Parkway East has returned to about 90% of pre-pandemic levels, Mr. Kravitz said, which means about 45,000 vehicles a day use it each morning and again in the evening.

Ed Blazina:
 eblazina@post-gazette.com,
 412-263-1470 or Twitter
 @EdBlazina.





Alexandra Wimley/Post-Gazette

Vehicles travel on the Parkway East and Parkway West Monday in Squirrel Hill. PennDOT is designing a \$45 million system to help reduce congestion and improve safety on the roadway.



Alexandra Wimley/Post-Gazette photos

Vehicles travel on the Parkway East on-ramps to the roadway Monday in Squirrel Hill.



Vehicles enter the Squirrel Hill Tunnel on the Parkway East on Monday.

Seeking input

Public comment period open for transportation improvement program

The Southwestern Pennsylvania Commission (SPC) is seeking input on a regional transportation improvement plan, and has public meetings planned for May and June.

By going to www.spcregion.org, residents will be able to review a draft 2023-26 transportation improvement plan, which identifies priority roadway, transit and multi-modal transportation improvements that are planned for the next four years. There are also documents about environmental justice, air quality, updated revenue projections and more.

Virtual public

meetings are planned for May 26 starting at 6 p.m. for residents of the state Department of Transportation District 11, which includes Allegheny, Beaver and Lawrence counties and the city of Pittsburgh, and June 1 at 6 p.m. for PennDOT District 12, which includes Fayette, Greene, Washington and Westmoreland counties. Access to those meetings can be found at www.spcregion.org.

Also, an in-person public meeting is planned for May 31 at 2 p.m. at the Fayette Chamber of Commerce office in Uniontown.

Comments on the draft documents must be received by 4 p.m. June 7. The commission will consider approval of the draft documents at its meeting June 27 at 4:30 p.m. It will be at Two Chatham Center. For individuals without access to the internet, paper copies of draft materials can be mailed upon request by calling 412-391-5590, ext. 334.



Federal funding for bridges expected to increase

By Ed Blazina
Pittsburgh Post-Gazette

The benefits of the federal infrastructure program will begin showing up on the region's roads, bridges and transit systems over the next two years, according to a draft of regional spending developed by the Southwestern Pennsylvania Commission.

Funding for roads and bridges is expected to increase about \$300 million, to \$1.5 billion, during the next two years — including \$100 million earmarked specifically for bridges.

That will allow the region to fund 31 bridge projects immediately and step up efforts to reduce the number of bridges with poor ratings in the 10-county region, including several in Pittsburgh, said Domenic D'Andrea, the agency's director of transportation planning.

The spotlight has been on bridges since the Jan. 28 collapse of Pittsburgh's Fern SEE **BRIDGES**, PAGE A-2

Hollow Bridge, which carried Forbes Avenue between Squirrel Hill and Point Breeze. That bridge — and many others in the city and region — had been rated in poor condition for more than 10 years but wasn't slated to be replaced for several more years.

The Transportation Improvement Program, or TIP, is part of a process in which all road, bridge and transit projects that receive federal funds must be approved by regional planning groups. It's a revolving four-year program that is formally updated every two years and

also can be adjusted during monthly commission meetings.

While appreciative of the additional funding, Mr. D'Andrea noted that it only returns the region to what funding levels were in 2019.

He said regional planners scrambled to identify 31 structures to be funded through the new federal bridge program, which will provide \$200 million to the region over four years. The funding is earmarked for bridges not on the federal highway system.

Projects on the list include 14 continuing or beginning construction projects, such as the Clemente Bridge rehabilitation in Pittsburgh, and 17 that can begin design work, including Corley Street, Maple Avenue, Heron Avenue, Elizabeth Street and Calera Street in Pittsburgh.

One bridge that isn't on the list for replacement or improvements is the Versailles Avenue Bridge in McKeesport, which that city closed in February because of its deteriorating condition. Mr. D'Andrea said the commission is working with the city to finalize costs for replacing the bridge and expects to add it to the program in future months.

"What we're seeing is a pretty good increase in our bridge funding," he said. "This money allows us to address some of our poor bridges in a more timely fashion."

Overall, he said, the agency is trying to improve its relationship with smaller communities, which have complained that they have felt left out of the process while the Pennsylvania Department of Transportation, counties and larger communities get funding. The commission recently hosted a forum for municipalities in PennDOT's District 11 — Allegheny, Beaver and Lawrence counties — and may hold similar sessions for other PennDOT districts.

"We're improving upon that," Mr. D'Andrea said. "We're hoping to have more meetings like that."

The regular portion of the transportation plan includes more than 400 projects throughout the SPC region, which includes Armstrong, Allegheny, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland counties.

Projects on the list for the first time include designing upgrades to the McKees Rocks, West End and Tarentum bridges. Also new to the list: a project to widen Bates Street in Oakland from two lanes to four between Second Avenue and the Boulevard of the Allies. Allegheny County Executive Rich Fitzgerald, the former SPC chairman, has identified that area as a key to providing access to the hundreds of acres of land designed for development at Hazelwood Green, site of the former Jones & Laughlin steel plant.

Continuing projects moving toward construction include paving Business Route 22 in Wilkins and Monroeville beginning in 2023; upgrading the McKeesport-Duquesne and New Kensington bridges in 2023; widening Campbells Run Road in Robinson and Collier beginning in 2024; widening the on- and off-ramps at the Interstate 79 interchange with Route 910 in Marshall in 2025; rebuilding the Parkway West from Parkway Center to the Fort Pitt Tunnel in 2025; and improving the intersection of Routes 30 and 48 in North Versailles in 2025.

Six other Pittsburgh bridges also are in the pipeline: reconstruction of the Swinburne Bridge beginning in 2024; 28th Street, South Negley and Larimer Avenue bridges in 2025; and design work for the Charles Anderson and Swindell bridges.

In transit, the TIP calls for spending \$2.15 billion, not in-



cluding stimulus money, because the agency hasn't received formal notice about that yet. Most of that is operating subsidies, but it also includes \$98.5 million for Port Authority to buy 184 buses and \$48.5 million to begin designing replacements for about 80 light rail vehicles, which could cost more than \$400 million and take five to seven years.

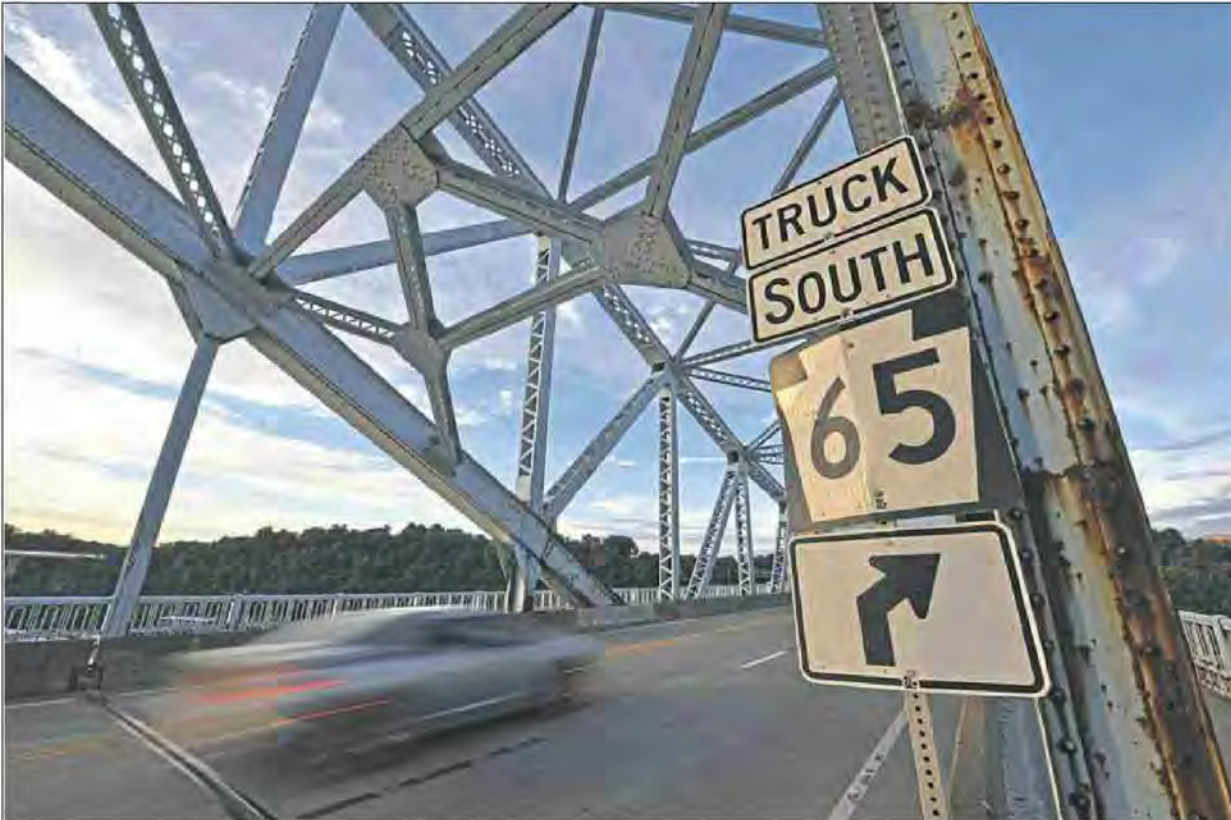
The commission will hold virtual public meetings for comments on the draft plan for Allegheny, Beaver and Lawrence counties at 6 p.m. Thursday and for Fayette, Greene, Washington and Westmoreland counties at 6 p.m. June 1. The link to attend is available on the SPC website.

An in-person meeting will be held for Fayette County at

2 p.m. May 31 at the Fayette Chamber of Commerce, 65 W. Main St., Uniontown.

The commission is scheduled to vote on the TIP at its June 27 meeting.

Ed Blazina:
eblazina@post-gazette.com,
412-263-1470 or on Twitter
[@EdBlazina](https://twitter.com/EdBlazina).



Andrew Stein/Post-Gazette

A car drives on the McKees Rocks Bridge on June 19, 2018 over the Ohio River in McKees Rocks. The bridge was completed in 1931 and is the longest bridge in Allegheny County. It is among the bridges in the area due for an upgrade.

Inflation eating into range of roadwork, officials say

By Ed Blazina
Pittsburgh Post-Gazette

Six months ago, state officials couldn't have been happier as the U.S. Department of Transportation regularly announced billions of additional dollars that would be available for road and bridge projects.

Now, with rampant inflation and problems getting basic materials like concrete and asphalt, especially for overnight work, Pennsylvania Department of Transportation officials say they are concerned that the federal windfall may not have nearly the benefit they expected.

Cheryl Moon-Sirianni, PennDOT's district executive for Allegheny, Beaver and Lawrence counties, said last week that low bids for contracts have been coming in 10% to 20% higher than the department anticipated. Among the problems are the cost and availability of construction materials, rising fuel costs, and the availability of workers, especially for the overnight work the department prefers to reduce the impact of road projects on traffic.

"It's very disappointing," Ms. Moon-Sirianni said. "We were very excited when this money became available because it would allow us to do a lot of work that we

SEE **INFLATION**, PAGE A-2

know needs to be done.

"It's extremely frustrating. If you're letting \$300 million in projects out for bids and they come in 10% higher than expected, that's \$30 million of projects you can't do."

Ms. Moon-Sirianni said late last year that the district added several hundred million dollars of major construction projects to the Southwestern Pennsylvania Commission's recently released draft Transportation Improvement Plan for the next four years. Those include upgrading the West End and McKees Rocks

bridges and paving Business Route 22 from Wilkins through Monroeville.

"We put those on there, but now I don't know what's going to happen," she said. "If the bids continue to come in at that level, we won't be able to get to them all."

The higher costs aren't just limited to the Pittsburgh area.

"We're seeing higher costs, supply chain issues, and our contractors are also having problems getting laborers and especially night work laborers," said Christina Gibbs, spokeswoman for PennDOT's District 10, which covers Butler, Armstrong, Clarion, Indiana and Jefferson counties.

"We're working through the challenges as best as we can to keep projects moving forward at this time. I don't currently have an exact percentage of bid increases, but we are definitely seeing an increase in costs."

Christine Spangler, director of project delivery at PennDOT's central office in Harrisburg, said bids across the state are averaging about 4.7% higher than expected, but that's after the department made adjustments for inflation at the beginning of the year. So the overall impact is actually even higher.

"It is a concern," she said.

The wee small hours

Ms. Moon-Sirianni said job-site issues with lack of materials haven't delayed projects yet, but contractors have had to become more nimble and switch to other aspects of a job when they can't get paving material or other products when they want them. Some companies are struggling to find crews willing to work overnight, and nighttime deliveries of

concrete and asphalt can be difficult.

"That's something we're struggling with," she said. "The workforce is struggling right now. If people can work during the day, they're going to work in the daytime."

Joe Robinson, PennDOT's acting director of construction and materials, said hiring, working at night and delivery of paving material are all also statewide problems.

For concrete producers, roadwork is such a small part of their overall market that when business is booming it doesn't make economic sense for them to operate their plants overnight to fill a few jobs, he said.

"The producer is saying, 'I'm going to cater to the customer who is keeping me busy all of the time,'" he said. "That's been something we've had to deal with in years past."

Robert Latham, executive vice president of Associated Pennsylvania Contractors, agreed.

"A lot of the concrete work available overnight is limited," Mr. Latham said. "The supply companies aren't going to keep a plant open and staffed for just a couple of jobs."

Tom Bryan, manager of concrete supplier Frank Bryan Inc.'s plant on the South Side, said managing nighttime work also is difficult because of limited employees and restrictions on the hours they can drive. If they aren't on a regular overnight shift, workers have to be off during the day on the days before and after they work at night.

Mr. Bryan said his company might produce 500 to 1,000 yards of concrete for a half-dozen or more jobs during the day but would only have one or two jobs overnight.

"There's not many jobs at night," he said.

Contractor Joseph B. Fay Co. said the construction in-



dustry is facing a “tough challenge” to fill positions. It doesn’t hire workers specifically for overnight shifts, but that can be part of the work, Alan Gemmell, vice president for resources and development for parent company S&B USA Construction, said in a statement.

“Recruitment has taken on a new focus and more resources than in the past,” he said. “Agility is key. To attract workers, we need to find out what is important to them and what we can do to allow them to do what is important to their lifestyles, while making sure that they are fully engaged on the job when we need them to be.”

‘I don’t see an end in sight’

Procedural changes at PennDOT could help reduce the impact of inflation on roadwork, Mr. Latham said. The industry has asked PennDOT to allow low bidders to order materials earlier rather than waiting at least 30 days for the authorization to proceed.

“That way, they can go ahead and lock in prices as soon as possible because they can go up a lot on a weekly basis,” he said.

Chuck Niederriter, chief operating officer at Golden Triangle Construction, said that flexibility is important.

“A lot of this [waiting] is unnecessary. More has to be done to accommodate this work,” he said. “They have to give us a little more time to set things up. That would help both of us.”

Ms. Spangler, the PennDOT project delivery

director, said the state will review those requests on a contract-by-contract basis.

Inflation has hit the asphalt industry particularly hard, said Vince Tutino, president of The Lindy Group. That’s because the industry relies on petroleum to produce and deliver its product.

Overall, the cost for a ton of liquid asphalt has increased from about \$450 last year to \$738 this year.

“Everything related to our construction industry is going up,” he said. “Right now, I don’t see an end in sight.”

There also is a severe shortage of truck drivers to deliver asphalt, partially because of the explosion of the home package delivery business and Amazon, Mr. Tutino said. His company regularly has about 20% of its trucks sitting idle for lack of drivers.

That makes it difficult to meet nighttime deliveries.

“PennDOT is aware of the problem,” Mr. Tutino said. “The goal is to reduce night work. We will still bid for it. It’s just going to be more expensive and harder to do.”

He estimated that inflation would use up about 20% of the infrastructure stimulus funds.

Mr. Niederriter, of Golden Triangle, had an even more dire prediction: “I think almost all of it will be eaten up by inflation,” he said.

Ed Blazina:
eblazina@post-gazette.com,
412-263-1470; Twitter
@EdBlazina.

“We’re working through the challenges as best as we can to keep projects moving forward at this time. I don’t currently have an exact percentage of bid increases, but we are definitely seeing an increase in costs.”

Christina Gibbs, PennDOT District 10 spokeswoman



Andrew Rush/Post-Gazette

Construction crews work on a wall supporting the Parkway East as vehicles stream past Jan. 12, 2021, in North Oakland.

FUNDING JUMP

REGIONAL TRANSIT PLAN GIVES \$1.5B FOR BRIDGE REPAIRS, OTHER INFRASTRUCTURE

BY RYAN DETO

Roads and bridges in Southwestern Pennsylvania will see a \$300 million boost in funding because of the infrastructure law enacted in 2021.

The extra money is included in a regional plan for \$1.5 billion in transportation projects that is set to be approved June 27 by the Southwestern Pennsylvania Commission.

The commission's Transportation Improvement Program (TIP) covers 2023 through 2026 and includes increases in funding for bridges, highway safety improvements and bike-and-pedestrian infrastructure compared with the previous program.

The SPC is responsible for allocating state and federal funds to local transportation infrastructure projects across 10 Southwestern Pennsylvania counties that surround Pittsburgh.

Among the \$300 million increase in funding for roads and bridges under the commission's jurisdiction, \$100 million is earmarked for bridges.

At a June 1 public meeting, SPC staff explained that the increase in funding for Pittsburgh-area transportation infrastructure is thanks to the \$1.2 trillion infrastructure law passed by Congress in 2021.

"With passage of the bipartisan law, the highway and bridge funding is back up to higher levels," said SPC director of transportation planning Domenic D'Andrea.

Roads and bridges are the biggest winners, but bike-and-pedestrian improvements, while still comparatively small, also saw a big jump and increased five-fold from the last TIP.

Funds for public transit also saw a modest jump. D'Andrea said this includes money for capital improvements, but most is for operations. The majority of public transit funds are funneled to Port Authority of Allegheny County — rebranded Pittsburgh Regional Transit last week — the region's largest public transit agency.

Allegheny Valley

Big bridge repairs are coming to the Alle-Kiski Valley, thanks to allocations made in the commis-

sion's TIP. The New Kensington Bridge and Tarentum Bridge will see restoration work. SPC officials said there are more than 130 projects on the TIP in Allegheny County alone, combining for about \$96 million in funding.

"In Allegheny County, the story really is major bridge investment," said Ryan Gordon, SPC manager of the Transportation Program Development.

Tarentum Council President Scott Dadowski said any investments the TIP brings to the region would be a boon to Tarentum residents and the borough itself. The TIP is allocating \$12.7 million to restore the Tarentum Bridge.

"The Tarentum Bridge is obviously a major roadway that leads motorists through and into our town," Dadowski said. "Any improvements to the bridge in terms of safety measures, traffic flow and overall condition would be met with open arms."

The Tarentum Bridge is rated in fair condition by PennDOT, but Dadowski said events like the Jan. 28 collapse of the Fern Hollow Bridge in Pittsburgh show how important it is to be proactive about bridge repair.

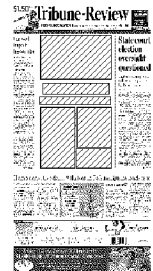
Some other funds allocated to the Alle-Kiski Valley include \$17 million for preservation of the New Kensington Bridge, \$1 million for preservation of the Freeport Bridge Truss and \$2.6 million to upgrade nearly a dozen railroad crossings in New Kensington.

Angela Saunders of PennDOT District 12 said many upgrades to railroad crossings in one area is rare.

"This was a very big get for this area," Saunders said.

City of Pittsburgh

The City of Pittsburgh also



FUNDING · A7

is set to get a large amount of funding to repair bridges. Nearly \$40 million is allocated to bridges, including repairs for the West End Bridge, the Swinburne Bridge and the Charles Anderson Bridge in Schenley Park, which has drawn the concern of residents with visible deterioration to its undercarriage.

Pittsburgh also is the beneficiary of nearly \$41 million in funds for public transit, bike and pedestrian infrastructure, including funding to fix gaps in the city's sidewalks and bus purchases for Pittsburgh Regional Transit.

For the region overall, the 2023-26 TIP dedicates about \$18 million to the Transportation Alternatives Set-Aside Program, which expands bicycle and pedestrian infrastructure. This is more than a 500% increase in funding compared to the previous TIP.

Scott Bricker is the director of bike/ped advocacy group Bike Pittsburgh and a board member of the SPC, representing Pittsburgh. He supports the funding for city bridges and is excited about the increase in bike/ped funding, but he is tempering that with the reality of how much lower the bike/ped funds are compared to funding for highways and roads.

"Of course, I want to celebrate the increased bike and pedestrian funding in the region," Bricker said. "But it's hard to get too excited about that level of bike/ped funding when you see a single interchange widening project is \$42.5 million."

Interstate 70 alone is set to receive more than \$200 million in investment from the TIP.

Westmoreland County

Route 30 is set to get \$36 million for improvements to the highway's western section, stretches in Hempfield near corridor 95, and adaptive signal upgrades.

Westmoreland County Commissioner Gina Cerilli Thrasher, a Democrat who also serves on the SPC board, said Route 30 improve-

ments will address safety and congestion issues on the roadway.

The TIP also invests nearly \$40 million for the Laurel Valley Transportation Improvement Project. Cerilli Thrasher said this project will improve access to Arnold Palmer Regional Airport and support the manufacturing base in and around Latrobe.

Westmoreland County is set to receive \$50 million for bridge repairs, including the West Newton Bridge and the Salina Bridge. According to PennDOT, 78 of 733 state bridges that are more than 20 feet long in Westmoreland County are in poor condition.

Cerilli Thrasher said these funds are necessary for Westmoreland County.

"Continued investment in our infrastructure is crucial to ensure our roads, bridges and trail systems remain an asset county-wide," Cerilli Thrasher said. "These investments illustrate we are getting priorities done."

Ryan Deto is a Tribune-Review staff writer. You can contact Ryan by email at rdeto@triblive.com or via Twitter @ryandeto.



STEVEN ADAMS | TRIBUNE-REVIEW

Work is underway to replace the Fern Hollow Bridge through Pittsburgh's Frick Park.



STEVEN ADAMS | TRIBUNE-REVIEW

While work to replace the Fern Hollow Bridge through Pittsburgh's Frick Park remains in the spotlight after the bridge's collapse, other spans in the city that have drawn concern include the West End Bridge, the Swinburne Bridge and the Charles Anderson Bridge in Schenley Park.



LOUIS B. RUEDIGER | TRIBUNE-REVIEW

The Tarentum Bridge spans the Allegheny River from Tarentum to New Kensington.

Transportation infrastructure improvement plan presented Region slated to receive billions

By Nick Pasion
 Pittsburgh Post-Gazette

Southwestern Pennsylvania's transportation infrastructure is slated to receive a slew of expansions, updates and remodels after officials approved a regional transportation improvement plan at a meeting Monday.

The Southwestern Pennsylvania Commission approved about \$6 billion in funding over a four-year period as part of the 10-county region's plan to improve its transportation infrastructure, according to a 2023-26 Transportation Improvement Program investment summary.

The program's summary includes \$740 million for bridge maintenance, \$2.2 billion for roads, \$186 million for buses and passenger vehicles and \$420 million for operations and safety projects.

"The consideration of the TIP would be looking at how are we an advancing and resilient community," Leslie Osche, the body's

SEE **BILLIONS**, PAGE B-3
 commissioner, said in an interview Monday.

She added that the four-year TIP plan is part of a 25-year vision to improve southwestern Pennsylvania's transportation infrastructure to make it more resilient, connected and competitive.

The TIP, which was unanimously approved by the body Monday, is set to provide funding to rehabilitate or reconstruct 266 bridges and 466 miles of roadway in the region, the commission's summary report states.

The Southwestern Pennsylvania Commission region represents Armstrong, Allegheny, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington and

Westmoreland counties.

The report states that the funding will also focus on serving low-income and minority communities that new transportation construction like highways have historically fractured.

Ms. Osche said the improvements will give people fairer access to transportation.

The SCP has scheduled about \$740 million for bridge maintenance across the region. The planned improvements include the Karns Crossing Bridge in Butler County, the McKeesport-Duquesne Bridge in Allegheny County and the Graff Bridge in Armstrong County.

"Well, a particular statewide focus for a number of years has been the bridge improvement programs," Ms. Osche said. "This is part of bridge updates because of the poor condition of the nation's bridges, which has been an ongoing investment."

Updates to the region's bridges come after the Jan. 28 collapse of the Fern Hollow Bridge, which connected Squirrel Hill and Point Breeze through Forbes Avenue. The Fern Hollow Bridge is just one of several bridges that had been rated in poor condition but were not expected to be updated for years to come.

The summary report states that funding for roads and bridges will increase by about \$300 million this year, pushing the region to an amount in the same range as 2019's total funding after highway and bridge funding fell in 2021.

But Ms. Osche added that even with the increase in

funding, record-high inflation levels, which hit 8.6% over the past year, serve as the caveat for scheduled transportation infrastructure improvements.

She explained that grant funding could help put the agency ahead in building new capacity for transportation infrastructure. Still, the commission's improvement funds will largely be focused on infrastructure maintenance, she said.

"A lot of this is just catching up," Ms. Osche said. "We are addressing issues that have been there anyway and left behind."

In Allegheny County, transportation infrastructure will see "five or six dozen" transportation improvement projects over the next four years, Allegheny County Executive Rich Fitzgerald said.

He explained that when finalizing the TIP funding, officials collaborate with engineers, county and city officials, the general public and the Pennsylvania Department of Transportation while deciding which programs to prioritize and fund.

"So we look at all these together and then try to prioritize what needs to be done," Mr. Fitzgerald said. "Some of them might be which one is the most traveled, but some of them also might be which one is in real need."

Before the commission ratified the program Monday, it also approved a resolution to ensure it complies with the Clean Air Act to ensure not to increase carbon emissions while developing new infrastructure.

The commission also approved meetings for the 2022-23 fiscal year and moved



scheduled meetings to every other month. The next Southwestern Pennsylvania Commission meeting will be Aug. 22 at 4 p.m.

Nick Pasion: npasion@post-gazette.com or on Twitter @nicholaspasion.

SPC allocates \$6B for transportation projects

Program aims to improve bridges, curb ramps, more

Nicholas Vercilla

Beaver County Times | USA TODAY NETWORK

PITTSBURGH – The Southwestern Pennsylvania Commission (SPC) board of directors recently approved around \$6 billion in funding, as part of its 2023-2026 Transportation Improvement Program (TIP).

This federal and state funding will be used to help with different transportation projects in the 10-county region, including bridge maintenance and repair, and for roads, bus and passenger vehicles, and other safety projects.

The goal of the TIP is to identify the region's highest priority transportation projects, programmed for advancement, over the next four years.

The SPC consists of the counties of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland, and the City of Pittsburgh.

It also consists of PennDOT, the office of the governor, the Pennsylvania Department of Community and Economic Development (DCED), the Port Authority of Allegheny County, the Transit Operators Committee, the Federal Highway Administration, the Federal Transit Administration, the U.S. Environmental Protection Agency, the Federal Aviation Administration, and the U.S. Economic Development Administration.

The full report can be viewed on the SPC website, spcregion.org.

See **PROJECTS**, Page 8A Different kinds of funding and projects

The 2023-2026 TIP was developed in accordance with the 2015 Fixing America's Surface Transportation (FAST) ACT, and the 2021 Infrastructure Investment and Jobs Act, the latter of which authorized \$567.5 billion in spending over a five-year period.

Among the different kinds of projects

approved, 41 projects, worth \$199.5 million, will be made to make the region's roadway system safer, such as improvements to Americans with Disabilities Act (ADA) curb ramps, at-grade railway crossing upgrades and intersections.

Specific examples include the Freedom-Crider Road and Lovi Road intersection in Beaver County, Bates Street in Pittsburgh, and the Route 30 corridor in Allegheny and Westmoreland counties.

A total of 57.1 million (\$14.2 million per year) will go to Highway Safety Improvement Program (HSIP) funding.

Specific examples include Route 2040/Seco Drive to Brownsville Road in Allegheny County, Route 65 (East Washington Street) in Lawrence County and Liberty Avenue improvements in Pittsburgh.

A total of \$659 million will be used to reduce the number of poor bridges and the square footage of poor bridge deck areas.

Specific examples of major bridge rehabilitation include the Highland Park Bridge in Pittsburgh, the McKeesport-Duquesne Bridge in Allegheny County, the Rochester-Monaca Bridge in Beaver County and the East Washington Street Bridge in Lawrence County.

Some local bridges will be fixed, including the Fern Hollow Bridge in Pittsburgh, the Swinburne Bridge in Pittsburgh, the Patton Street Bridge in Allegheny County, the Loughheads Bridge CB No. 9 in Beaver County and the Wallace Road Bridge in Lawrence County.

Work will be done to rebuild and rehabilitate approximately 446 miles of highway, including Campbells Run Road reconstruction and Smithfield Street in Pittsburgh, Route 65 highway restoration in Beaver County, East Washington Street (SR 65) restoration in Lawrence County and Route 66 pavement preservation in Allegheny and Westmoreland counties.

Over \$476 million, in state and federal public transit funding, will be used to maintain the public transportation system, including \$290.5 million for fixed



guideway capital maintenance and rail vehicles, \$181 million in capital bus facilities and equipment, \$279,000 in bus signal and communication equipment and \$4.6 million in bus stop and terminal maintenance.

Different projects will be done to alleviate congestion and improve reliability on roads, which include Interstate 79/Route 910 improvements in Allegheny County, and traffic signal upgrades on Frankstown Avenue in Pittsburgh.

A total of 109 projects, worth nearly \$644 million, will be used to enhance communities, promote economic vitality and facilitate freight movement in the region.

Some examples of those projects include improvements to the Interstate 376 corridor and interchange in Allegheny and Lawrence counties, upgrades to the Wilkinsburg Transit Center in Allegheny County, improvements to the Monaca Gateway Corridor in Beaver County, reconstruction projects to Penn Avenue and Smithfield Street in Pittsburgh and sidewalk extensions in Union Township in Lawrence County.

A total of \$18.2 million will be dedicated to the Transportation Alternatives Set-Aside (TA) program, to expand sidewalks, bicycle lanes and shared-use paths.

Examples of these projects include \$280,000 towards the purchase of eight bus stop extension pads to expand rider waiting areas for the Port Authority of Allegheny County; \$1 million for bike lanes and pedestrian improvements along Pearce Mill Road in Allegheny County; \$1 million to install sidewalks in Union Township, Lawrence County; \$358,527 for sidewalks, curb ramps, ADA strips, high-visibility crosswalks and pedestrian countdown signals in Shaler Township, Allegheny County; \$1 million in green infrastructure, pedestrian safety and passage, green enhancement for the Southside Flats neighborhood of Pittsburgh; \$284,440 for the Three Rivers Heritage Trail in Brackenridge Borough in Allegheny County; and \$775,750 for Summit Park Drive in North Fayette Township in Allegheny County.

A total of 12 projects were added as

part of the Congestion Management and Air Quality (CMAQ) program to improve the air quality of the region.

Some examples of these projects were \$1.2 million TMA TDM programming and outreach, \$5.416 million for the PAAC Wilkinsburg Transit Center, \$6 million for the PPC –Marine & Landslide Equipment Re-Power program, \$2,319,296 for Route 50 signal upgrades, \$3,322,679 for the Frankstown Avenue signal improvement project, \$611,568 in Route 8 signal upgrades, \$1,406,129 in Route 286 signal upgrades and \$2.5 million for the PAAC Transit Access improvement program, all in Allegheny County.

A total of \$4,927,700 was allocated to the SPC to help private, not-public, transportation firms with capital costs, automated passenger counters, computer hardware, marketing services and software procurement.

A total of \$1,059,744 was given for the Statewide Transportation Infrastructure Investment Fund Program, with \$1 million towards Bates Street Improvement in Allegheny County, \$6,575,000 for phase one of the Aliquippa East End Gateway in Beaver County and \$2 million for the Monaca Gateway in Beaver County.

A total of \$216,853,599 was allocated for capital maintenance program projects for the Pennsylvania Turnpike Commission (PTC), including projects on the Interstate 76 Turnpike Mainline within the SPC region.

Allegheny County allocation and projects

A total of 139 projects were given for highway program projects in Allegheny County.

The Airport Corridor Transportation Association was given \$3,073,260 for operating assistance, while the Heritage Health Foundation Transit was given \$4,082,040 in operating assistance.

The Pittsburgh Regional Transit, formally known as the Port Authority of Allegheny County, was given \$65,286,988 in FTA capital assistance, \$42,856,988 in preventative maintenance costs for buses, \$9,497,772 for support vehicles,

\$28 million for a vehicle overhaul program, \$98,560,578 for the purchase of low-floor clean-diesel buses, \$74,392,750 for debt service on capitol bonds, \$1,122,240,436 in operating assistance, \$2 million for a transit security grant, \$91.5 million in fixed-guideway improvements, \$75.7 million in fixed facility improvements, \$47.1 million for fixed guideway infrastructure bridge repairs, \$24.3 million for IT hardware and software, \$72 million for preventative rail maintenance costs, \$26,264,794 for shop equipment, \$50 million for shared-ride services, \$29 million for fixed guideway tunnel improvements, \$7.2 million for the FTA elderly and handicapped program and \$48,519,318 to purchase new light rail vehicles.

A total of 11 projects were given funding, worth \$622,220,813, for the four years, as part of the Interstate Management Program.

Four of those projects were given for I-79: Campbell's Run to Moon Run, Moon Run to Neville Island, Neville Island to Interstate 279, and Alpine Road-Bridgeville.

Seven projects were given for I-376: Boyce Road to I-79, Edgewood to Churchill, Churchill to Monroeville, the Carnegie Interchange, the Greentree Interchange, phase two for the Parkway East Corridor, and the Commercial Street Bridge. Funding was also given to the Frazier Street Bridge.

Two Statewide Highway Safety Improvement Program projects were awarded in the amount of \$5,580,000 — one for Liberty Avenue in Pittsburgh and one for a wrong-way detection system.

A total of \$175,000 was allocated for the Western Regional Traffic Management Center, and \$450,000 was allocated for the I-376 ramp to Route 48.

A total of \$543 million was allocated for a PTC project, the Mon-Fayette Expressway, which will create a new four-lane, limited access, tolled expressway from Route 51 to I-376.

The project will be constructed in three sections, beginning with Route 51 to Route 837, then I-376 to Route 30, and finally from Route 30 to Route 837, including a new bridge over the Mononga-

hela River.

A total of \$21.7 million was allocated to help with congestion relief and safety in Pittsburgh, by making improvements to approximately 126 intersections along eight corridors. This will be done through new traffic signals, the addition of vehicular/pedestrian detection, audible pedestrian signals, countdown pedestrian signals and accessible ramps and upgraded communications.

A total of \$16.05 million has been allocated to help with the project to develop a frontage road along Loop 376 in Moon Township between Moon-Clinnton Road and the Thorn Run Road/I-376 (business loop) Interchange.

In addition, \$4,336,075 was allocated to make roadway and intersection improvements, including pedestrian and bicycle connections, at the intersection of Montour Run Road and Market Place Boulevard in Moon Township.

Members of the SPC from the county are county Chief Executive Rich Fitzgerald, Lynn Heckman, Jennifer Beer, Clifford Levine and Allegheny County Councilman Robert J. Macey.

Beaver County allocation and projects

A total of 28 projects were given for highway program projects in Beaver County.

The Beaver County Transit Authority received \$2.09 million to purchase paratransit buses, \$2.98 million for replacement fixed-route buses, \$612,500 for support equipment, \$325,000 for ADP hardware and software, \$306,000 for facility renovations, \$1.8 million for rural operating assistance, \$2.77 million in midlife vehicle overhaul, \$19,951,648 in state and local operating assistance and \$2.4 million in state senior shared-ride revenue.

As part of the Interstate Management Program, \$3 million was given to ITS installation along I-376 in Beaver County.

Members of the SPC from the county are the three county commissioners — Daniel Camp III, Tony Amadio and Jack Manning — and Beaver Falls City Manager Charles Jones Jr. and private sector

representative Kelly Gray.

Lawrence County allocation and projects

A total of 17 projects were given for highway program projects in Lawrence County.

The Allied Coordinated Transportation Services (ACTS) received \$1.86 million for small transit buses, \$1.68 million for operating assistance and \$40,000 for an operations/safety vehicle.

The New Castle Area Transit Authority (NCATA) was given \$29.83 million in rural operating assistance, \$175,000 for garage equipment, \$100,000 in bus facility maintenance, \$2.95 million for

CNG (alternative fuel) buses, \$3.97 million for a bus storage facility and \$50,000 for support vehicles.

As part of the Interstate Management Program, \$12.68 million was given to I-79 from Butler to Mercer counties, and \$7,625,000 was given to I-376 from Route 224 to the Pennsylvania Turnpike.

Members of the SPC from the county include the three county commissioners — Morgan Boyd, Dan Vogler and Loretta Spielvogel — and Planning Director Amy McKinney and private sector representative Brad Berlin.

Nicholas Vercilla is staff reporter for the Beaver County Times. He can be reached at nvercilla@gannett.com.



The New Castle Area Transit Authority (NCATA) received over \$37 million from the SPC TIP for operational costs and projects. NCATA



TIP will fund multiple projects, including fixing bridges in the region, including the Rochester-Monaca Bridge in Beaver County. HISTORICBRIDGES.ORG

Part 5

Document Revisions as a Result of Public Comment

Changes to the Draft 2021-2024 Transportation Improvement Program in Response to Public Comments

In accordance with SPC's Public Participation Plan, the public is offered the opportunity to review the Draft 2023-2026 Transportation Improvement Program, and to provide comments during a public comment period. This public input opportunity was widely advertised, and a series of virtual public meetings were held to provide opportunities for public comment.

SUMMARY OF CHANGES TO 2023-2026 TIP

- Subsequent to the release of the Draft TIP, Port Authority of Allegheny County changed its name to Pittsburgh Regional Transit. Within the summary report text and text of the Appendices, the following was inserted "Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit" where applicable. Within the detailed programming tables the abbreviation PAAC was retained to maintain consistency with current PennDOT databases.
- Appendix 4: Transit local funds were added to the financial table and technical edits were done on the state transit funding. Local funding was reorganized to better match the fiscal constraint checklist.
- Appendix 6: Greene County Project list
 - As a result of an agency comment the air quality conformity status on project 96659 was clarified.
- Appendix 9: Technical edits were made to the Interstate list. The full final PennDOT Interstate TIP report was appended to Appendix 9.
- Appendix 11: Summary of Changes was added.
- Appendix 12: Public Participation Report was added.

Environmental Justice Benefits and Burdens Assessment of Draft 2023-2026 TIP

No changes; no public comments were received on this document.

Air Quality Conformity Determination for the Draft 2023-2026 TIP

No changes; no public comments were received on this document.

Amendment to the region's transportation plan to reflect project phasing and cost information included in Draft 2023-2026 TIP

No changes; no public comments were received on this document.