

Exhibit 5.1 Transit and Roadway Projects	
Project Name	Description
Martin Luther King Busway	Extend Busway from Wilkinsburg to Rankin
1st Avenue LRT Station	Construct new LRT station at 1st Ave. in Pittsburgh
North Shore Connector	Extension of the existing LRT system to the North Shore and the Carnegie Science Center
I-376 Resurfacing	Resurfacing - Grant St. to Greensburg Pike
Route 28 Connector over Allegheny River	Springdale & New Kensington - new 4 lane bridge
Blvd of Allies Bridge	Bridge Rehabilitation over Forbes Ave.
Homestead High Level Bridge	Bridge Rehabilitation
SR 22 Reconstruction	Widen to 4 lanes w/ median barrier - Murrysville to Export
Route 30 - N. Huntingdon Twp	Signal Improvements; Lane addition - Irwin Bridge to Circleville
Route 30 Leger Rd – Malts Mill	Add Lane; Signal Improvement from 4019 to Malts Lane
Route 30 Allegheny County line to Leger Rd	Add Lane; Signal Improvement from Co line to 4019
Tarentum Bridge Rd - New Kensington	Widen from 2 to 5 lanes; signal improvements from 56 to Tarentum Bridge
Route 30 Park-N-Ride	Establish Park-N-Ride along Rt. 30 in Jeannette/Hempfield Twp
Fourth Street Bridge	Bridge Replacement over Brush Creek - Jeannette

The Transportation Improvement Program (TIP) is updated every two years. The most recent TIP, covering the years 2003-2006, was adopted in late June 2002.

5.3 Previous Studies/Ongoing Initiatives

Key studies that have been completed in the past as well as any new planning/development initiatives by local governments and organizations have been reviewed and summarized below. Information from these efforts will serve to supplement the development of the purpose and needs and subsequent analysis.

5.3.1 Airport Multi-Modal Corridor Project

The PAAC, in cooperation with the SPC, the Pennsylvania Department of Transportation, Allegheny County Department of Economic Development, the City of Pittsburgh and the Allegheny County Airport Authority have undertaken a multi-modal study of the Airport Corridor. The project began in January 2002 and is scheduled for completion in October 2002. The Airport Multi-Modal Corridor (AMMC) Project is a major investment study of Parkway West (I-279) and Routes 22, 30 and 60, between the City of Pittsburgh and the Pittsburgh International Airport. The goal of this study is to find the best transportation option(s) to reduce travel time between the City and the Airport, and to improve transportation connections to employment and development opportunities in the Airport Corridor and throughout the region.

5.3.2 Strategic Regional Transit Visioning Study (20/20 Vision)

SPC, PAAC, and the region's eight other transit operators have undertaken a Strategic Regional Transit Visioning Study. The study began in January 2001 and is scheduled for completion in December 2002. The 20/20 Vision study will identify corridors where transit systems may be developed, determine the need for short-term improvements, examine the potential application of technology and consider sound implementation strategies throughout the nine-county southwestern Pennsylvania region. The study's overall goal is to develop a regional framework for public transportation investments, and to identify strategies and policies for using transit to help communities achieve their development/growth aspirations.

5.3.3 Pennsylvania High-speed Maglev Project

The PAAC is conducting an Environmental Impact Statement (EIS) for the Pennsylvania High-speed Maglev Project in cooperation with the Pennsylvania Department of Transportation and the Federal Railroad Administration. The project is a 52-mile high-speed magnetic levitation transportation system that would travel from the Greensburg area to the Pittsburgh International Airport. The system would have a MAGport™ station located in Greensburg, Monroeville and downtown Pittsburgh within the Eastern Corridor Transit Study area and one additional station at the Airport. The project is one of the two remaining competitors, along with Baltimore-Washington, D.C., for implementation of a High-speed Maglev transit system in the United States.

5.3.4 Mon/Fayette Expressway

The Pennsylvania Turnpike Commission, as part of its expansion, is developing the Mon/Fayette Expressway which will stretch about 65 miles south from Pittsburgh through the Monongahela River Valley and western Fayette County to Interstate 68 in West Virginia, just east of Morgantown. Two of the primary goals of the project are to improve access to redevelopment sites in the economically depressed Mon River towns where the steel industry once flourished, and to provide faster and safer travel options for through-traffic, particularly commercial vehicles, that currently use existing north-south arteries such as PA Routes 51, 88, 837, and 857, as well as U.S. Route 40 (the National Road).

5.3.5 Spine Line Corridor Study

The PAAC completed the Spine Line Corridor Study in 1993 to study alternatives to improve transit service from downtown to eastern Pittsburgh. The corridor was approximately eight miles in length and included Squirrel Hill, Oakland, Hill/Midtown, Downtown and portions of the North Side. Three major alternatives were evaluated and include the following:

- Extending the existing bus service between Downtown, Oakland and Squirrel Hill via the Martin Luther King, Jr. East Busway.
- Increasing the frequency of service.

- Building light rail to East End communities and the North Shore via both at-grade and subway alignments.

In 1995, the PAAC and SPC began conducting a full, major investment study (MIS) on the Spine Line Corridor. However, in 1996, this study was cancelled at the direction of the Port Authority Board of Directors.

5.3.6 Initial Phase Alternatives Analysis

The Southwestern Pennsylvania Regional Planning Commission (SPRPC), SPC's predecessor, completed the study in 1982. A three-year study, it analyzed various alternatives within nine specified corridors. Several corridor improvements are contained within the Eastern Corridor Transit Study area and include a busway and rapid transit in the Spine Line Corridor, and a busway along a partial stretch of the Allegheny Valley Railroad extending into Etna.

5.3.7 East Busway Extension

The Environmental Assessment Study for the Phase I Martin Luther King, Jr. East Busway Extension Project completed in 1995 by the PAAC. Three alternatives were studied as part of this report. They included the No-Build condition; Transportation System Management improvements; and, extending the East Busway to the Swissvale/Rankin line.

5.3.8 OTAK Study

The OTAK study is comprised of two related studies: the East Light Rail Transit Community Design Report and the Review of East Busway Light Rail Conversion/Extension Cost Estimates. The East Light Rail Transit Community Design Report includes specifications regarding planning, and transit-oriented design ideas. All information contained in the Design Report was obtained from residents and stakeholders through public meetings.

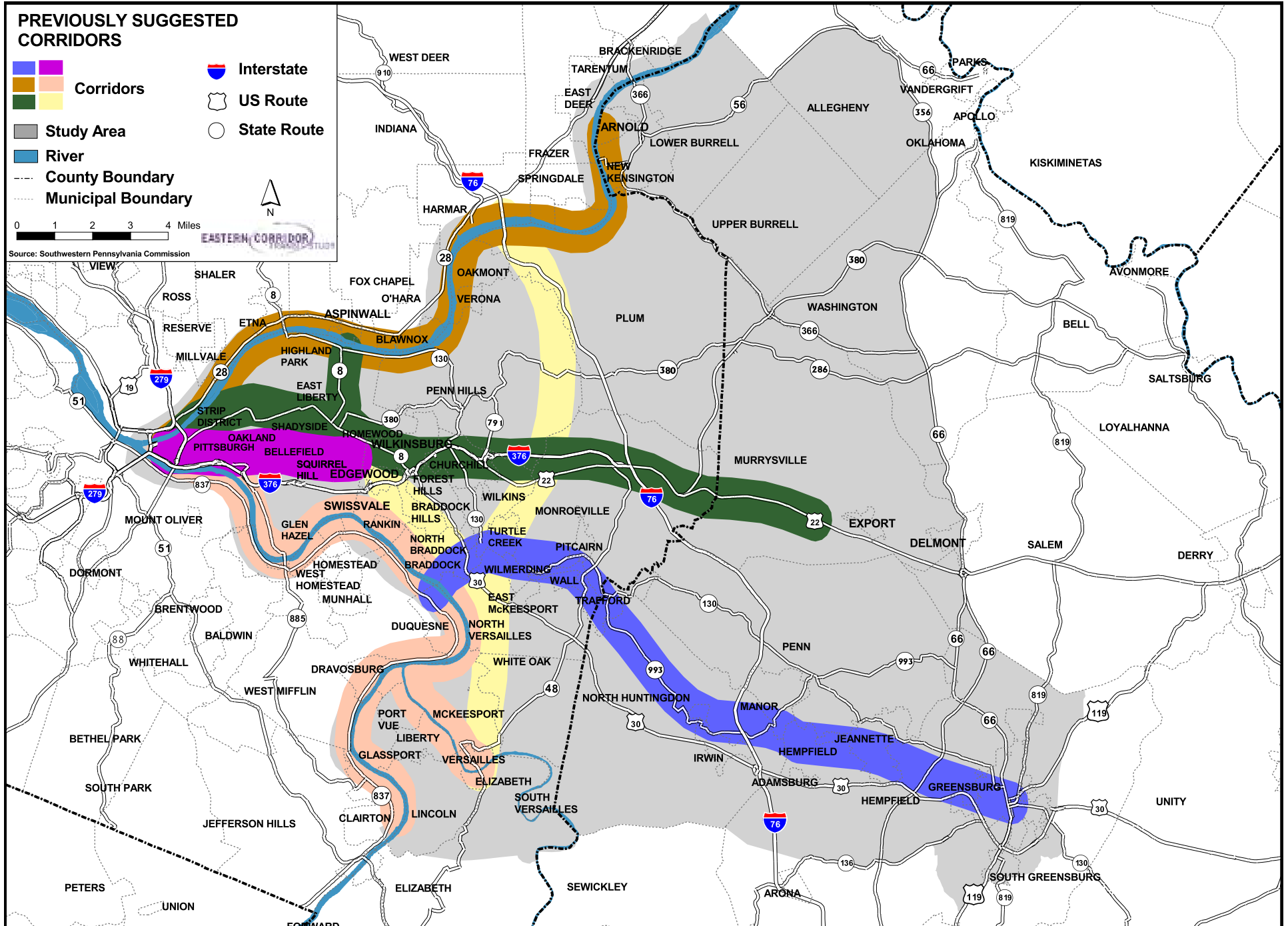
The Review of East Busway Light Rail Conversion/Extension Cost Estimates provided detailed documentation regarding the conversion of the East Busway to light rail transit. The study called for an open dialogue amongst eastern Allegheny County communities on regional transportation issues.

5.4 Previously Suggested Corridors

Several corridors within the study area were previously suggested for major transit investments; however, additional corridors can be identified during the course of the study. In some instances, the studies have been completed; in others, there is considerable public interest. The following corridors were identified as an initial list for consideration in this study (please also see Exhibit 5.2):

- **Martin Luther King, Jr. East Busway Extension Corridor** – This corridor extends approximately 23 miles from downtown Pittsburgh to Penn Hills, paralleling the East Busway through Swissvale, along the railroad right-of-way via the communities of Braddock, Turtle Creek, Pitcairn, and McKeesport.
- **Parkway East (I-376) and Route 22 Corridor** – This corridor extends approximately 27 miles from downtown Pittsburgh to Murrysville in Westmoreland County paralleling the East Busway, Parkway East and Route 22 via the communities of Wilksburg, Churchill, and Monroeville.
- **Spine Line Corridor** – This corridor extends approximately 8 miles from downtown Pittsburgh through Oakland to Squirrel Hill either in an at-grade or subway alignment. The Spine Line studies, conducted in the early 1990s, which concluded in 1993, evaluated this corridor for light rail and bus rapid transit improvements.
- **Allegheny Valley Corridor** – This corridor extends approximately 23 miles from downtown Pittsburgh to New Kensington via the communities of Lawrenceville and Oakmont. This corridor was the focus of an SPC study conducted in 1999 that examined the feasibility of commuter rail service on the Allegheny Valley Railroad.
- **Route 30/Norfolk Southern Corridor** – This corridor extends approximately 25 miles from downtown Pittsburgh to Greensburg, paralleling the Martin Luther King, Jr. East Busway and continues to Braddock and through the communities of Trafford, North Huntingdon, and Jeannette. During the reconstruction of the Parkway East in the 1980s, commuter rail service was offered.
- **Mon Valley Corridor** – This corridor extends approximately 25 miles from downtown Pittsburgh to the communities of McKeesport, Clairton, and Versailles paralleling the Monongahela and Youghiogheny rivers, and the CSX and Norfolk Southern railroads. Commuter rail operated in this corridor until 1989.

Exhibit 5.2



6 PUBLIC OUTREACH AND AGENCY COORDINATION

The public outreach and agency coordination efforts of the study are being conducted on a continuous basis throughout the duration of the project. The purpose of such an extensive public involvement process is to ensure that the general public within the study area is aware of the study with the ability to participate in the study process to identify needs and develop appropriate solutions.

6.1 Corridor Working Groups

The purpose of the corridor working groups was to introduce the Eastern Corridor Transit Study, discuss the purpose of the Study, and obtain ideas and thoughts on transportation and community issues in the study area. The corridor working groups were created by dividing the study area into the following five sub corridors: City of Pittsburgh; Allegheny Valley; Eastern Suburbs; Monongahela Valley; and, Westmoreland County, as shown in Exhibit 6.1.



Eastern Suburbs Corridor Working Group Meeting

The first round of corridor working group meetings were held at the following locations and dates:

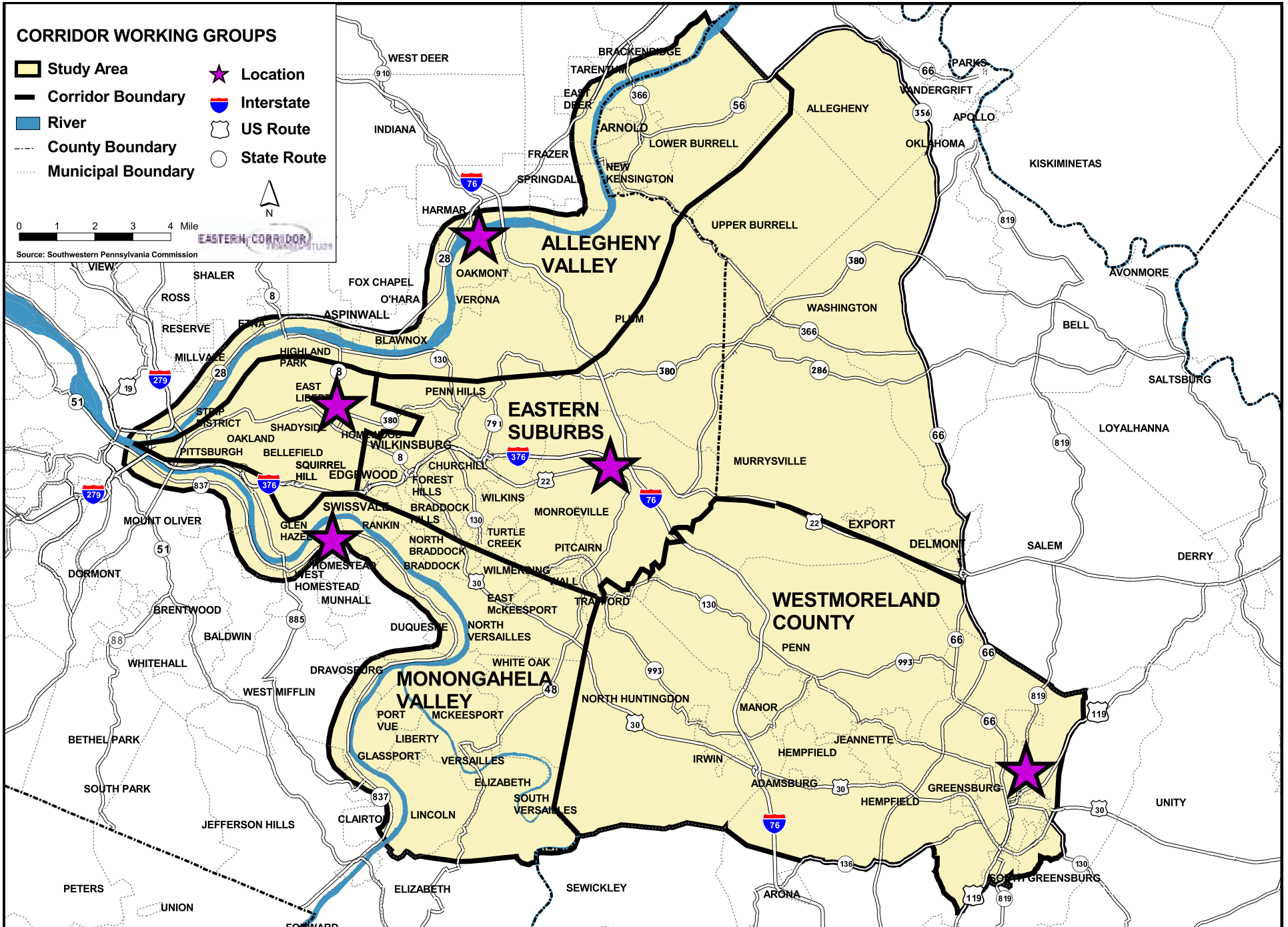
- Westmoreland County – Westmoreland County Transit Authority Office in Greensburg on May 13, 2002
- City of Pittsburgh – Kingsley Association in East Liberty on May 15, 2002
- Mon Valley – Carnegie Library in Homestead on May 20, 2002
- Eastern Suburbs – Forbes Road Career and Technology Center in Monroeville on May 21, 2002
- Allegheny Valley – Riverview Junior/Senior High School in Oakmont on May 22, 2002

The meetings consisted of a 30 minute presentation, an explanation of the public outreach process and the opportunity for public participants to ask questions and provide input on what they felt were transportation and community needs. In an effort to generate discussion about transportation and community needs, the following questions were asked at the meetings:

- Where does roadway congestion occur?
- Which transportation facilities and services are inadequate?
- Are you satisfied with your transportation options?
- Is transit a viable choice for your travel?
- Are travel times too long?
- Is the transportation system safe for vehicle users and pedestrians?
- Is your community in need of redevelopment? Is there too much development?
- Does the existing transportation system enhance your quality of life?
- Is there sufficient open space and green space?

A second and third round of meetings is scheduled for September 2002 and January 2003, respectively. Although specific locations may change, one meeting will be held in each of the five corridor working group areas.

Exhibit 6.1



6.2 Public Open Houses

The purpose of the first round of public open houses was to provide an opportunity for the general public to learn about the study and to gather additional information on transportation and community needs. The open houses included a municipal officials briefing session and a general public session. Information boards were set up at stations describing the purpose of the study, study area, results from the corridor working groups, public transit service types and examples of transit oriented station designs from Pittsburgh, other cities and countries.



City of Pittsburgh Open House

The first round of public open houses, as shown in Exhibit 6.2, were held at the following locations and dates:

- Westmoreland County – Westmoreland County Community College on May 28, 2002
- Monroeville – Al Monzo's Palace Inn on May 29, 2002
- City of Pittsburgh – Regional Enterprise Tower in downtown Pittsburgh on May 31, 2002
- City of Pittsburgh – Kingsley Center in East Liberty on June 4, 2002

Three of the four open houses were held between 4 and 8 p.m. The open house convened in downtown Pittsburgh was held from 10 a.m. to 2 p.m.

A second round of open houses will be conducted in October 2002 to present finalized needs, and more specific transit oriented design examples, and to discuss transit alternatives. A third round of open houses is scheduled for February 2003, at the end of the study.

