

## 12. APPENDIX

### A. Tax Base Profile

Real estate taxes are the main source of revenue for Westmoreland County municipalities. Consequently, real estate values and millage rates are the prime determinants of municipal income. Declining property values entail reduced municipal revenues, unless millage rates are increased to offset the losses in real estate values. Conversely, rising property values generate increased municipal revenues, unless millage rates are decreased to offset the gains in real estate values.

Examining changes in real estate assessed valuations reveals which municipalities have increasing property values and which have decreasing property values. Table 6-23 ranks the percentage change in real estate assessed valuations for Westmoreland County municipalities between 1985 and 2004.

**Table 12-1  
Assessed Valuations 1985-2004**

District	1985	1990	% Change 1985-1990	1995	% Change 1990-1995	2000	% Change 1995-2000	2004	% Change 2000-2004	% Change 1985-2004
Manor	10,766,780	14,855,740	38.0%	18,937,650	27.5%	20,172,960	6.5%	23,054,900	14.3%	114.1%
Penn Township	113,271,490	131,689,490	16.3%	166,444,810	26.4%	197,933,050	18.9%	219,865,280	11.1%	94.1%
Murrysville	163,613,040	203,488,820	24.4%	242,703,630	19.3%	272,441,780	12.3%	297,419,060	9.2%	81.8%
Delmont	13,878,190	15,902,170	14.6%	18,535,780	16.6%	22,042,680	18.9%	24,035,500	9.0%	73.2%
Adamsburg	1,436,250	1,773,600	23.5%	2,078,750	17.2%	2,273,590	9.4%	2,303,240	1.3%	60.4%
Unity Township	156,725,420	175,915,250	12.2%	205,137,670	16.6%	232,945,910	13.6%	249,747,790	7.2%	59.4%
Washington Township	46,645,240	54,467,100	16.8%	61,771,660	13.4%	67,948,830	10.0%	73,663,970	8.4%	57.9%
Allegheny Township	52,515,330	59,533,850	13.4%	66,003,760	10.9%	74,439,640	12.8%	80,539,880	8.2%	53.4%
East Huntingdon Township	52,881,950	55,990,180	5.9%	59,215,600	5.8%	67,134,200	13.4%	79,989,340	19.1%	51.3%
Rostraver Township	85,523,380	94,734,150	10.8%	104,907,580	10.7%	120,748,540	15.1%	128,564,740	6.5%	50.3%
Donegal Township	18,233,420	22,182,870	21.7%	23,821,910	7.4%	25,152,270	5.6%	27,387,990	8.9%	50.2%
Hempfield Township	359,549,660	392,363,570	9.1%	426,397,320	8.7%	470,761,630	10.4%	500,193,250	6.3%	39.1%
Cook Township	17,606,330	20,625,800	17.1%	22,314,940	8.2%	23,443,200	5.1%	24,393,080	4.1%	38.5%
North Huntingdon Township	224,577,290	233,958,320	4.2%	250,842,640	7.2%	280,877,700	12.0%	308,889,290	10.0%	37.5%
Bell Township	13,409,860	14,425,580	7.6%	15,841,560	9.8%	17,299,650	9.2%	18,322,720	5.9%	36.6%
South Huntingdon Township	35,586,330	38,857,160	9.2%	41,252,710	6.2%	43,283,700	4.9%	47,286,950	9.2%	32.9%
Upper Burrell Township	22,024,760	25,661,960	16.5%	26,691,330	4.0%	26,609,890	-0.3%	29,202,050	9.7%	32.6%
Westmoreland County Total	2,679,482,580	2,900,190,270	8.2%	3,109,658,620	7.2%	3,356,659,790	7.9%	3,542,468,390	5.5%	32.2%
Salem Township	51,247,390	55,264,380	7.8%	56,947,830	3.0%	62,803,310	10.3%	67,453,920	7.4%	31.6%
Mt. Pleasant Township	67,069,990	75,735,030	12.9%	80,056,780	5.7%	85,157,130	6.4%	87,886,810	3.2%	31.0%
Fairfield Township	15,993,890	17,465,420	9.2%	18,369,000	5.2%	19,605,890	6.7%	20,887,750	6.5%	30.6%
Loyalhanna Township	12,234,580	13,028,160	6.5%	14,345,390	10.1%	15,387,350	7.3%	15,592,150	1.3%	27.4%
Ligonier Township	74,492,830	80,807,510	8.5%	85,795,720	6.2%	90,865,400	5.9%	93,212,150	2.6%	25.1%
Derry Township	92,999,720	99,498,790	7.0%	105,255,590	5.8%	110,711,600	5.2%	115,752,890	4.6%	24.5%
Lower Burrell	95,379,030	100,573,650	5.4%	107,137,660	6.5%	114,766,090	7.1%	117,837,770	2.7%	23.5%
New Stanton	26,248,980	31,902,590	21.5%	31,388,570	-1.6%	31,978,810	1.9%	32,261,210	0.9%	22.9%
Sewickley Township	42,734,110	45,583,280	6.7%	47,591,000	4.4%	50,232,880	5.6%	51,991,810	3.5%	21.7%
Hunker	1,426,740	1,561,890	9.5%	1,600,630	2.5%	1,591,770	-0.6%	1,715,550	7.8%	20.2%
North Irwin	3,500,400	3,541,670	1.2%	3,646,810	3.0%	3,748,300	2.8%	4,079,440	8.8%	16.5%
St. Clair Township	8,836,210	9,974,140	12.9%	10,320,130	3.5%	9,992,760	-3.2%	10,278,830	2.9%	16.3%
Madison	2,817,410	2,927,370	3.9%	2,976,950	1.7%	3,146,100	5.7%	3,215,250	2.2%	14.1%
Arona	1,473,050	1,542,980	4.7%	1,576,420	2.2%	1,660,340	5.3%	1,674,070	0.8%	13.6%
New Alexandria	4,878,100	4,939,320	1.3%	5,195,860	5.2%	5,346,240	2.9%	5,512,080	3.1%	13.0%
Youngwood	23,860,440	25,564,260	7.1%	25,714,180	0.6%	26,448,610	2.9%	26,840,280	1.5%	12.5%
Export	4,180,380	4,369,230	4.5%	4,572,500	4.7%	4,709,680	3.0%	4,697,510	-0.3%	12.4%
Youngstown	1,668,750	1,744,730	4.6%	1,755,060	0.6%	1,860,440	6.0%	1,864,410	0.2%	11.7%
South Greensburg	18,069,400	19,981,270	10.6%	19,712,980	-1.3%	19,829,240	0.6%	20,090,690	1.3%	11.2%
Oklahoma	4,990,150	5,198,540	4.2%	5,361,180	3.1%	5,442,360	1.5%	5,457,410	0.3%	9.4%
Donegal	972,040	1,066,100	9.7%	1,085,550	1.8%	1,074,360	-1.0%	1,057,260	-1.6%	8.8%
Greensburg	121,443,950	127,936,000	5.3%	127,569,550	-0.3%	130,497,370	2.3%	131,126,700	0.5%	8.0%
Laurel Mountain	1,529,350	1,580,240	3.3%	1,611,440	2.0%	1,617,390	0.4%	1,630,710	0.8%	6.6%
North Belle Vernon	12,808,090	13,203,400	3.1%	13,291,550	0.7%	13,610,610	2.4%	13,650,170	0.3%	6.6%
Mt. Pleasant	30,602,000	32,469,610	6.1%	33,359,570	2.7%	32,620,210	-2.2%	32,590,750	-0.1%	6.5%
Smithton	2,402,640	2,497,110	3.9%	2,479,640	-0.7%	2,514,550	1.4%	2,530,860	0.6%	5.3%
Irwin	28,229,970	28,751,620	1.8%	29,452,120	2.4%	29,520,240	0.2%	29,656,240	0.5%	5.1%
Scottdale	28,828,360	29,193,240	1.3%	29,556,430	1.2%	30,223,180	2.3%	30,199,980	-0.1%	4.8%
West Newton	16,597,030	17,034,890	2.6%	16,754,460	-1.6%	17,103,900	2.1%	17,279,240	1.0%	4.1%
Hyde Park	2,791,530	3,013,880	8.0%	3,063,950	1.7%	2,832,540	-7.6%	2,897,640	2.3%	3.8%
New Florence	3,707,120	3,767,300	1.6%	3,804,980	1.0%	3,850,470	1.2%	3,842,910	-0.2%	3.7%
Ligonier	15,715,120	15,934,270	1.4%	16,132,640	1.2%	16,269,530	0.8%	16,251,000	-0.1%	3.4%
Seward	2,470,960	2,578,250	4.3%	2,541,200	-1.4%	2,564,790	0.9%	2,535,450	-1.1%	2.6%
Derry	12,286,370	13,110,400	6.7%	13,582,300	3.6%	12,999,970	-4.3%	12,578,150	-3.2%	2.4%
Sutersville	3,167,070	3,186,400	0.6%	3,280,870	3.0%	3,208,650	-2.2%	3,198,930	-0.3%	1.0%
East Vandergrift	2,401,740	2,449,320	2.0%	2,416,620	-1.3%	2,422,200	0.2%	2,424,030	0.1%	0.9%
Bolivar	2,249,980	2,270,820	0.9%	2,281,780	0.5%	2,281,150	0.0%	2,241,420	-1.7%	-0.4%
Trafford	23,302,550	22,011,020	-5.5%	22,587,810	2.6%	22,908,800	1.4%	23,203,530	1.3%	-0.4%
Avonmore	7,362,150	6,936,370	-5.8%	7,015,910	1.1%	7,270,360	3.6%	7,312,540	0.6%	-0.7%
Southwest Greensburg	15,643,890	15,854,460	1.3%	15,891,870	0.2%	15,561,370	-2.1%	15,536,690	-0.2%	-0.7%
New Kensington	107,614,990	112,613,810	4.6%	111,836,670	-0.7%	109,657,070	-1.9%	105,934,090	-3.4%	-1.6%
Vandergrift	26,807,470	26,292,490	-1.9%	26,231,930	-0.2%	26,219,070	0.0%	26,164,970	-0.2%	-2.4%
Jeannette	67,648,600	65,297,280	-3.5%	65,114,540	-0.3%	64,320,220	-1.2%	63,770,540	-0.9%	-5.7%
Arnold	31,541,760	31,422,160	-0.4%	31,675,130	0.8%	31,072,740	-1.9%	29,615,910	-4.7%	-6.1%
Latrobe	76,325,930	71,199,850	-6.7%	67,268,680	-5.5%	68,749,610	2.2%	68,445,780	-0.4%	-10.3%
West Leechburg	12,194,360	10,715,500	-12.1%	10,186,770	-4.9%	10,569,290	3.8%	10,860,330	2.8%	-10.9%
Penn	2,658,570	2,631,910	-1.0%	2,564,080	-2.6%	2,252,410	-12.2%	2,288,030	1.6%	-13.9%
Monessen	77,832,720	77,542,750	-0.4%	64,801,040	-16.4%	62,074,220	-4.2%	60,483,530	-2.6%	-22.3%

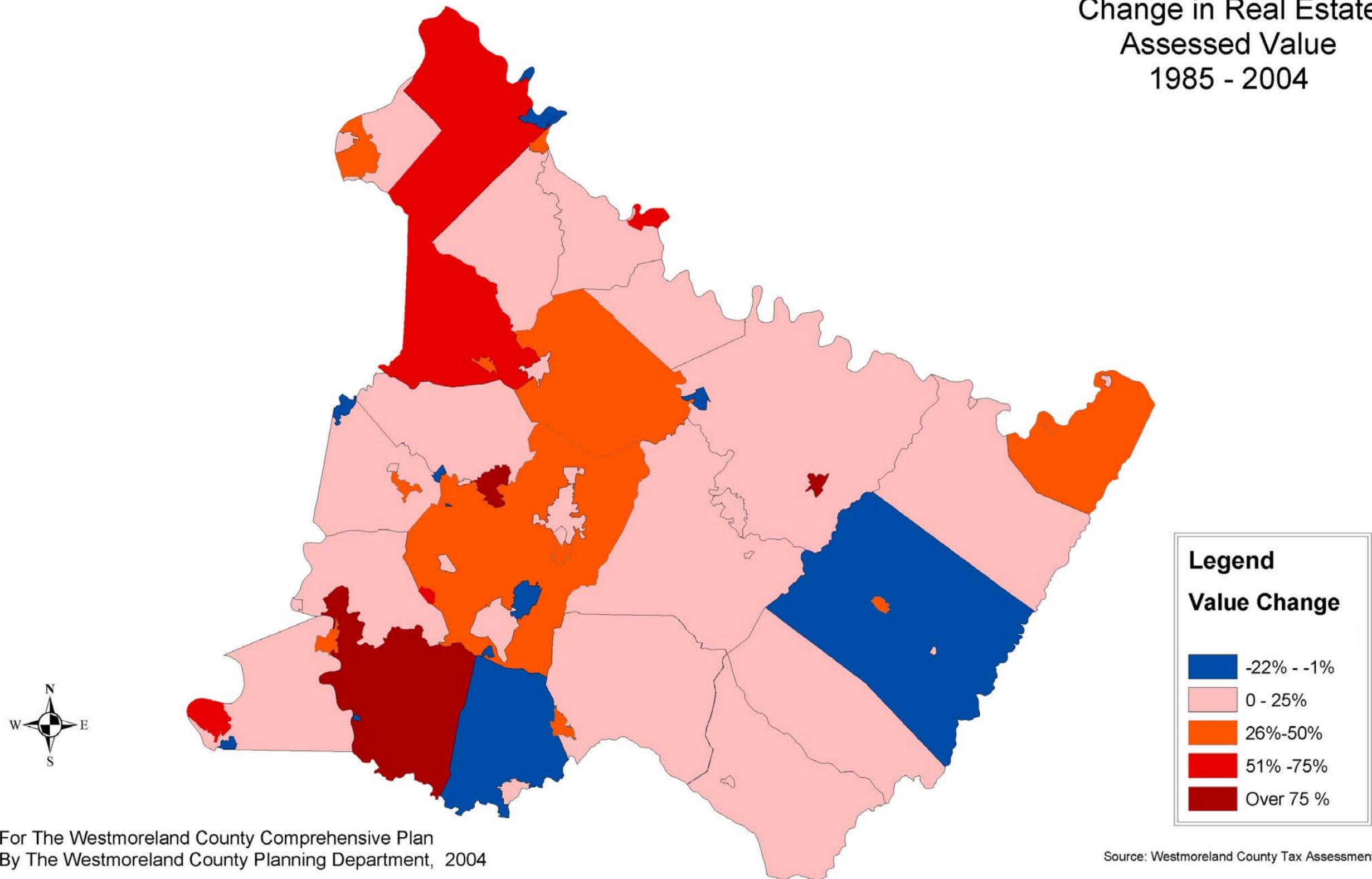
Source: Westmoreland County

This table indicates the following facts about changes in real estate assessed valuations during this 20-year period.

- The county's total valuations increased 32.2%.
- Of the county's 65 municipalities 53 (82%) had increased assessed valuations, while 12 (18%) had decreased assessed valuations.
- Among municipalities with increased assessed valuations, Manor Borough had the largest percentage increase (114.1%), while East Vandergrift had the smallest percentage increase (0.9%).
- Among municipalities with decreased assessed valuations, Monessen had the largest percentage decrease (22.3%), while Bolivar had the smallest percentage decrease (0.4%).
- Of the county's 65 municipalities, 17 (26%) had a greater percentage change in increased assessed valuations than the county average of 32.2%.
- All 12 municipalities with decreased assessed valuations were boroughs or cities, as were 28 of the 30 municipalities whose percentage increases in assessed valuations were less than the county average of 32.2%. Conversely, of the 17 municipalities whose percentage increases in assessed valuations were greater than the county average, only three were boroughs – Manor, Delmont, and Adamsburg.

The following figure depicts percentage changes in assessed valuation between 1985 and 2004 for all county municipalities.

**Figure 12 - 1**  
Change in Real Estate  
Assessed Value  
1985 - 2004



Prepared For The Westmoreland County Comprehensive Plan  
Prepared By The Westmoreland County Planning Department, 2004

Source: Westmoreland County Tax Assessment

In sum, all of the county's 22 townships had increases in their assessed valuations between 1985 and 2004. In 14 of these townships (64%), the increase exceeded the county's average increase of 32.2%. By contrast, of the county's 43 cities and boroughs, 12 (28%) had decreased assessed valuations, and only three (7%) had increases in assessed valuations that were greater than the county average.

The following table shows the 1985-2004 changes in real estate assessed valuations for all Westmoreland County municipalities by planning districts.

**Table 12-2  
Assessed Valuations by Region 1985-2004**

Region	District	1985	1990	% Change 1985 1990	1995	% Change 1990-1995	2000	% Change 1995-2000	2004	% Change 2000-2004	% Change 1985-2004
1	Allegheny Township	52,515,330	59,533,850	13.4%	66,003,760	10.9%	74,439,640	12.8%	80,539,880	8.2%	53.4%
	Arnold	31,541,760	31,422,160	-0.4%	31,675,130	0.8%	31,072,740	-1.9%	29,615,910	-4.7%	-6.1%
	East Vandergrift	2,401,740	2,449,320	2.0%	2,416,620	-1.3%	2,422,200	0.2%	2,424,030	0.1%	0.9%
	Hyde Park	2,791,530	3,013,880	8.0%	3,063,950	1.7%	2,832,540	-7.6%	2,897,640	2.3%	3.8%
	Lower Burrell	95,379,030	100,573,650	5.4%	107,137,660	6.5%	114,766,090	7.1%	117,837,770	2.7%	23.5%
	New Kensington	107,614,990	112,613,810	4.6%	111,836,670	-0.7%	109,657,070	-1.9%	105,934,090	-3.4%	-1.6%
	Oklahoma	4,990,150	5,198,540	4.2%	5,361,180	3.1%	5,442,360	1.5%	5,457,410	0.3%	9.4%
	Upper Burrell Township	22,024,760	25,661,960	16.5%	26,691,330	4.0%	26,609,890	-0.3%	29,202,050	9.7%	32.6%
	Vandergrift	26,807,470	26,292,490	-1.9%	26,231,930	-0.2%	26,219,070	0.0%	26,164,970	-0.2%	-2.4%
	Washington Township	46,645,240	54,467,100	16.8%	61,771,660	13.4%	67,948,830	10.0%	73,663,970	8.4%	57.9%
	West Leechburg	12,194,360	10,715,500	-12.1%	10,186,770	-4.9%	10,569,290	3.8%	10,860,330	2.8%	-10.9%
<b>Total Region 1</b>	<b>404,906,360</b>	<b>431,942,260</b>	<b>6.7%</b>	<b>452,376,660</b>	<b>4.7%</b>	<b>471,979,720</b>	<b>4.3%</b>	<b>484,598,050</b>	<b>2.7%</b>	<b>19.7%</b>	
2	Export	4,180,380	4,369,230	4.5%	4,572,500	4.7%	4,709,680	3.0%	4,697,510	-0.3%	12.4%
	Irwin	28,229,970	28,751,620	1.8%	29,452,120	2.4%	29,520,240	0.2%	29,656,240	0.5%	5.1%
	Manor	10,766,780	14,855,740	38.0%	18,937,650	27.5%	20,172,960	6.5%	23,054,900	14.3%	114.1%
	Murrysville	163,613,040	203,488,820	24.4%	242,703,630	19.3%	272,441,780	12.3%	297,419,060	9.2%	81.8%
	North Huntingdon Township	224,577,290	233,958,320	4.2%	250,842,640	7.2%	280,877,700	12.0%	308,889,290	10.0%	37.5%
	North Irwin	3,500,400	3,541,670	1.2%	3,646,810	3.0%	3,748,300	2.8%	4,079,440	8.8%	16.5%
	Penn Township	113,271,490	131,689,490	16.3%	166,444,810	26.4%	197,933,050	18.9%	219,865,280	11.1%	94.1%
	Sewickley Township	42,734,110	45,583,280	6.7%	47,591,000	4.4%	50,232,880	5.6%	51,991,810	3.5%	21.7%
	Sutersville	3,167,070	3,186,400	0.6%	3,280,870	3.0%	3,208,650	-2.2%	3,198,930	-0.3%	1.0%
	Trafford	23,302,550	22,011,020	-5.5%	22,587,810	2.6%	22,908,800	1.4%	23,203,530	1.3%	-0.4%
<b>Total Region 2</b>	<b>617,343,080</b>	<b>691,435,590</b>	<b>12.0%</b>	<b>790,059,840</b>	<b>14.3%</b>	<b>885,754,040</b>	<b>12.1%</b>	<b>966,055,990</b>	<b>9.1%</b>	<b>56.5%</b>	
3	Monessen	77,832,720	77,542,750	-0.4%	64,801,040	-16.4%	62,074,220	-4.2%	60,483,530	-2.6%	-22.3%
	North Belle Vernon	12,808,090	13,203,400	3.1%	13,291,550	0.7%	13,610,610	2.4%	13,650,170	0.3%	6.6%
	Rostraver Township	85,523,380	94,734,150	10.8%	104,907,580	10.7%	120,748,540	15.1%	128,564,740	6.5%	50.3%
	Smithton	2,402,640	2,497,110	3.9%	2,479,640	-0.7%	2,514,550	1.4%	2,530,860	0.6%	5.3%
	South Huntingdon Township	35,586,330	38,857,160	9.2%	41,252,710	6.2%	43,283,700	4.9%	47,286,950	9.2%	32.9%
	West Newton	16,597,030	17,034,890	2.6%	16,754,460	-1.6%	17,103,900	2.1%	17,279,240	1.0%	4.1%
<b>Total Region 3</b>	<b>230,750,190</b>	<b>243,869,460</b>	<b>5.7%</b>	<b>243,486,980</b>	<b>-0.2%</b>	<b>259,335,520</b>	<b>6.5%</b>	<b>269,795,490</b>	<b>4.0%</b>	<b>16.9%</b>	
4	East Huntingdon Township	52,881,950	55,990,180	5.9%	59,215,600	5.8%	67,134,200	13.4%	79,989,340	19.1%	51.3%
	Mt. Pleasant	30,602,000	32,469,610	6.1%	33,359,570	2.7%	32,620,210	-2.2%	32,590,750	-0.1%	6.5%
	Mt. Pleasant Township	67,069,990	75,735,030	12.9%	80,056,780	5.7%	85,157,130	6.4%	87,886,810	3.2%	31.0%
	Scottdale	28,828,360	29,193,240	1.3%	29,556,430	1.2%	30,223,180	2.3%	30,199,980	-0.1%	4.8%
	<b>Total Region 4</b>	<b>179,382,300</b>	<b>193,388,060</b>	<b>7.8%</b>	<b>202,188,380</b>	<b>4.6%</b>	<b>215,134,720</b>	<b>6.4%</b>	<b>230,666,880</b>	<b>7.2%</b>	<b>28.6%</b>

**Table 12-3  
Assessed Valuations by Region 1985-2004 (continued)**

Region	District	1985	1990	% Change 1985-1990	1995	% Change 1990-1995	2000	% Change 1995-2000	2004	% Change 2000-2004	% Change 1985-2004
5	Adamsburg	1,436,250	1,773,600	23.5%	2,078,750	17.2%	2,273,590	9.4%	2,303,240	1.3%	60.4%
	Arona	1,473,050	1,542,980	4.7%	1,576,420	2.2%	1,660,340	5.3%	1,674,070	0.8%	13.6%
	Greensburg	121,443,950	127,936,000	5.3%	127,569,550	-0.3%	130,497,370	2.3%	131,126,700	0.5%	8.0%
	Hempfield Township	359,549,660	392,363,570	9.1%	426,397,320	8.7%	470,761,630	10.4%	500,193,250	6.3%	39.1%
	Hunker	1,426,740	1,561,890	9.5%	1,600,630	2.5%	1,591,770	-0.6%	1,715,550	7.8%	20.2%
	Jeannette	67,648,600	65,297,280	-3.5%	65,114,540	-0.3%	64,320,220	-1.2%	63,770,540	-0.9%	-5.7%
	Latrobe	76,325,930	71,199,850	-6.7%	67,268,680	-5.5%	68,749,610	2.2%	68,445,780	-0.4%	-10.3%
	Madison	2,817,410	2,927,370	3.9%	2,976,950	1.7%	3,146,100	5.7%	3,215,250	2.2%	14.1%
	New Stanton	26,248,980	31,902,590	21.5%	31,388,570	-1.6%	31,978,810	1.9%	32,261,210	0.9%	22.9%
	Penn	2,658,570	2,631,910	-1.0%	2,564,080	-2.6%	2,252,410	-12.2%	2,288,030	1.6%	-13.9%
	South Greensburg	18,069,400	19,981,270	10.6%	19,712,980	-1.3%	19,829,240	0.6%	20,090,690	1.3%	11.2%
	Southwest Greensburg	15,643,890	15,854,460	1.3%	15,891,870	0.2%	15,561,370	-2.1%	15,536,690	-0.2%	-0.7%
	Unity Township	156,725,420	175,915,250	12.2%	205,137,670	16.6%	232,945,910	13.6%	249,747,790	7.2%	59.4%
	Youngstown	1,668,750	1,744,730	4.6%	1,755,060	0.6%	1,860,440	6.0%	1,864,410	0.2%	11.7%
	Youngwood	23,860,440	25,564,260	7.1%	25,714,180	0.6%	26,448,610	2.9%	26,840,280	1.5%	12.5%
	<b>Total Region 5</b>	<b>876,997,040</b>	<b>938,197,010</b>	<b>7.0%</b>	<b>996,747,250</b>	<b>6.2%</b>	<b>1,073,877,420</b>	<b>7.7%</b>	<b>1,121,073,480</b>	<b>4.4%</b>	<b>27.8%</b>
6	Avonmore	7,362,150	6,936,370	-5.8%	7,015,910	1.1%	7,270,360	3.6%	7,312,540	0.6%	-0.7%
	Bell Township	13,409,860	14,425,580	7.6%	15,841,560	9.8%	17,299,650	9.2%	18,322,720	5.9%	36.6%
	Delmont	13,878,190	15,902,170	14.6%	18,535,780	16.6%	22,042,680	18.9%	24,035,500	9.0%	73.2%
	Derry	12,286,370	13,110,400	6.7%	13,582,300	3.6%	12,999,970	-4.3%	12,578,150	-3.2%	2.4%
	Derry Township	92,999,720	99,498,790	7.0%	105,255,590	5.8%	110,711,600	5.2%	115,752,890	4.6%	24.5%
	Loyalhanna Township	12,234,580	13,028,160	6.5%	14,345,390	10.1%	15,387,350	7.3%	15,592,150	1.3%	27.4%
	New Alexandria	4,878,100	4,939,320	1.3%	5,195,860	5.2%	5,346,240	2.9%	5,512,080	3.1%	13.0%
	Salem Township	51,247,390	55,264,380	7.8%	56,947,830	3.0%	62,803,310	10.3%	67,453,920	7.4%	31.6%
		<b>Total Region 6</b>	<b>208,296,360</b>	<b>223,105,170</b>	<b>7.1%</b>	<b>236,720,220</b>	<b>6.1%</b>	<b>253,861,160</b>	<b>7.2%</b>	<b>266,559,950</b>	<b>5.0%</b>
7	Bolivar	2,249,980	2,270,820	0.9%	2,281,780	0.5%	2,281,150	0.0%	2,241,420	-1.7%	-0.4%
	Cook Township	17,606,330	20,625,800	17.1%	22,314,940	8.2%	23,443,200	5.1%	24,393,080	4.1%	38.5%
	Donegal	972,040	1,066,100	9.7%	1,085,550	1.8%	1,074,360	-1.0%	1,057,260	-1.6%	8.8%
	Donegal Township	18,233,420	22,182,870	21.7%	23,821,910	7.4%	25,152,270	5.6%	27,387,990	8.9%	50.2%
	Fairfield Township	15,993,890	17,465,420	9.2%	18,369,000	5.2%	19,605,890	6.7%	20,887,750	6.5%	30.6%
	Laurel Mountain	1,529,350	1,580,240	3.3%	1,611,440	2.0%	1,617,390	0.4%	1,630,710	0.8%	6.6%
	Ligonier	15,715,120	15,934,270	1.4%	16,132,640	1.2%	16,269,530	0.8%	16,251,000	-0.1%	3.4%
	Ligonier Township	74,492,830	80,807,510	8.5%	85,795,720	6.2%	90,865,400	5.9%	93,212,150	2.6%	25.1%
	New Florence	3,707,120	3,767,300	1.6%	3,804,980	1.0%	3,850,470	1.2%	3,842,910	-0.2%	3.7%
	Seward	2,470,960	2,578,250	4.3%	2,541,200	-1.4%	2,564,790	0.9%	2,535,450	-1.1%	2.6%
	St. Clair Township	8,836,210	9,974,140	12.9%	10,320,130	3.5%	9,992,760	-3.2%	10,278,830	2.9%	16.3%
	<b>Total Region 7</b>	<b>161,807,250</b>	<b>178,252,720</b>	<b>10.2%</b>	<b>188,079,290</b>	<b>5.5%</b>	<b>196,717,210</b>	<b>4.6%</b>	<b>203,718,550</b>	<b>3.6%</b>	<b>25.9%</b>
	<b>Total</b>	<b>2,679,482,580</b>	<b>2,900,190,270</b>	<b>8.2%</b>	<b>3,109,658,620</b>	<b>7.2%</b>	<b>3,356,659,790</b>	<b>7.9%</b>	<b>3,542,468,390</b>	<b>5.5%</b>	<b>32.2%</b>

Source: Westmoreland County

This table indicates the following facts about comparisons among the county's planning districts of changes in assessed valuations between 1985 and 2004:

- The largest increase in assessed valuation (56.5%) occurred in District 2, while the smallest increase (16.9%) occurred in District 3.
- District 2 contains the three municipalities that had the largest percentage increases in assessed valuation – Manor Borough (114.1%), Penn Township (94.1%), and Murrysville (81.8%).
- With the exception of District 4, all districts had at least one municipality whose assessed valuation decreased. Districts 1 and 5 each had four municipalities with decreased assessed valuations.

**B. National Register Listed/Eligible Properties**

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Arnold City	102169	Arnold Historic District	3rd Ave. From the New Kensington-Arnold Boundary	Eligible	09/07/1994
Arnold City	102146	New Kensington Production Works Historic Distri	Schreiber Industrial Park, 12th St.	Listed	05/07/1998
Arnold City	048798	Zillman Hotel	1701 5th Ave. 5th Ave. & 17th St.	Eligible	09/12/1985
Bell Township	100675	Cochran, A.M., House	S.R. 1040, T-985	Eligible	11/30/1992
Bell Township	100676	Salina Historic District		Eligible	11/30/1992
Bolivar Borough	102877	Bolivar Jail	500 Market St.	Eligible	11/03/1994
Cook Township	088886	Linn Run State Park Family Cabin District	Linn Run State Park	Listed	02/12/1987
Cook Township	047529	Stahl Homestead	Northwest of intersection of S.R. 130 & S.R. 711	Eligible	10/26/2001
Cook Township	047539	Warden House	Stahlstown on Pa 711	Eligible	10/26/2001
Delmont Borough	097937	Delmont High School	Greensburg St. at Suncrest Dr.	Eligible	06/22/1992
Delmont Borough	001138	Salem Cross Roads Historic District	Pittsburgh & Greenburgh Sts.	Listed	09/18/1978
Derry Borough	104249	Pa. Railroad Bridges & Tunnels		Eligible	09/01/1998
Derry Township	093118	1852 Railroad Tunnel (W. Pennsylvania Railroad		Eligible	08/27/1987
Derry Township	102087	Adams, Chelsie, House	U.S. 22	Eligible	02/10/1995
Derry Township	047567	Alter's	U.S. 22	Eligible	02/10/1995
Derry Township	047606	Atlantic School House	T-936 Northwest of Pa 982	Eligible	09/21/1994
Derry Township	047568	Baird House	West of Blairsville in Bairdstown on L.R. 64264	Eligible	02/10/1995
Derry Township	102078	Emeric, George N., Property	U.S. 22	Eligible	02/10/1995
Derry Township	106306	Fulton Inn	S.R. 982 at Keystone Rd.	Eligible	06/26/1997
Derry Township	103707	Hunt, Cam, & Ind Tpk Bridge & Crossing	Old Rte. 22	Eligible	07/12/1995
Derry Township	082635	Kingston House	U.S. 30 at Kingston Bridge	Listed	06/30/1983
Derry Township	102086	McCray, Caputo, House	U.S. 22	Eligible	02/10/1995
Derry Township	101000	Patterson, James, House	Rte. 22, New Alexandria	Eligible	02/10/1995
Derry Township	047575	Patterson, Samuel, House (Drum House)	Crossroads U.S. 22 Rte. 981 North side of Rd.	Listed	03/07/1985
Derry Township	102073	Ramaley, B. Chalmers & Barbara	U.S. 22	Eligible	02/10/1995
Derry Township	102069	Rush Residence	115 Stone Jug Rd. T-938	Eligible	02/10/1995
Derry Township	047594	Simpson-Geffen Tavern	Rte. 22, East of New Alexandria	Eligible	02/10/1995
Derry Township	102074	Spruce Lane Dairy	41 Spruce Ln.	Eligible	01/28/1994
Derry Township	097405	Torrance State Hospital	S.R. 1014	Eligible	02/24/2004
Donegal Borough	048714	Donegal School	Church St.	Eligible	09/21/1993
East Huntingdon Township	044249	Giffin Farmstead	A Private Road off of Simpson Hollow Rd.	Eligible	12/03/1991
East Huntingdon Township	077458	West Overton Historic District	Frick Ave. West Overton	Listed	07/18/1985
East Vandergrift Borough	045537	Holy Trinity Slovak Catholic Church	McKinley Ave. at Chambers St.	Eligible	07/09/1992
Export Borough	097939	Duff Elementary School		Eligible	06/22/1992

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Fairfield Township	044362	Ross Furnace	L.R. 64067 (Rte. 1007--Ross Mt Golf Course Grounds)	Listed	09/06/1991
Greensburg City	103190	Academy Hill Historic District	N. Main St., N. Maple & Walnut Aves.	Listed	04/29/1999
Greensburg City	102281	Atkinson Y.M.C.A. Home	E Pittsburgh St.	Eligible	05/04/1994
Greensburg City	048602	Bank & Trust Building	41 N Main St.	Eligible	04/17/1986
Greensburg City	104927	Fourth Street School	4th & Euclid	Eligible	04/17/1996
Greensburg City	101003	Greensburg Downtown Historic District	Roughly Bounded by Tunnel St., Main St., 3rd St.	Listed	07/21/1995
Greensburg City	001136	Greensburg Railroad Station	Harrison Ave.	Listed	11/07/1977
Greensburg City	105334	Hall Residence	W Newton St. & S Spring Ave.	Eligible	09/08/1994
Greensburg City	097432	Palace Theatre	21 W Otterman St. Otterman St. & Pennsylvania Ave.	Eligible	06/07/1991
Greensburg City	048678	Seton Hill College, Admin. Building	College Ave.	Eligible	11/06/1998
Greensburg City	105018	Turner Estate	535 Jack St.	Eligible	12/19/1993
Greensburg City	048635	U.S. Post Office, Greensburg	Pennsylvania Ave.	Eligible	03/09/1995
Greensburg City	116754	West Pittsburgh Street School	571 W Pittsburgh St.	Eligible	04/13/2001
Greensburg City	001133	Westmoreland County Courthouse	North Main St.	Listed	03/30/1978
Hempfield Township	096736	Baughman, J., Farmstead	T-669	Eligible	03/27/1989
Hempfield Township	086925	Brush Creek Salem Reformed Church	Brush Creek Rd.	Listed	05/11/1987
Hempfield Township	120299	Byerly/Myers Property	16 Pleasant Valley Rd.	Eligible	04/03/2002
Hempfield Township	121279	Eisaman, Jacob	109 Eisaman Rd.	Eligible	09/04/2002
Hempfield Township	112977	Hempfield Township School No. 8	S.R. 3097, Baltzer Meyer Pike, South of Rte. 136	Eligible	04/28/2000
Hempfield Township	121275	Henry House	R.R. 1, Box 377	Eligible	09/04/2002
Hempfield Township	097735	Mensch-Smith House	L.R. 64112 & L.R. 64108	Eligible	06/15/1992
Hempfield Township	121271	Myers House	Possum Hollow Rd. North of S.R. 136	Eligible	09/04/2002
Hempfield Township	001141	Old Hannastown, Site of	4 Miles Northeast of Greensburg	Listed	06/26/1972
Hempfield Township	049237	Silvis Property	North side of Inter of L.R. 64113, 64166 & T-663	Eligible	12/17/1990
Hempfield Township	120303	Spanish Villa Residential Subdivision Historic Dis	Spanish Villa Dr. South of S.R. 0130, West of Toll Road 0	Eligible	04/03/2002
Hempfield Township	096321	Westmoreland Glass Company	7th St. & Kerr St.	Eligible	03/06/1989
Irwin Borough	001144	Brush Hill	651 Brush Hill Rd.	Listed	10/14/1975
Irwin Borough	105683	Irwin High School	6th St.	Eligible	12/09/1996
Irwin Borough	087002	Irwin, John, House	624 Main St.	Eligible	01/22/1979
Jeannette City	105634		1700 Harrison Ave.	Eligible	09/17/1996
Jeannette City	092074		315 Clay Ave.	Eligible	04/13/1987
Jeannette City	086718		401-439 S 6th St.	Eligible	02/13/1986
Jeannette City	049963	Columbe Hotel	S 6th St.	Eligible	09/03/1986
Jeannette City	049944	Jeannette Glass (McKee Glass)	Chambers St. Near Cuyler St.	Eligible	10/31/1995

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Jeannette City	086889	Jeannette Historic District	Clay, Bullitt, Chambers Ave., Cassatt, 1st-9th Sts.	Eligible	03/06/1986
Jeannette City	087005	Jeannette U.S. Post Office	55th St. & Bullitt Ave.	Eligible	04/05/1983
Jeannette City	049949	Klingensmith, Philip, House	301 Lafferty St.	Eligible	02/14/1995
Latrobe Borough	118662	Citizens National Bank	816 Ligonier St.	Listed	11/01/2002
Latrobe Borough	096477	Latrobe Armory	1017 Ridge Ave.	Listed	12/22/1989
Latrobe Borough	049981	Miller, Samuel Hurst, House	414 Baker Hill	Eligible	01/26/1982
Latrobe Borough	049976	Mozart Hall	340 Main St.	Eligible	05/07/2003
Latrobe Borough	049978	Pennsylvania Railroad Station at Latrobe	Depot St.	Listed	07/17/1986
Ligonier Borough	001145	Fort Ligonier Site	South Market St.	Listed	01/21/1975
Ligonier Borough	096460	Ligonier Armory	358 W Main St.	Listed	05/09/1991
Ligonier Borough	101488	Ligonier Historic District	Junction of Main St. & Market St.	Listed	08/30/1994
Ligonier Township	119975	Becer Farm	111 Springer Rd.	Eligible	04/26/2002
Ligonier Township	112276	Clifford Farm	199 Wilpin Rd.	Eligible	03/17/2000
Ligonier Township	049304	Compass Inn	Junction of U.S. 30 (Lincoln Hwy) & Californian Ave.	Listed	02/24/1995
Ligonier Township	119967	Knox House	93 Carey School Rd.	Eligible	04/26/2002
Ligonier Township	119963	Marker Farm	Peoples Rd. West Side, North of S.R. 0711	Eligible	04/26/2002
Ligonier Township	119959	McConaughy Farm	Northwest Corner of S.R. 1021 & Old Lincoln Hwy.	Eligible	04/26/2002
Ligonier Township	119979	McKelvey Farm	46 Springer Rd.	Eligible	04/26/2002
Ligonier Township	089495	Philadelphia Toboggan Company Carousel No. 8	Idlewild Park	Eligible	09/02/1986
Lower Burrell City	087007	Arnold Homestead	3990 Wilks Dr.	Eligible	12/14/1999
Loyalhanna Township	049445	Concord School	Loyalhanna Dam Rd. Appx 1/4 mile Northeast of L.R. 640	Eligible	08/06/1998
Loyalhanna Township	110345	Damtenders Dwellings, Loyalhanna Dam	Near Loyalhanna Dam	Eligible	08/13/1998
Manor Borough	050127	Fawcett, William D., Property	T-639 App 4 Miles Northwest of Chestnut PI	Eligible	05/13/1987
Monessen City	000398	Charleroi-Monessen Bridge	L.R. 247	Listed	06/22/1988
Monessen City	107332	Monessen Borough Building	3rd St. & Donner St.	Eligible	11/20/1997
Monessen City	114806	Most Holy Name of Jesus Church, School & Rect	Reed Ave. 400 Block	Eligible	08/09/2000
Monessen City	093081	Pittsburgh Steel Company	1st St. Monongahela River (Miles 38-41)	Eligible	03/23/1994
Mount Pleasant Borough	102893	Frick, H.C. Community Nurses Training School	Etze Ave.	Eligible	08/15/1994
Mount Pleasant Borough	096433	Mount Pleasant Armory	Eagle & Spring Sts.	Listed	12/22/1989
Mount Pleasant Borough	104018	Mount Pleasant Historic District	Main, S Church, Eagle, Walnut & College Sts.	Listed	07/23/1998
Mount Pleasant Borough	050596	Mt. Pleasant Foundry	Smithfield & Hitchman Sts.	Eligible	05/27/1988
Mount Pleasant Borough	050225	Mullin-Harman House	601 S Church St.	Eligible	12/28/1982
Mount Pleasant Borough	102207	Worden, Samuel, House	200 S Church St.	Listed	11/07/1995
Mount Pleasant Township	049480	Fisher, Adam, Homestead	Brinkerton Rd., near Mt Pleasant Rd.	Listed	02/28/1991

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Mount Pleasant Township	049493	Lobingier, John, Judge, House	Rte. 31, Just West of Junction with Rte. 982	Eligible	01/12/1996
Mount Pleasant Township	049492	Middle Presbyterian Church	Pa 981 & L.R. 64213, 3 mile North of Mt. Pleasant	Eligible	09/12/2003
Mount Pleasant Township	049496	Rumbaugh Farm	L.R. 64134 & L.R. 64213	Eligible	09/12/2003
Mount Pleasant Township	001135	Sewickley Manor	T-830 & L.R. 64136	Listed	04/19/1982
Multi-Municips	105678	Monongahela River Navigation System	Monongahela River	Eligible	10/23/1996
Multi-Municips	097496	West Pennsylvania Railroad	West Bank, Kiskiminetas River	Eligible	03/09/2000
Multi-Municips	000808	Western Division, Penna. Canal	Along Conemaugh River (Blairsville to Torrance)	Listed	09/17/1974
Munic of Murrysville Borough	120279	Borland/Cassol Property		Eligible	04/03/2002
Munic of Murrysville Borough	120275	Clark/Viola House		Eligible	04/03/2002
Munic of Murrysville Borough	044937	Haymaker, George, House	Haymaker Farm Rd. T-606, Murrysville	Eligible	11/29/1994
Munic of Murrysville Borough	120271	McCall/Latta Property	2710 Haymaker Farm Rd.	Eligible	04/03/2002
Munic of Murrysville Borough	044858	Northern Turnpike Tollhouse	W Pike St. & Kistler Rd.	Eligible	09/05/1989
Munic of Murrysville Borough	044890	Rugh, Michael, House	3968 Sardis Rd.	Eligible	06/16/1993
New Alexandria Borough	102091	Gallagher House	415 Main St.	Eligible	01/28/1994
New Alexandria Borough	044987	Gallagher Property	417 Main St.	Eligible	01/28/1994
New Alexandria Borough	044988	Gallagher Store & House	Main St.	Eligible	01/28/1994
New Alexandria Borough	102071	New Alexandria Historic District	Main St., Gay St., Washington St.	Eligible	02/28/1995
New Alexandria Borough	045001	Rugh House	21 Lincoln St. Main St. Barber Shop	Eligible	01/28/1994
New Florence Borough	001134	Squirrel Hill Site (36WM0035)		Listed	03/26/1980
New Kensington City	120618	Allegheny Valley Railroad		Eligible	02/04/2002
New Kensington City	101755	Aluminum City Terrace Historic District	Terrace St.	Eligible	09/07/1994
New Kensington City	102153	Aluminum Club	Freeport Rd. East Side, at Elizabeth St.	Eligible	
New Kensington City	102152	Aluminum Research Laboratories	Freeport Rd.	Eligible	09/07/1994
New Kensington City	102151	Building 242	12th St. Schreiber Industrial Park	Eligible	09/07/1994
New Kensington City	045122	Mt. Saint Peter Roman Catholic Church	100 Freeport Rd.	Listed	05/05/1998
New Kensington City	102168	New Kensington Downtown Historic District	900-1091 3rd Ave. 302-324 10th St., 201-319 9th	Listed	07/23/1998
New Kensington City	102146	New Kensington Production Works Historic Distri	Schreiber Industrial Park, 12th St.	Listed	05/07/1998
New Kensington City	050920	New Kensington U.S. Post Office	1100 5th Ave.	Eligible	12/06/1983
New Kensington City	120622	Parnassus Presbyterian Church	730 Church St.	Eligible	02/04/2002
New Stanton Borough	045144	Newstanton Roller Flour Mill	Along Jack's Run at Bridge on Old U.S. 119	Eligible	07/26/1993
North Belle Vernon Borough	120839		535 Graham St.	Eligible	05/29/2002
North Huntingdon Township	050648	Fullerton Inn	11029 Old Trail Rd.	Listed	06/30/1983
North Huntingdon Township	105328	Gongaware, Hezekiah, Family Homestead	10290 Barnes Lake Rd.	Eligible	12/23/1994
North Huntingdon Township	049616	Kunkle, Peter, House	8760 Barnes Lake Rd. L.R. 64251 App. 1 1/2 mile W U.S.	Eligible	11/16/2001

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North Huntingdon Township	100688	Larimer Elementary School	1159 Brownstown Rd.	Eligible	01/08/1993
North Huntingdon Township	049608	McFarlane, Andrew and Jennie, House	50 Maus Dr. at Junction with Clay Pike	Listed	08/04/2004
Oklahoma Borough	045188	Hotel Belvedere	Pa 66 at Railroad Crossing Near Apollo Bridge	Eligible	03/09/2000
Penn Township	001146	Bushy Run Battlefield	Bushy Run Rd. S.R. 993	NHL	10/09/1960
Penn Township	120291	Holtzer/Pecora Dairy Farm	Hyland Rd. Near Intersection with Boxcartown Rd.	Eligible	04/03/2002
Penn Township	120283	Lauffer/Blank Farm	1067 Blank Rd.	Eligible	04/03/2002
Penn Township	120287	Lauffer/Radakovich Farm	1057 Blank Rd.	Eligible	04/03/2002
Penn Township	120295	Neleigh/Circle W Farmstead	Boxcartown Rd. North of Intersection with Hyland Rd.	Eligible	04/03/2002
Rostraver Township	050659	Household No. 1 Site 36WM0061 (Fisher No. 34)		Listed	03/20/1986
Rostraver Township	049888	Setwart House	L.R. 64121 App 1 mile Northeast of + with T-322	Eligible	07/20/1992
Rostraver Township	000399	Webster-Donora Bridge	L.R. 143	Listed	06/22/1988
Salem Township	120315	Bush Property	Greene Dr. 800 Feet East of Toll Road 0066	Eligible	04/03/2002
Salem Township	047762	Congruity Stagecoach Inn	Old Wm Penn Hwy & L.R. 64186	Eligible	09/29/1988
Salem Township	047929	Dickey, John, House	Steele Rd. L.R. 64051	Eligible	12/16/1993
Salem Township	110041	Fairview Park	T-628, Old Rte. 22, 1.5 mile East of Delmont	Eligible	07/10/1998
Salem Township	096179	Gas Station	Southwest of Int. T-628 & Rte. 819	Eligible	09/29/1988
Salem Township	047782	Hannastown Farm	Juction of L.R. 64054 & T-825	Listed	03/17/1994
Salem Township	120307	Overlea Farm	Boquet Rd. Between Cloverleaf Rd. & Toll Road 0066	Eligible	04/03/2002
Salem Township	120311	Ramaley/Campbell House	S.R. 1057 at Cedar Dr.	Eligible	04/03/2002
Salem Township	102261	Slickville Historic District	S.R. 819	Listed	06/03/1994
Salem Township	102068	Torrance Residence	U.S. 22	Eligible	02/10/1995
Salem Township	047923	Watt House	U.S. 22 & Old U.S. 22 at Salemville	Eligible	09/29/1988
Scottdale Borough	045201	Brennan, J.P., House	700 S Broadway Ave.	Eligible	03/31/1994
Scottdale Borough	045204	Frick, H.C., Office Building	Broadway	Eligible	12/16/1993
Scottdale Borough	045210	Loucks	527 N Chestnut St.	Eligible	11/03/1993
Scottdale Borough	045228	Presbyterian Church	N Grant St. & Mulberry St.	Eligible	03/26/1986
Scottdale Borough	096478	Scottdale Armory	501 N Broadway St.	Listed	05/09/1991
Scottdale Borough	083431	Scottdale Historic District	Bounded by Walnut St, Constitution Way, Arthur Ave & Ja	Listed	03/29/1996
Scottdale Borough	087006	Scottdale Savings & Trust	161 Pittsburgh St.	Eligible	01/26/1982
Scottdale Borough	045219	Stauffer, Joseph, House	201 N Chestnut St.	Eligible	03/10/1993
Sewickley Township	047931	Bells Mills Covered Bridge	L.R. 64180 off Pa. 136 Over Big Sewickley Creek	Listed	06/27/1980
Sewickley Township	092969	Coke Ovens, Penn-Gas Coal Company	0.3 miles Northeast of Village of Lowber	Eligible	02/17/1988
South Greensburg Borough	083447	Coulter Ave. School	Coulter Ave. & Elm St.	Eligible	11/03/1993
South Huntingdon Township	047931	Bells Mills Covered Bridge	L.R. 64180 off Pa. 136 Over Big Sewickley Creek	Listed	06/27/1980

***NATIONAL REGISTER LISTED ELIGIBLE PROPERTIES***

12/7/2004

*Pennsylvania Historical Museum Commission*

*Bureau for Historic Preservation*

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***Westmoreland Cou***

<b><i>Municipality</i></b>	<b><i>KeyNo</i></b>	<b><i>Historic Name</i></b>	<b><i>Address</i></b>	<b><i>Status</i></b>	<b><i>Stat Date</i></b>
South Huntingdon Township	099807	Billy House	350 Apple Mill Rd.	Eligible	09/09/1992
South Huntingdon Township	102112	Mendon Village Historic District	Pa Rte. 31	Eligible	12/28/1993
South Huntingdon Township	048172	Mica House	Off U.S. 70, West of Junction with L.R. 64170	Eligible	06/07/2002
St. Clair Township	001142	Laurel Hill Furnace	Baldwin Run	Listed	04/28/1975
St. Clair Township	097628	Laurel Hill Inclined Plane	S.R. 0056 Conemaugh Gorge	Eligible	01/31/1992
Unity Township	049123		S Main St. Fourth Structure from Junction with Rte. 981	Eligible	12/01/1993
Unity Township	103858	Beatty Bridge	Railroad Tracks Over T.R. 699	Eligible	03/22/1995
Unity Township	103846	Conrail Bridge	Railroad Tracks	Eligible	03/22/1995
Unity Township	048321	Domerat Log House	L.R. 64040 North of Inter with T-577	Eligible	05/06/1992
Unity Township	048322	Dorothy Patch Zone	Off 981 Twrds Latrobe to Rght .2 mile Frm St. Vincent	Eligible	03/22/1993
Unity Township	097301	Frick, H.C., Coke Company	T-562, Village of Marguerite	Eligible	04/09/1991
Unity Township	103855	Monastery Rd. Bridge	Monastery Rd.	Eligible	03/22/1995
Unity Township	105450	Myers, Silvis, Farm House	Rte. 130	Eligible	08/11/1993
Unity Township	103857	Penn Central Railroad Tunnel	3000 Feet Southeast of Donohoe	Eligible	03/22/1995
Unity Township	001137	Saint Vincent Arch Abbey Gristmill	St. Vincent Archabbey & College	Listed	01/18/1978
Unity Township	048501	Saint Vincent Archabbey	7.7 mile East of Greensburg on U.S. 30	Eligible	07/01/2004
Unity Township	049189	Saint Vincents-Smith Farmhouse	Rte. 981 to T-827 App 0.3 mile North of U.S. 30	Eligible	04/16/2004
Unity Township	001135	Sewickley Manor	T-830 & L.R. 64136	Listed	04/19/1982
Upper Burrell Township	049000	Byerly House	115 Menk Rd.	Listed	07/18/1985
Vandergrift Borough	045336	Casino Theater	Washington Ave. & Grant Ave.	Eligible	08/05/1987
Vandergrift Borough	045339	Saint Constantine & Elena Greek Orthodox Chur	Lincoln Ave.	Eligible	03/31/1986
Vandergrift Borough	050980	Saint Gertrude Roman Catholic Church	311 Franklin Ave.	Listed	09/23/1983
Vandergrift Borough	096607	Vandergrift Historic District	Grant, Columbia, Farragut, Lincoln Aves.	Listed	04/27/1995
Washington Township	048998	Walter, John, Farmstead	166 Mamont Dr.	Listed	07/21/1995
Washington Township	111759	Washington Township Grade School	1785 Hancock Ave. Extension	Eligible	07/29/1999
West Newton Borough	115938	Dick Building	201-203 E Main St. West Newtown	Eligible	01/09/2001
West Newton Borough	101689	First Methodist Church	106 N 2nd St.	Eligible	08/02/1993
West Newton Borough	001139	Plumer House	Vine & South Water Sts.	Listed	12/06/1979
Youngstown Borough	045453	Youngstown Boro School	Latrobe St.	Eligible	06/29/1994
Youngwood Borough	091942	Youngwood Schools: Elementary & High School	15-17 S 6th St.	Eligible	04/02/1987

***Totals: National Historic Landmarks: 1***

***National Register Listed: 47***

***National Register Eligible: 149***

**C. Pennsylvania “Brain Drain” Rankings by County**

## Total Population

	1990	2000	Absolute Change	Percent Change	Percent Change (rank)
Pennsylvania	11,881,643	12,281,054	399,411	3.4%	
Adams	78,274	91,292	13,018	16.6%	4
Allegheny	1,336,449	1,281,666	-54,783	-4.1%	65
Armstrong	73,478	72,392	-1,086	-1.5%	56
Beaver	186,093	181,412	-4,681	-2.5%	59
Bedford	47,919	49,984	2,065	4.3%	27
Berks	336,523	373,638	37,115	11.0%	10
Blair	130,542	129,144	-1,398	-1.1%	54
Bradford	60,967	62,761	1,794	2.9%	32
Bucks	541,174	597,635	56,461	10.4%	13
Butler	152,013	174,083	22,070	14.5%	7
Cambria	163,029	152,598	-10,431	-6.4%	67
Cameron	5,913	5,974	61	1.0%	42
Carbon	56,846	58,802	1,956	3.4%	28
Centre	123,786	135,758	11,972	9.7%	14
Chester	376,396	433,501	57,105	15.2%	5
Clarion	41,699	41,765	66	0.2%	47
Clearfield	78,097	83,382	5,285	6.8%	21
Clinton	37,182	37,914	732	2.0%	38
Columbia	63,202	64,151	949	1.5%	40
Crawford	86,169	90,366	4,197	4.9%	25
Cumberland	195,257	213,674	18,417	9.4%	15
Dauphin	237,813	251,798	13,985	5.9%	23
Delaware	547,651	550,864	3,213	0.6%	46
Elk	34,878	35,112	234	0.7%	43
Erie	275,572	280,843	5,271	1.9%	39
Fayette	145,351	148,644	3,293	2.3%	37
Forest	4,802	4,946	144	3.0%	31
Franklin	121,082	129,313	8,231	6.8%	20
Fulton	13,837	14,261	424	3.1%	30
Greene	39,550	40,672	1,122	2.8%	33
Huntingdon	44,164	45,586	1,422	3.2%	29
Indiana	89,994	89,605	-389	-0.4%	51
Jefferson	46,083	45,932	-151	-0.3%	50
Juniata	20,625	22,821	2,196	10.6%	11
Lackawanna	219,039	213,295	-5,744	-2.6%	61
Lancaster	422,822	470,658	47,836	11.3%	9
Lawrence	96,246	94,643	-1,603	-1.7%	57
Lebanon	113,744	120,327	6,583	5.8%	24
Lehigh	291,130	312,090	20,960	7.2%	19
Luzerne	328,149	319,250	-8,899	-2.7%	63
Lycoming	118,710	120,044	1,334	1.1%	41
McKean	47,131	45,936	-1,195	-2.5%	60
Mercer	121,003	120,293	-710	-0.6%	52
Mifflin	46,197	46,486	289	0.6%	44
Monroe	95,709	138,687	42,978	44.9%	2
Montgomery	678,111	750,097	71,986	10.6%	12
Montour	17,735	18,236	501	2.8%	34
Northampton	247,105	267,066	19,961	8.1%	17
Northumberland	96,771	94,556	-2,215	-2.3%	58
Perry	41,172	43,602	2,430	5.9%	22
Philadelphia	1,585,577	1,517,550	-68,027	-4.3%	66
Pike	27,966	46,302	18,336	65.6%	1
Potter	16,717	18,080	1,363	8.2%	16
Schuylkill	152,585	150,336	-2,249	-1.5%	55
Snyder	36,680	37,546	866	2.4%	35
Somerset	78,218	80,023	1,805	2.3%	36
Sullivan	6,104	6,556	452	7.4%	18
Susquehanna	40,380	42,238	1,858	4.6%	26
Tioga	41,126	41,373	247	0.6%	45
Union	36,176	41,624	5,448	15.1%	6
Venango	59,381	57,565	-1,816	-3.1%	64
Warren	45,050	43,863	-1,187	-2.6%	62
Washington	204,584	202,897	-1,687	-0.8%	53
Wayne	39,944	47,722	7,778	19.5%	3
<b>Westmoreland</b>	<b>370,321</b>	<b>369,993</b>	<b>-328</b>	<b>-0.1%</b>	<b>49</b>
Wyoming	28,076	28,080	4	0.0%	48
York	339,574	381,751	42,177	12.4%	8

## Young Workers (15-24 in 1990, 25-34 in 2000)

	1990	2000	Absolute Change	Percent Change	Absolute Change (rank)	Percent Change (rank)
Pennsylvania	1,670,044	1,550,861	-119,183	-7.1%		
Adams	11,931	11,352	-579	-4.9%	33	27
Allegheny	172,079	160,292	-11,787	-6.8%	65	31
Armstrong	9,337	8,389	-948	-10.2%	38	40
Beaver	22,727	20,182	-2,545	-11.2%	51	43
Bedford	6,496	6,291	-205	-3.2%	25	21
Berks	45,907	46,739	832	1.8%	9	12
Blair	17,235	15,402	-1,833	-10.6%	44	41
Bradford	7,908	7,282	-626	-7.9%	34	35
Bucks	71,196	74,941	3,745	5.3%	3	9
Butler	22,837	21,696	-1,141	-5.0%	42	28
Cambria	21,776	17,260	-4,516	-20.7%	56	56
Cameron	709	640	-69	-9.7%	19	39
Carbon	7,050	7,109	59	0.8%	15	15
Centre	38,547	18,177	-20,370	-52.8%	67	67
Chester	52,006	54,062	2,056	4.0%	6	10
Clarion	8,750	4,737	-4,013	-45.9%	53	65
Clearfield	10,498	10,762	264	2.5%	12	11
Clinton	6,592	4,422	-2,170	-32.9%	46	61
Columbia	12,167	7,332	-4,835	-39.7%	59	64
Crawford	12,931	10,647	-2,284	-17.7%	47	52
Cumberland	32,276	27,089	-5,187	-16.1%	60	51
Dauphin	30,537	34,028	3,491	11.4%	4	4
Delaware	78,214	68,403	-9,811	-12.5%	64	46
Elk	4,481	4,417	-64	-1.4%	18	19
Erie	44,333	34,809	-9,524	-21.5%	62	57
Fayette	18,983	17,886	-1,097	-5.8%	41	29
Forest	668	448	-220	-32.9%	26	62
Franklin	17,057	16,998	-59	-0.3%	17	17
Fulton	1,967	1,874	-93	-4.7%	20	26
Greene	5,806	5,606	-200	-3.4%	24	22
Huntingdon	7,071	6,264	-807	-11.4%	36	44
Indiana	19,213	9,633	-9,580	-49.9%	63	66
Jefferson	5,909	5,384	-525	-8.9%	31	38
Juniata	2,749	2,907	158	5.7%	13	8
Lackawanna	30,504	24,881	-5,623	-18.4%	61	53
Lancaster	61,601	59,229	-2,372	-3.9%	49	23
Lawrence	12,799	10,277	-2,522	-19.7%	50	54
Lebanon	15,557	14,890	-667	-4.3%	35	24
Lehigh	37,328	40,452	3,124	8.4%	5	6
Luzerne	43,691	38,890	-4,801	-11.0%	58	42
Lycoming	16,386	14,436	-1,950	-11.9%	45	45
McKean	6,307	6,125	-182	-2.9%	23	20
Mercer	17,476	13,367	-4,109	-23.5%	54	58
Mifflin	6,339	5,874	-465	-7.3%	29	32
Monroe	13,322	14,883	1,561	11.7%	8	3
Montgomery	83,614	100,464	16,850	20.2%	1	2
Montour	2,178	2,046	-132	-6.1%	22	30
Northampton	36,230	31,609	-4,621	-12.8%	57	47
Northumberland	12,081	11,519	-562	-4.7%	32	25
Perry	5,607	5,669	62	1.1%	14	14
Philadelphia	240,593	221,700	-18,893	-7.9%	66	34
Pike	2,733	4,568	1,835	67.1%	7	1
Potter	2,083	2,093	10	0.5%	16	16
Schuylkill	19,179	19,500	321	1.7%	11	13
Snyder	6,281	4,523	-1,758	-28.0%	43	59
Somerset	9,821	9,720	-101	-1.0%	21	18
Sullivan	874	605	-269	-30.8%	27	60
Susquehanna	4,917	4,536	-381	-7.7%	28	33
Tioga	6,833	4,496	-2,337	-34.2%	48	63
Union	7,204	6,232	-972	-13.5%	39	48
Venango	7,366	6,280	-1,086	-14.7%	40	49
Warren	5,410	4,935	-475	-8.8%	30	37
Washington	27,121	22,779	-4,342	-16.0%	55	50
Wayne	4,885	5,236	351	7.2%	10	7
<b>Westmoreland</b>	<b>45,726</b>	<b>41,945</b>	<b>-3,781</b>	<b>-8.3%</b>	<b>52</b>	<b>36</b>
Wyoming	4,376	3,469	-907	-20.7%	37	55
York	45,679	50,173	4,494	9.8%	2	5

## Net Migration

	outflow 1995-2000	inflow 1995-2000	Absolute Change	Absolute Change (rank)
Pennsylvania	1,674,845	1,543,549	-131,296	
Adams	14,095	17,248	3,153	12
Allegheny	161,247	113,490	-47,757	66
Armstrong	9,926	7,754	-2,172	48
Beaver	22,191	16,937	-5,254	63
Bedford	4,957	5,062	105	19
Berks	36,061	44,748	8,687	5
Blair	15,361	10,983	-4,378	57
Bradford	8,944	7,156	-1,788	46
Bucks	85,811	92,341	6,530	10
Butler	21,971	27,526	5,555	11
Cambria	17,263	13,072	-4,191	56
Cameron	824	636	-188	26
Carbon	8,919	7,231	-1,688	45
Centre	28,895	41,632	12,737	2
Chester	64,799	86,930	22,131	1
Clarion	6,414	7,294	880	16
Clearfield	9,428	8,900	-528	30
Clinton	4,518	5,751	1,233	15
Columbia	8,970	9,658	688	18
Crawford	15,034	12,817	-2,217	50
Cumberland	34,935	42,890	7,955	7
Dauphin	40,678	35,460	-5,218	62
Delaware	96,305	73,176	-23,129	65
Elk	3,928	2,291	-1,637	44
Erie	31,645	26,854	-4,791	58
Fayette	13,626	11,439	-2,187	49
Forest	1,075	1,065	-10	21
Franklin	15,942	15,735	-207	27
Fulton	2,079	1,664	-415	28
Greene	5,718	4,908	-810	33
Huntingdon	5,725	6,461	736	17
Indiana	12,631	15,135	2,504	14
Jefferson	6,818	5,202	-1,616	43
Juniata	2,584	2,503	-81	23
Lackawanna	22,718	17,809	-4,909	60
Lancaster	49,596	49,511	-85	24
Lawrence	11,239	9,702	-1,537	42
Lebanon	15,757	14,389	-1,368	41
Lehigh	50,700	45,581	-5,119	61
Luzerne	28,444	24,577	-3,867	55
Lycoming	16,363	13,857	-2,506	53
McKean	6,494	5,397	-1,097	39
Mercer	15,051	14,595	-456	29
Mifflin	4,162	3,628	-534	31
Monroe	21,963	34,070	12,107	3
Montgomery	115,966	127,311	11,345	4
Montour	4,394	3,319	-1,075	38
Northampton	38,308	44,939	6,631	9
Northumberland	11,001	10,991	-10	20
Perry	6,739	5,704	-1,035	37
Philadelphia	229,424	135,266	-94,158	67
Pike	6,257	13,083	6,826	8
Potter	3,698	2,854	-844	34
Schuylkill	14,976	14,428	-548	32
Snyder	5,637	5,558	-79	22
Somerset	8,617	6,347	-2,270	51
Sullivan	1,275	1,179	-96	25
Susquehanna	10,245	5,415	-4,830	59
Tioga	8,407	6,363	-2,044	47
Union	7,869	11,021	3,152	13
Venango	7,841	6,556	-1,285	40
Warren	6,556	4,107	-2,449	52
Washington	25,710	22,698	-3,012	54
Wayne	8,802	7,891	-911	35
<b>Westmoreland</b>	<b>43,494</b>	<b>38,152</b>	<b>-5,342</b>	<b>64</b>
Wyoming	5,434	4,401	-1,033	36
York	42,391	50,901	8,510	6

## Share of population with a bachelor's degree or more

	1990 BA or higher	2000 BA or higher	1990 BA as % of total pop	2000 BA as % of total pop	% change	2000 rank	% change rank
Pennsylvania	1,412,746	1,847,631	11.9%	15.0%	26.5%		
Adams	6,562	10,025	8.4%	11.0%	31.0%	27	25
Allegheny	209,645	252,583	15.7%	19.7%	25.6%	6	43
Armstrong	4,007	5,290	5.5%	7.3%	34.0%	63	19
Beaver	15,140	20,051	8.1%	11.1%	35.9%	26	12
Bedford	2,461	3,542	5.1%	7.1%	38.0%	64	4
Berks	34,000	46,011	10.1%	12.3%	21.9%	21	52
Blair	9,098	12,268	7.0%	9.5%	36.3%	42	10
Bradford	5,550	6,292	8.3%	10.0%	21.0%	36	54
Bucks	87,637	125,588	16.2%	21.0%	29.8%	3	30
Butler	15,231	27,263	10.0%	15.7%	56.3%	10	2
Cambria	11,932	14,634	7.3%	9.6%	31.0%	41	24
Cameron	385	502	6.5%	8.4%	29.1%	49	34
Carbon	3,284	4,569	5.8%	7.8%	34.5%	57	17
Centre	21,440	27,131	17.3%	20.0%	15.4%	4	65
Chester	85,121	121,352	22.6%	28.0%	23.8%	1	48
Clarion	2,933	4,025	7.0%	9.6%	37.0%	39	7
Clearfield	4,424	6,470	5.7%	7.8%	37.0%	58	8
Clinton	2,738	3,307	7.4%	8.7%	18.4%	47	59
Columbia	4,942	6,568	7.8%	10.2%	30.9%	32	26
Crawford	6,435	8,773	7.5%	9.7%	30.0%	38	29
Cumberland	29,176	40,264	14.9%	18.8%	26.1%	7	40
Dauphin	29,791	40,380	12.5%	16.0%	28.0%	8	37
Delaware	89,715	109,670	16.4%	19.9%	21.5%	5	53
Elk	2,191	3,001	6.3%	8.5%	36.1%	48	11
Erie	27,790	37,590	10.1%	13.4%	32.7%	15	22
Fayette	9,074	11,828	6.2%	8.0%	27.5%	55	39
Forest	263	315	5.5%	6.4%	16.3%	65	63
Franklin	9,880	12,995	8.2%	10.0%	23.2%	35	51
Fulton	650	901	4.7%	6.3%	34.5%	66	18
Greene	2,886	3,396	7.3%	8.3%	14.4%	50	66
Huntingdon	2,700	3,697	6.1%	8.1%	32.7%	52	23
Indiana	7,712	9,506	8.6%	10.6%	23.8%	28	47
Jefferson	2,719	3,694	5.9%	8.0%	36.3%	54	9
Juniata	973	1,337	4.7%	5.9%	24.2%	67	46
Lackawanna	22,048	29,028	10.1%	13.6%	35.2%	14	15
Lancaster	44,369	62,039	10.5%	13.2%	25.6%	17	44
Lawrence	7,668	9,778	8.0%	10.3%	29.7%	30	32
Lebanon	8,852	12,622	7.8%	10.5%	34.8%	29	16
Lehigh	38,895	49,612	13.4%	15.9%	19.0%	9	58
Luzerne	29,575	37,036	9.0%	11.6%	28.7%	24	36
Lycoming	9,536	12,123	8.0%	10.1%	25.7%	34	42
McKean	3,799	4,425	8.1%	9.6%	19.5%	40	57
Mercer	10,880	14,093	9.0%	11.7%	30.3%	23	27
Mifflin	2,642	3,460	5.7%	7.4%	30.1%	62	28
Monroe	10,925	18,422	11.4%	13.3%	16.4%	16	62
Montgomery	149,382	199,787	22.0%	26.6%	20.9%	2	55
Montour	2,240	2,778	12.6%	15.2%	20.6%	11	56
Northampton	27,179	38,098	11.0%	14.3%	29.7%	13	31
Northumberland	5,708	7,426	5.9%	7.9%	33.1%	56	21
Perry	2,337	3,316	5.7%	7.6%	34.0%	60	20
Philadelphia	156,027	172,641	9.8%	11.4%	15.6%	25	64
Pike	2,807	5,986	10.0%	12.9%	28.8%	19	35
Potter	1,065	1,493	6.4%	8.3%	29.6%	51	33
Schuylkill	8,562	11,589	5.6%	7.7%	37.4%	59	6
Snyder	2,397	3,028	6.5%	8.1%	23.4%	53	49
Somerset	4,640	6,052	5.9%	7.6%	27.5%	61	38
Sullivan	353	596	5.8%	9.1%	57.2%	44	1
Susquehanna	2,927	3,776	7.2%	8.9%	23.3%	45	50
Tioga	3,256	3,861	7.9%	9.3%	17.9%	43	60
Union	3,847	4,961	10.6%	11.9%	12.1%	22	67
Venango	4,238	5,139	7.1%	8.9%	25.1%	46	45
Warren	3,233	4,332	7.2%	9.9%	37.6%	37	5
Washington	19,041	26,726	9.3%	13.2%	41.5%	18	3
Wayne	3,489	4,852	8.7%	10.2%	16.4%	33	61
<b>Westmoreland</b>	<b>39,274</b>	<b>53,240</b>	<b>10.6%</b>	<b>14.4%</b>	<b>35.7%</b>	<b>12</b>	<b>13</b>
Wyoming	2,298	2,894	8.2%	10.3%	25.9%	31	41
York	31,272	47,604	9.2%	12.5%	35.4%	20	14

**D. Standardization of Building Permit and Inspection Request Forms  
(WPBA)**



WPBA  
PO Box 976  
Greensburg, PA 15601  
Phone: (724) 850-2800  
Fax: (724) 850-9806  
[www.westmorelandbuilders.com](http://www.westmorelandbuilders.com)

March 15, 2004

Mr. Larry Larese, Director  
Planning & Development Dept.  
Westmoreland County Courthouse  
2 N. Main Street  
Greensburg, PA 15601

Dear Larry:

Thank you for all your cooperation and support of the Westmoreland Professional Builders Association (WPBA). Currently WPBA has 200 members (70 of which are builders & developers). Our membership consists of many different types of companies, all of which have an impact on the building industry in Westmoreland County.

As you are aware, the 90-day opt-in/ opt-out period for the Act 45 UCC will begin on April 9, 2004. From April 9, 2004-July 9, 2004 the municipalities will have to decide whether they will use their own building code officials to enforce the new code, or if they will turn to a third party agency.

It is our understanding that at this time Murrysville, Penn Township, North Huntingdon, City of Greensburg, and Unity Township already have their own inspectors. The townships who have announced that they are definitely going to use a third party agency include: Derry Township, Ligonier Township, Manor, Jeannette, Cook, and Loyalhanna. Municipalities that are still unsure of their status include Hempfield, Mt. Pleasant, Derry Borough, New Alexandria, East Huntingdon, Salem and Donegal. Some of the smaller municipalities, for example Youngstown, Youngwood, New Stanton, etc. are probably going to use a third party, however their status remains unknown at this time.

The WPBA held a Building Code Seminar on February 26, 2004. The instructors included code officials Dave Jobe (Murrysville) Mike Steck (Penn Twp.) Keith Evers (N. Huntingdon) and Merle Musick (Unity Twp). There were over 97 builders and developers from Westmoreland County that attended this seminar. The builders you met at the Court House in January stayed after the seminar to discuss a very critical issue with the code officials: Standardization of Building Permit and Inspection Request Forms.

The group felt that in order for the county to continue to move forward, there needs to be a standardized building permit application and inspection request forms. The officials listed above, who created the enclosed forms represent 4 of the top 5 townships in new growth in Westmoreland County. They strongly support the idea of standardization. In fact, since the meeting on February 26<sup>th</sup>, Murrysville Township has already adopted these forms and the other 3 townships will be converting shortly. We also have commitments from 2 third party agencies which will be using the standardized forms.

***The purpose of the Westmoreland Professional Builders Association is to encourage home building and renovations, to build member relationships, to enhance professionalism, and to maintain a charitable giving program that supports this purpose.***

Implementing standardized forms like the ones enclosed will benefit everyone. Using the same forms throughout the county is convenient, cost effective, and user-friendly for the builder and the homeowner.

For the county, the individual municipalities, and the third party agencies, standardization will save time and money and provide the peace of mind that the forms are the same from one municipality to another. This will also create less confusion and the consumers will be more aware of how to complete the forms. Perhaps even more importantly, standardization will also cut back on the amount of time staff members will spend answering questions and returning calls to explain how to complete the forms.

By implementing these forms, Westmoreland County has the opportunity to be at the forefront of what will be a very big transition for everyone. To our knowledge, no county has yet to endorse a standardized form. Such forms will not only ease the transition but will also make it more attractive to build in Westmoreland County.

Our goal is to encourage developmental growth in Westmoreland County, and to try to keep costs at a minimum. The way to do that is to create cohesiveness among all the parties involved. This standardization process will unite the members of the Westmoreland Professional Builders Association, the local code officials, third party inspectors, and the governing body of this county, to form a cooperative and supportive effort during this time of change.

Once again, thank you for assisting us with this immediate and necessary change. If you have any questions, please contact me directly.

Sincere thanks,

*Dena M. Scalise*

Dena M. Scalise  
WPBA Past President

Cc: President: Scott Mains (Building Visions)  
Vice President: George Ord (George Ord Gen Carpentry)  
Treasurer: Dom Scalise (Scalise Construction)  
Secretary: John Inselmini (Inselmini Construction)  
Government Affairs Chairman: Jeff Irwin (Irwin Contracting)  
Administrator: Nancy Murphy

***The purpose of the Westmoreland Professional Builders Association is to encourage home building and renovations, to build member relationships, to enhance professionalism, and to maintain a charitable giving program that supports this purpose.***

# BUILDING PERMIT APPLICATION

Municipality \_\_\_\_\_

## *Applicant*

Name \_\_\_\_\_

Address \_\_\_\_\_ E-Mail \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

Fax \_\_\_\_\_ Other \_\_\_\_\_

## *Owner (If same as applicant check )*

Name \_\_\_\_\_

Address \_\_\_\_\_ E-Mail \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

Fax \_\_\_\_\_ Other \_\_\_\_\_

## *Principal Contractor (If same as applicant check )*

Name \_\_\_\_\_

Address \_\_\_\_\_ E-Mail \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

Fax \_\_\_\_\_ Other \_\_\_\_\_

## *Architect (If Applicable)*

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-Mail \_\_\_\_\_

## Location of construction

Property located at: \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

Subdivision \_\_\_\_\_ Parcel \_\_\_\_\_ Zoning \_\_\_\_\_

Tax Map # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Size of Lot \_\_\_\_\_ Deed # \_\_\_\_\_ Owned since \_\_\_\_\_

### Type of improvement

- New Building  Addition  Repair  Demolition  Relocation  
 Foundation only  Change of Use  Plumbing  Mechanical  Electrical

Describe proposed work:

\_\_\_\_\_  
\_\_\_\_\_

Estimated Cost of Construction (reasonable fair market value) \$ \_\_\_\_\_

**Description of Building Use (Check One)**

**RESIDENTIAL**

- One-Family Dwelling
- Two Family Dwelling

**NON-RESIDENTIAL**

Specific Use: \_\_\_\_\_  
 Change in Use:  YES  NO  
 If YES, Indicate Former: \_\_\_\_\_  
 Max. Occupancy Load: \_\_\_\_\_  
 Max. Live Load: \_\_\_\_\_

**Building characteristics**

**Mechanical: Indicate Type of Heating/Ventilating/Air Conditioning (i.e., electric, gas, oil etc.)** \_\_\_\_\_

**Water Service (Check)**  Public  Private

**Sewer Service**  Public  Private      **Permit #** \_\_\_\_\_

**Does your building contain any of the following:**

**Fireplace(s) Number** \_\_\_\_\_ **Type of Fuel** \_\_\_\_\_ **Type Vent** \_\_\_\_\_

<b>Elevator/Escalator/Lifts Moving walks: (Check)</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Sprinkler System</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Refrigeration System</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> No

**BUILDING DIMENSIONS**

**Existing Building Area** \_\_\_\_\_ sq. ft.

**Number of Stories:** \_\_\_\_\_

**Proposed Building Area** \_\_\_\_\_ sq. ft.  
\_\_\_\_\_ ft

**Height of Structure Above Grade:**

**Total Building Area** \_\_\_\_\_ sq. ft

**Area of Largest Floor:** \_\_\_\_\_ sq. ft.

**Floodplain**

**Is the site located within an identified flood hazard area (Check One)**     Yes     No

If yes owner shall verify that any proposed construction and/or development activity complies with the requirements of the National Flood Insurance Program and the Pennsylvania Flood Plain Management Act (Act 166 1978) specifically *Section 60.3*

The applicant certifies that all information on the application is correct and the work will be completed in accordance with the "approved" construction documents and PA Act 45 (Uniform Construction Code) and any additional approved building code requirements adopted by the Municipality. The property owner and applicant assumes the responsibility of locating all property lines, setback lines, easements, rights-of way, flood areas, etc. Issuance of a permit and approval of construction documents shall not be construed as authority to violate, cancel or set aside any provisions of the codes and ordinances of the Municipality or any other governing body. The applicant certifies he/she understands all the applicable codes, ordinances and regulations.

**I certify that the Building Code Official or the Code Official's authorized representative shall have the authority to enter areas covered by such permit at any reasonable hour to enforce the provisions of the code(s) applicable to such permit.**

\_\_\_\_\_  
**Signature of owner or Authorized Agent**

\_\_\_\_\_  
**Print Name of Owner or Authorized Agent**

\_\_\_\_\_  
**Address**

\_\_\_\_\_  
**Date**

**Directions to Site** \_\_\_\_\_

\_\_\_\_\_

# INSPECTION REQUEST

Municipality \_\_\_\_\_

PERMIT NAME: \_\_\_\_\_ PHONE \_\_\_\_\_

PERMIT # \_\_\_\_\_ TYPE OF PERMIT \_\_\_\_\_ DATE ISSUED \_\_\_\_\_

CONSTRUCTION SITE  
ADDRESS \_\_\_\_\_

PERSON REQUESTING  
INSPECTION \_\_\_\_\_ PHONE \_\_\_\_\_

## Inspection requested to be conducted for the following:

Type	Date Inspection Requested	Time	Comment	Office Use
Footer:	_____	_____ AM/PM	_____	
Foundation:	_____	_____ AM/PM	_____	
Framing:	_____	_____ AM/PM	_____	
Plumbing:	_____	_____ AM/PM	_____	
Electrical:	_____	_____ AM/PM	_____	
Mechanical:	_____	_____ AM/PM	_____	
Wall Board:	_____	_____ AM/PM	_____	
Final:	_____	_____ AM/PM	_____	
Other	_____	_____ AM/PM	_____	

All inspections must be scheduled at least **24 hours** in advance. This form must be forwarded or faxed to Township. **NO INSPECTIONS WILL BE SCHEDULED BY PHONE.** Applicant is responsible to have structure accessible for inspection. Failed inspections are subject to re inspection fees

**E. Employment by Industry by Municipality**

Industry 1990 - 2000

		1990													2000													
		Agriculture, forestry, fishing, and hunting	Mining	Construction	Manufacturing	Transportation	Communication, and other public utilities	Wholesale trade	Retail trade	Finance, insurance, real estate	Health services	Education Services	Art, entertainment, recreation	Public Administration	Agriculture, forestry, fishing, and hunting	Mining	Construction	Manufacturing	Transportation	Communication, and other public utilities	Wholesale trade	Retail trade	Finance, insurance, real estate	Health services	Education Services	Art, entertainment, recreation	Public Administration	
Pennsylvania		97,811	31,396	331,161	1,087,220	241,749	134,992	234,880	931,987	351,519	539,555	448,888	56,928	218,606	56,890	16,569	339,363	906,398	248,823	55,512	201,804	684,179	371,848	740,036	497,054	73,846	235,767	
Westmoreland County		1,896	1,214	9,523	31,896	7,391	4,715	7,720	32,538	7,192	16,903	11,214	2,024	3,905	732	702	10,857	28,734	7,665	3,096	7,068	21,545	7,973	22,716	12,472	2,092	4,989	
Planning District 1	Allegheny	28	42	240	966	103	69	156	744	138	298	243	12	37	8	13	135	954	128	110	152	372	168	531	288	28	50	
	Arnold	7	24	83	546	98	47	99	554	114	339	149	32	84	0	0	68	515	133	0	82	310	73	320	162	38	60	
	East Vandergrift	0	7	8	75	9	5	19	43	9	16	24	0	4	2	7	9	100	3	7	4	51	16	36	10	2	10	
	Hyde Park	0	0	8	82	6	9	4	48	10	26	12	6	0	0	0	15	54	13	0	3	28	6	40	12	3	4	
	Lower Burrell	7	36	231	1388	176	65	245	1271	234	545	311	50	81	0	0	215	1121	210	47	233	726	310	749	287	71	134	
	New Kensington	54	41	315	1297	186	184	165	1324	187	717	384	57	249	20	6	309	931	143	92	131	924	337	887	406	91	188	
	Oklahoma	0	2	26	102	11	10	13	73	19	40	44	2	5	0	6	26	101	18	1	3	69	25	43	26	4	12	
	Upper Burrell	15	7	86	254	52	23	31	183	32	115	68	0	29	15	0	88	234	117	8	35	82	69	102	78	5	7	
	Vandergrift	7	11	168	482	107	54	44	421	60	192	185	26	29	8	0	124	544	83	7	90	264	86	401	128	20	45	
	Washington	23	57	300	704	257	119	212	476	129	288	251	41	69	0	22	322	811	127	62	91	375	184	425	247	7	57	
West Leechburg	9	8	21	193	6	23	14	110	16	54	48	7	8	0	0	32	158	21	11	9	87	22	72	48	9	14		
Planning District 2	Export	4	2	39	72	19	6	21	94	23	22	15	0	5	2	0	48	66	22	3	15	54	11	41	21	8	10	
	Irwin	0	0	47	212	105	72	112	534	193	175	151	24	57	0	0	161	333	74	40	67	386	51	232	179	32	41	
	Manor	2	0	76	270	75	28	86	280	57	122	53	13	23	0	4	105	215	82	10	66	183	58	155	104	26	25	
	Murrysville	81	15	495	1590	215	271	556	1409	451	750	735	164	96	22	24	563	1459	283	168	483	1082	703	981	739	75	178	
	North Huntingdon	102	41	734	2436	673	315	792	2551	726	1380	914	193	243	6	24	1061	2156	840	274	559	1908	747	1898	1103	101	359	
	North Irwin	9	2	11	99	27	8	22	111	36	39	24	8	16	2	0	39	88	19	5	18	63	25	60	19	1	10	
	Penn Township	66	0	564	1485	299	223	449	1323	401	822	511	139	107	26	14	536	1475	410	257	478	1107	488	1225	770	129	266	
	Sewickley	70	24	267	510	203	76	134	603	61	278	143	36	37	11	17	239	515	131	46	133	466	96	304	144	13	112	
	Sutersville	2	0	24	51	9	3	8	73	7	23	25	0	7	1	2	21	62	5	1	5	34	3	46	13	6	4	
	Trafford	13	0	69	230	49	38	50	269	56	193	136	10	42	0	7	74	194	50	23	49	233	104	218	103	25	33	
Planning District 3	Monessen	12	13	177	578	173	68	97	544	211	310	260	30	119	6	20	143	372	76	61	120	401	174	579	247	27	187	
	North Belle Vernon	4	7	48	97	26	18	50	195	22	96	102	0	13	0	7	35	109	25	10	41	126	28	120	64	24	32	
	Rostraver	55	25	394	790	195	153	235	988	188	358	374	89	135	8	81	549	731	411	63	240	799	254	732	447	65	108	
	Smithton	3	0	6	25	13	0	13	28	11	19	7	0	4	0	0	12	24	8	2	10	28	2	19	7	5	4	
	South Huntingdon	74	53	147	474	192	142	136	523	125	290	147	18	42	4	32	191	518	270	52	136	341	58	291	124	10	105	
West Newton	9	6	54	183	57	26	63	241	59	150	95	7	49	0	15	101	186	87	15	53	159	82	201	83	7	68		
Planning District 4	East Huntingdon	120	21	244	649	243	52	181	602	76	352	161	41	46	61	22	236	791	226	18	162	472	129	551	207	22	92	
	Mount Pleasant Borough	22	7	112	445	102	51	80	438	53	216	86	0	24	0	3	115	402	107	17	78	303	48	327	111	16	53	
	Mount Pleasant Township	94	31	325	1056	287	150	299	992	145	482	235	55	145	47	13	397	1029	295	122	278	584	164	735	289	76	186	
	Scottdale	18	13	79	545	135	33	59	387	106	227	188	6	50	6	6	123	364	100	27	78	355	105	216	167	15	69	
Planning District 5	Adamsburg	0	0	8	29	9	0	5	24	13	5	3	2	6	0	0	12	23	2	2	8	20	0	20	3	0	4	
	Arona	0	2	7	41	13	4	23	33	0	11	5	11	7	0	2	30	37	6	3	15	41	6	35	8	0	3	
	Greensburg	24	0	197	1024	220	320	388	1436	355	815	646	121	262	16	30	317	758	219	154	324	856	311	1030	791	172	368	
	Hempfield	146	86	920	3466	980	727	1137	4535	1034	2063	1427	227	659	17	30	1044	2952	788	516	1008	2329	1098	2494	1637	222	618	
	Hunker	13	0	5	21	11	5	8	37	7	14	11	0	6	0	0	15	29	6	2	26	27	4	19	7	4	6	
	Jeanette	26	0	191	867	218	129	156	1084	166	507	301	52	137	14	0	227	863	248	46	183	795	191	712	270	33	227	
	Latrobe	0	29	165	923	113	95	110	796	182	625	252	58	115	18	0	230	819	136	74	157	566	132	648	261	68	128	
	Madison	7	0	23	30	24	4	8	48	7	39	17	0	6	0	1	25	46	6	5	21	30	6	52	18	4	8	
	New Stanton	0	0	142	121	65	77	55	333	75	65	75	0	44	5	0	95	146	92	9	65	133	53	99	97	4	36	
	Penn Borough	0	4	17	63	34	5	26	63	0	27	15	3	2	0	0	4	37	23	4	5	27	2	27	7	3	6	
	South Greensburg	5	2	44	172	57	47	66	275	53	108	39	10	46	0	0	46	159	70	30	77	165	20	197	42	17	60	
	Southwest Greensburg	0	5	78	187	53	35	50	281	117	132	73	13	62	6	0	55	124	41	22	55	165	96	222	72	11	67	
	Unity	143	36	509	2065	302	236	355	1845	362	1002	864	139	227	31	26	488	1851	439	182	310	1281	395	1492	854	156	274	
	Youngstown	1	0	13	45	4	2	4	26	9	33	4	4	0	0	0	12	38	4	2	3	11	2	50	36	7	3	
Youngwood	8	7	81	286	87	51	102	362	45	175	83	18	66	0	0	88	251	70	25	93	181	55	224	110	28	39		
Planning District 6	Avonmore	0	10	7	170	29	5	12	62	18	49	8	0	13	2	5	31	122	11	5	10	15	12	21	10	2	9	
	Bell	32	41	78	282	54	36	43	174	25	68	57	10	18	11	5	105	290	33	19	32	141	39	99	71	21	34	
	Delmont	4	10	48	176	43	56	66	212	72	49	56	19	12	7	8	100	174	43	23	40	158	69	205	95	12	23	
	Derry Borough	6	10	89	321	41	9	253	43	155	107	18	24	18	24	6	11	71	258	93	36	38	126	40	152	90	4	31
	Derry Township	133	133	427	1647	232	118	210	1117	216	853	429	74	101	63	59	549	1394	251	67	258	716	310	938	468	27	111	
	Loyalhanna	24	41	88	175	45	24	30	143	34	71	80	0	24	0	28	114	201	52	0	19	110	27	72	108	8	33	
	New Alexandria	5	2	10	51	14	9	21	45	19	23	22	0	4	2	8	24	39	7	5	13	34	22	45	23	1	6	
Salem	160	10	257	704	225	153	177	530	84	294	91	27	21	130	57	167	490	87	133	161	338	105	263	160	20	86		
Planning District 7	Bolivar	0	22	12	40	4	6	12	38	8	24	8	2	2	0	8	15	22	7	2	4	33	2	28	14	0	2	
	Cook	47	15	116	146	57	15	25	102	22	78	37	11	13	36													

**Change in Industry 1990 - 2000 by District**

1990 Industry Totals	Agriculture, forestry, fishing, and hunting	Mining	Construction	Manufacturing	Transportation	Communication, and other public utilities	Wholesale trade	Retail trade	Finance, insurance, real estate	Health services	Education Services	Art, entertainment, recreation	Public Administration
Pennsylvania	97,811	31,396	331,161	1,087,220	241,749	134,992	234,880	931,987	351,519	539,555	448,888	56,928	218,606
Westmoreland County	1,896	1,214	9,523	31,896	7,391	4,715	7,720	32,538	7,192	16,903	11,214	2,024	3,905
Planning District 1	150	235	1,486	6,089	1,011	608	1,002	5,247	948	2,630	1,719	233	595
Planning District 2	349	84	2,326	6,955	1,674	1,040	2,230	7,247	2,011	3,804	2,707	587	633
Planning District 3	157	104	826	2,147	656	407	594	2,519	616	1,223	985	144	362
Planning District 4	254	72	760	2,695	767	286	619	2,419	380	1,277	670	102	265
Planning District 5	373	171	2,400	9,340	2,190	1,737	2,493	11,178	2,425	5,621	3,815	658	1,645
Planning District 6	364	257	1,004	3,526	683	410	568	2,536	511	1,562	850	148	217
Planning District 7	249	291	721	1,144	410	227	214	1,392	301	786	468	152	188

2000 Industry Totals	Agriculture, forestry, fishing, and hunting	Mining	Construction	Manufacturing	Transportation	Communication, and other public utilities	Wholesale trade	Retail trade	Finance, insurance, real estate	Health services	Education Services	Art, entertainment, recreation	Public Administration
Pennsylvania	56,890	16,569	339,363	906,398	248,823	55,512	201,804	684,179	371,848	740,036	497,054	73,846	235,767
Westmoreland County	732	702	10,857	28,734	7,665	3,096	7,068	17,268	7,973	22,716	12,472	2,092	4,989
Planning District 1	53	54	1,343	5,523	996	345	833	3,288	1,296	3,606	1,692	278	581
Planning District 2	70	92	2,847	6,563	1,916	827	1,873	5,516	2,286	5,160	3,195	416	1,038
Planning District 3	18	155	1,031	1,970	877	203	600	1,854	598	1,942	972	138	504
Planning District 4	114	44	871	2,586	728	184	596	1,714	446	1,829	774	129	400
Planning District 5	107	89	2,688	8,133	2,150	1,076	2,350	2,350	2,371	7,321	4,213	729	1,847
Planning District 6	221	181	1,161	2,968	575	288	571	1,638	624	1,795	1,025	95	333
Planning District 7	149	87	916	991	423	173	245	908	352	1,063	601	307	286

1990 - 2000 % Change by Industry	Agriculture, forestry, fishing, and hunting	Mining	Construction	Manufacturing	Transportation	Communication, and other public utilities	Wholesale trade	Retail trade	Finance, insurance, real estate	Health services	Education Services	Art, entertainment, recreation	Public Administration
Pennsylvania	-41.84%	-47.23%	2.48%	-16.63%	2.93%	-58.88%	-14.08%	-26.59%	5.78%	37.16%	10.73%	29.72%	7.85%
Westmoreland County	-61.39%	-42.17%	14.01%	-9.91%	3.71%	-34.34%	-8.45%	-46.93%	10.86%	34.39%	11.22%	3.36%	27.76%
Planning District 1	-64.67%	-77.02%	-9.62%	-9.30%	-1.48%	-43.26%	-16.87%	-37.34%	36.71%	37.11%	-1.57%	19.31%	-2.35%
Planning District 2	-79.94%	9.52%	22.40%	-5.64%	14.46%	-20.48%	-16.01%	-23.89%	13.67%	35.65%	18.03%	-29.13%	63.98%
Planning District 3	-88.54%	49.04%	24.82%	-8.24%	33.69%	-50.12%	1.01%	-26.40%	-2.92%	58.79%	-1.32%	-4.17%	39.23%
Planning District 4	-55.12%	-38.89%	14.61%	-4.04%	-5.08%	-35.66%	-3.72%	-29.14%	17.37%	43.23%	15.52%	26.47%	50.94%
Planning District 5	-71.31%	-47.95%	12.00%	-12.92%	-1.83%	-38.05%	-5.74%	-78.98%	-2.23%	30.24%	10.43%	10.79%	12.28%
Planning District 6	-39.29%	-29.57%	15.64%	-15.83%	-15.81%	-29.76%	0.53%	-35.41%	22.11%	14.92%	20.59%	-35.81%	53.46%
Planning District 7	-40.16%	-70.10%	27.05%	-13.37%	3.17%	-23.79%	14.49%	-34.77%	16.94%	35.24%	28.42%	101.97%	52.13%

**F. Gibson-Thomas Report**

**G. Campos Market Research Community Needs Assessment Study**

October 23, 2003

*Community Needs  
Assessment Study*

Quantitative  
Research Report

For:  
Mullin & Lonergan and  
Westmoreland County

*(03-374)*

**campus**  
market research

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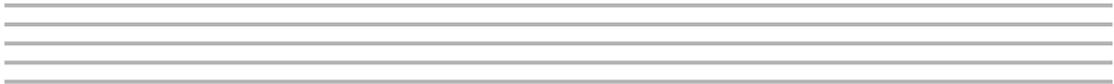
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# *Introduction*

### ***Background***

Westmoreland County is working with Mullin & Lonergan Associates to develop a comprehensive county plan that will address the needs of several key Planning Districts. As part of this project, the County Planning Department asked Campos Market Research, Inc., to conduct a survey of its residents to address these topics:

- Housing
- Transportation
- Residential development
- Commercial development

This survey provides input for directing planning efforts, ensuring citizen participation, and meeting the County's needs.

The objectives of the study included the following:

- Evaluate the satisfaction of Westmoreland County residents regarding public service, education, infrastructure, and the like
- Examine residents' usage of public transportation, public services, roads, and highways
- Determine residents' opinions on budgetary allocations for various conservation/preservation ideas
- Gauge overall opinions on business and commercial development
- Determine overall perceptions regarding housing options and neighborhoods

## ***Methodology and Sample***

A total of 401 Westmoreland County residents were interviewed for this survey; 351 of these interviews were conducted randomly within the Planning Districts. The remaining 50 interviews were conducted among residents in smaller Planning Districts to allow for subgroup analysis between Planning Districts.

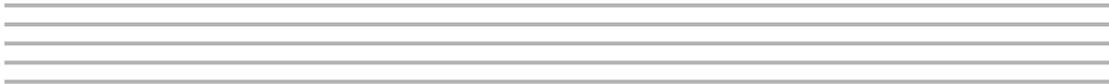
Proportionate to the population in Westmoreland County, the completed interviews per region were as shown in the following table.

	<b>Random Total</b>	<b>Oversampling</b>	<b>Total</b>
Planning District 1	58	n/a	58
Planning District 2	83	n/a	83
Planning District 3	31	12	43
Planning District 4	24	14	38
Planning District 5	107	n/a	107
Planning District 6	30	13	43
Planning District 7	18	15	33

Interviewing was conducted from September 24 through October 1, 2003. Interview length averaged 12 minutes.

### **Analytical Notes**

- The sample size of 351 yielded results with  $\pm 5.24\%$  at the 95% confidence level. This means that there is a 1 in 20 chance that the “true” measurement will fall outside of this range.
- Where appropriate, statistical testing was also run on the data from individual questions to determine significant differences (also at the 95% confidence level). Statistically significant differences, at the 95% level of confidence, are noted in the tables and/or text of the report.
- Because of small sample sizes, caution should be used in interpreting the results of subgroup analysis. While subgroups may be too small to draw statistically valid conclusions, patterns emerge that can be useful.
- Percentages may not add to 100% because of rounding and/or multiple responses.
- *Top-two box* includes the highest responses on the scale combined (for example, *excellent* and *very good*).
- Throughout this report, we refer to the random total, 351 respondents. The oversampling of 50 respondents (for a total of 401 respondents) pertains to the subgroup analysis only.
- Several tables throughout the report show only the most frequently mentioned responses. Complete data is included in a report entitled *Computer Tables*.



# *Executive Summary*

**Executive Summary**

This executive summary gives an overview of key findings in several areas related to satisfaction and quality of life for Westmoreland County residents:

- Perceptions of living in Westmoreland County
- Housing and neighborhoods
- Living area preferences
- Business and commercial development
- Infrastructure
- Transportation
- Preservation and conservation efforts
- Perceptions of public services and education
- Budgetary allocations
- Summary of indicators related to satisfaction
- Summary of indicators related to importance

**Perceptions of Living in Westmoreland County**

Respondents were asked to identify aspects of life in Westmoreland County they most valued, and those they would change. While no one response was given by a majority of respondents, the following table illustrates the most frequent issues mentioned.

Rank	Value about Westmoreland County	%	Rank	Would Change about Westmoreland County	%
1	Neighborhoods	13.4%	1	Better roads	10.5%
2	Lower tax rate	13.4%	2	Lower taxes	7.7%
3	Rural/country/farmland atmosphere	11.4%	3	Jobs	7.4%
4	Friendly people	11.4%	4	More retail stores	7.1%
5	Cost of living	10.0%	5	Nothing	37.6%

- The perceived strengths of Westmoreland County mentioned most often by respondents related to quality-of-life issues. Respondents valued the social aspects of the *neighborhoods* and *friendly people* as well as the financial benefits, such as the *lower tax rate* and *cost of living*. In addition, the *rural, country, farmland atmosphere* appealed to many respondents.

- One-third of respondents stated that they would not change anything about living in Westmoreland County. Of those who suggested changes, issues included more practical issues, such as *better roads*, *lower taxes*, and *jobs*. Respondents were also interested in *more retail options* in the County.

### ***Housing and Neighborhoods***

The majority of respondents (82.3%) stated that *all of their housing needs are currently being met*. In general, respondents had positive perceptions regarding the housing and neighborhoods in their area.

- Slightly more than eight in ten (82.6%) indicated that they *owned (buying)* their current residence.
- Most respondents perceived that several types of housing were readily available in Westmoreland County. Six in ten (59.5%) cited a top-two box availability rating regarding *single-family style housing*; slightly more than one-half (51.1%) indicated a similar rating for *assisted living facilities/nursing homes*. Slightly fewer mentioned high availability of *rental units* (45.9%) and/or *housing for the elderly* (39.6%).
- More than one-half of the respondents (52.7%) stated that their area has *stayed about the same*, in terms of a place to live, over the past 5 years, and three in ten (31.1%) felt that it had *changed for the better*.
- Overall, respondents felt that the housing conditions in their area were attractive and that quality housing was available. Three-quarters of respondents each gave top-two box agreement ratings for the statements *there are attractive residential neighborhoods in my area* (76.4%) and *properties in my area are in good condition* (73.4%). Nearly six in ten (58.9%) “strongly” or “somewhat agreed” that *good quality, affordable housing exists in my area*.
- Half as many respondents agreed that *absentee landlords were a problem* (27.1%) or *poor housing conditions exist in my area* (23.6%).

**Living Area Preferences**

Most of the respondents surveyed cited a preference for some or all aspects of the rural and/or suburban lifestyle, with few citing a preference for “city” attributes as illustrated by the following table.

	% Preferred	% Felt Current Residence Matches Description	% Felt Sufficient Number of Options in County for Preference
Preference for living in an area that is a 10 minute drive of grocery stores, drug stores, restaurants, jobs, etc.	55.6%	93.3%	79.0%
Preference for living in a less populated area, with a willingness to drive more than 20 minutes to get to grocery stores, drug stores, restaurants, jobs, etc.	30.5%	57.9%	76.6%
Preference for living within walking distance of grocery stores, drug stores, restaurants, jobs, etc.	12.5%	77.3%	47.7%

- More than one-half (55.6%) stated a preference for *an area that is within a 10 minute drive of grocery stores, drug stores, restaurants, jobs, etc.*
  - *When asked to specify if their current area of residence matches this description, 93.3% stated that it did.*
  - *In addition, eight in ten (79.0%) felt that there were a sufficient number of places in Westmoreland County that fit the above description.*
- *A less-populated area with a 20-minute drive to get to grocery stores, drug stores, restaurants, jobs, etc,* was the preference cited by 30.5% of respondents.
  - *Nearly six in ten respondents (57.9%) who cited this preference also indicated that their current place of residence matches this preference.*
  - *Three-quarters of respondents (76.6%) felt that there were a sufficient number of places in Westmoreland County that matched the preference for a less populated area.*

- Slightly more than one in ten respondents (12.5%) stated that they *would prefer to live within walking distance of grocery stores, drug stores, restaurants, jobs, etc.*
  - *Among respondents who indicated a preference to live within walking distance, three-quarters (77.3%) mentioned that their current residence matched this preference.*
  - *Less than one-half of respondents (47.7%) who preferred to live within walking distance of grocery stores, etc. felt that there were a sufficient number of places in Westmoreland County that met that description.*

### ***Business and Commercial Development***

In general, the majority of respondents felt that retail development in Westmoreland County was about right or that the County could benefit from additional development.

- Four in ten respondents (40.5%) stated that the *amount of retail development has been about right; neither too much, nor too little*, and one-third (33.9%) indicated that *the county's residents could benefit from additional retail development.*
- Three-quarters of the respondents (73.5%) were familiar with the industrial park development that has taken place in Westmoreland County (such as the Sony plant near New Stanton). Of those who were familiar with this type of development, 74.8% felt that the county should be involved in more of this type of development.
- Eight in ten respondents (81.1%) cited a top-two box importance rating for *revitalizing older industrial properties in cities, towns, and villages*, and 76.0% rated the importance of *developing new businesses and industrial parks with immediate access to major highways* in the top-two box.

### **Infrastructure**

Respondents perceived infrastructure to be an important issue in Westmoreland County. However, respondents indicated low levels of satisfaction with the highway/road system in the County.

- More than seven in ten cited a top-two box importance rating for the following statements:
  - *Reconstructing and repairing water and sewage lines in urban and suburban areas (76.0%)*
  - *Extending new water and sewage services to rural areas (71.6%).*
- Satisfaction levels with the highway/road system were not very high, with only three in ten respondents (30.8%) indicating that they were *very* or *somewhat* satisfied with the highway/road system in Westmoreland County. More than one-half of the respondents suggested the *repair of road surfaces/pot holes, etc*, (54.4%) as an improvement for the highway road system in the County.

### **Public Transportation**

The availability and potential utilization of public transportation were identified as issues by a number of respondents.

- When asked to cite utilization of public transportation, the vast majority (93.4%) stated that they did *not* use public transportation, and only three in ten (29.5%) indicated that public transportation was adequate in their area.
- Among those who do not currently use public transportation, nearly four in ten (39.3%) cited a propensity to use public transportation if it were available in their area. Reasons for not using public transportation included the following:
  - *Drive or carpool to work instead (48.9%,*
  - *No need for it (walk to work, homemaker) (35.7%)*
  - *Live too far away/it would take too long (6.0%)*

### ***Preservation and Conservation Efforts***

In general, respondents perceived various conservation programs and/or practices as *very* or *somewhat important*. More importantly, the majority of respondents stated that they were receptive to investing more tax dollars in conservation efforts in Westmoreland County.

- Conservation and planning efforts, such as *water treatment and conservation* (86.1%), *energy conservation/alternative development of energy* (82.0%), *land use planning* (76.2%), and *recycling* (75.2%) received the highest important ratings. Although management and preservation efforts received slightly lower ratings, importance levels were still high for *forest management* (72.2%), *anti-erosion programs* (68.1%), and *wildlife preservation* (68.0%).
- When asked to indicate receptiveness to investing more public tax dollars for conservation efforts in Westmoreland County on various issues, receptivity was cited by most respondents for all efforts:
  - *Prevent or reduce flooding* (65.8%)
  - *Preserve and protect water absorbing land* (62.4%)
  - *Assure open space near or within urban/suburban areas* (61.3%)
  - *Preserve and protect wetlands and other wildlife areas* (57.3%)

### ***Perceptions of Public Services and Education***

*Emergency medical response (ambulance)*, *fire*, and *911/emergency* were viewed most positively in terms of public services, followed by *police*. Performance ratings for the education system were at significantly lower levels.

- More than eight in ten respondents each rated *emergency medical response (ambulance)* (91.0%), *fire* (90.8%), and *911/emergency* (86.7%) services in the top-two box for performance.
- Although perceptions of the *police* (72.6%) were generally favorable, levels observed were somewhat lower than the public safety services listed in the first bullet above.
- When asked to indicate how well the education system was preparing students for a future occupation, slightly more than one-half (53.0%) cited a top-two box performance rating.

- Although 29.3% of respondents had already pursued a post-secondary education, more than one-half of the respondents (53.6%) felt that they would be in a better financial situation if they had pursued an education after high school (such as college or a technical school).

### ***Budgetary Allocations***

Respondents were read a list of actions in which Westmoreland County might budget additional resources during the next 3–5 years and asked to indicate the importance of such a measure. All were deemed to be important by at least four in ten respondents.

- The following were perceived to be the most important areas for Westmoreland County to allocate additional budgetary resources during the next 3–5 years, as indicated by top-two box importance ratings of 80% or higher:
  - *Creating more jobs (89.0%)*
  - *Improving education (83.4%)*
  - *Improving roads (80.1%)*
- Approximately six in ten respondents each indicated a high level of importance for additional budgetary allocations for:
  - *Revitalizing older cities, towns, and villages (64.8%)*
  - *Preserving open space and protecting sensitive areas (60.6%)*
  - *Improving the quality of existing housing (57.1%)*
- Fewer respondents cited a top-two box importance rating for:
  - *Creating more parks, trails, and recreational opportunities (48.3%)*
  - *Expanding retail development (43.9%)*
  - *Development of new housing (41.7%)*
  - *Expanding tourism (38.8%)*

**Summary of Indicators Related to Satisfaction**

The following table summarizes the ratings provided by respondents on a number of key indicators related to satisfaction with Westmoreland County, and may provide insight into areas in which future efforts might be focused.

Q#	Indicator	% Favorable
14	Service rating - emergency medical response (ambulance)*	91.0%
14	Service rating - fire*	90.8%
14	Service rating - 911/emergency*	86.7%
8	There are attractive residential neighborhoods in my area*	76.4%
8	Properties in my area are in good condition*	73.4%
14	Service rating - police*	72.6%
6	Availability of single-family housing*	59.5%
8	Good quality, affordable housing exists in my area*	58.9%
8	Absentee landlords are not a problem**	57.1%
8	Poor housing conditions do not exist in my area**	57.0%
15	Education system preparing students for future occupation*	53.0%
6	Availability of rental units*	45.9%
6	Availability of housing for the elderly*	39.6%
6	Housing for the elderly	39.6%
9a	My area has changed for the better	31.1%
20	Satisfaction with highway/road system*	30.7%
22	Adequacy of public transportation*	29.5%

\*Top-two box score

\*\*Bottom two-box score based on question design

- The highest levels of satisfaction were expressed with three aspects of public service—emergency medical response (ambulance), fire, and 911/emergency. Respondents also cited positive associations with the housing options in their area.
- On two issues, only three in ten respondents reacted with favorable satisfaction regarding the highway road system and the adequacy of public transportation.

**Summary of Indicators Related to Importance**

The following table summarizes the ratings provided by respondents on a number of key indicators related to the importance of various issues in Westmoreland County and provides insight into areas in which future efforts may be focused.

Q#	Indicator	Top-Two Box Importance Rating
31	Budgeting Resources - Creating more jobs	89.0%
18a	Water treatment and conservation	86.1%
31	Budgeting Resources - Improving education	83.4%
18a	Energy conservation/alternative development of energy	82.0%
12	Revitalizing older industrial properties in cities, towns, and villages	81.1%
31	Budgeting Resources - Improving roads	80.1%
18a	Land use planning	76.2%
12	Developing new businesses and industrial parks with immediate access to major highways	76.0%
13	Reconstructing and repairing water and sewage lines in urban and suburban areas	76.0%
18a	Recycling	75.2%
18a	Forest Mangement	72.2%
13	Extending new water and sewage services to rural areas	71.6%
18a	Anti-erosion programs	68.1%
18a	Wildlife preservation	68.0%
31	Budgeting Resources - Revitalizing older cities, towns, and villages	64.8%
31	Budgeting Resources - Preserve open spaces and protect sensitive areas	60.6%
31	Budgeting Resources - Improve quality of existing housing	57.1%
31	Budgeting Resources - Creating more parks, trails, and recreational activities	48.3%
31	Budgeting Resources - Expanding retail development	43.9%
31	Budgeting Resources - Develop new housing	41.7%
31	Budgeting Resources - Expanding tourism	38.8%

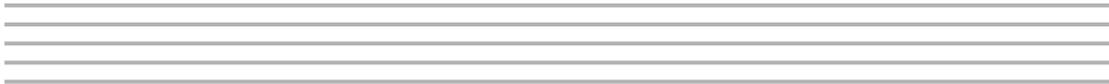
- The highest levels of importance were associated with three areas of budget allocation—creating more jobs, improving education, and roads.
- Conservation and revitalization of area resources received high importance ratings as well.

### **Conclusions**

These findings should be examined in the context of Westmoreland County's overall planning efforts; the findings will help to identify areas of concern that may warrant further exploration or focus during the planning process. The following conclusions provide insight into the perceived issues that County residents view as both strengths and concerns.

- Westmoreland County respondents who participated in the survey were generally pleased with the quality of life in the area from an environmental and a social point of view. In fact, nearly four in ten were unable to cite *anything* they would change about the county. Respondents' high ratings of conservation and preservation efforts in Westmoreland County tend to support this satisfaction level: respondents like the countrified atmosphere associated with these two factors.
- Westmoreland County respondents placed high levels of importance on conservation and preservation efforts in the County; in addition, they were highly receptive to allocating additional budgetary resources to conserving and preserving land and natural resources. These findings indicate a need for future development plans to include careful consideration of environment and natural resources of an area before commencement of development.
- The majority of respondents indicated what may appear to be conflicting perceptions of the County at first glance. Perceived strengths of Westmoreland County included issues related to the quality of life (such as housing neighborhoods, rural/country/farmland atmosphere) that are found only in rural and/or suburban areas. Interestingly, respondents also cited a need for further development of infrastructure, businesses, and retail centers.
  - The “green” Sony complex may be an ideal model for maintaining a balance between the highly valued rural atmosphere and additional industrial development. Plants that feature advanced manufacturing and whose owners design and build the plant from an environmentally safe perspective may have less negative impact on the environment and may actually improve the quality of life. Respondents cited a need for more development of this kind.

- A common gripe in community assessment studies is a low satisfaction level with highways/roads, and the respondents in this study are no exception to the rule. People frequently exhibit knee-jerk responses to highway satisfaction issues and suggest improvements of the road system. As such, the Westmoreland County planning process should review its highway and road system, but should use additional indicators to make final decisions on highway and road improvement.
- Very few Westmoreland County residents rely on public transportation. However, four in ten said they'd be likely to use public transportation if it were available in their area. Again, lack of public transportation is commonly cited as a low-satisfaction item in community assessment studies. Even though four in ten respondents stated a likelihood to use public transportation, we conclude that they probably would not. As nine in ten respondents move around now without public transportation, we believe that they probably have private transportation and would not be likely to change modes of transportation.
  - As mass transit is typically not cost effective outside of urban areas, smaller-scale options could be considered if the County plans to move forward in this direction. For example, the county could devote public transportation dollars to van pooling or providing small-vehicle transportation to and from shopping centers and community events. Either of these ideas could be areas of partnership to consider with local businesses.
- Respondents cited a high level of importance for budgetary allocations for creating more jobs and improving education. Although the county does not have a high level of input into the education system, the business community has considerable input into educational decisions. For example, highly technical companies will need educated employees and will indirectly pass that need to the education system, which will, in turn, make the effort to prepare students to meet that need. Westmoreland County should consider the types of industry it seeks to recruit carefully; advanced manufacturing could be an ideal option. Jobs would be created and the education system would improve, at least in the eyes of county residents, who may feel better prepared for occupational attainment.
- Public safety services were rated favorably by the vast majority of respondents; police service was rated the lowest of all services, but ratings cited for police were still at high levels.



## *Report Detail*

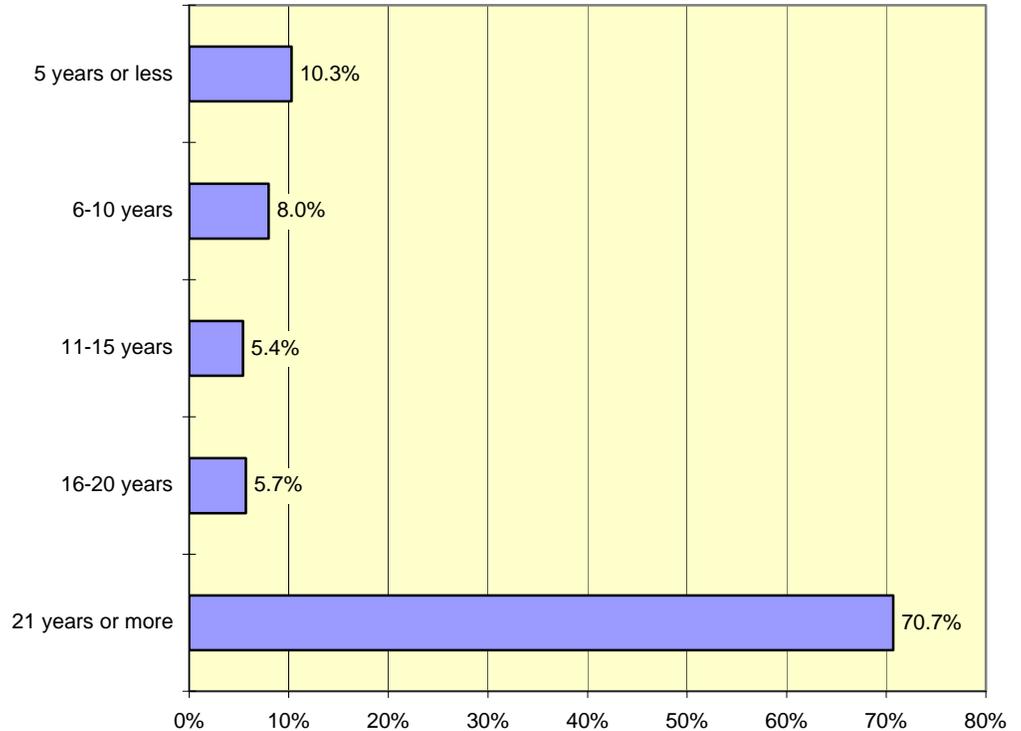
Q2. Approximately how many years have you lived in Westmoreland County?

**Note:**

All respondents were asked to answer Q2.

Base = 351 Random

*Years of Residence in Westmoreland County*



**Findings**

**Subgroup Differences:**

Respondents residing in Planning Districts 4 and 5 were more likely than those from District 2 to have indicated that they resided in Westmoreland County 21 years or more.

Respondents were asked to indicate the length of time in which they had resided in Westmoreland County. On average, length of residence in Westmoreland County was 34.1 years.

- The majority of respondents (70.7%) indicated that they had resided in Westmoreland County for 21 years or more.
- One in ten (10.3%) cited up to and including 5 years.
- Less than 10% cited each of the following:
  - 6 to 10 years (8.0%),
  - 11 to 15 years (5.4%), or
  - 16 to 20 years (5.7%).

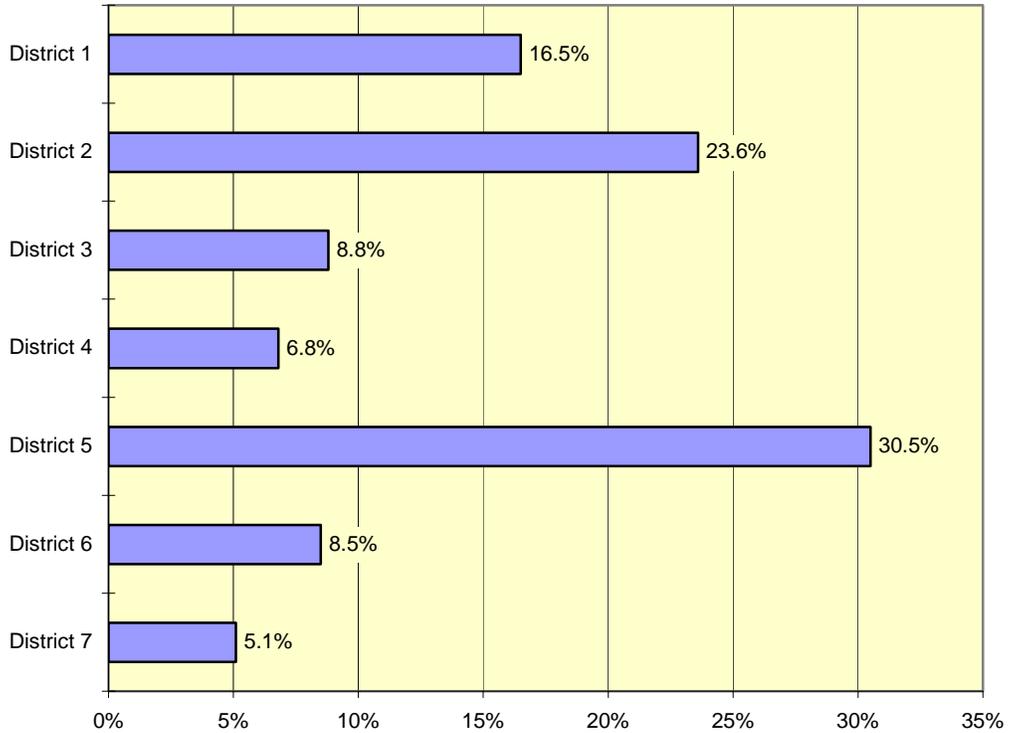
Q3. In which municipality of Westmoreland County do you currently reside?

**Note:**

All respondents were asked to answer Q3.

Base = 351 Random

*District of Residence*



## Findings

Proportionate to the population in Westmoreland County, respondents per planning district were as follows:

- District 1: 16.5%;
- District 2: 23.6%;
- District 3: 8.8%;
- District 4: 6.8%;
- District 5: 30.5%;
- District 6: 8.5%; and
- District 7: 5.1%.

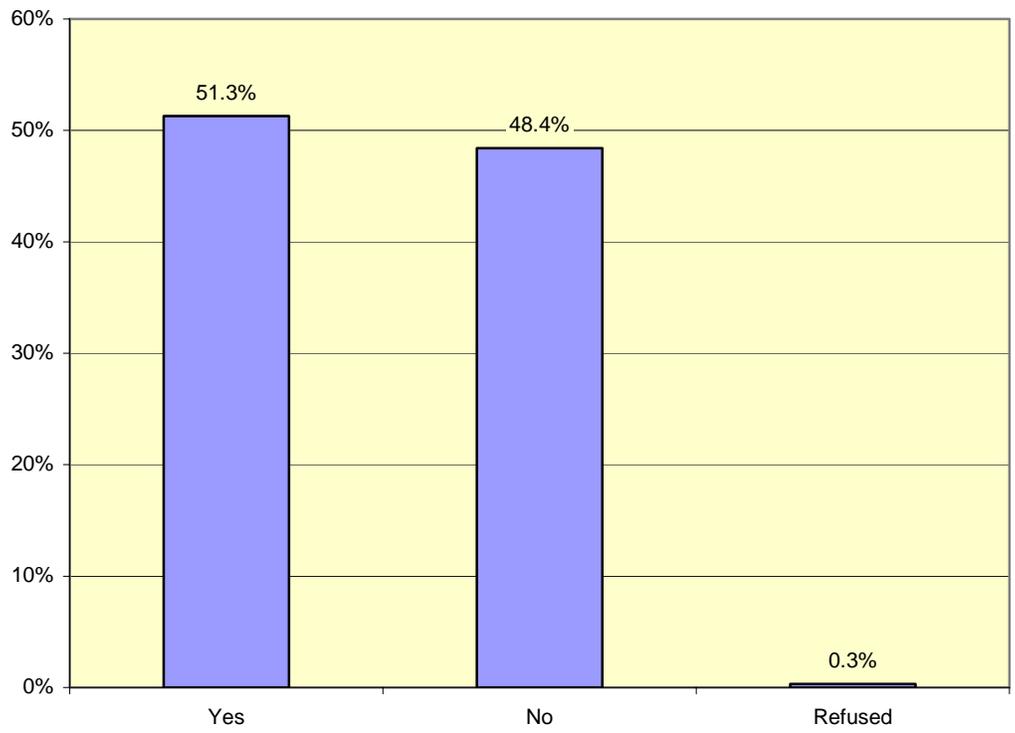
Q4. Are you currently employed?

**Note:**

All respondents were asked to answer Q4.

Base = 351 Random

Current Employment Status



Findings

**Subgroup Differences:**

- Respondents residing in Planning Districts 2, 5, and 7 were more likely than those residing in District 6 to have stated that they were employed.
- Two-thirds or more of employed residents in Districts 3, 4, 5, 6, and 7 worked in Westmoreland County, while only 40% of District 1 and 55% of District 2 residents worked in Westmoreland County.

When asked to specify their current employment status, slightly more than one-half (51.3%) stated that they were employed and 48.4% indicated that they were not employed.

Q4a. In which county are you employed?

**Note:**

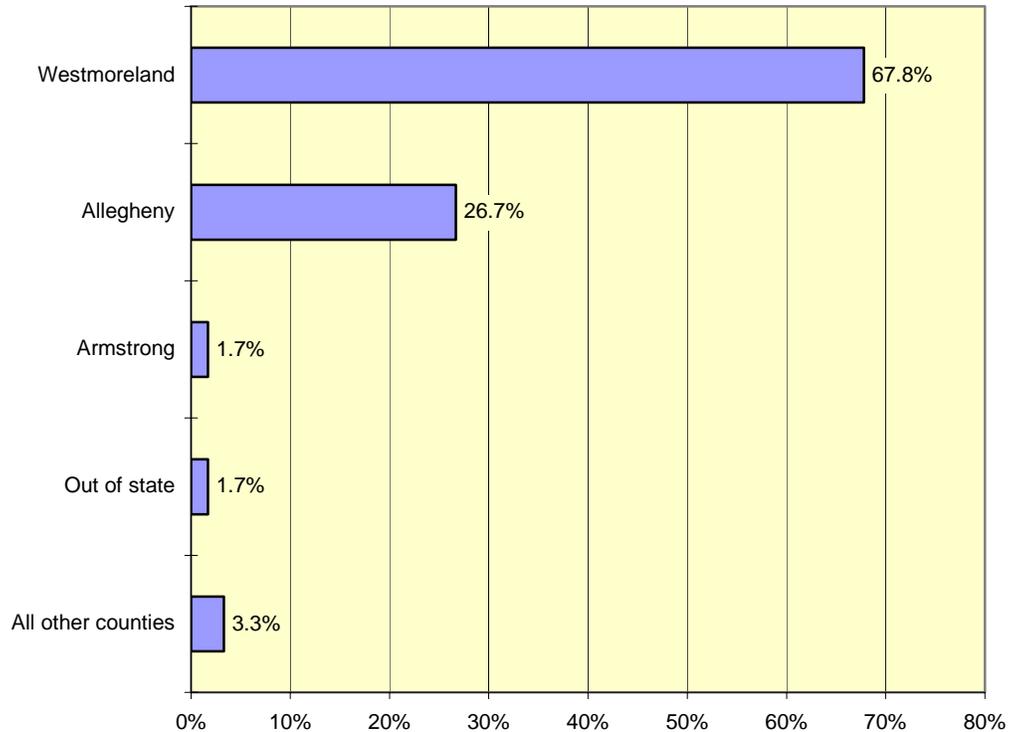
Q4a was asked of all respondents currently employed in Q4. Multiple mentions were accepted.

Base = 180 Random

**Subgroup Differences:**

Females and those with incomes between \$25K-\$50K were more likely than their counterparts to have cited employment in Westmoreland County.

County of Employment



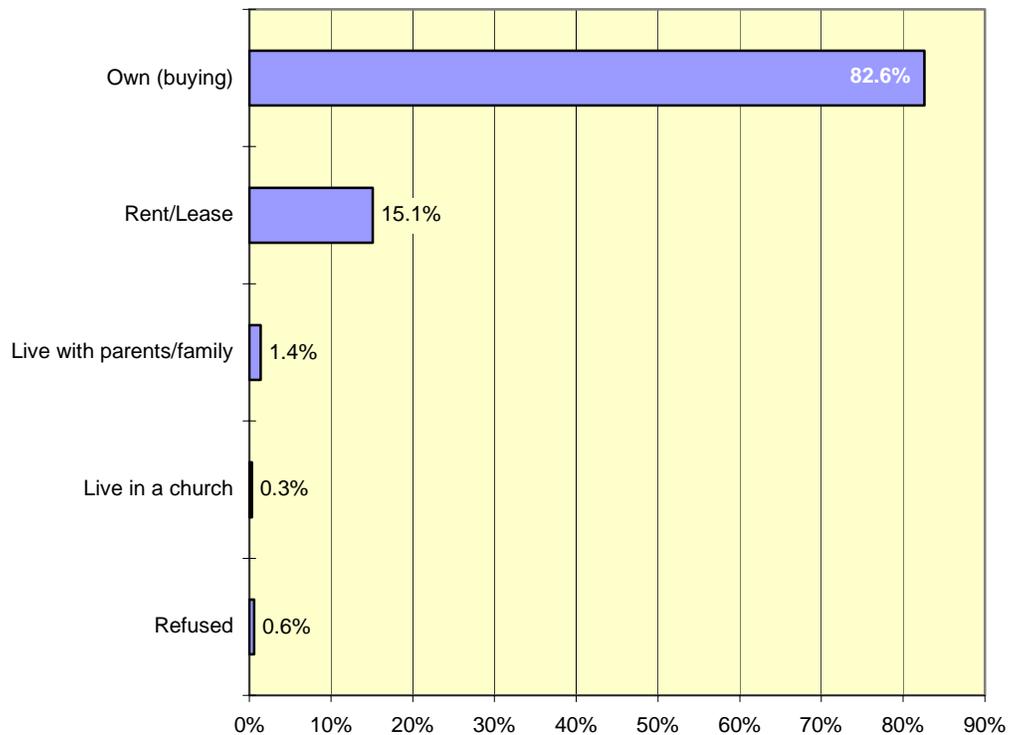
Findings

Respondents who indicated that they were employed were then asked to indicate in which counties they were employed. Two-thirds of the respondents (67.8%) stated that they were employed in *Westmoreland County*.

- Slightly more than one-quarter (26.7%) cited employment in *Allegheny County*.

Q5. Do you own or rent your current residence?

Current Housing Status



**Note:**

All respondents were asked to answer Q5.

Base = 351 Random

Findings

Respondents were asked to specify if they owned or rented their current residence.

- The majority of respondents (82.6%) stated that they *owned (buying)* their current residence.
- Significantly fewer respondents (15.1%) indicated that they *rent/lease* their current residence.

**Subgroup Differences:**

The following respondents were more likely than their counterparts to have stated that they own their own home:

- Those aged 35 and over,
- Those with at least some college education, and
- Those with incomes of at least \$25K.

Respondents in Planning District 2 and 6 were more likely than those from District 1 to have stated that they own their own home.

Q6. Please indicate the availability of each of the following in your area.

**Note:**

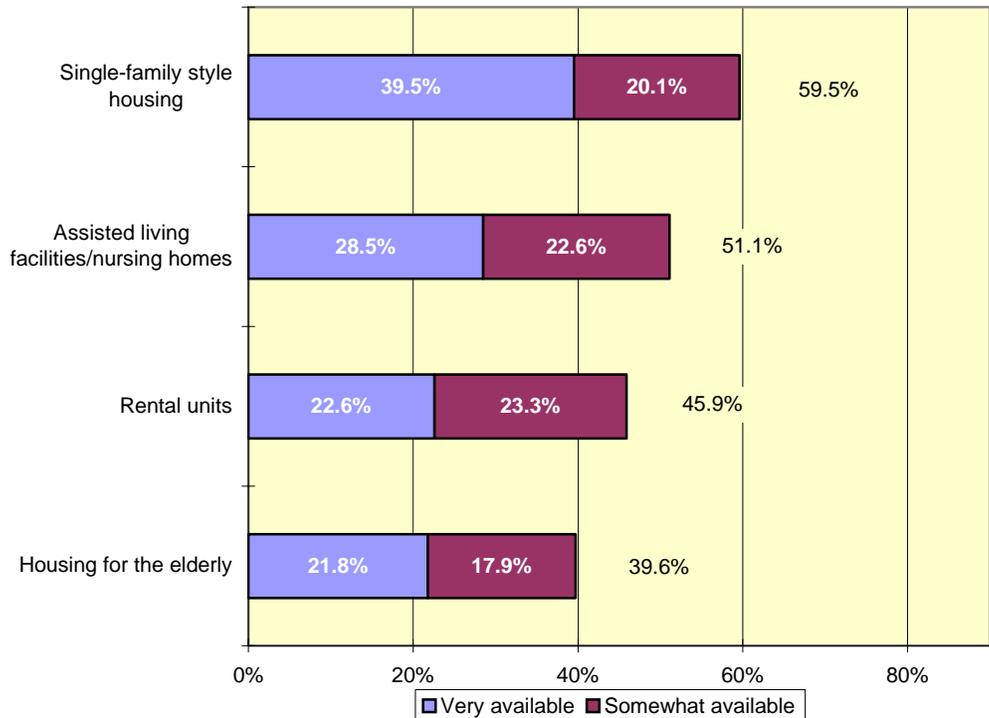
All respondents were asked Q6. A 5-point scale, where 5=very available and 1=not at all available, was used. Don't know responses have been removed from the bases.

Bases = 280-305 Random

**Subgroup Differences:**

- Respondents who cited a high availability rating regarding single-family style housing were more likely than their counterparts to have had at least some college education, have an income of \$25K or more, and to have resided in Planning District 2 than District 1.
- Respondents aged 18-34 and those aged 55 and over were more likely than those aged 35-54 to have cited a high level of availability of housing for the elderly in their area.
- Rental units received higher availability ratings by those with at least some college, an income of \$50K or more and those in Planning District 5 than their counterparts.
- Respondents from Planning Districts 2 and 5 were more likely than those from District 1 to have cited a high availability of assisted living facilities/nursing homes in their area.

Housing Availability (Top-Two Box)



Findings

Respondents were asked to indicate the availability of several different types of housing options in their area.

- Six in ten (59.5%) cited a top-two box availability rating regarding *single-family style housing*.
- Slightly more than one-half (51.1%) stated that *assisted living facilities/nursing homes* were "very" or "somewhat available" in their area.
- *Rental units* were given a top-two box availability score by 45.9% of respondents.
- Four in ten respondents (39.6%) stated that *housing for the elderly* was "very" or "somewhat available" in their area.

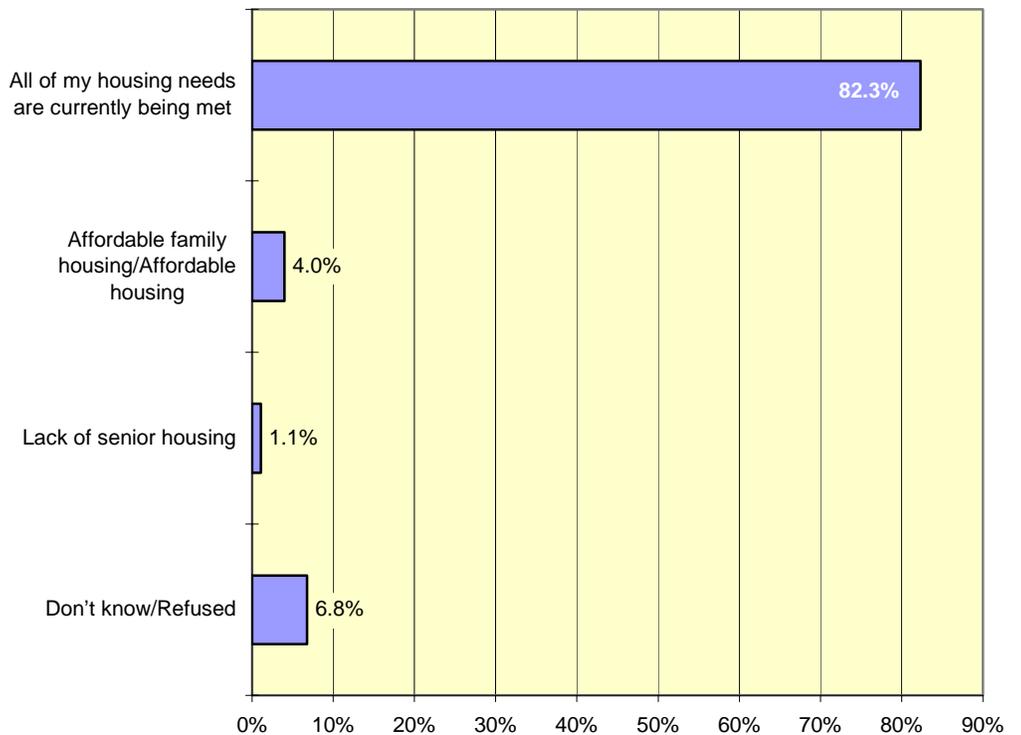
Q7. What housing needs do you have that are not currently being met?

**Note:**

All respondents were asked to answer Q7.

Base = 351 Random

*Housing Needs*



**Subgroup Differences:**

Respondents with at least some college education and those from Planning District 7 were more likely than their counterparts to have stated that all of their housing needs were currently being met.

**Findings**

When respondents were asked to indicate what housing needs they have that are not currently being met, the majority (82.3%) stated that all of their housing needs are currently being met.

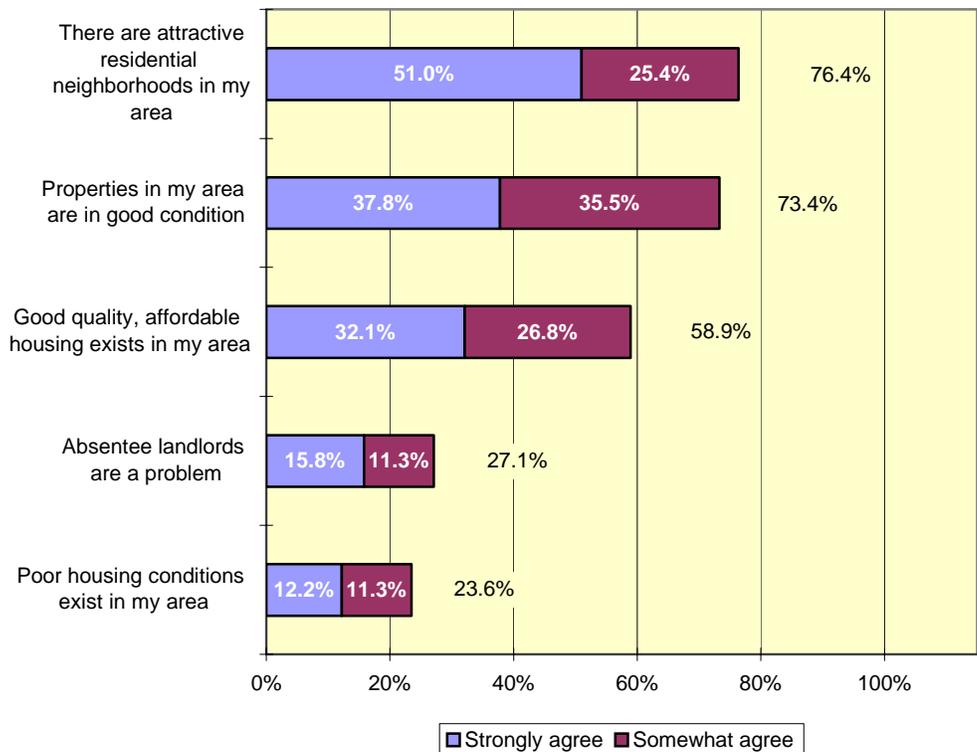
- Other housing needs that were not being met varied tremendously and included *affordable family housing/affordable housing* (4.0%) and/or *lack of senior housing* (1.1%).

*Housing Conditions and Availability (Top-Two Box)*

**Note:**

All respondents were asked Q8. A 5-point scale, where 5=strongly agree and 1=strongly disagree, was used. Don't know responses have been removed from the bases.

Bases = 247-349 Random



**Findings**

Overall, respondents' perceptions were favorable in regards to the housing market and conditions in their areas.

- Approximately three-quarters of respondents cited top-two box agreement ratings for the following statements:
  - *There are attractive residential neighborhoods in my area (76.4%) and*
  - *Properties in my area are in good condition (73.4%).*
- Six in ten respondents (58.9%) "agreed strongly" or "somewhat" that *good quality, affordable housing exists in my area.*
- Significantly fewer respondents cited top-two box agreement ratings for the statements, *absentee landlords are a problem (27.1%) and poor housing conditions exist in my area (23.6%).*

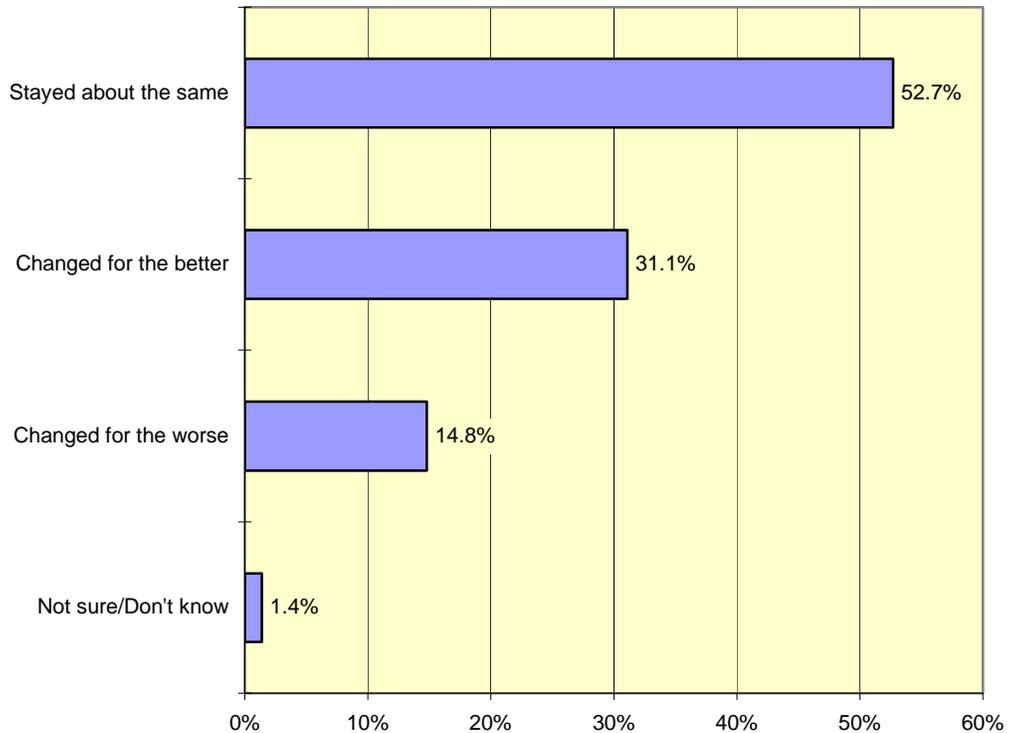
Q9a. During the past five years, in terms of a place to live, would you say your area has...

**Note:**

All respondents were asked to answer Q9a.

Base = 351 Random

Area Changes



## Findings

Respondents were asked to think back over the past five years and indicate if their area, in terms of a place to live, had changed. Slightly more than one-half of the respondents (52.7%) cited that their area had *stayed about the same*.

- Three in ten respondents (31.1%) indicated that their area had *changed for the better* in the past five years.
  - Among respondents who indicated that their area had changed for the better, frequent responses included: new housing (33.0%), improved housing options (28.4%), economic conditions have improved (16.5%), and/or roads have been improved/repared (16.5%).
- One in seven (14.8%) stated that their area had *changed for the worse*.
  - Responses among respondents who indicated that their area had changed for the worse also varied and included: run-down housing (19.2%), higher crime rate/vandalism (15.4%), roads have deteriorated (9.6%), and/or higher taxes (9.6%).

**Subgroup Differences:**

Respondents residing in Districts 2, 5, and 6 were the most likely to believe their areas had changed for the better.

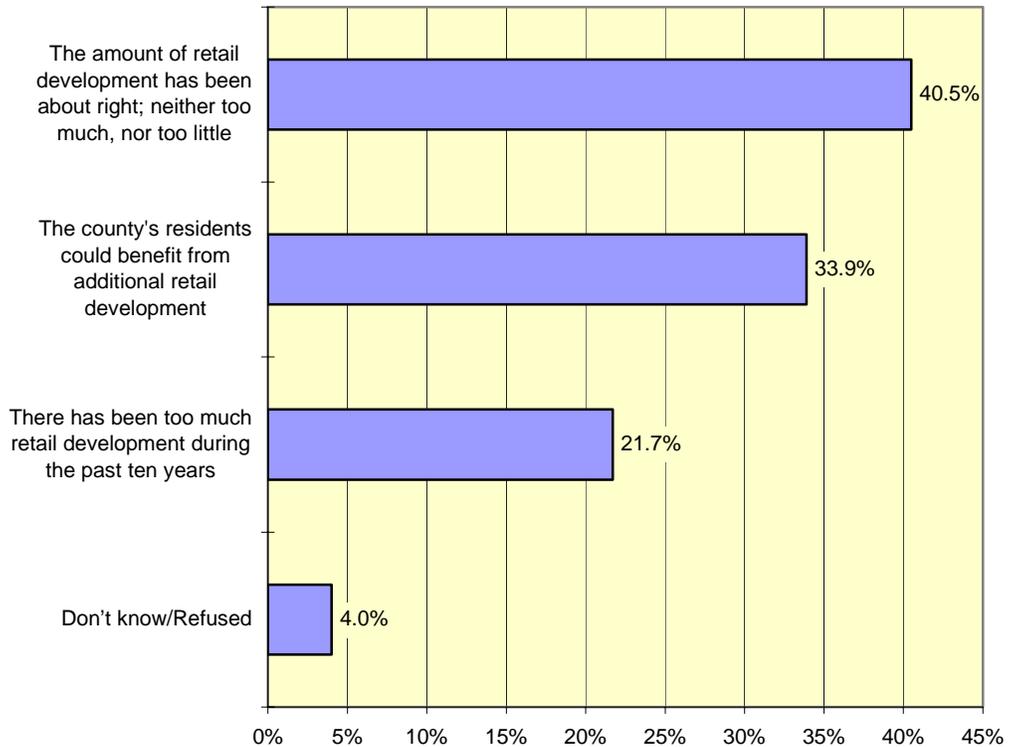
Q10. Which of the following statements best describes how you feel about retail development in Westmoreland County?

**Note:**

All respondents were asked to answer Q10.

Base = 351 Random

*Retail Development in Westmoreland County*



**Subgroup Differences:**

- Districts 1 and 3 residents were more likely to indicate that the County could benefit from additional development.
- Districts 4 and 5 residents as well as those aged 55+ and those who had lived in the area for 15+ years, however, were more likely to believe that there had been too much retail development in the past 10 years.

**Findings**

The largest percentage of respondents indicated that the amount of retail development in Westmoreland County has been *about right* during the past ten years.

- Four in ten (40.5%) stated that the amount of retail development during this period was *about right*.
- One-third (33.9%) indicated that the County could benefit from *additional* retail development, while 21.7% felt there had been *too much* retail development during the past ten years.

## Report Detail

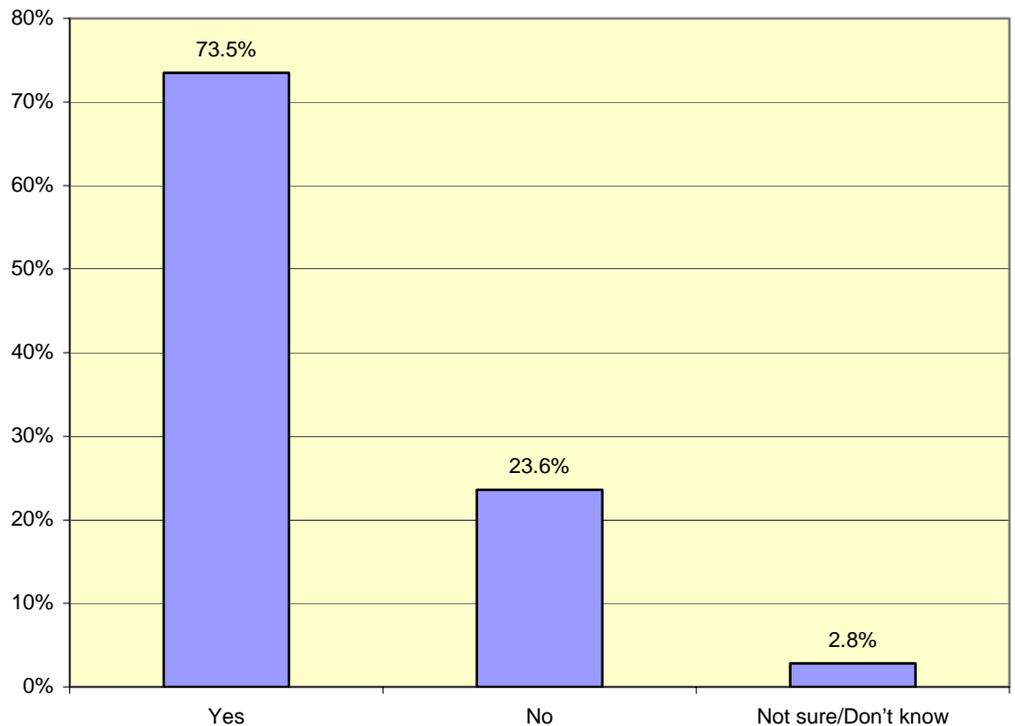
Q11. Are you familiar with the industrial park development that has taken place in Westmoreland County (such as the Sony plant near New Stanton)?

**Note:**

All respondents were asked to answer Q11.

Base = 351 Random

*Familiarity with Industrial Park Development in Westmoreland County*



## Findings

The majority of residents were familiar with the industrial park development that has taken place in Westmoreland County.

- Nearly three-quarters (73.5%) indicated that they were *familiar* with this development.

**Subgroup Differences:**

Subgroups more likely to be familiar with industrial park developments in Westmoreland County included:

- Males,
- 18-34 year olds and 35-54 year olds,
- Those who had at least some college education, and
- Residents of Districts 2, 4, 5, 6, and 7.

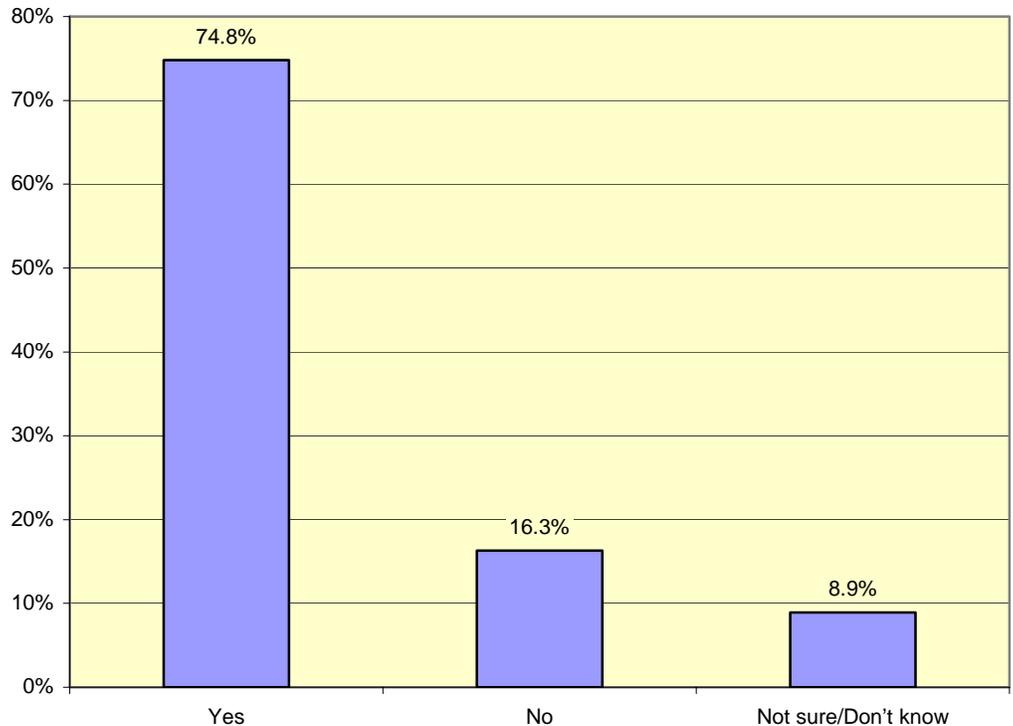
Q11a. Do you feel that the county should be more involved in this type of development?

**Note:**

Q11a was asked of all respondents familiar with industrial park development in Q11.

Base = 258 Random

*Westmoreland County Development in Industrial Park Development*



**Findings**

**Subgroup Differences:**

- Those with incomes below \$25K and those residing in Districts 1 and 3 were more likely to believe the County should be more involved in this type of development.
- Conversely, those residing in District 6 were the least likely to think the County should be more involved in this type of development.

Among those familiar with the industrial park development, the majority felt that the County should be more involved in this type of development.

- Three-quarters (74.8%) indicated that the County should be *more involved* in this type of development.

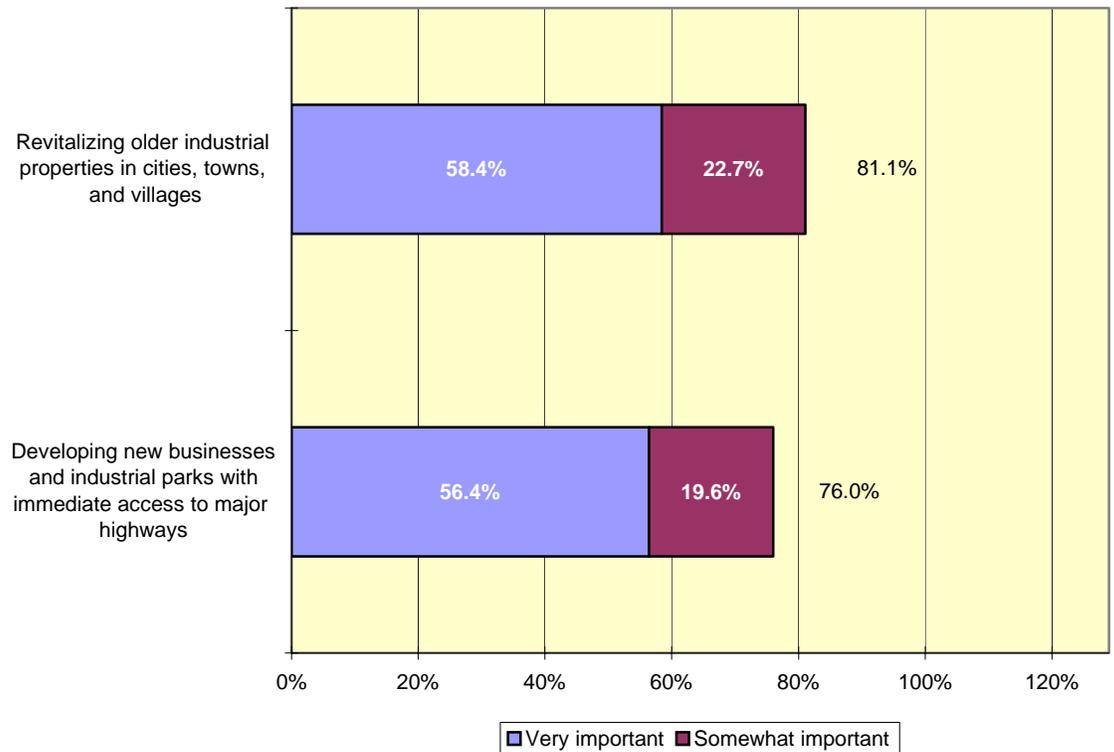
Q12. How important is...

Development and Revitalization in Westmoreland County (Top-Two Box)

**Note:**

All respondents were asked Q12. A 5-point scale, where 5=very important and 1=very unimportant, was used. Don't know responses have been removed from the bases.

Bases = 337-339 Random



Findings

Respondents were asked to rate the importance of two economic development scenarios.

- Eight in ten (81.1%) gave a top-two box importance rating to *revitalizing older industrial properties in cities, towns and villages*.
- About the same degree of importance was given to *developing new businesses and industrial parks with immediate access to major highways* (76.0%).

**Subgroup Differences:**

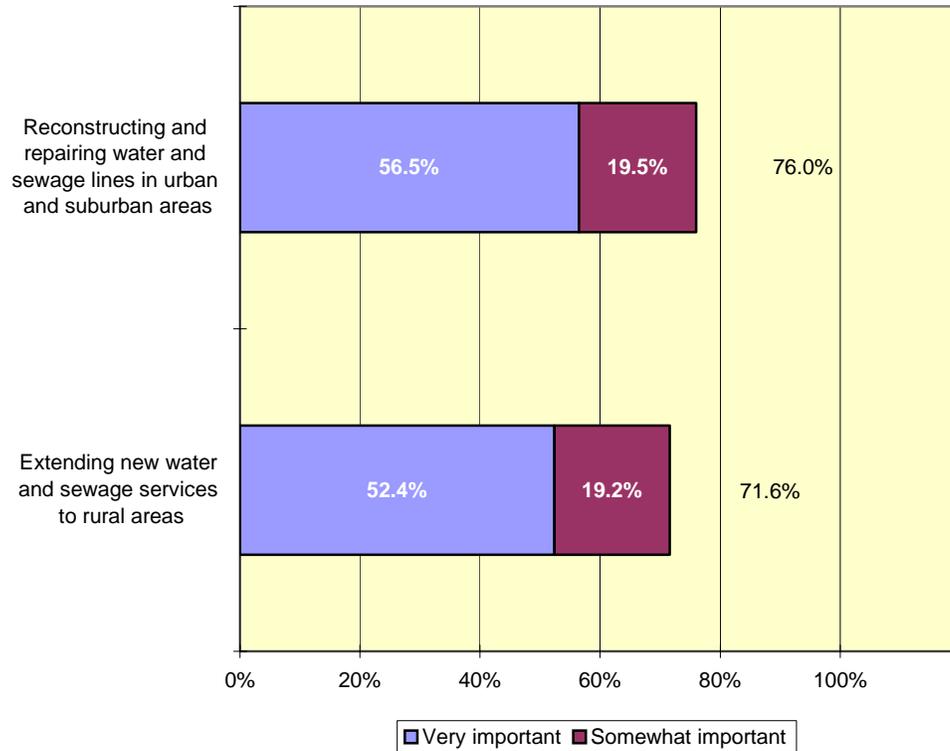
- District 1 residents placed the highest importance on these two economic development scenarios compared to residents in the other districts.
- Males gave a higher top-two box rating for developing new businesses and industrial parks compared to females.

*Infrastructure in Westmoreland County (Top-Two Box)*

**Note:**

All respondents were asked Q13. A 5-point scale, where 5=very important and 1=very unimportant, was used. Don't know responses have been removed from the bases.

Bases = 333-338 Random



**Subgroup Differences:**

- Residents of Districts 3, 4, and 7 placed high importance for both options.
- Residents of Districts 1 and 6 placed high importance on reconstructing and repairing water and sewage lines.

**Findings**

Similarly, respondents were asked to rate the importance of infrastructure related to water and sewage lines.

- Three-quarters (76.0%) placed top-two box importance on *reconstructing and repairing water and sewage lines in urban and suburban areas*.
- Seven in ten (71.6%) cited a top-two box importance rating for *extending new water and sewage services to rural area*.

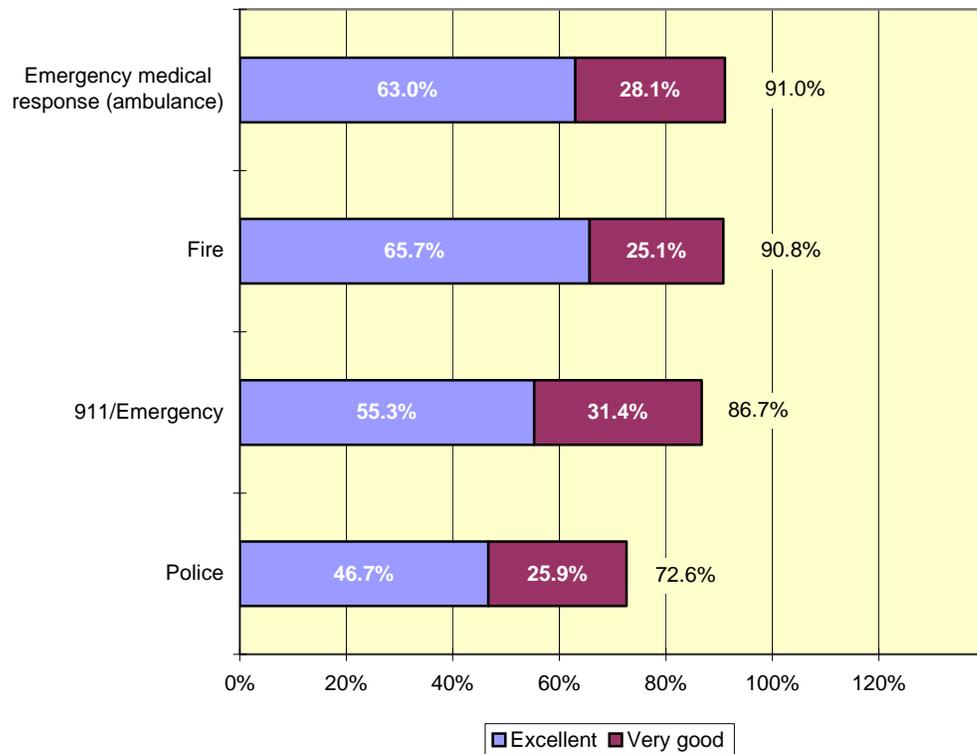
Q14. Please rate the following services in your area.

**Note:**

All respondents were asked Q14. A 5-point scale, where 5=excellent and 1=poor, was used. Don't know responses have been removed from the bases.

Bases = 293-338 Random

*Public Safety (Top-Two Box)*



**Findings**

Respondents were asked to rate four public safety services in their areas.

- All received relatively high top-two box performance ratings as follows:
  - *Emergency Medical response (91.0% top-two box),*
  - *Fire (90.8%),*
  - *911/Emergency Management response (86.7%), and*
  - *Police (72.6%).*

**Subgroup Differences:**

- *Residents of District 7 tended to rate each of the services higher compared to residents in the other districts.*
- *Those aged 55+ and those with the lowest (<\$25K) and highest (\$50K+) income levels rated the police service higher than their respective counterparts.*

Q15. How well is the education system preparing students for a future occupation?

**Note:**

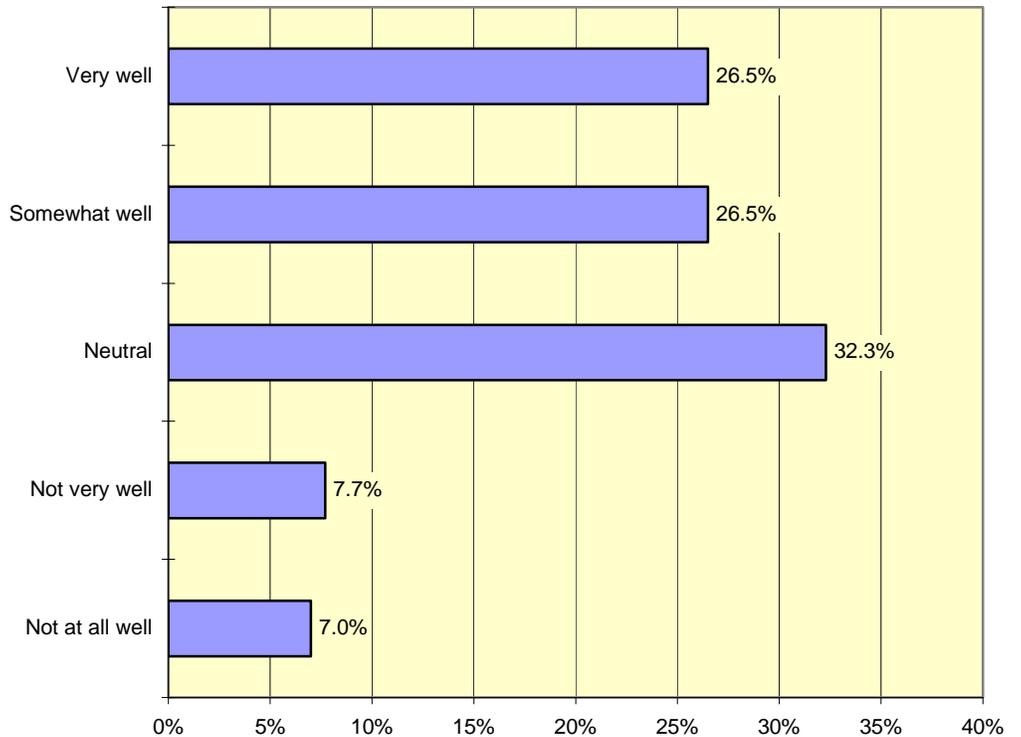
All respondents were asked Q15. A 5-point scale, where 5=very well and 1=not at all, was used. Don't know responses have been removed from the base.

Bases = 313 Random

**Subgroup Differences:**

Those with incomes above \$50K and residents of District 2 were the most likely to give a top-two box rating compared to their respective counterparts.

Education System



Findings

Approximately one-half indicated that the education system is preparing students for a future occupation.

- One-half (53.0%) gave a top-two box performance rating.
- Another 32.3% gave a mid rating of 3 to indicate how well the education system is preparing students for a future occupation.

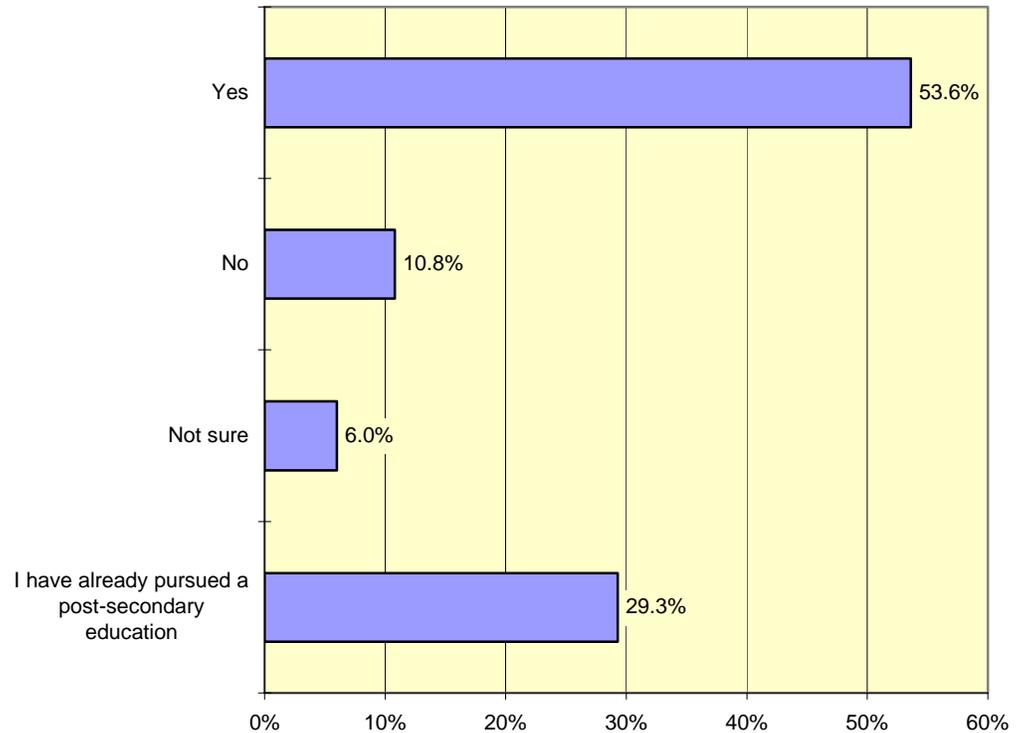
Q16. Do you believe that you would be in a better financial situation position if you had pursued an education after high school (i.e., college, technical school, etc.)?

**Note:**

All respondents were asked Q16.

Base = 351 Random

### Financial Situation Relative to Post-Secondary Education



**Subgroup Differences:**

Perhaps not surprisingly, those who indicated that they would be in a better financial situation with additional education included:

- Those with a high school or less education,
- Those with incomes below \$25K, and
- Those who have been living in the County for less than 15 years.

Residents in Districts 1, 3, 6, and 7 were more likely to have stated they would be in a better financial situation with a post-secondary education than were those residing in other districts.

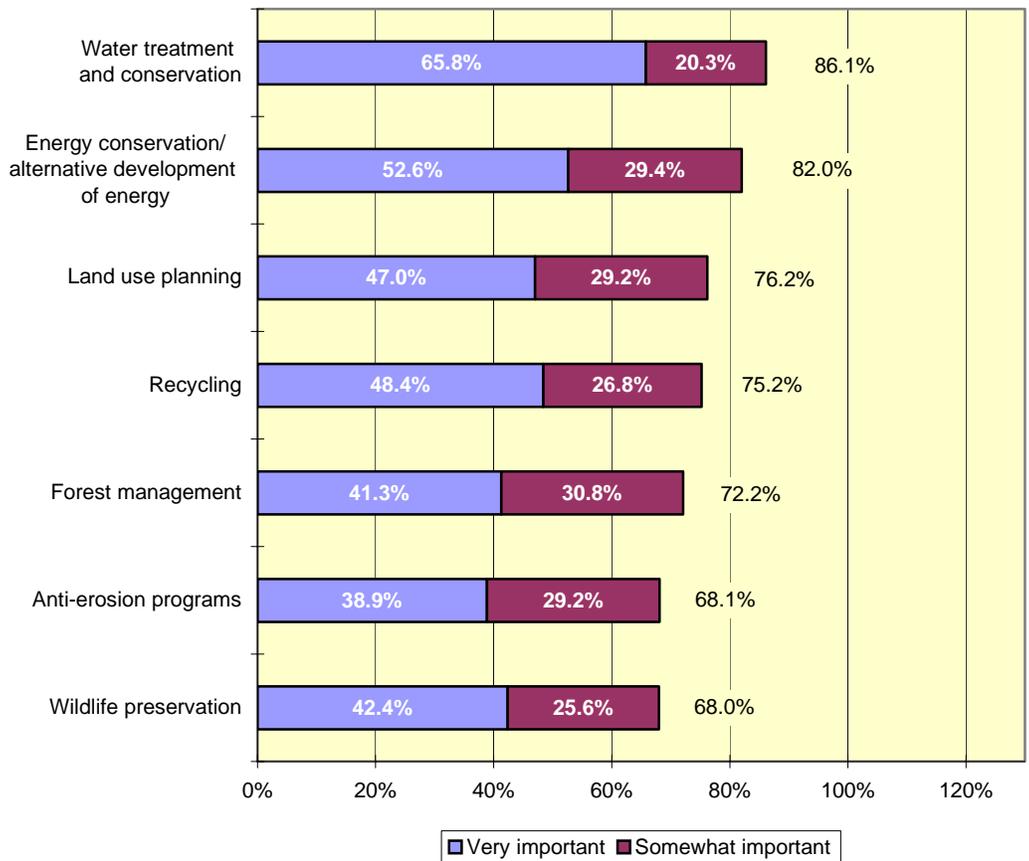
## Findings

When asked if they thought they would be in a better financial situation if they pursued an education after high school, one-half of respondents indicated that thought they would be in a better situation.

- Three in ten (29.3%) stated that they had already pursued a post-secondary education.
- Slightly more than one-half (53.6%) indicated they would be in a better financial situation if they pursued a post-secondary education; this translates into 75.8% of those who had not already pursued a post-high school education option.

Q18a. Please rate the importance of the following conservation programs and/or practices.

Conservation Efforts and Concerns (Top-Two Box)



**Note:**

All respondents were asked Q18a. A 5-point scale, where 5=very important 1=very unimportant, was used. Don't know responses have been removed from the base.

Bases = 329-347 Random

**Findings**

Respondents were asked to rate the importance of seven conservation/preservation programs. All were deemed to be important by at least two-thirds of respondents.

- *Water treatment and conservation* (86.1%) and *energy conservation/alternative development of energy* (82.0%) achieved the highest levels of importance.
- Following closely, three other programs received top-two box ratings by seven in ten respondents:
  - *Land use planning* (76.2%),
  - *Recycling* (75.2%), and
  - *Forest management* (72.2%).

**Subgroup Differences:**

- Residents in Districts 1 and 7 gave higher top-two box importance ratings to these programs than did residents in the other districts.
- Those aged 55+ placed higher importance on the majority of the programs.

Q18a. continued →

Q18a. Please rate the importance of the following conservation programs and/or practices.

- *Wildlife preservation* (68.0%) and *anti-erosion programs* (68.1%) received moderately high importance ratings.

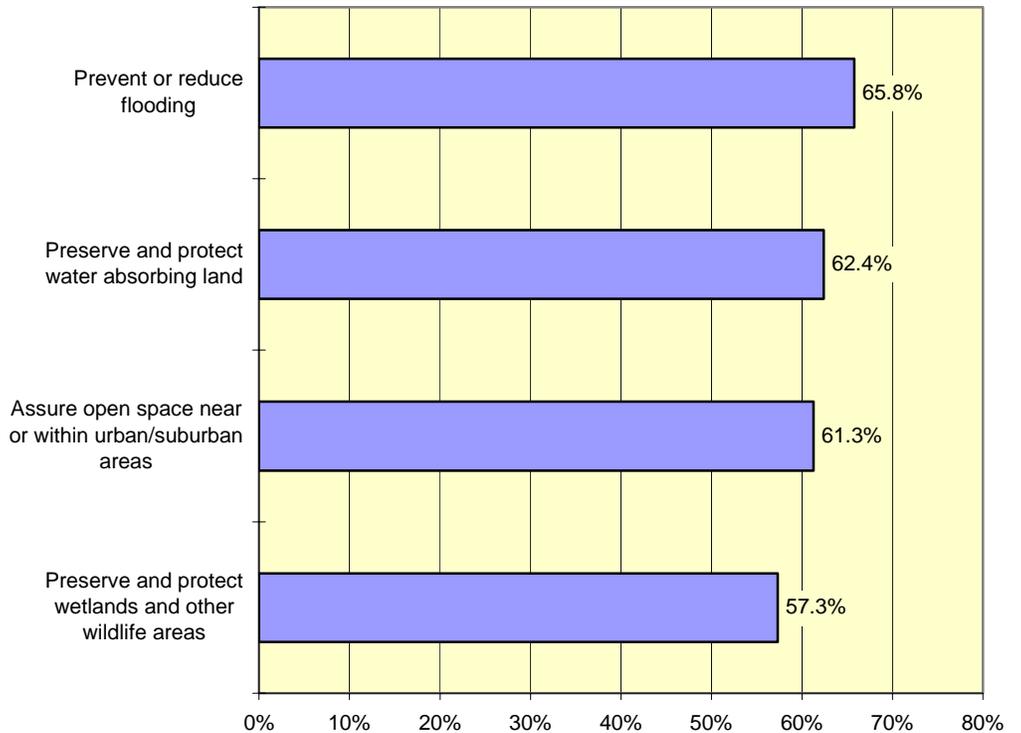
Q19. Would you be receptive to investing more public tax dollars for conservation efforts in Westmoreland County that...

**Note:**

All respondents were asked Q19.

Base = 351 Random

*Public Tax Dollar Investment in Conservation Efforts*



**Findings**

The majority of respondents were receptive to investing more public tax dollars for four specific conservation efforts in Westmoreland County.

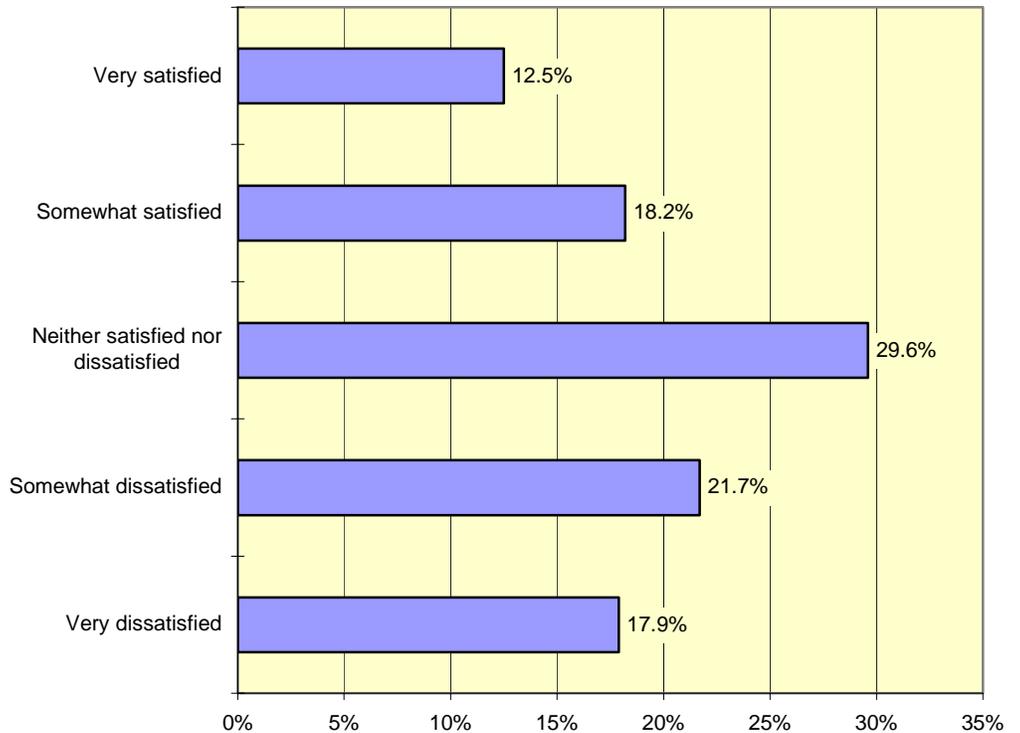
- Approximately six in ten each stated yes they would be receptive to investing more public tax dollars to:
  - Prevent or reduce flooding (65.8%),
  - Preserve and protect water absorbing land (62.4%),
  - Assure open space near or within urban/suburban areas (61.3%), and/or
  - Preserve and protect wetlands and other wildlife areas (57.3%).

**Subgroup Differences:**

District 7 residents were the most likely to indicate that they were receptive to investing more public tax dollars for these conservation efforts compared to residents in the other districts.

Q20. Please indicate how satisfied you are with the highway/road system in Westmoreland County.

Satisfaction With Infrastructure in Westmoreland County



**Note:**

All respondents were asked Q20. A 5-point scale, where 5=very satisfied and 1=very dissatisfied, was used.

Base = 351 Random

**Subgroup Differences:**

In general, there were not many differences between subgroups of respondents; however, those who had lived in Westmoreland County for less than 15 years and those residing in District 1 were somewhat more satisfied compared to their respective counterparts.

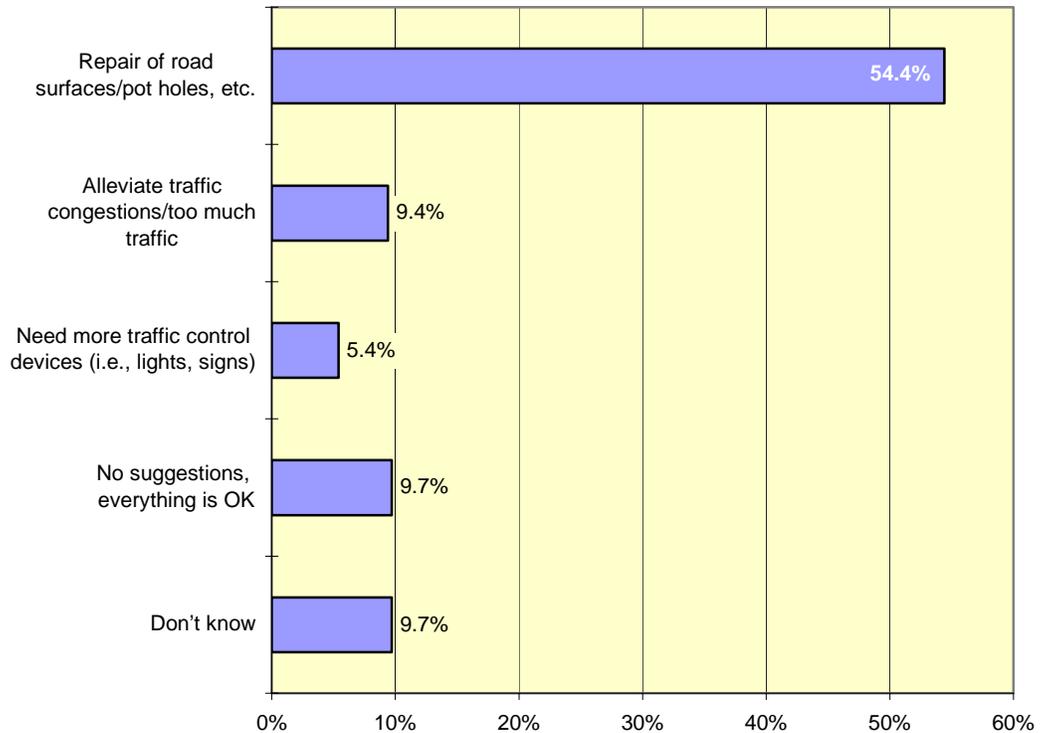
**Findings**

Respondents were asked to indicate their level of satisfaction with the highway/road system in Westmoreland County. Overall, satisfaction levels were not very high.

- Three in ten (30.8%) stated that they were *somewhat* or *very satisfied* with the highway/road system in Westmoreland County.
- Similarly, 29.6% stated that they were *neither satisfied, nor dissatisfied*.
- Four in ten respondents (39.6%) indicated that they were *somewhat* or *not at all satisfied* with the highway/road system in Westmoreland County.

Q21. What improvements, if any, would you suggest for the highway/road system in Westmoreland County?

*Suggested Improvements for Westmoreland County Infrastructure*



**Note:**

All respondents were asked Q21.

Base = 351 Random

**Subgroup Differences:**

Respondents who suggested the repair of road surfaces/pot holes, etc. were more likely than their counterparts to have:

- Lived in the county for 15 years or more and
- Resided in Planning Districts 3 or 6 than Districts 1, 2, or 5.

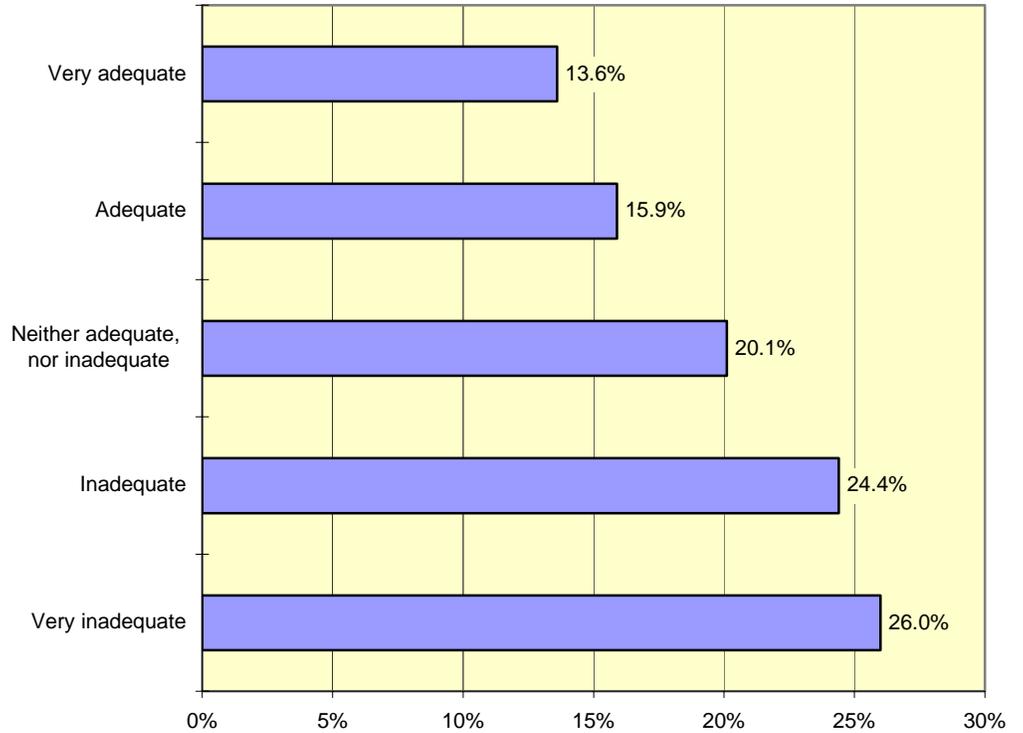
**Findings**

Respondents were then asked to suggest improvements for the highway/road system in Westmoreland County. One in ten (9.7%) indicated that *they had no suggestions, everything is okay*.

- More than one-half of the respondents (54.4%) suggested *repair of road surfaces/pot holes, etc.*
- One in ten (9.4%) mentioned *alleviate traffic congestions/too much traffic*, and 5.4% indicated a *need for more traffic control devices (i.e., lights, signs)*.
- An additional 9.7% was unable to provide a suggestion for improvement.
- Other responses varied tremendously; however, no one response was mentioned by more than 5% of the respondents.

Q22. Please indicate how adequate public transportation is in your area.

*Adequacy of Public Transportation System in Westmoreland County*



**Note:**

All respondents were asked Q22. A 5-point scale, where 5=very adequate and 1=very inadequate, was used. Don't know responses have been removed from the base.

Bases = 308 Random

**Subgroup Differences:**

Respondents who rated public transportation in their area as adequate or very adequate were more likely than their counterparts to have:

- A high school education or less and
- Resided in Planning Districts 1, 2, 3, 4, 5, or 6 than District 7.

**Findings**

Respondents were asked to indicate the adequacy of public transportation in their area. One-half of respondents (50.4%) found the public transportation in their area to be *inadequate* or *very inadequate*.

- Nonetheless, three in ten (29.5%) indicated that public transportation in their area was *adequate* or *very adequate*.

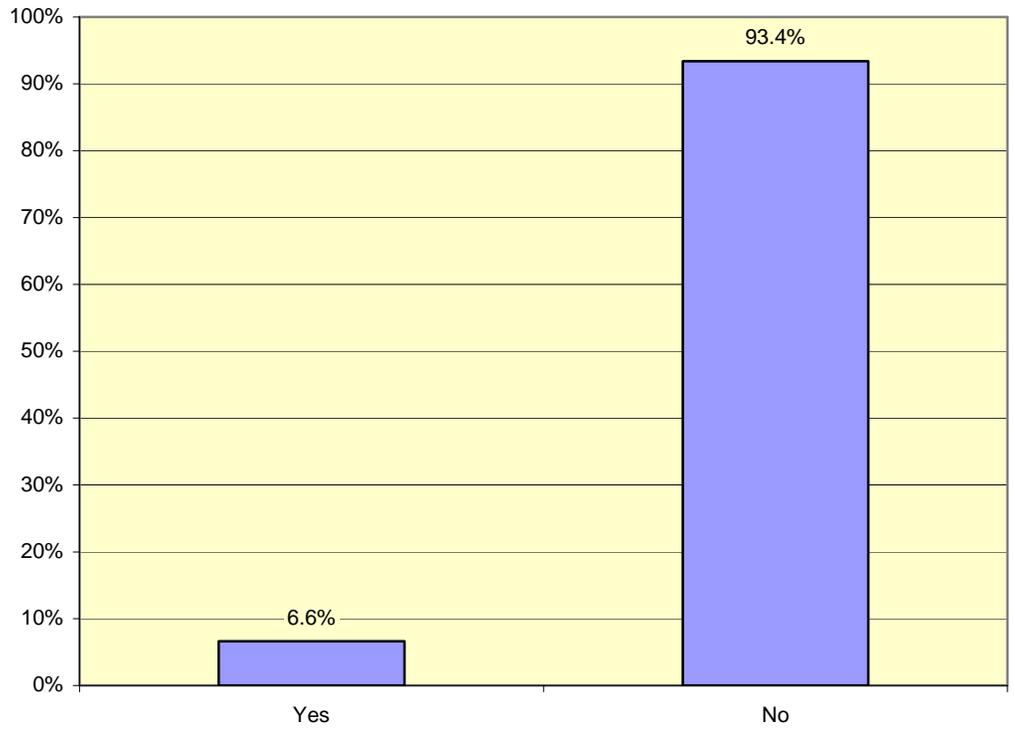
Q23. Do you currently use public transportation?

**Note:**

All respondents were asked Q23.

Base = 351 Random

Current Utilization of Public Transportation



Findings

When asked to cite utilization of public transportation, the vast majority (93.4%) stated that they did ***not*** use public transportation.

**Subgroup Differences:**

Respondents who indicated that they did ***not*** utilize public transportation were more likely than their counterparts to have:

- Have had an income of \$25-\$50K than less than \$25K or
- Aged 18-34 or 55 and over than aged 35-54 or
- Resided in Planning District 7.

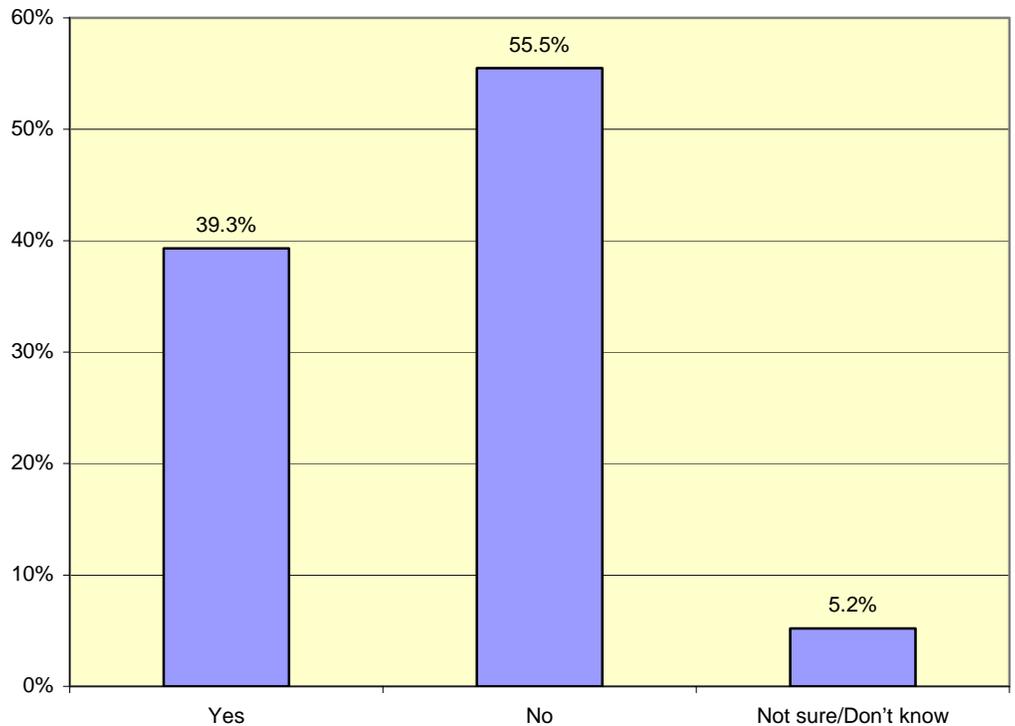
Q24. Would you use public transportation if it were available in your area?

**Note:**

Q24 was asked of all respondents who did not currently use public transportation in Q23.

Base = 328 Random

*Propensity to Use Public Transportation*



**Findings**

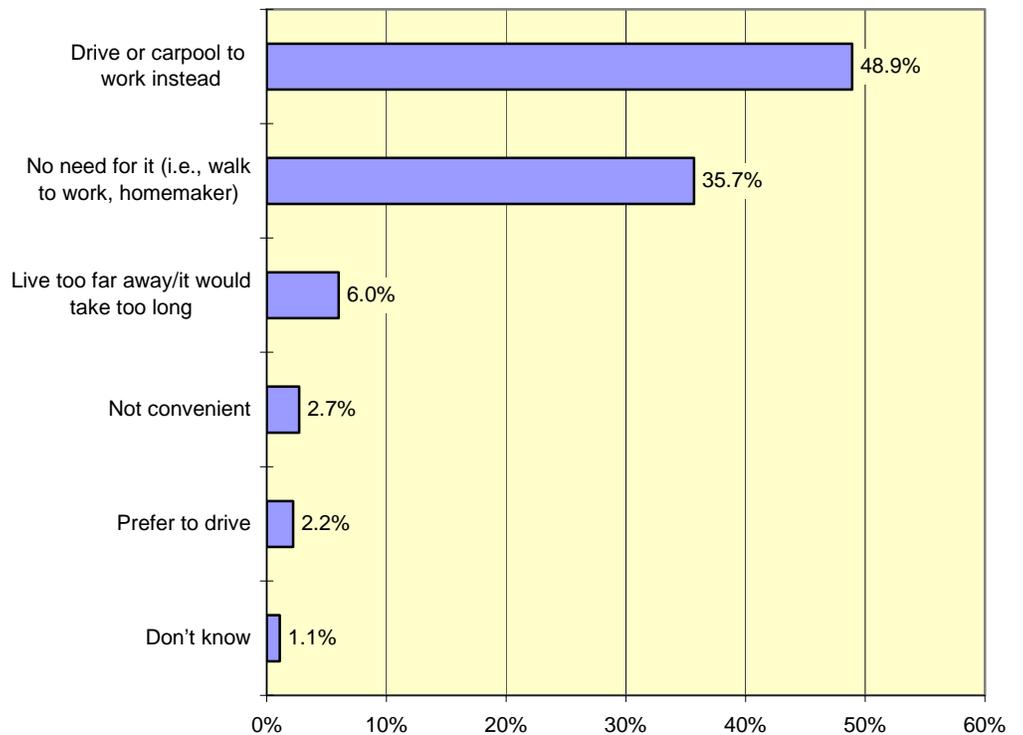
**Subgroup Differences:**

Those with incomes less than \$25K and those residing in District 3 were more likely than their counterparts to have stated that they would use public transportation if it were available in their area.

Respondents who stated that they did not currently use public transportation were then asked if they would use public transportation if it were available in their area.

- Four in ten respondents (39.3%) stated that they would use public transportation if it were available in their area.
- More than one-half (55.5%) stated that they would not use public transportation, even if it were available in their area.

*Barriers to Utilization of Public Transportation*



**Note:**

All respondents who indicated they would not use public transportation in Q24 were asked Q24a. Multiple mentions were accepted.

Base = 182 Random

**Findings**

Respondents who would not use public transportation in their area were then asked to indicate why they would not do so.

- Nearly one-half of the respondents stated that they *drive or carpool to work instead* (48.9%).
- Slightly more than one-third of the respondents (35.7%) indicated that they *had no need for it*, and 6.0% stated that they *live too far away/it would take too long*.

Q28a. Which of the following statements best describes your preference in terms of a place to live?

**Note:**

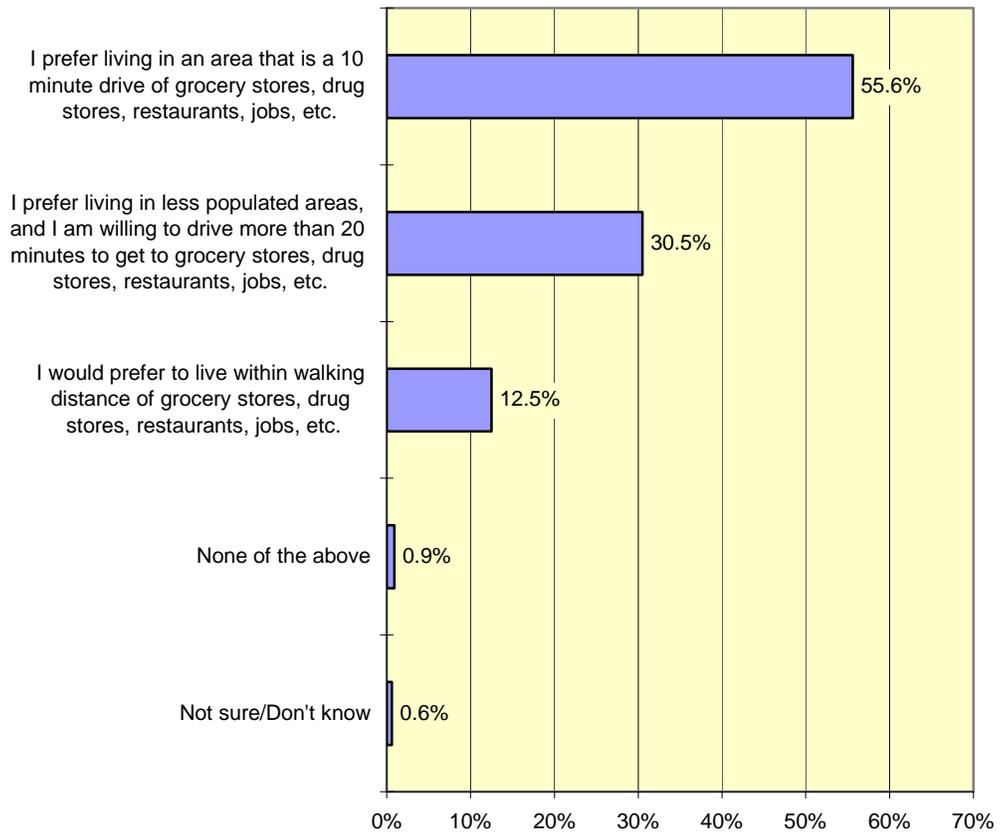
All respondents were asked Q28a.

Base = 351 Random

**Subgroup Differences:**

- Respondents with at least some college education, an income of \$25-\$50K and those who resided in Planning Districts 1, 2, or 4 were more likely than their counterparts to have cited a preference for an area that is within a 10 minute drive of grocery stores, drug stores, restaurants, jobs, etc.
- Those under the age of 55, with an income of \$50K and over, who resided in Planning Districts 3, 4, 6, or 7 were more likely than their counterparts to have cited a preference for living in less populated areas, with a willingness to drive more than 20 minutes to get to grocery stores, drug stores, restaurants, jobs, etc.

*Lifestyle Preferences*



**Findings**

Respondents were read a list of statements regarding their preference in terms of a place to live and asked to indicate which statement best described them.

- An area that is within a 10 minute drive of grocery stores, drug stores, restaurants, jobs, etc. was preferred by a slight majority of respondents (55.6%).
  - When asked to specify if their current area of residence matches this description, 93.3% stated that it did.
  - In addition, eight in ten (79.0%) felt that there were a sufficient number of places that fit the aforementioned description.

Q28a. continued →

### Q28a. Which of the following statements best describes your preference in terms of a place to live?

- Three in ten respondents (30.5%) cited a preference for *a less populated area, with a willingness to drive more than 20 minutes to get to grocery stores, drug stores, restaurants, jobs, etc.*
  - *Nearly six in ten respondents (57.9%) who cited this preference also indicated that their current place of residence matches this preference.*
  - *Three-quarters of respondents (76.6%) felt that there were a sufficient number of places in Westmoreland County that matched a preference for a less populated area.*
- Slightly more than one in ten respondents (12.5%) stated that they *would prefer to live within walking distance of grocery stores, drug stores, restaurants, jobs, etc.*
  - *Among respondents who stated a preference to live within walking distance, three-quarters (77.3%) mentioned that their current residence matched this preference.*
  - *Less than one-half of respondents (47.7%) who preferred to live within walking distance of grocery stores, etc. felt that there were a sufficient number of places in Westmoreland County that met that description.*

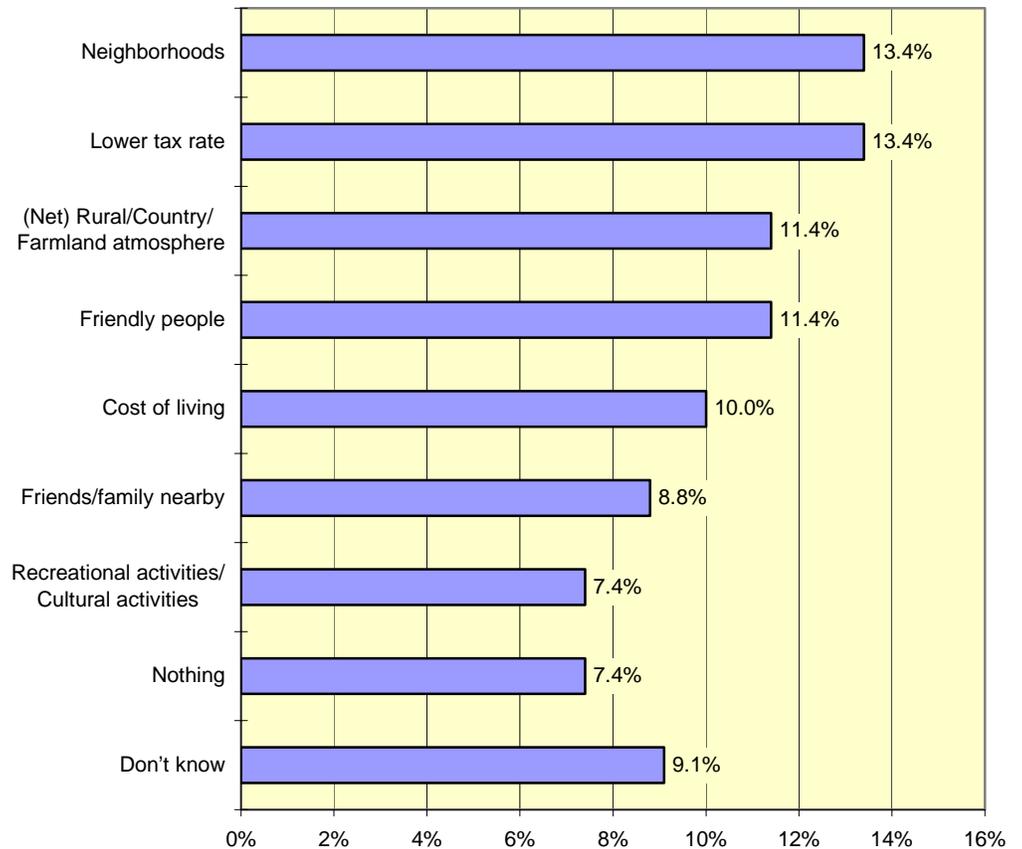
Q29. What do you like or value most about living in Westmoreland County?

**Note:**

All respondents were asked Q29. Multiple responses were accepted.

Base = 351 Random

Westmoreland County Amenities



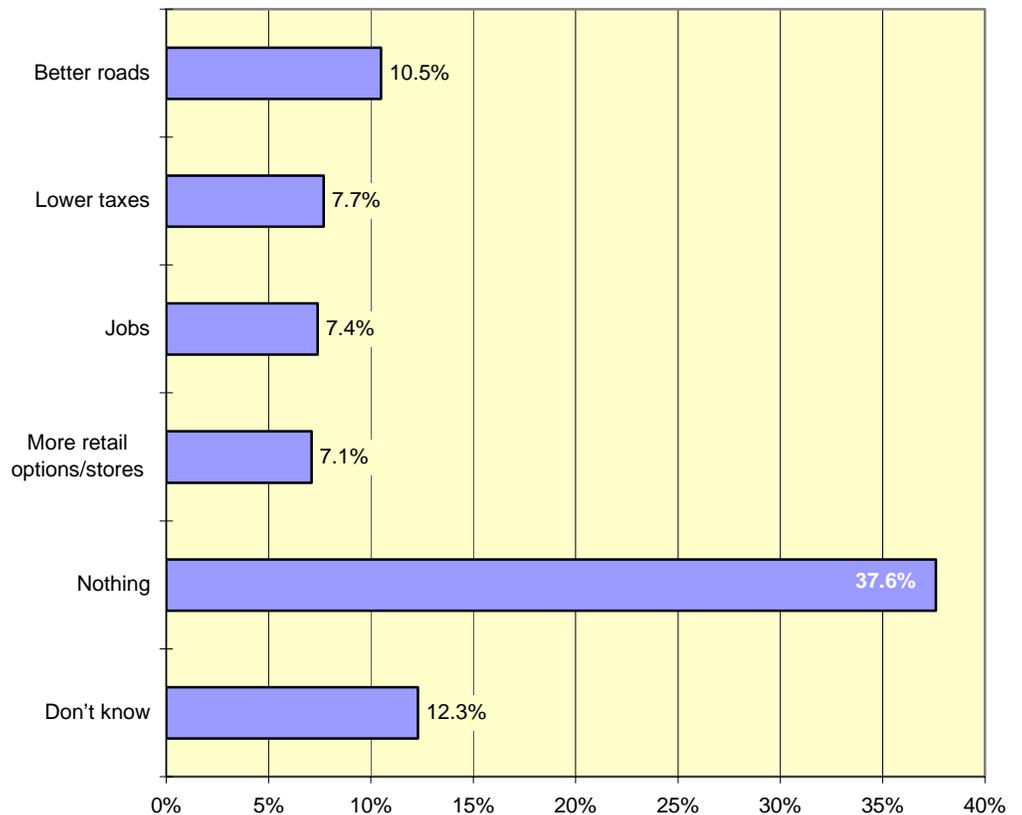
Findings

When respondents were asked to indicate what they liked or valued most about living in Westmoreland County, responses varied tremendously, with no one response being mentioned by more than 15% of respondents.

- *Neighborhoods* and a *lower tax rate* were each mentioned by 13.4% of respondents.
- One in ten each cited *rural/country/farmland atmosphere* (11.4%), *friendly people* (11.4%), and/or *cost of living* (10.0%).
- Slightly less than one in ten (7.4%) stated that there was *nothing* that they liked or valued about living in Westmoreland County, and 9.1% were unable to cite a response.

Q30. What would you change about living in Westmoreland County?

Westmoreland County Suggested Changes



**Note:**

All respondents were asked Q30. Multiple responses were accepted.

Base = 351 Random

**Findings**

Respondents were then asked to indicate what they would change about living in Westmoreland County. More than one-third of the respondents (37.6%) indicated that they would change *nothing* about living in Westmoreland County. Suggestions varied, with no one response being mentioned by more than 11% of respondents.

- One in ten (10.5%) cited *better roads* as something they would change about living in Westmoreland County.
- Other responses mentioned by at least five percent of respondents included: *lower taxes* (7.7%), *jobs* (7.4%), and/or *more retail options/stores* (7.1%).
- Slightly more than one in ten (12.3%) were unable to provide a response to this question.

Q31. How important is it for Westmoreland County to budget additional resources during the next 3-5 years in the following?

Resource Budget (Top-Two Box)

	Very important	Somewhat important	Top-Two Box Score
Creating more jobs	74.3%	14.7%	89.0%
Improving education	60.8%	22.7%	83.4%
Improving roads	54.5%	25.6%	80.1%
Revitalizing older cities, towns, and villages	41.1%	23.7%	64.8%
Preserve open spaces and protect sensitive areas	36.4%	24.2%	60.6%
Improve quality of existing housing	31.1%	26.0%	57.1%
Creating more parks, trails, and recreational activities	25.6%	22.7%	48.3%
Expanding retail development	21.7%	22.3%	43.9%
Develop new housing	20.3%	21.4%	41.7%
Expanding tourism	20.4%	18.3%	38.8%

**Note:**

All respondents were asked Q31. A 5-point scale, where 5=very important and 1=not at all important, was used. Don't know responses have been removed from the bases.

Bases = 338-347 Random

**Subgroup Differences:**

- Respondents with lower incomes were more likely to have cited a top-two box importance rating for the following allocations: creating more jobs, expanding tourism, improving quality of existing housing, developing new housing, preserving open space and protecting sensitive areas, and improving education.
- Respondents residing in Planning District 1 were most likely to have given a top-two box importance rating for the majority of attributes, followed by Districts 3 and 7.

Findings

Respondents were read a list of actions in which Westmoreland County might budget additional resources during the next 3-5 years and asked to indicate the importance of such a measure. All were deemed to be important by at least four in ten respondents.

- *Creating more jobs* (89.0%), *improving education* (83.4%), and *improving roads* (80.1%) received the highest top-two box importance ratings and were perceived to be the most important areas for Westmoreland County to allocate additional budgetary resources during the next 3-5 years.
- Approximately six in ten respondents each indicated a high level of importance for additional budgetary allocations for *revitalizing older cities, towns, and villages* (64.8%), *preserving open space and protecting sensitive areas* (60.6%), and *improving the quality of existing housing* (57.1%).

Q31. continued →

Q31. How important is it for Westmoreland County to budget additional resources during the next 3-5 years in the following?

- Fewer respondents cited a top-two box importance rating for *creating more parks, trails, and recreational opportunities* (48.3%), *expanding retail development* (43.9%), *development of new housing* (41.7%), and *expanding tourism* (38.8%).

Demographics

**Note:**

All respondents were asked Q32-Q35.

Base = 351 Random

<b>Base</b>	<b>351</b>
<b>Gender</b>	
Male	36.8%
Female	63.2%
<b>Age</b>	
18 - 24	2.8%
25 - 34	12.0%
35 - 44	21.9%
45 - 54	25.9%
55 - 64	14.2%
65 - 74	12.3%
75+	10.3%
Mean	51.1
<b>Children under age 18 in household</b>	
None	64.4%
One	15.7%
Two	12.3%
Three or more	6.6%
<b>Education</b>	
Less than high school graduate	7.4%
High school graduate	31.6%
Some college	19.4%
Vocational/technical school	7.7%
College graduate	25.4%
Postgraduate work or degree	7.4%
<b>Income</b>	
Less than \$15,000	8.5%
\$15,000 - \$24,999	10.8%
\$25,000 - \$34,999	12.5%
\$35,000 - \$49,999	16.5%
\$50,000 - \$74,999	18.8%
\$75,000 +	14.2%
Mean	45.8



# *Appendix*

September 23, 2003

Community Assessment Study  
Job #03-374

Ref # \_\_\_\_\_  
Int. ID \_\_\_\_\_

Time Started: \_\_\_\_\_  
Time Ended: \_\_\_\_\_  
Total Time: \_\_\_\_\_

Hello, my name is \_\_\_\_\_ with Campos Market Research, an independent market research firm. We are currently conducting a study on behalf of Westmoreland County to assist with planning efforts and would like to include your opinions. At no time will we be selling anything.

**RECORD GENDER BY OBSERVATION**

Male..... 1  
Female..... 2

1. Do you currently reside in Westmoreland County?

Yes ..... 1  
No ..... 2  
Not sure/don't know ..... 3

**TERMINATE**  
**TERMINATE**

2. Approximately how many years have you lived in Westmoreland County? (DO NOT ACCEPT RANGE. IF LESS THAN A YEAR, ENTER "0". IF DON'T KNOW/REFUSED, ENTER "99")

\_\_\_\_\_ Years

3. In which municipality of Westmoreland County do you currently reside? **(DO NOT READ LIST; SELECT ONE) NOTE: BE VERY SPECIFIC...IF IT IS NOT ON THE LIST, CLARIFY – "WHAT BOROUGH OR TOWNSHIP IS THAT?" PROBE TO BE SURE RESPONDENT IS IDENTIFYING MUNICIPALITY, RATHER THAN MAILING ADDRESS**

Allegheny (1).....	1	Murrysville (2).....	35
Adamsburg (5).....	2	New Alexandria (6).....	36
Arnold (1).....	3	New Florence (7).....	37
Arona (5).....	4	New Kensington (1).....	38
Avonmore (6).....	5	New Stanton (5).....	39
Bell (6).....	6	North Belle Vernon (3).....	40
Bolivar (7).....	7	North Huntingdon (2).....	41
Cook (7).....	8	North Irwin (2).....	42
Delmont (6).....	9	Oklahoma (1).....	43
Derry Borough (6).....	10	Penn Borough (5).....	44
Derry Township (6).....	11	Penn Township (5).....	45
Donegal Borough (7).....	12	Rostraver (3).....	46
Donegal Township (7).....	13	Salem (6).....	47
East Huntingdon (4).....	14	Scottdale (4).....	48
East Vandergrift (1).....	15	Seward (7).....	49
Export (2).....	16	Sewickley (2).....	50
Fairfield (7).....	17	Smithton (3).....	51
Greensburg (5).....	18	South Greensburg (5).....	52
Hempfield (5).....	19	South Huntingdon (3).....	53
Hunker (5).....	20	Southwest Greensburg (5).....	54
Hyde Park (1).....	21	St. Clair (7).....	55
Irwin (2).....	22	Sutersville (2).....	56
Jeannette (5).....	23	Trafford (2).....	57
Latrobe (5).....	24	Unity (5).....	58
Laurel Mountain (7).....	25	Upper Burrell (1).....	59
Ligonier Borough (7).....	26	Vandergrift (1).....	60
Ligonier Township (7).....	27	Washington (1).....	61
Lower Burrell (1).....	28	West Leechburg (1).....	62
Loyalhanna (6).....	29	West Newton (3).....	63
Madison (5).....	30	Youngstown (5).....	64
Manor (2).....	31	Youngwood (5).....	65
Monessen (3).....	32	Other (SPECIFY).....	66
Mount Pleasant Borough (4).....	33	Don't know/Unsure.....	67 <b>TERMINATE</b>
Mount Pleasant Township (4).....	34	Refused.....	68 <b>TERMINATE</b>

**Quotas:**

District 1: 57	District 2: 83	District 3: 43	District 4: 38
District 5: 105	District 6: 43	District 7: 31	

**BE SURE TO CLARIFY BETWEEN BOROUGHS AND MUNICIPALITIES AS NECESSARY**

4. Are you currently employed?

- Yes ..... 1
- No ..... 2 **GO TO Q5**
- (DO NOT READ)** Refused ..... 3 **GO TO Q5**

4a. In which county are you employed? **(DO NOT READ LIST; SELECT ALL THAT APPLY)**

- Allegheny County ..... 1
- Armstrong County ..... 2
- Butler ..... 3
- Cambria County ..... 4
- Fayette County ..... 5
- Indiana County ..... 6
- Somerset County ..... 7
- Washington County ..... 8
- Westmoreland ..... 9
- Other **(SPECIFY)** \_\_\_\_\_ ..... 10
- Don't Know/Refused ..... 11

5. Do you own or rent your current residence? **(READ LIST; SELECT ONE)**

- Own (buying) ..... 1
- Rent/Lease ..... 2
- Live with parents/family ..... 3
- Other **(SPECIFY)** \_\_\_\_\_ ..... 4
- (DO NOT READ)** Don't Know/Refused ..... 5

**Housing**

6. Using a scale of 1 to 5, where 5 is very available and 1 is not at all available, please indicate the availability of each of the following in your area. How available is... **(READ AND ROTATE LIST; REPEAT SCALE AS NECESSARY)**

	<b>Very Available</b>			<b>Not at all Available</b>	<b>Don't Know</b>
a. Single-family style housing	5	4	3	2	1
.....	5	4	3	2	1
b. Housing for the elderly ..	5	4	3	2	1
.....	5	4	3	2	1
c. Rental Units .....	5	4	3	2	1
.....	5	4	3	2	1
d. Assisted living facilities/nursing homes	5	4	3	2	1
.....	5	4	3	2	1

7. What housing needs do you have that are not currently being met? **(DO NOT READ LIST; SELECT ALL THAT APPLY)**

- Lack of senior housing ..... 1
- Lack of rental units..... 2
- Lack of affordable family housing ..... 3
- Housing location is not convenient ..... 4
- All of my housing needs are currently being met ..... 5
- Other **(SPECIFY)** \_\_\_\_\_ ..... 6
- Don't Know/Refused ..... 7

8. Using a scale of 1 to 5, where 5 is strongly agree and 1 is strongly disagree, how much do you agree that...**(READ AND ROTATE LIST; REPEAT SCALE AS NECESSARY)**

	<b>Strongly Agree</b>		<b>Strongly Disagree</b>	<b>Don't Know</b>		
a. Properties in my area are in good condition.....	5	4	3	2	1	6
b. Good quality, affordable housing exists in my area.....	5	4	3	2	1	6
c. Absentee landlords are a problem.....	5	4	3	2	1	6
d. Poor housing conditions exist in my area.....	5	4	3	2	1	6
e. There are attractive residential neighborhoods in my area .....	5	4	3	2	1	6

9a. During the past five years, in terms of a place to live, would you say your area has... **(READ LIST; SELECT ONE)**

- Changed for the better ..... 1      **ASK Q9b**
- Changed for the worse..... 2      **ASK Q9c**
- Stayed about the same ..... 3      **GO TO Q10**
- (DO NOT READ)** Not sure/Don't Know..... 4      **GO TO Q10**

9b. You mentioned that your area has changed for the better, please describe how it has changed. **(DO NOT READ LIST; SELECT ALL THAT APPLY)**

- Improved recreation areas/playgrounds..... 1
- Diversity within community..... 2
- Environmental cleanup/conditions (i.e., streams clean)3
- Economic conditions have improved ..... 4
- Improved housing options..... 5
- New housing ..... 6
- Roads have been improved/repared..... 7
- Traffic control devices (i.e., stop signs)..... 8
- Police presence ..... 9
- Other **(SPECIFY)** \_\_\_\_\_ ..... 10
- Don't Know/Refused ..... 11

**GO TO Q10**

9c. You mentioned that your area has changed for the worse, please describe how it has changed. **(DO NOT READ LIST; SELECT ALL THAT APPLY)**

- Higher crime rate/vandalism ..... 1
- Run-down housing ..... 2
- Vacant properties..... 3
- Roads have deteriorated..... 4
- Lack of police presence ..... 5
- Decrease/lack of recreational opportunities ..... 6
- Decrease in retail/shopping ..... 7
- Other **(SPECIFY)** \_\_\_\_\_ ..... 8
- Don't Know/Refused ..... 9

**Economic Development**

10. Which of the following statements best describes how you feel about retail development in Westmoreland County? **(READ LIST; SELECT ONE)**

- There has been too much retail development during the past ten years ..... 1
- The amount of retail development has been about right; neither too much, nor too little..... 2
- The county's residents could benefit from additional retail development ..... 3
- (DON'T READ)** Don't Know/Refused..... 4

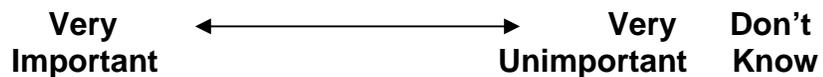
11. Are you familiar with the industrial park development that has taken place in Westmoreland County (such as the Sony plant near New Stanton)?

- Yes ..... 1
- No ..... 2      **GO TO Q12**
- Not sure/don't know ..... 3      **GO TO Q12**

11a. Do you feel that the county should be more involved in this type of development?

- Yes ..... 1
- No ..... 2
- Not sure/don't know ..... 3

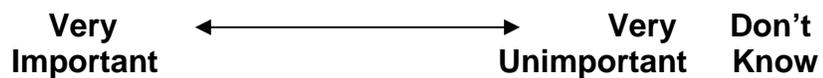
12. Using a scale of 1 to 5, where 5 is very important and 1 is very unimportant, how important is ... **(READ AND ROTATE LIST; REPEAT SCALE AS NECESSARY)**



- a. Developing new businesses and industrial parks with immediate access to major highways..... 5..... 4..... 3..... 2..... 1..... 6
- b. Revitalizing older industrial properties in cities, towns, and villages..... 5..... 4..... 3..... 2..... 1..... 6

**Community Facilities and Utilities**

13. Using a scale of 1 to 5, where 5 is very important and 1 is very unimportant, how important is ... **(READ AND ROTATE LIST; REPEAT SCALE AS NECESSARY)**



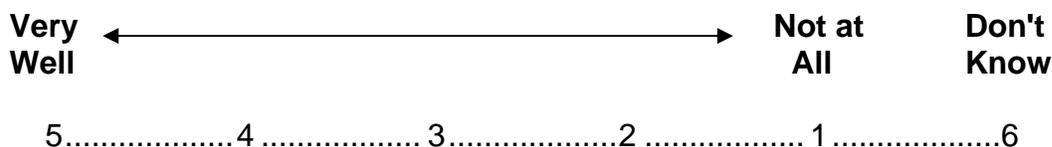
- a. Extending new water and sewage services to rural areas..... 5..... 4..... 3..... 2..... 1..... 6
- b. Reconstructing and repairing water and sewage lines in urban and suburban areas..... 5..... 4..... 3..... 2..... 1..... 6

14. Using a scale of 1 to 5, where 5 is excellent and 1 is poor, please rate the following services in your area. **(READ AND ROTATE LIST; REPEAT SCALE AS NEEDED)**

	Excellent	Very Good	Good	Fair	Poor	Don't Know
a. Police .....	5	4	3	2	1	6
b. Fire.....	5	4	3	2	1	6
c. Emergency Medical response (ambulance) ..	5	4	3	2	1	6
d. 911/Emergency Management response .....	5	4	3	2	1	6

**Education**

15. Using a scale of 1 to 5, where 5 is very well and 1 is not at all, how well is the education system preparing students for a future occupation?



16. Do you believe that you would be in a better financial situation if you pursued an education after high school (i.e., college, technical school, etc.)? **(READ LIST IF NECESSARY; SELECT ONE)**

- Yes ..... 1
- No ..... 2
- Not sure ..... 3
- I have already pursued a post-secondary education ... 4
- (DO NOT READ)** Refused ..... 5

**GO TO Q18**

~~17. Please identify any factors that stand in the way of pursuing an education after high school. **(DO NOT READ LIST; SELECT ALL THAT APPLY)**~~

- ~~Financial barriers (i.e., can't afford it)..... 1~~
- ~~Location (i.e., there are none in my area)..... 2~~
- ~~Degree programs I'm interested in are not offered ..... 3~~
- ~~Time limitations/constraints..... 4~~
- ~~Lack of transportation ..... 5~~
- ~~There are no factors standing in the way ..... 6~~
- ~~Other **(SPECIFY)** ..... 7~~
- ~~Don't Know/Refused ..... 8~~

**Environmental Concerns**

18. Using a scale of 1 to 5, where 1 is not at all important and 5 is very important, please rate the importance of the following environmental concerns... **(ROTATE; REPEAT SCALE AS NECESSARY)**

	Very Important	←————→	Very Unimportant		Don't Know	
a. Water quality.....	5.....	4.....	3.....	2.....	1.....	6
b. Water quantity.....	5.....	4.....	3.....	2.....	1.....	6
c. Flood control.....	5.....	4.....	3.....	2.....	1.....	6
d. Loss of food producing/ water absorbing land.....	5.....	4.....	3.....	2.....	1.....	6
e. Wildlife.....	5.....	4.....	3.....	2.....	1.....	6
f. Environmental education.....	5.....	4.....	3.....	2.....	1.....	6
g. Development.....	5.....	4.....	3.....	2.....	1.....	6

18a. Using a scale of 1 to 5, where 1 is not at all important and 5 is very important, please rate the importance of the following conservation programs and/or practices... **(ROTATE; REPEAT SCALE AS NECESSARY)**

	Very Important	←————→	Very Unimportant		Don't Know	
a. Water treatment and conservation.....	5.....	4.....	3.....	2.....	1.....	6
b. Anti-erosion programs.....	5.....	4.....	3.....	2.....	1.....	6
c. Land use planning.....	5.....	4.....	3.....	2.....	1.....	6
d. Forest management.....	5.....	4.....	3.....	2.....	1.....	6
e. Wildlife preservation.....	5.....	4.....	3.....	2.....	1.....	6
f. Energy conservation/alternative development of energy.....	5.....	4.....	3.....	2.....	1.....	6
g. Recycling.....	5.....	4.....	3.....	2.....	1.....	6

19. Would you be receptive to investing more public tax dollars for conservation efforts in Westmoreland County that... **(READ AND ROTATE LIST; PAUSE FOR EACH RESPONSE)**

	<u>YES</u>	<u>NO</u>	<u>DK</u>
a. Preserve and protect water absorbing land.....	1	2	3
b. Preserve and protect wetlands and other wildlife areas .....	1	2	3
c. Assure open space near or within urban/ suburban areas .....	1	2	3
d. Prevent or reduce flooding .....	1	2	3

**Transportation**

20. Using a scale of 1 to 5, where 5 is very satisfied and 1 is not at all satisfied, please indicate how satisfied you are with the highway/road system in Westmoreland County. **(READ LIST; SELECT ONE)**

Very Satisfied.....	5
Somewhat Satisfied .....	4
Neither satisfied, nor dissatisfied .....	3
Somewhat Dissatisfied.....	2
Not at all satisfied .....	1
<b>(DO NOT READ)</b> Don't know/not sure.....	6

21. What improvements, if any, would you suggest for the highway/road system in Westmoreland County? **(DO NOT READ LIST; SELECT ALL THAT APPLY)**

Alleviate traffic congestion/too much traffic.....	1
More bicycle lanes on existing highways .....	2
Repair of road surfaces/pot holes, etc. ....	3
Additional PA Turnpike Interchanges.....	4
Need more traffic control devices (i.e., lights, signs)....	5
No suggestions, everything is okay .....	6
Other <b>(SPECIFY)</b> _____ .....	7
Don't Know/Refused .....	8

22. Using a scale of 1 to 5, where 5 is very adequate and 1 is not at all adequate, please indicate how adequate public transportation is in your area. **(READ LIST; SELECT ONE)**

- Very adequate ..... 5
- Adequate ..... 4
- Neither adequate, nor inadequate ..... 3
- Inadequate ..... 2
- Very inadequate ..... 1
- (DO NOT READ)** Don't know/not sure ..... 6

23. Do you currently use public transportation?

- Yes ..... 1 **GO TO Q28a**
- No ..... 2
- Refused ..... 3 **GO TO Q28a**

24. Would you use public transportation if it were available in your area?

- Yes ..... 1 **GO TO Q28a**
- No ..... 2
- (DO NOT READ)** Not sure/Don't Know ..... 3 **GO TO Q28a**
- (DO NOT READ)** Refused ..... 4 **GO TO Q28a**

24a. Why wouldn't you use public transportation? **(DO NOT READ LIST; SELECT ALL THAT APPLY)**

- No need for it (i.e., walk to work, homemaker) ..... 1
- Drive or carpool to work instead ..... 2
- Live too far away/it would take too long ..... 3
- Not comfortable using public transportation ..... 4
- Costs too much ..... 5
- Other **(SPECIFY)** \_\_\_\_\_ ..... 6
- Don't Know/Refused ..... 7

**General County**

28a. Which of the following statements best describes your preference in terms of a place to live? **(READ LIST; SELECT ONE)**

I prefer living in less populated areas, and I am willing to drive more 20 minutes to get to grocery stores, drug stores, restaurants, jobs, etc. .... 1

I prefer living in an area that is within a 10 minute drive of grocery stores, drug stores, restaurants, jobs, etc. .... 2

I would prefer to live within walking distance of grocery stores, drug stores, restaurants, jobs, etc. .... 3

**(DO NOT READ)** None of the above ..... 4

**(DO NOT READ)** Not sure/don't know ..... 5

**GO TO Q29**

**GO TO Q29**

28b. In the previous question, you stated that you would like to live in an area that **(INSERT RESPONSE FROM Q28a)**. Does your current place of residence match that preference?

Yes ..... 1

No ..... 2

**(DO NOT READ)** Not sure/Don't Know ..... 3

**(DO NOT READ)** Refused ..... 4

28c. Are there a sufficient number of places in Westmoreland County that fit that description? **(REPEAT DESCRIPTION IF NECESSARY)**

Yes ..... 1

No ..... 2

**(DO NOT READ)** Not sure/Don't Know ..... 3

**(DO NOT READ)** Refused ..... 4

29. What do you like or value most about living in Westmoreland County? **(DO NOT READ LIST; SELECT ALL THAT APPLY; PROBE WHAT ELSE?)**

- Cost of living ..... 1
- Neighborhoods ..... 2
- Schools ..... 3
- Housing..... 4
- Friendly people ..... 5
- Friends/family nearby..... 6
- Recreational activities/Cultural activities ..... 7
- Job opportunities ..... 8
- Proximity to Pittsburgh ..... 9
- Nothing ..... 10
- Other **(SPECIFY)** \_\_\_\_\_ ..... 11
- Don't Know/Refused ..... 12

30. What would you change about living in Westmoreland County? **(DO NOT READ LIST; SELECT ALL THAT APPLY)**

- Jobs ..... 1
- Housing..... 2
- More retail options/stores..... 3
- Better roads ..... 4
- Better education system ..... 5
- More recreational opportunities ..... 6
- Nothing ..... 7
- Other **(SPECIFY)** \_\_\_\_\_ ..... 8
- Don't Know/Refused ..... 9

31. Using a scale of 1 to 5, where 5 is very important and 1 is not at all important, how important is it for Westmoreland County to budget additional resources during the next 3-5 years in...? **(READ AND ROTATE LIST; REPEAT SCALE AS NEEDED)**

**Very Important**      ←————→      **Not at all Important**      **Don't Know**

- a. Creating more jobs..... 5..... 4..... 3..... 2..... 1..... 6
- b. Expanding tourism ..... 5..... 4..... 3..... 2..... 1..... 6
- c. Improve quality of existing housing ..... 5..... 4..... 3..... 2..... 1..... 6
- d. Develop new housing.... 5..... 4..... 3..... 2..... 1..... 6
- e. Expanding retail development ..... 5..... 4..... 3..... 2..... 1..... 6
- f. Preserve open space and protect sensitive areas... 5..... 4..... 3..... 2..... 1..... 6
- g. Improving education..... 5..... 4..... 3..... 2..... 1..... 6
- h. Improving roads ..... 5..... 4..... 3..... 2..... 1..... 6
- i. Revitalizing older cities, towns, and villages ..... 5..... 4..... 3..... 2..... 1..... 6
- j. Creating more parks, trails and recreational opportunities5..... 4..... 3..... 2..... 1..... 6

**Demographics**

32. What is your age group? Are you...

- 18-24..... 1
- 25-34..... 2
- 35-44..... 3
- 45-54..... 4
- 55-64..... 5
- 65-74..... 6
- 75+..... 7
- Refused ..... 8

33. How many children under the age of 18 reside in your household? **(DO NOT READ LIST; SELECT ONE)**

- 1..... 1
- 2..... 2
- 3 or more ..... 3
- None ..... 4
- Refused ..... 5

34. What is the highest level of education that you completed?

- Less than high school graduate ..... 1
- High school graduate ..... 2
- Some college ..... 3
- Vocational/technical school..... 4
- College graduate ..... 5
- Postgraduate work or degree..... 6
- Refused ..... 7

35. Which of the following contains your household's total income last year, before taxes?  
**(READ LIST)**

- <\$15,000..... 1
- \$15,000 - \$24,999..... 2
- \$25,000 - \$34,999..... 3
- \$35,000 - \$49,999..... 4
- \$50,000 - \$74,999..... 5
- \$75,000+..... 6
- (DON'T READ)** Refused..... 7

That concludes our survey. I want to thank you for your help and cooperation. So that my supervisor may validate this interview if necessary, may I please ask your first name? **(FILL IN NAME AND CONFIRM PHONE NUMBER)**

**First Name** \_\_\_\_\_  
**Phone Number**  (    )  \_\_\_\_\_

**H. Model Comprehensive Plan Language – Growing Greener Workbook**

# Model Comprehensive Plan Language

## Describing Ordinance Improvements Needed to Implement Conservation Planning Objectives

### Outline Of Contents

#### **A. ZONING ORDINANCE REFINEMENTS**

1. “Menu” of Options Offering a Variety of Densities and Conservation Requirements
2. Natural Features Conservation Standards
3. “Density Zoning”
4. “Landowner Compacts”
5. Traditional neighborhood Model
6. Transfer of Development Rights (TDRs)
7. Purchase of Development Rights (PDRs)

#### **B. SUBDIVISION ORDINANCE REFINEMENTS**

1. *Existing Resources/Site Analysis Plans*
2. Pre-Sketch Conference and Site Visit
3. Voluntary *Sketch Plans*
4. Two-Stage *Preliminary Plans* (Conceptual and Detailed)
5. Conservation Subdivision Design
6. Four-Step Approach to Designing Land-Conserving Subdivisions

## A. ZONING ORDINANCE REFINEMENTS

In order to protect the community's existing open space network municipal officials should consider amending the zoning ordinance to include the following special techniques for "creative development":

### 1. "Menu" of Options Offering a Variety of Densities and Conservation Requirements

The first zoning technique discussed here provides landowners with a "menu" of options to encourage land-conserving subdivision designs, and to discourage land-consumptive layouts that needlessly divide all the acreage into suburban houselots and streets. In its most basic form, this "menu" of five choices consists of two low-density options, one "density-neutral" option, and two higher-density options.

The "density-neutral" option would yield the same number of lots attainable under the pre-existing zoning. To attain full density, developers would have to submit a "conservation design" in which lots are reduced in area in order to permanently conserve half the *unconstrained* land. Developers willing to leave a greater percentage of the unconstrained land as undivided open space would receive a density bonus through a second layout option.

To encourage landowners to consider creating rural "estates" or mini-farms (at one principal dwelling per 10 acres, for example), a "Country Properties" option is included. Several incentives are offered for those who choose this alternative, including special street standards for gravel-surfaced "country lanes", and the ability to add two accessory dwellings per lot (subject to certain size limits and design requirements for harmonizing with the rural landscape). Another low-density option of four-acre lots is provided for developers who feel that there is a strong local market for executive homes on large lots, but which are smaller than the 10-acre mini-estates.

The fifth, highest-density option would involve a significant density bonus, doubling the pre-existing yield to produce well-designed village layouts in a neo-traditional manner, including architectural standards for all new construction, tree-lined avenues, village greens, parks, playgrounds, and broad perimeter greenbelts or conservancy areas in which mini-farms could be situated. (For additional details about this design option, please refer to #5 below.)

## 2. Natural Features Conservation Standards

The zoning technique known as *Natural Features Conservation Standards* typically excludes certain environmentally sensitive lands from development activities. Depending upon the fragility of the resource, restrictions can prohibit construction, grading, and even vegetative clearing (especially when steep slopes co-occur with highly erodible soils). "Net-outs", which subtract constrained land from the acreage on which building density is calculated, often accompany *Natural Features Conservation Standards* and effectively reduce the maximum allowable density when environmentally constrained lands occur. The percentage of constrained land which is subtracted typically varies according to the severity of the building limitation imposed by the site feature involved. This variation on *Natural Features Conservation Standards* is sometimes called "density zoning" or "performance zoning", described below.

## 3. "Density Zoning"

This approach, frequently referred to as "performance zoning", was first promoted actively in Bucks County, Pennsylvania during the early 1970s, and an excellent publication by that name is still available from the county planning department in Doylestown. Under "density zoning", the permitted intensity of development directly relates to the ability of the site to safely accommodate it. This tool provides municipalities with a highly defensible way to regulate building density, in contrast to conventional zoning which designates entire districts for a single uniform lot size. While the latter "blanket" approach is defensible at higher densities in serviced areas, this more finely-grained "performance" approach, which responds to the constraints present on individual parcels, is legally more sustainable in outlying areas where a community wishes to place stricter limits on new development for a variety of sound planning reasons. Courts which have rejected attempts to zone entire districts for two-, three-, or five-acre lots in Pennsylvania have upheld ordinances that place similarly restrictive density limitations on land that is steeply sloping, shallow to bedrock, or underlain by a seasonally high water table. (The definitive court decision on this issue is *Reimer vs. Upper Mt. Bethel Twp.*, 615 Atlantic Reporter, 2nd, 938-946.) For more effective control over the location of house-sites and to limit the percentage of the development parcel that is converted from woodland, meadow, or farmland to suburban lawn, either Natural Features Conservation Standards or density zoning must be combined with other

land-use techniques encouraging or requiring "conservation subdivision design", described under "Subdivision Ordinance Refinements", below.

#### **4. "Landowner Compacts"**

Although this approach is not currently prohibited, neither is it encouraged (or even mentioned in the zoning as an option for people to consider) in most communities. Simply put, a "landowner compact" is a voluntary agreement among two or more adjoining landowners to essentially dissolve their common, internal, lot lines, and to plan their separate but contiguous landholdings in an integrated, comprehensive manner. Areas for development and conservation could be located so that they would produce the greatest benefit, allowing development to be distributed in ways that would preserve the best parts of the combined properties. Taking a very simplified example, all the development that would ordinarily occur on two adjoining parcels could be grouped on the one containing the best soils or slopes, or having the least significant woodland or habitat, leaving the other one entirely undeveloped. Two landowners would share net proceeds proportionally, based upon the number of houselots each could have developed independently. The accompanying illustration shows how a "landowner compact" might occur on two hypothetical adjoining properties.

**Fig. A1-4:** Landowner Compact

#### **5. Traditional Neighborhood Model**

When it is deemed necessary or desirable to accommodate a diversity of housing sizes and types, including semi-detached and multi-family dwellings at a variety of price ranges, that development can best be handled through the creation of new neighborhoods designed along traditional lines, rather than as suburban-style "Planned Residential Developments" with garden apartments and townhouse condominiums (where the central organizing principle typically appears to be large asphalt parking lots). Accordingly, the zoning ordinance should be amended so that higher-density development will be guided by detailed design and layout standards regarding lot size, setbacks, street alignment, streetscape design, on-street parking, the provision of interior open space as well as surrounding greenbelt areas, etc.

Where appropriate, high density development should be allowed in a manner that reflects the best of traditional villages and small towns in the county. An excellent resource in preparing such zoning design standards can be found in *Visions for a New American Dream* by Anton Nelessen (Planners Press, 1994) and in *Design Characteristics of Hamlets, Villages and Traditional Small Town Neighborhoods* by Randall Arendt (American Planning Association, 1999). Zoning standards for traditional neighborhoods should always include numerous illustrations including aerial perspectives, street cross-sections, building elevations, photographs, and streetscape perspectives, so that intending developers will know what the municipality expects before they prepare their proposals.

## **6. Transfer of Development Rights (TDRs)**

TDR ordinances have proven to be extremely difficult to implement in most states, for several reasons. First, when the size of local governmental units having zoning powers is relatively small (towns and townships, as is the case in many states), the ability of those local governments to designate high density "receiving districts" in appropriate locations (regarding physical infrastructure, environmental constraints, and political acceptability) is severely constrained. Inter-municipal TDRs could alleviate these problems provided that state laws authorize such transfers, and assuming that such cooperation and coordination between municipalities could be achieved. Based on past experience, that assumption is not a small one. Second, when most rural lands are already zoned at suburban densities (one-half to two acres per dwelling), the number of potential units that would need to be accommodated within TDR "receiving districts" becomes extremely high, unless only a small part of the rural area were to be protected in this manner. The experience of TDRs in several Pennsylvania townships is that the "sending districts" (to be preserved) should therefore be relatively modest in scale, so that they will not overwhelm the "receiving districts" with more dwelling units than they could reasonably handle. For this reason, *in areas zoned for suburban densities* (e.g. 0.5 to 2.0 dwellings/acre), TDRs are inherently limited to playing only a partial role in conserving a community's undeveloped lands, and they should therefore be viewed as a tool mostly for use on an occasional basis. An exception to this general rule in Pennsylvania is Lancaster County, where numerous townships have -- with the political support of their Amish and Mennonite farmers -- down-zoned much of the agricultural land to base densities of 20 or more acres per

dwelling. Once those local political decisions were made, it became relatively easy to draw “urban growth boundaries” around the remaining parts of those townships and to designate them as TDR “receiving areas”. Experience in Maryland, however, suggests that TDRs work best at a county-wide level, and also where rural zoning densities are typically much lower than those in suburban areas (20 or more acres per dwelling).

To gain greater political acceptability at the local level, it is important that the TDR technique should be combined with detailed design standards to control the appearance of the areas designated to receive the additional development rights, so that they will resemble historic hamlets and villages with traditional streetscapes and neighborhood greens (as advocated in A.5 above), rather than higher-density groupings of attached housing arranged in a suburban manner around cul-de-sacs and large parking lots. The “receiving areas” also provide an excellent opportunity to provide a diversity of housing types that sit comfortably together on the same block because they share a similar architectural style or expression, as was often the case in the older settlements laid out and built prior to World War Two.

### **7. Purchase of Development Rights (PDRs)**

As with TDRs, this technique is inherently limited as an area-wide protection tool by suburban zoning densities, which create land values that are beyond the affordability range of most communities.

However, PDRs (like TDRs) provide an excellent way for a municipality to conserve an entire parcel on an occasional basis, and for this reason they can become an important element in protecting individual properties of great local significance, from time to time. As with TDRs, PDRs can potentially play critical supporting roles to other techniques that hold more promise as a method for protecting the majority of unbuilt lands in the community, such as conservation subdivision design (see B.5 ). Their advantage is that they protect typically whole properties, while conservation subdivision design (CSD) protects 40-70 percent of each parcel. (However, CSD can protect interconnected networks of open space, while PDRs usually save isolated parcels.)

## **B. SUBDIVISION ORDINANCE REFINEMENTS**

The subdivision and land development ordinance should be specifically amended to include the following six items:

### **1. Existing Resources/Site Analysis Plans**

Base maps showing fundamental site information (such as topography, and the boundaries of floodplains and wetlands) have long been required as part of the subdivision review process. In recent years several municipalities have substantially expanded the list of features to include many resources identified in their open space plans. The new kind of base map that has emerged from this evolution, sometimes called an *Existing Resources and Site Analysis Plan*, identifies, locates, and describes noteworthy features to be designed around through sensitive subdivision layouts. These resources include many otherwise “buildable” areas such as certain vegetation features (including mature, undegraded woodlands, hedgerows and copses, trees larger than a certain caliper), farmland soils rated prime or of statewide importance, natural areas listed on the statewide *Natural Diversity Inventory* which support flora or fauna that is known to be threatened or endangered, unique or special wildlife habitats, historic or cultural features (such as farmhouses, barns, springhouses, stone walls, cellarholes, Indian trails, and old country roads), unusual geologic formations, and scenic views into and out from the property.

Even in conventional large-lot subdivisions a few of these natural and cultural features can occasionally be conserved through sensitive street alignment, and by drawing lot lines so that particularly large trees, for example, are located near lot boundaries and not where houses, driveways, or septic systems would be likely to be sited. However, flexible site design in which lot dimensions can be substantially reduced offers the greatest potential to conserve these special places within new subdivisions. It is recommended that this kind of approach be more strongly and effectively encouraged through updated zoning provisions (such as those which offer a combination of density bonuses for sensitive land-conserving layouts to encourage this conservation design approach -- and also density disincentives to discourage conventional land-consuming layouts).

### **2. Pre-Sketch Conference and Site Visit**

Subdivision applicants should be encouraged to meet with officials or their staff informally to discuss ideas for their properties prior to the submission of a Preliminary Plan, and to walk the land with the *Existing Resources/Site Analysis Plan* in hand at this formative stage. As state law does not specifically authorize Sketch Plans, these steps should be included within the subdivision procedures section as optional but strongly recommended. Developers interested in expediting the review process will often take advantage of this option, as it helps everyone become better acquainted with the issues earlier in the process. Developers can obtain clearer insights into what local officials are looking for, in terms of conserving particular site features, or wanting to avoid (in terms of impacts) by walking the property with them early in the planning process and identifying the noteworthy features.

### **3. Voluntary Sketch Plans**

*Sketch Plans* are simple and inexpensive drawings illustrating conceptual layouts of houselots, streets, and conservation areas. They should ideally be based closely upon the *Existing Resources/Site Analysis Plan*, and comments received from local officials during the pre-sketch conference and on-site visit. As with that conference and visit, municipalities currently lack authority under state law to require that applicants submit Sketch Plans *per se*, because such a requirement would expand the subdivision process from a two-stage procedure (with 90 days each for the Preliminary and Final Plans) to one involving a third stage and additional time. However, some developers have found the sketch plan process to be time well spent, because it helps them to identify and address community concerns prior to spending large sums on detailed engineering typically required for so-called "Preliminary Plans" (where about 90% of the total engineering effort is often expended). The voluntary *Sketch Plan* helps all parties avoid the extremely common situation in which developers first pay to engineer expensive "Preliminary Plans" and then understandably refuse to modify their layouts in any substantial manner. The final nature of the highly-engineered Preliminary Plan, as the first document which local officials see, deeply flaws the subdivision review process by limiting dialogue and information exchange at the very point when it is most needed -- during those first crucial months when the overall layout should be examined and be open to modification.

### **4. Two-Stage Preliminary Plans (Conceptual and Detailed)**

Many developers perceive sketch plans as adding to their time and costs (which is generally true only in the short run), and generally forego this opportunity to start the process with an informal sharing of ideas. To ensure that concepts are sketched out and discussed with local officials early in the process, before plans become heavily engineered and "hardened", it is highly recommended that subdivision ordinances be amended to split the 90-day review period authorized under state law for Preliminary Plans into two phases. Those applicants who decide *not* to submit voluntary sketch plans would be required to prepare a *Conceptual Preliminary Plan* during the first 30 days, and a *Detailed Preliminary Plan* during the following 60 days. The former would closely resemble the voluntary sketch plan in its requirements, while the latter would essentially encompass the requirements for the standard "Preliminary Plan". By the end of the first 30 days the Planning Commission or its staff must complete their informal but detailed review, specifying the kinds of modifications needed to bring the proposal into compliance with the applicable zoning and subdivision ordinance requirements. As with standard Preliminary Plan applications, in those instances where additional time is needed, a mutually-agreed extension should be signed by the applicant.

## **5. Conservation Subdivision Design**

The term "conservation subdivision design" describes a relatively new breed of residential development where, in addition to wetlands, floodplains and steep slopes, the majority of flat, dry and otherwise buildable land is protected from clearing, grading and construction by reducing lot sizes in order to achieve full-yield density. Conservation subdivision design offers the single most cost-effective way for municipalities to conserve their natural lands and the other significant resources identified in their Comprehensive Plans. It is seen as a potentially very useful tool for augmenting the land protection efforts possible through state and county funding programs, which are quite limited in scope. This design approach avoids the "taking" issue because developers can -- as of right -- achieve the full density allowed on their properties under the zoning ordinance, and because the land not converted to suburban houselots remains privately owned, typically by homeowner associations (although in some instances developers have preferred to donate those portions of their subdivisions to local land trusts).

Conservation subdivision design differs from "clustering" in three important ways. First, it sets much higher standards for the quantity, quality and configuration of the resulting open space. Where cluster ordinances typically require only 25 or 30 percent open space to be set aside, conservation subdivisions designate at least 40 (and usually 50 or more) percent of the land as permanent, undivided open space. Unlike most cluster provisions, this figure is based only on the acreage that is high, dry, flood-free, and not steeply sloped. Following this approach, a significant part of the community's important farmland or woodland resources (including terrestrial habitat), and also its historic or cultural features, can be protected.

Second, municipalities can exercise greater influence on the design of new conservation subdivisions. Rather than leaving the outcome purely to chance, this flexible design approach can be strongly encouraged or even required where the Comprehensive Plan has identified the location of noteworthy resources. That encouragement could take the form of density bonuses for land-conserving design, and may be combined with strong density *disincentives* to actively discourage land-consuming layouts of large lots. (The "menu of options" approach described above, under "Zoning Ordinance Refinements", is an example of that type of control.) In certain special overlay districts where the resources are critically important or particularly sensitive or abundant, the ordinance could be amended to simply *require* all plans to follow the principles of conservation subdivision design. Those principles are described below, in #6.

Third, the protected land is also configured so that it will, wherever practicable, contribute to creating an interconnected network of open space throughout the community, linking resource areas in adjoining subdivisions, and/or providing buffers between new development and pre-existing parklands, state forests, game lands, wildlife refuges, or land trust preserves.

## **6. Four-Step Approach to Designing Land-Conserving Subdivisions**

The majority of subdivisions across the state are prepared by civil engineers and land surveyors whose professional training and experience has typically not included a strong emphasis on conserving the wide range of natural and cultural features essential the successful design of this new kind of subdivision. Therefore, subdivision ordinances should be updated to explicitly describe the steps involved

in designing conservation subdivisions. A simple-four-step design approach clarifies the process for all parties involved, including the landowner, the developer, and local officials. (In addition, the ordinance should include a provision requiring that all subdivisions containing more than \_\_\_ lots must be prepared by a team including a landscape architect, an engineer, and a surveyor.

The sequence of these four steps is critical and reflects their relative importance, with the first and most significant one being the identification of conservation areas. These include both the unbuildable land (wet, floodprone, steep) which are classified as "Primary Conservation Areas", as well as noteworthy site features which would typically not be highlighted as elements to be designed around in conventional subdivisions. Among those "Secondary Conservation Areas" would be mature woodlands, hedgerows, large trees, prime farmland, natural meadows, upland habitats, historic buildings, geologic formations, and scenic views (particularly from public roads). In other words, this design approach seeks to conserve those special places that make each community a distinctive and attractive place and, in that regard, is a tool that is uniquely well-adapted to implementing both the letter and the spirit of the municipal open space plans. Identifying these conservation areas is a fairly easy task, once the *Existing Resources/Site Analysis Plan* (described above) has been carefully prepared.

Once the primary and secondary conservation areas have been identified (which comprise the most critical step of the process), house sites are located to enjoy views of, and often direct access to, the protected open space—which enhances their desirability and value. Siting the homes in this manner provides developers with a strong marketing advantage, compared with layouts where homes are boxed in on all sides by other houselots. The third step, aligning streets and trails, is almost a matter of "connecting the dots" for vehicular and pedestrian access, while the fourth and final step of drawing in the lot lines typically involves little more than marking boundaries midway between house locations.

It is virtually impossible to design a truly bad subdivision when following this simple four-step approach. Conservation subdivision design and the four-step approach can be institutionalized in municipal ordinances, providing communities with a ready tool to help them implement their open space conservation objectives even when parcels cannot be protected in their entirety, through donations, purchases, or more sophisticated planning techniques such as TDRs.

(*Note:* In laying out hamlets, villages, and other forms of traditional neighborhoods, Steps Two and Three are reversed, signifying the increased importance of streetscapes, terminal vistas, and public squares in such developments.)

**I. 2005-2008 Westmoreland County Transportation Improvement Program**

**2005- 2008**

**FUNDING SUMMARY BY YEAR**

**Westmoreland County**

**Cost of Projects  
(\$000's)**

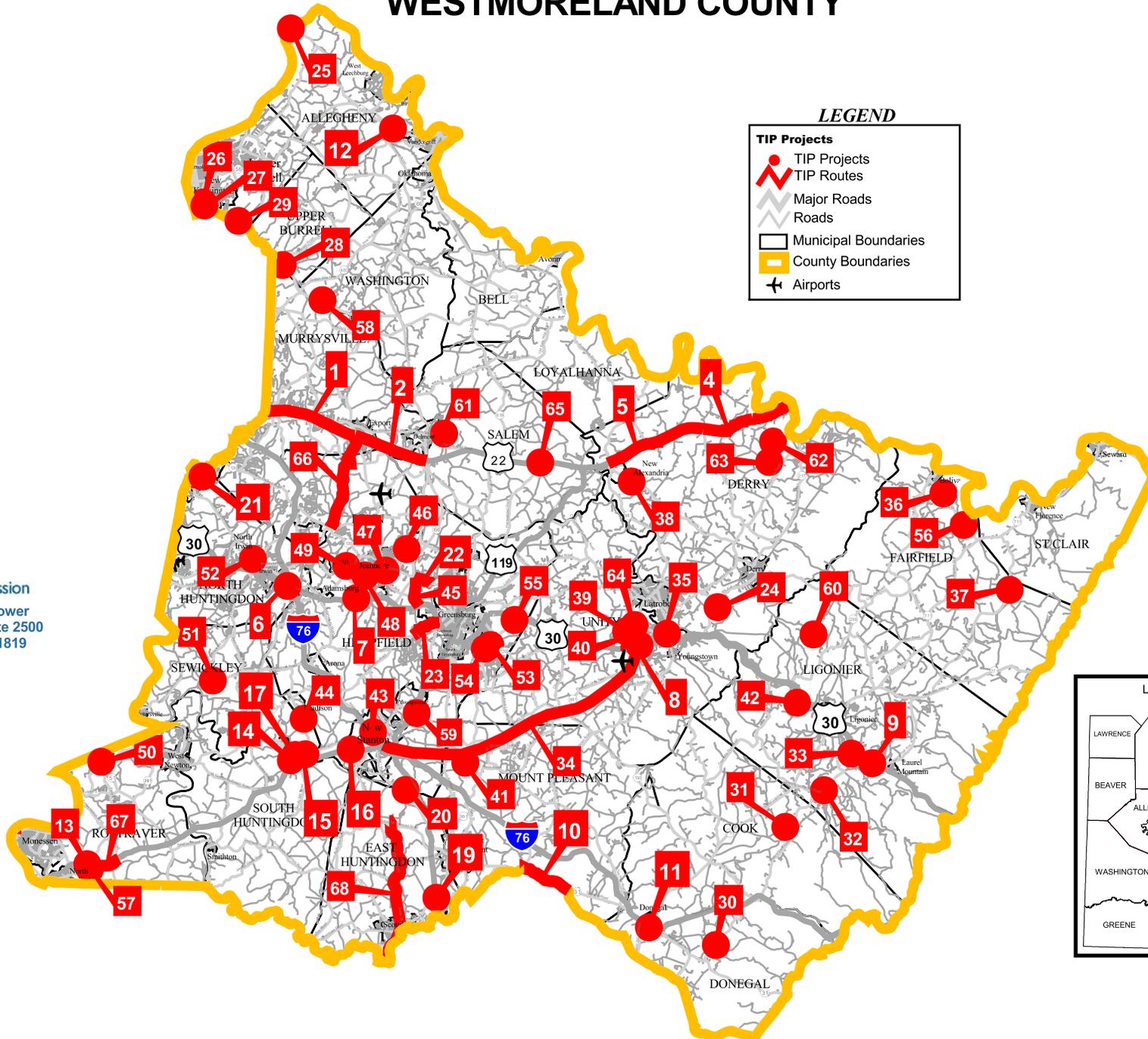
	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
<b>ENGINEERING</b>	\$800.0	\$3,632.8	\$800.0	\$3,733.0	<b>\$17,566.2</b>
<b>RIGHT-OF-WAY</b>	\$8,265.2	\$1,350.0	\$1,540.0	\$1,200.0	<b>\$12,355.2</b>
<b>CONSTRUCTION</b>	\$42,687.2	\$70,874.2	\$68,890.0	\$33,200.0	<b>\$215,651.4</b>
<b>TOTAL</b>	<b>\$60,052.9</b>	<b>\$74,857.0</b>	<b>\$71,230.0</b>	<b>\$38,133.0</b>	<b>\$244,272.9</b>
<b>FEDERAL</b>	\$47,018.1	\$57,169.6	\$57,384.0	\$31,193.0	<b>\$192,764.7</b>
<b>STATE</b>	\$12,027.6	\$17,099.9	\$13,626.5	\$6,785.0	<b>\$49,539.0</b>
<b>LOCAL</b>	\$1,007.2	\$587.5	\$219.5	\$155.0	<b>\$1,969.2</b>

SOUTHWESTERN PENNSYLVANIA COMMISSION  
**YEAR 2005 - 2008 TRANSPORTATION IMPROVEMENT PROGRAM**  
**WESTMORELAND COUNTY**



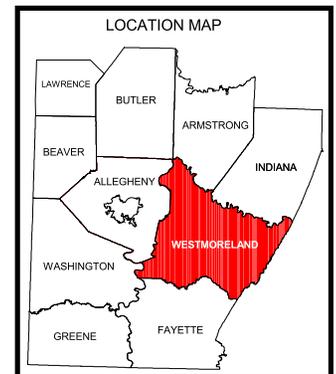
Southwestern  
 Pennsylvania  
 Commission

Regional Enterprise Tower  
 425 Sixth Avenue, Suite 2500  
 Pittsburgh, PA 15219-1819  
 Phone: (412) 391-5590  
 Fax: (412) 391-9160



**LEGEND**

- TIP Projects**
- TIP Projects
  - TIP Routes
  - Major Roads
  - Roads
  - Municipal Boundaries
  - County Boundaries
  - Airports



Map Index  
Westmoreland County

Map	Project Name	Municipality	Sponsor	State Route
1	SR 22 Murrysville to Export	Murrysville, Municipality of	PENNDOT	22
2	SR 22 RECONSTRUCTION	Murrysville, Municipality of	PENNDOT	22
3	SR 22 Westinghouse-Co Line	Derry Township	PENNDOT	22
4	SR 22 Westinghouse- TR 982	Derry Township	PENNDOT	22
5	SR 22 New Alexandria-TR982	Derry Township	PENNDOT	22
6	SR 30/Barnes Lake Road	North Huntingdon Township	PENNDOT	30
7	SR 30 PARK-N-RIDE - SAMI 1	Hempfield Township	PENNDOT	30
8	SR 30 @ SR 981 INTERSECTION	Unity Township	PENNDOT	30
9	LAUGHLINTOWN BRIDGE	Ligonier Township	PENNDOT	30
10	SR 31 THREE MILE HILL	South Huntingdon Township	PENNDOT	31
11	SR 31 @ EXIT 9 DONEGAL	Donegal Township	PENNDOT	31
12	SR 56 @ HYDE PARK ROAD	Allegheny Township	PENNDOT	56
13	I-70 / SR 201 UPGRADES	Rostraver Township	PENNDOT	70
14	I-70 @ SR 3010	South Huntingdon Township	PENNDOT	70
15	I-70 @ SR 3037	Sewickley Township	PENNDOT	70
16	I-70 @ SR 3014	Hempfield Township	PENNDOT	70
17	I-70 @ CONRAIL	South Huntingdon Township	PENNDOT	70
18	I-70 SMITHTON INTERCHANGE	South Huntingdon Township	PENNDOT	70
19	SR 119 @ SR 819 INTERSECTION	East Huntingdon Township	PENNDOT	119
20	SR 119 SONY Interchange	East Huntingdon Township	PENNDOT	119
21	TRAFFORD BRIDGE	Trafford Borough (Part)	PENNDOT	130
22	SR 130 INTERSECTIONS	Hempfield Township	PENNDOT	130
23	SR 136 RESTORATION	Hempfield Township	PENNDOT	136
24	SR 217 MILLER RUN BRIDGE	Derry Township	PENNDOT	217
25	SR 356 FREEPORT BRIDGE	Export Borough	PENNDOT	356
26	Parnassus Triangle Phase 2	New Kensington City	County	366
27	SR 366 PARNASSUS TRIANGLE	New Kensington City	County	366
28	CAMP JOANN BRIDGE	Murrysville, Municipality of	PENNDOT	366
29	SR 366 BRIDGE	Lower Burrell City	PENNDOT	366
30	SR 381 BRIDGE OVER CAMP RUN	Donegal Township	PENNDOT	381
31	SR 381 BRIDGE OVER LOYALHANNA	Cook Township	PENNDOT	381
32	SR 381 LYNN RUN BRIDGE	Ligonier Township	PENNDOT	381
33	SPEEDWELL BRIDGE	Ligonier Township	PENNDOT	381
34	LAUREL VALLEY TRANSP IMPROVEMENT PROJECTS		PENNDOT	981
35	LOYALHANNA CREEK BRIDGE	Derry Township	PENNDOT	982
36	Stanton Bridge	Fairfield Township	PENNDOT	1006
37	ROSS MT PARK BRIDGE	Fairfield Township	PENNDOT	1007
38	LOYALHANNA BRIDGE	Derry Township	PENNDOT	1018
39	St. Vincent Connector	Unity Township	PENNDOT	
40	SR 1045 ST VINCENT COLLEGE	Unity Township	PENNDOT	1045
41	BOYER RUN BRIDGE	Mount Pleasant Township	PENNDOT	2010
42	LOYALHANNA ICE POND BRIDGE	Ligonier Township	PENNDOT	2045
43	CENTER AVE	New Stanton Borough	Municipality	3011
44	SR 3037 WALTZ MILL BRIDGE	Sewickley Township	PENNDOT	3037
45	SR 4002 N. Greengate Road	Hempfield Township	PENNDOT	4002
46	BRUSH CREEK BRIDGE #2	Hempfield Township	PENNDOT	4003
47	BROWN AVE BRIDGE/GRAPEVILLE	Jeannette City	PENNDOT	4004
48	FOURTH STREET BRIDGE	Jeannette City	PENNDOT	4009
49	BURRELL HILL BRIDGE	Penn Borough	PENNDOT	4013
50	Rostraver Industrial Park	Rostraver Township	County	9900

## Map Index Westmoreland County

51	SLEBODNIC RD BRIDGE T-412	Sewickley Township	PENNDOT	9900
52	FIRST STREET BRIDGE	Irwin Borough	Municipality	9900
53	T-987 BROOKDALE BRIDGE	Hempfield Township	PENNDOT	9900
54	AIRPORT HILL RD BRIDGE T-865	Hempfield Township	PENNDOT	9900
55	OLD RT 30 BRIDGE T-398	Hempfield Township	PENNDOT	9900
56	DOC HIRCHS BRIDGE T-986	Fairfield Township	PENNDOT	9900
57	FINDLEY ROAD BRIDGE	Rostraver Township	PENNDOT	9900
58	LUDWIG ROAD BRIDGE #39	Murrysville, Municipality of	PENNDOT	9900
59	DEPOT STREET BRIDGE	Youngwood Borough	PENNDOT	9900
60	ZION CHURCH BRIDGE	Ligonier Township	PENNDOT	9900
61	CHRISTIE / ROCK SPRINGS BRIDGE	Delmont Borough	PENNDOT	9900
62	PIPER ROAD BRIDGE T-941	Derry Township	PENNDOT	9900
63	T-937 BRIDGE	Derry Township	PENNDOT	9900
64	ST VINCENT GROVE ROAD BRIDGE	Unity Township	PENNDOT	9900
65	OLD 22 BRIDGE	Salem Township	PENNDOT	9900
66	HARRISON CITY EXPORT ROAD	Penn Township	PENNDOT	9900
67	FINLEY ROAD	Rostraver Township	PENNDOT	9900
68	SCOTTTDALE MULTI-USE TRAIL	Scottdale Borough	Other	9900



**Southwestern Pennsylvania Commission  
2005 - 2008 Transportation Improvement Program (TIP)**

**Westmoreland County**

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #	
	TYPE	MPMS#	SPC #	DESCRIPTION				
<b>FFY 2005 Bment Line Item</b>						<b>PENNDOT</b>	<b>0</b>	
Line Item		70359	0	Betterment Line Item				
<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
Construction	Federal	STP		575,000	0	0	0	575,000
	Local	582		144,000	0	0	0	144,000
				<b>719,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>719,000</b>
								<b>719,000</b>
<b>FFY 2006 Bmnt Line Item</b>						<b>PENNDOT</b>	<b>0</b>	
Line Item		70360	0	Betterment Line Item				
<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
Construction	Federal	STP		0	924,000	0	0	924,000
	Local	582		0	231,000	0	0	231,000
				<b>0</b>	<b>1,155,000</b>	<b>0</b>	<b>0</b>	<b>1,155,000</b>
								<b>1,155,000</b>
<b>St. Vincent Connector</b>					<b>Unity Township</b>	<b>PENNDOT</b>	<b>39</b>	
Highway		70458	0	Extension of the existing SR 1045 to connect the relocated SR 1045 St. Vincent College project (MPMS #57188)				
<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
Final Design	Federal	SXF		0	160,000	0	0	160,000
	Federal	TOLL		0	40,000	0	0	40,000
				<b>0</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>200,000</b>
Construction	Federal	SXF		224,000	0	1,216,000	0	1,440,000
	Federal	TOLL		56,000	0	304,000	0	360,000
				<b>280,000</b>	<b>0</b>	<b>1,520,000</b>	<b>0</b>	<b>1,800,000</b>
								<b>2,000,000</b>

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>22</b>	<b>SR 22 Murrysville to Export</b>				<b>Murrysville, Municipality of</b>	<b>PENNDOT</b>	<b>1</b>		
	Highway	31887	60010031	WIDEN TO 4 LANES WITH MEDIAN BARRIER					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Construction	Federal	NHS	800,000	1,200,000	0	0	2,000,000	
		State	581	200,000	300,000	0	0	500,000	
				<b>1,000,000</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>2,500,000</b>	
								<u>2,500,000</u>	
<b>22</b>	<b>SR 22 New Alexandria-TR982</b>				<b>Derry Township</b>	<b>PENNDOT</b>	<b>5</b>		
	Highway	31476	60079554	LEFT TURN LANES & SIGNALS, WIDEN TO 4 LANES					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Construction	Federal	APD	6,400,000	7,600,000	7,600,000	0	21,600,000	
		State	581	1,600,000	1,900,000	1,900,000	0	5,400,000	
				<b>8,000,000</b>	<b>9,500,000</b>	<b>9,500,000</b>	<b>0</b>	<b>27,000,000</b>	
								<u>27,000,000</u>	
<b>22</b>	<b>SR 22 RECONSTRUCTION</b>				<b>Murrysville, Municipality of</b>	<b>PENNDOT</b>	<b>2</b>		
	Highway	31888	60010032	WIDEN TO 4 LANES WITH MEDIAN BARRIER					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Construction	Federal	STP	6,800,000	12,000,000	12,800,000	2,400,000	34,000,000	
		State	581	1,700,000	3,000,000	3,200,000	600,000	8,500,000	
				<b>8,500,000</b>	<b>15,000,000</b>	<b>16,000,000</b>	<b>3,000,000</b>	<b>42,500,000</b>	
								<u>42,500,000</u>	
<b>22</b>	<b>SR 22 Westinghouse- TR 982</b>				<b>Derry Township</b>	<b>PENNDOT</b>	<b>4</b>		
	Highway	31477	60079555	LEFT TURN LANES & SIGNALS, WIDENING					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Right of Way	Federal	APD	1,600,000	0	0	0	1,600,000	
		State	581	400,000	0	0	0	400,000	
				<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	
	Construction	Federal	APD	2,400,000	7,680,000	4,000,000	0	14,080,000	
		State	581	600,000	1,920,000	1,000,000	0	3,520,000	
				<b>3,000,000</b>	<b>9,600,000</b>	<b>5,000,000</b>	<b>0</b>	<b>17,600,000</b>	
								<u>19,600,000</u>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #	
TYPE	MPMS#	SPC #	DESCRIPTION					
<b>22</b>	<b>SR 22 Westinghouse-Co Line</b>				<b>Derry Township</b>	<b>PENNDOT</b>	<b>3</b>	
Highway	31478	60079556	LEFT TURN LANES & SIGNALS, WIDENING					
<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
Construction	Federal	APD	0	6,800,000	11,600,000	0	18,400,000	
	State	581	0	1,700,000	2,900,000	0	4,600,000	
			<b>0</b>	<b>8,500,000</b>	<b>14,500,000</b>	<b>0</b>	<b>23,000,000</b>	
							<b>23,000,000</b>	
<b>30</b>	<b>LAUGHLINTOWN BRIDGE</b>				<b>Ligonier Township</b>	<b>PENNDOT</b>	<b>9</b>	
Bridge	31583	60010213	Bridge Replacement					
<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
Final Design	Federal	BON	0	40,000	0	0	40,000	
	State	185	0	10,000	0	0	10,000	
			<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	
Utilities	State	185	0	5,000	0	0	5,000	
			<b>0</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	
Right of Way	State	185	0	10,000	0	0	10,000	
			<b>0</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>10,000</b>	
Construction	Federal	BON	0	0	360,000	0	360,000	
	State	185	0	0	90,000	0	90,000	
			<b>0</b>	<b>0</b>	<b>450,000</b>	<b>0</b>	<b>450,000</b>	
							<b>515,000</b>	
<b>30</b>	<b>SR 30 @ SR 981 INTERSECTION</b>				<b>Unity Township</b>	<b>PENNDOT</b>	<b>8</b>	
Highway	32033	60010090	INTERSECTION IMPROVEMENT & WIDENING					
<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
Right of Way	Federal	NHS	300,000	0	0	0	300,000	
	Federal	SXF	500,000	0	0	0	500,000	
	State	581	200,000	0	0	0	200,000	
			<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	
Construction	Federal	NHS	1,200,000	1,599,600	4,800,000	1,200,000	8,799,600	
	Private	Private	0	1,000,000	0	0	1,000,000	
	State	581	300,000	399,600	1,200,000	300,000	2,199,600	
			<b>1,500,000</b>	<b>2,999,200</b>	<b>6,000,000</b>	<b>1,500,000</b>	<b>11,999,200</b>	
							<b>12,999,200</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>30</b>	<b>SR 30 PARK-N-RIDE - SAMI 1</b>				<b>Hempfield Township</b>	<b>PENNDOT</b>	<b>7</b>		
	Line Item	31879	60010048	ESTABLISH PARK-N-RIDE ALONG SR 30					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	State	581		0	15,000	0	0	15,000
					<b>0</b>	<b>15,000</b>	<b>0</b>	<b>0</b>	<b>15,000</b>
									<b>15,000</b>
<b>30</b>	<b>SR 30/Barnes Lake Road</b>				<b>North Huntingdon Townshi</b>	<b>PENNDOT</b>	<b>6</b>		
	Highway	67751	0	Realign and reconstruct the intersection of SR 30 and Barnes Lake Road to facilitate economic development.					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	STP		1,200,000	0	0	0	1,200,000
		Private	Private		300,000	0	0	0	300,000
					<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>
									<b>1,500,000</b>
<b>31</b>	<b>SR 31 @ EXIT 9 DONEGAL</b>				<b>Donegal Township</b>	<b>PENNDOT</b>	<b>11</b>		
	Highway	57452	60084001	INTERSECTION IMPROVEMENTS					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	STP		180,000	0	0	0	180,000
		State	581		20,000	0	0	0	20,000
					<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>
	Utilities	State	581		25,000	0	0	0	25,000
					<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>
	Right of Way	Federal	STP		450,000	0	0	0	450,000
		State	581		50,000	0	0	0	50,000
					<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>
									<b>725,000</b>
<b>31</b>	<b>SR 31 Rail Grade</b>					<b>PENNDOT</b>			
	Line Item	71725	0	This project includes the removal of existing surface and signals, reconstruction of the surface with a new high type concrete slab on tie surface, installation of new standard flashing lights, gates, bells, new electronic and new enclosure.					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	STX		130,000	0	0	0	130,000
					<b>130,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130,000</b>
									<b>130,000</b>

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #	
	TYPE	MPMS#	SPC #	DESCRIPTION				
<b>31</b>	<b>SR 31 THREE MILE HILL</b>				<b>South Huntingdon Townshi</b>	<b>PENNDOT</b>	<b>10</b>	
	Highway	65118	60010230	Safety Improvements				
	<b>PROJECT FUNDING</b>			<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	State	581	400,000	3,000,000	0	0	3,400,000
				<b>400,000</b>	<b>3,000,000</b>	<b>0</b>	<b>0</b>	<b>3,400,000</b>
								<b>3,400,000</b>
<b>56</b>	<b>SR 56 @ HYDE PARK ROAD</b>				<b>Allegheny Township</b>	<b>PENNDOT</b>	<b>12</b>	
	Highway	32127	60010078	INTERSECTION IMPROVEMENTS				
	<b>PROJECT FUNDING</b>			<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Utilities	State	581	100,000	0	0	0	100,000
				<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>
	Right of Way	State	581	125,000	0	0	0	125,000
				<b>125,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>125,000</b>
	Construction	Federal	STS	0	900,000	0	0	900,000
		State	581	0	100,000	0	0	100,000
				<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>
								<b>1,225,000</b>
<b>70</b>	<b>I-70 / SR 201 UPGRADES</b>				<b>Rostraver Township</b>	<b>PENNDOT</b>	<b>13</b>	
	Highway	60360	0	Interchange improvements, bridge repairs, widening and turning lanes.				
	<b>PROJECT FUNDING</b>			<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	SXF	1,428,000	0	0	0	1,428,000
		State	581	357,000	0	0	0	357,000
				<b>1,785,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,785,000</b>
								<b>1,785,000</b>

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>70</b>	<b>I-70 @ CONRAIL</b>				<b>South Huntingdon Townshi</b>	<b>PENNDOT</b>	<b>17</b>		
	Bridge	32015	60010133	BRIDGE REHABILITATION					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	BON	140,000	0	0	0	140,000	
		State	185	35,000	0	0	0	35,000	
				<b>175,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>175,000</b>	
	Final Design	Federal	BON	0	0	400,000	0	400,000	
		State	185	0	0	100,000	0	100,000	
				<b>0</b>	<b>0</b>	<b>500,000</b>	<b>0</b>	<b>500,000</b>	
	Utilities	Federal	BON	0	0	60,000	0	60,000	
		State	185	0	0	15,000	0	15,000	
				<b>0</b>	<b>0</b>	<b>75,000</b>	<b>0</b>	<b>75,000</b>	
	Right of Way	Federal	BON	0	0	80,000	0	80,000	
		State	185	0	0	20,000	0	20,000	
				<b>0</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>100,000</b>	
								<b>850,000</b>	

<b>70</b>	<b>I-70 @ SR 3010</b>				<b>South Huntingdon Townshi</b>	<b>PENNDOT</b>	<b>14</b>		
	Bridge	31895	60010126	BRIDGE REPLACEMENT					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	BON	100,000	60,000	0	0	160,000	
		State	185	25,000	15,000	0	0	40,000	
				<b>125,000</b>	<b>75,000</b>	<b>0</b>	<b>0</b>	<b>200,000</b>	
	Final Design	Federal	BON	0	0	240,000	0	240,000	
		State	185	0	0	60,000	0	60,000	
				<b>0</b>	<b>0</b>	<b>300,000</b>	<b>0</b>	<b>300,000</b>	
	Utilities	Federal	BON	0	0	60,000	0	60,000	
		State	185	0	0	15,000	0	15,000	
				<b>0</b>	<b>0</b>	<b>75,000</b>	<b>0</b>	<b>75,000</b>	
	Right of Way	Federal	BON	0	0	140,000	0	140,000	
		State	185	0	0	35,000	0	35,000	
				<b>0</b>	<b>0</b>	<b>175,000</b>	<b>0</b>	<b>175,000</b>	
								<b>750,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>70</b>	<b>I-70 @ SR 3014</b>				<b>Hempfield Township</b>	<b>PENNDOT</b>	<b>16</b>		
	Bridge	31897	60010127	BRIDGE REPLACEMENT					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BON	297,000	0	0	0	297,000	
		State	185	74,000	0	0	0	74,000	
				<b>371,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>371,000</b>	
	Utilities	Federal	BON	80,000	0	0	0	80,000	
		State	185	20,000	0	0	0	20,000	
				<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	
	Right of Way	Federal	BON	160,000	0	0	0	160,000	
		State	185	40,000	0	0	0	40,000	
				<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>	
	Construction	Federal	BON	0	0	0	2,000,000	2,000,000	
		State	185	0	0	0	500,000	500,000	
				<b>0</b>	<b>0</b>	<b>0</b>	<b>2,500,000</b>	<b>2,500,000</b>	
								<b>3,171,000</b>	
<b>70</b>	<b>I-70 @ SR 3037</b>				<b>Sewickley Township</b>	<b>PENNDOT</b>	<b>15</b>		
	Bridge	31896	60010128	BRIDGE REPLACEMENT					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	BON	0	180,000	0	0	180,000	
		State	185	0	45,000	0	0	45,000	
				<b>0</b>	<b>225,000</b>	<b>0</b>	<b>0</b>	<b>225,000</b>	
	Final Design	Federal	BON	0	0	160,000	0	160,000	
		State	185	0	0	40,000	0	40,000	
				<b>0</b>	<b>0</b>	<b>200,000</b>	<b>0</b>	<b>200,000</b>	
								<b>425,000</b>	
<b>119</b>	<b>Relocated SR 3093</b>				<b>East Huntingdon Township</b>	<b>PENNDOT</b>	<b>36</b>		
	Highway	47699	60010114	SR 3093 Relocation of old Route 119					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	IM	850,000	0	0	0	850,000	
		State	581	450,000	0	0	0	450,000	
				<b>1,300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,300,000</b>	
								<b>1,300,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>119</b>	<b>SR 119 @ SR 819 INTERSECTION</b>				<b>East Huntingdon Township</b>	<b>PENNDOT</b>	<b>19</b>		
	Highway	32079	60010066	INTERCHANGE IMPROVEMENT. DEMO SXF.					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Utilities	Federal	SXF	260,000	0	0	0	260,000	
		State	581	65,000	0	0	0	65,000	
				<b>325,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>325,000</b>	
	Right of Way	Federal	SXF	800,000	0	0	0	800,000	
		State	581	200,000	0	0	0	200,000	
				<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	
								<b>1,325,000</b>	
<b>119</b>	<b>SR 119 SONY Interchange</b>				<b>East Huntingdon Township</b>	<b>PENNDOT</b>	<b>20</b>		
	Highway	64833	60010227	New Interchange					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	STP	0	0	0	1,048,905	1,048,905	
		Federal	STU	0	0	1,720,000	5,231,095	6,951,095	
		State	581	0	0	430,000	1,570,000	2,000,000	
				<b>0</b>	<b>0</b>	<b>2,150,000</b>	<b>7,850,000</b>	<b>10,000,000</b>	
								<b>10,000,000</b>	
<b>130</b>	<b>SR 130 INTERSECTIONS</b>				<b>Hempfield Township</b>	<b>PENNDOT</b>	<b>22</b>		
	Bridge	47867	60010118	RESTORATION					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	STS	0	135,000	0	0	135,000	
		State	581	0	15,000	0	0	15,000	
				<b>0</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	
	Utilities	Federal	STS	0	45,000	0	0	45,000	
		State	581	0	5,000	0	0	5,000	
				<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	
	Right of Way	Federal	STS	0	90,000	0	0	90,000	
		State	581	0	10,000	0	0	10,000	
				<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	
								<b>300,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>130</b>	<b>TRAFFORD BRIDGE</b>				<b>Trafford Borough (Part)</b>	<b>PENNDOT</b>	<b>21</b>		
	Bridge	31362	60083221	BRIDGE REHABILITATION/REPLACEMENT					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BON	744,000	0	0	0	744,000	
		State	185	186,000	0	0	0	186,000	
				<b>930,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>930,000</b>	
	Utilities	Federal	BON	560,000	0	0	0	560,000	
		State	185	140,000	0	0	0	140,000	
				<b>700,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>700,000</b>	
	Right of Way	Federal	BON	400,000	0	0	0	400,000	
		State	185	100,000	0	0	0	100,000	
				<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	
								<b>2,130,000</b>	
<b>136</b>	<b>SR 136 BRIDGE REPL</b>					<b>PENNDOT</b>	<b>0</b>		
	Highway	31951	60010511	BRIDGE REPLACEMENT					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Local	582	134,941	0	0	0	134,941	
				<b>134,941</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>134,941</b>	
	Final Design	Local	582	0	132,804	0	0	132,804	
				<b>0</b>	<b>132,804</b>	<b>0</b>	<b>0</b>	<b>132,804</b>	
	Utilities	Local	582	0	25,000	0	0	25,000	
				<b>0</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>25,000</b>	
	Right of Way	Local	582	0	25,000	0	0	25,000	
				<b>0</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>25,000</b>	
								<b>317,745</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>136</b>	<b>SR 136 RESTORATION</b>				<b>Hempfield Township</b>	<b>PENNDOT</b>	<b>23</b>		
	Highway	31802	60010109	RESTORATION					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	STP	200,000	0	0	0	200,000	
		State	581	50,000	0	0	0	50,000	
				<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	
	Utilities	Federal	STP	0	20,000	0	0	20,000	
		State	581	0	5,000	0	0	5,000	
				<b>0</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>25,000</b>	
	Right of Way	Federal	STP	0	480,000	0	0	480,000	
		State	581	0	120,000	0	0	120,000	
				<b>0</b>	<b>600,000</b>	<b>0</b>	<b>0</b>	<b>600,000</b>	
	Construction	Federal	BOF	0	0	800,000	1,840,000	2,640,000	
		State	185	0	0	200,000	460,000	660,000	
				<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>2,300,000</b>	<b>3,300,000</b>	
								<b>4,175,000</b>	
<b>217</b>	<b>SR 217 MILLER RUN BRIDGE</b>				<b>Derry Township</b>	<b>PENNDOT</b>	<b>24</b>		
	Bridge	31487	60010211	Bridge Replacement					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	BON	240,000	0	0	0	240,000	
		State	185	60,000	0	0	0	60,000	
				<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	
	Final Design	Federal	BON	0	240,000	160,000	0	400,000	
		State	185	0	60,000	40,000	0	100,000	
				<b>0</b>	<b>300,000</b>	<b>200,000</b>	<b>0</b>	<b>500,000</b>	
	Utilities	Federal	BON	0	40,000	0	0	40,000	
		State	185	0	10,000	0	0	10,000	
				<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	
	Right of Way	Federal	BON	0	80,000	0	0	80,000	
		State	185	0	20,000	0	0	20,000	
				<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	
	Construction	Federal	BON	0	0	300,000	800,000	1,100,000	
		State	185	0	0	75,000	200,000	275,000	
				<b>0</b>	<b>0</b>	<b>375,000</b>	<b>1,000,000</b>	<b>1,375,000</b>	
								<b>2,325,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>356</b>	<b>SR 356 FREEPORT BRIDGE</b>				<b>Export Borough</b>	<b>PENNDOT</b>	<b>25</b>		
	Bridge	31338	60079550	BRIDGE REHABILITATION					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Final Design	Federal	BON	660,000	0	0	0	660,000	
		State	185	165,000	0	0	0	165,000	
				<b>825,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>825,000</b>	
	Utilities	State	185	50,000	0	0	0	50,000	
				<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	
	Right of Way	State	185	50,000	0	0	0	50,000	
				<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	
								<b>925,000</b>	
<b>366</b>	<b>CAMP JOANN BRIDGE</b>				<b>Murrysville, Municipality of</b>	<b>PENNDOT</b>	<b>28</b>		
	Bridge	31590	60083226	BRIDGE REPLACEMENT					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Construction	Federal	BOO	400,000	320,000	0	0	720,000	
		State	185	100,000	80,000	0	0	180,000	
				<b>500,000</b>	<b>400,000</b>	<b>0</b>	<b>0</b>	<b>900,000</b>	
								<b>900,000</b>	
<b>366</b>	<b>Parnassus Triangle Phase 2</b>				<b>New Kensington City</b>	<b>County</b>	<b>26</b>		
	Highway	66337	60010140	Intersection Improvement from 2 lanes to 4 lanes.					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Utilities	Federal	STP	80,000	0	0	0	80,000	
		State	581	20,000	0	0	0	20,000	
				<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	
	Right of Way	Federal	STP	400,000	0	0	0	400,000	
		State	581	100,000	0	0	0	100,000	
				<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	
	Construction	Federal	STU	0	0	4,000,000	0	4,000,000	
		State	581	0	0	1,000,000	0	1,000,000	
				<b>0</b>	<b>0</b>	<b>5,000,000</b>	<b>0</b>	<b>5,000,000</b>	
								<b>5,600,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>366</b>	<b>SR 366 BRIDGE</b>				<b>Lower Burrell City</b>	<b>PENNDOT</b>	<b>29</b>		
	Bridge	31484	60010210	Bridge Replacement					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	BON	120,000	0	0	0	120,000	
		State	185	30,000	0	0	0	30,000	
				<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	
	Final Design	Federal	BON	0	104,000	0	0	104,000	
		State	185	0	26,000	0	0	26,000	
				<b>0</b>	<b>130,000</b>	<b>0</b>	<b>0</b>	<b>130,000</b>	
	Utilities	Federal	BON	0	16,000	0	0	16,000	
		State	185	0	4,000	0	0	4,000	
				<b>0</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	
	Right of Way	Federal	BON	0	40,000	0	0	40,000	
		State	185	0	10,000	0	0	10,000	
				<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	
	Construction	Federal	BON	0	0	452,000	0	452,000	
		State	185	0	0	113,000	0	113,000	
				<b>0</b>	<b>0</b>	<b>565,000</b>	<b>0</b>	<b>565,000</b>	
								<b>915,000</b>	
<b>366</b>	<b>SR 366 PARNASSUS TRIANGLE</b>				<b>New Kensington City</b>	<b>County</b>	<b>27</b>		
	Highway	32107	60010006	INTERSECTION IMPROVEMENT					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	CAQ	2,000,000	2,400,000	0	0	4,400,000	
		Federal	STP	800,000	0	800,000	0	1,600,000	
		State	581	700,000	600,000	200,000	0	1,500,000	
				<b>3,500,000</b>	<b>3,000,000</b>	<b>1,000,000</b>	<b>0</b>	<b>7,500,000</b>	
								<b>7,500,000</b>	
<b>381</b>	<b>SPEEDWELL BRIDGE</b>				<b>Ligonier Township</b>	<b>PENNDOT</b>	<b>33</b>		
	Bridge	31614	60010216	Bridge Replacement					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	BOF	0	120,000	0	0	120,000	
		State	185	0	30,000	0	0	30,000	
				<b>0</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	
								<b>150,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>381</b>	<b>SR 381 BRIDGE OVER CAMP RUN</b>				<b>Donegal Township</b>	<b>PENNDOT</b>	<b>30</b>		
	Bridge	51534	60010222	Bridge Replacement					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Pre-Engineering	Federal	BOF	0	120,000	0	0	120,000	
		State	185	0	30,000	0	0	30,000	
				<b>0</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	
								<b>150,000</b>	
<b>381</b>	<b>SR 381 BRIDGE OVER LOYALHANNA</b>				<b>Cook Township</b>	<b>PENNDOT</b>	<b>31</b>		
	Bridge	51533	60010221	Bridge Replacement					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Pre-Engineering	Federal	BOF	0	120,000	0	0	120,000	
		State	185	0	30,000	0	0	30,000	
				<b>0</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	
								<b>150,000</b>	
<b>381</b>	<b>SR 381 LYNN RUN BRIDGE</b>				<b>Ligonier Township</b>	<b>PENNDOT</b>	<b>32</b>		
	Bridge	31826	60010218	Bridge Replacement					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Pre-Engineering	Federal	BOF	0	120,000	0	0	120,000	
		State	185	0	30,000	0	0	30,000	
				<b>0</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	
								<b>150,000</b>	
<b>981</b>	<b>LAUREL VALLEY TRANSP IMPROVEMENT PROJECTS</b>					<b>PENNDOT</b>	<b>34</b>		
	Highway	31828	60061054	PRELIM ENGINEERING & ENVIRONMENTAL STUDY					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Pre-Engineering	Federal	SXF	800,000	0	0	0	800,000	
		State	581	200,000	0	0	0	200,000	
				<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	
	Final Design	Federal	SXF	0	0	0	3,433,000	3,433,000	
				<b>0</b>	<b>0</b>	<b>0</b>	<b>3,433,000</b>	<b>3,433,000</b>	
								<b>4,433,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>982</b>	<b>LOYALHANNA CREEK BRIDGE</b>				<b>Derry Township</b>	<b>PENNDOT</b>	<b>35</b>		
	Bridge	31608	60084050	BRIDGE REPLACEMENT					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BOO	200,000	0	0	0	200,000	
		State	185	50,000	0	0	0	50,000	
				<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	
	Utilities	Federal	BOO	20,000	0	0	0	20,000	
		State	185	5,000	0	0	0	5,000	
				<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>	
	Right of Way	Federal	BOO	120,000	0	0	0	120,000	
		State	185	30,000	0	0	0	30,000	
				<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	
	Construction	Federal	BOO	0	2,400,000	0	0	2,400,000	
		State	185	0	600,000	0	0	600,000	
				<b>0</b>	<b>3,000,000</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>	
								<b>3,425,000</b>	
<b>1006</b>	<b>Stanton Bridge</b>				<b>Fairfield Township</b>	<b>PENNDOT</b>	<b>36</b>		
	Bridge	70046	0	Bridge replacement					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	BOO	160,000	0	0	0	160,000	
		State	185	40,000	0	0	0	40,000	
				<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>	
	Final Design	Federal	BOO	0	120,000	0	0	120,000	
		State	185	0	30,000	0	0	30,000	
				<b>0</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	
								<b>350,000</b>	
<b>1007</b>	<b>ROSS MT PARK BRIDGE</b>				<b>Fairfield Township</b>	<b>PENNDOT</b>	<b>37</b>		
	Bridge	31615	60010217	Bridge Replacement					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BOF	0	80,000	0	0	80,000	
		State	185	0	20,000	0	0	20,000	
				<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	
								<b>100,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>1018</b>	<b>LOYALHANNA BRIDGE</b>				<b>Derry Township</b>	<b>PENNDOT</b>	<b>38</b>		
	Bridge	31605	60010215	Bridge Replacement					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BOO	200,000	0	0	0	200,000	
		State	185	50,000	0	0	0	50,000	
				<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	
	Utilities	Federal	BOO	16,000	0	0	0	16,000	
		State	185	4,000	0	0	0	4,000	
				<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	
	Right of Way	Federal	BOO	40,000	0	0	0	40,000	
		State	185	10,000	0	0	0	10,000	
				<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	
	Construction	Federal	BOO	0	0	400,000	0	400,000	
		State	185	0	0	100,000	0	100,000	
				<b>0</b>	<b>0</b>	<b>500,000</b>	<b>0</b>	<b>500,000</b>	
								<b>820,000</b>	
<b>1045</b>	<b>SR 1045 ST VINCENT COLLEGE</b>				<b>Unity Township</b>	<b>PENNDOT</b>	<b>40</b>		
	Highway	57188	60010501	2-LANE RELOCATION					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	State	581	50,000	0	0	0	50,000	
				<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	
	Utilities	State	581	25,000	0	0	0	25,000	
				<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>	
	Right of Way	State	581	100,000	0	0	0	100,000	
				<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	
	Construction	Federal	STP	0	0	0	4,000,000	4,000,000	
		State	581	0	0	0	1,000,000	1,000,000	
				<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000,000</b>	<b>5,000,000</b>	
								<b>5,175,000</b>	
<b>2010</b>	<b>BOYER RUN BRIDGE</b>				<b>Mount Pleasant Township</b>	<b>PENNDOT</b>	<b>41</b>		
	Bridge	32017	60010220	Bridge Replacement					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	BOO	0	80,000	0	0	80,000	
		State	185	0	20,000	0	0	20,000	
				<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	
								<b>100,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>2045</b>	<b>LOYALHANNA ICE POND BRIDGE</b>				<b>Ligonier Township</b>	<b>PENNDOT</b>	<b>42</b>		
	Bridge	31779	60010124	BRIDGE REPLACEMENT					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	State	185	200,000	0	0	0	0	200,000
				<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>
	Final Design	State	185	0	150,000	0	0	0	150,000
				<b>0</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>
	Utilities	State	185	0	20,000	0	0	0	20,000
				<b>0</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>
	Right of Way	State	185	0	50,000	0	0	0	50,000
				<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>
								<b>420,000</b>	
<b>3011</b>	<b>CENTER AVE</b>				<b>New Stanton Borough</b>	<b>Municipality</b>	<b>43</b>		
	Highway	31842	60061058	2 LANE RELOCATION					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	STU	2,720,000	4,800,000	480,000	0	0	8,000,000
		State	581	680,000	1,200,000	120,000	0	0	2,000,000
				<b>3,400,000</b>	<b>6,000,000</b>	<b>600,000</b>	<b>0</b>	<b>0</b>	<b>10,000,000</b>
								<b>10,000,000</b>	
<b>3037</b>	<b>SR 3037 WALTZ MILL BRIDGE</b>				<b>Sewickley Township</b>	<b>PENNDOT</b>	<b>44</b>		
	Bridge	47029	60010131	BRIDGE REPLACEMENT					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	BOO	200,000	0	0	0	0	200,000
		State	185	50,000	0	0	0	0	50,000
				<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>
	Final Design	Federal	BOO	0	160,000	0	0	0	160,000
		State	183	0	40,000	0	0	0	40,000
				<b>0</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>
	Utilities	Federal	BOO	0	20,000	0	0	0	20,000
		State	185	0	5,000	0	0	0	5,000
				<b>0</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>
	Right of Way	Federal	BOO	0	80,000	0	0	0	80,000
		State	185	0	20,000	0	0	0	20,000
				<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>
								<b>575,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>4002</b>	<b>SR 4002 N. Greengate Road</b>				<b>Hempfield Township</b>	<b>PENNDOT</b>	<b>45</b>		
	Highway	67829	0	Study to determine scope of work for future programming of this project. Recon, possible lane adds, and RR underpass involvement.					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	STP	0	120,000	0	0	120,000	
		State	581	0	30,000	0	0	30,000	
				<b>0</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	
	Final Design	Federal	STP	0	0	0	240,000	240,000	
		State	581	0	0	0	60,000	60,000	
				<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	<b>300,000</b>	
	Utilities	Federal	STP	0	0	0	80,000	80,000	
		State	581	0	0	0	20,000	20,000	
				<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>100,000</b>	
	Right of Way	Federal	STP	0	0	0	880,000	880,000	
		State	581	0	0	0	220,000	220,000	
				<b>0</b>	<b>0</b>	<b>0</b>	<b>1,100,000</b>	<b>1,100,000</b>	
	Construction	Federal	STP	0	0	0	2,520,000	2,520,000	
		State	581	0	0	0	630,000	630,000	
				<b>0</b>	<b>0</b>	<b>0</b>	<b>3,150,000</b>	<b>3,150,000</b>	
								<b>4,800,000</b>	
<b>4003</b>	<b>BRUSH CREEK BRIDGE #2</b>				<b>Hempfield Township</b>	<b>PENNDOT</b>	<b>46</b>		
	Bridge	31599	60010038	BRIDGE REPLACEMENT					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	BOO	600,000	0	0	0	600,000	
		State	185	150,000	0	0	0	150,000	
				<b>750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750,000</b>	
								<b>750,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #	
TYPE	MPMS#	SPC #	DESCRIPTION					
<b>4004</b>	<b>BROWN AVE BRIDGE/GRAPEVILLE</b>				<b>Jeannette City</b>	<b>PENNDOT</b>	<b>47</b>	
Bridge	31704	60010088	BRIDGE REPLACEMENT					
<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
Pre-Engineering	Federal	BOO	200,000	0	0	0	200,000	
	State	185	50,000	0	0	0	50,000	
			<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	
Final Design	Federal	BOO	0	160,000	0	0	160,000	
	State	185	0	40,000	0	0	40,000	
			<b>0</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>200,000</b>	
Utilities	Federal	BOO	0	0	20,000	0	20,000	
	State	185	0	0	5,000	0	5,000	
			<b>0</b>	<b>0</b>	<b>25,000</b>	<b>0</b>	<b>25,000</b>	
Right of Way	Federal	BOO	0	0	80,000	0	80,000	
	State	185	0	0	20,000	0	20,000	
			<b>0</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>100,000</b>	
Construction	Federal	BON	0	0	0	1,440,000	1,440,000	
	State	185	0	0	0	360,000	360,000	
			<b>0</b>	<b>0</b>	<b>0</b>	<b>1,800,000</b>	<b>1,800,000</b>	
							<b>2,375,000</b>	
<b>4009</b>	<b>FOURTH STREET BRIDGE</b>				<b>Jeannette City</b>	<b>PENNDOT</b>	<b>48</b>	
Bridge	31645	60083246	BRIDGE REPLACEMENT					
<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
Pre-Engineering	Federal	BOO	120,000	0	0	0	120,000	
	State	185	30,000	0	0	0	30,000	
			<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	
Final Design	Federal	BOO	0	80,000	0	0	80,000	
	State	185	0	20,000	0	0	20,000	
			<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	
Utilities	Federal	BOO	0	40,000	0	0	40,000	
	State	185	0	10,000	0	0	10,000	
			<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	
Right of Way	Federal	BOO	0	120,000	0	0	120,000	
	State	185	0	30,000	0	0	30,000	
			<b>0</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	
Construction	Federal	BOO	0	560,000	0	0	560,000	
	State	185	0	140,000	0	0	140,000	
			<b>0</b>	<b>700,000</b>	<b>0</b>	<b>0</b>	<b>700,000</b>	
							<b>1,150,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>4013</b>	<b>BURRELL HILL BRIDGE</b>				<b>Penn Borough</b>	<b>PENNDOT</b>	<b>49</b>		
	Bridge	31648	60083247	BRIDGE REPLACEMENT					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BON	240,000	0	0	0	240,000	
		State	185	60,000	0	0	0	60,000	
				<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	
	Utilities	Federal	BOO	0	0	80,000	0	80,000	
		State	185	0	0	20,000	0	20,000	
				<b>0</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>100,000</b>	
	Right of Way	Federal	BOO	0	0	80,000	0	80,000	
		State	185	0	0	20,000	0	20,000	
				<b>0</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>100,000</b>	
	Construction	Federal	BON	0	0	0	1,600,000	1,600,000	
		State	185	0	0	0	400,000	400,000	
				<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	<b>2,000,000</b>	
								<b>2,500,000</b>	
<b>9900</b>	<b>AIRPORT HILL RD BRIDGE T-865</b>				<b>Hempfield Township</b>	<b>PENNDOT</b>	<b>54</b>		
	Bridge	31919	60083263	BRIDGE REPLACEMENT					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BOF	0	52,000	0	0	52,000	
		Local	Local	0	3,250	0	0	3,250	
		State	183	0	9,750	0	0	9,750	
				<b>0</b>	<b>65,000</b>	<b>0</b>	<b>0</b>	<b>65,000</b>	
	Utilities	Federal	BOF	0	0	12,000	0	12,000	
		Local	Local	0	0	750	0	750	
		State	183	0	0	2,250	0	2,250	
				<b>0</b>	<b>0</b>	<b>15,000</b>	<b>0</b>	<b>15,000</b>	
	Right of Way	Federal	BOF	0	0	40,000	0	40,000	
		Local	Local	0	0	2,500	0	2,500	
		State	183	0	0	7,500	0	7,500	
				<b>0</b>	<b>0</b>	<b>50,000</b>	<b>0</b>	<b>50,000</b>	
	Construction	Federal	BOF	0	0	0	400,000	400,000	
		Local	Local	0	0	0	25,000	25,000	
		State	183	0	0	0	75,000	75,000	
				<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>500,000</b>	
								<b>630,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>9900</b>	<b>Bridge to Tomorrow</b>				<b>West Newton Borough</b>	<b>Other</b>			
	Enhancement	71615	0	Enhance access into the downtown from the west side and trail. Problems include unsafe access from the trailhead and bridge; visual clutter; and poor signage.					
				<b>PROJECT FUNDING</b>	2005	2006	2007	2008	TOTAL
	Construction	Federal	STE	275,000	0	0	0	0	275,000
				<b>275,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>275,000</b>
				<b>275,000</b>					
<b>9900</b>	<b>CHRISTIE / ROCK SPRINGS BRIDGE</b>				<b>Delmont Borough</b>	<b>PENNDOT</b>	<b>61</b>		
	Bridge	31933	60010503	BRIDGE REPLACEMENT					
				<b>PROJECT FUNDING</b>	2005	2006	2007	2008	TOTAL
	Pre-Engineering	Local	Local	20,000	0	0	0	0	20,000
		State	183	80,000	0	0	0	0	80,000
				<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>
	Final Design	Local	Local	0	20,000	0	0	0	20,000
		State	183	0	80,000	0	0	0	80,000
				<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>
	Utilities	Local	Local	0	1,000	0	0	0	1,000
		State	183	0	4,000	0	0	0	4,000
				<b>0</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>
	Right of Way	Local	Local	0	4,000	0	0	0	4,000
		State	183	0	16,000	0	0	0	16,000
				<b>0</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>
				<b>225,000</b>					
<b>9900</b>	<b>Coal and Coke Trail Bridges</b>							<b>Other</b>	
	Enhancement	71614	0	Construct two bridges needed for the Coal and Coke Trail, which is approximately five miles long, and runs from Scottdale to Mount Pleasant.					
				<b>PROJECT FUNDING</b>	2005	2006	2007	2008	TOTAL
	Construction	Federal	STE	50,500	0	0	0	0	50,500
				<b>50,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,500</b>
				<b>50,500</b>					

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>9900</b>	<b>DEPOT STREET BRIDGE</b>				<b>Youngwood Borough</b>	<b>PENNDOT</b>	<b>59</b>		
	Bridge	31917	60010116	BRIDGE REHABILITATION					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	BOF	1,148,000	0	0	0	1,148,000	
		Local	Local	71,750	0	0	0	71,750	
		State	183	215,250	0	0	0	215,250	
				<b>1,435,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,435,000</b>	
								<b>1,435,000</b>	
<b>9900</b>	<b>DOC HIRCHS BRIDGE T-986</b>				<b>Fairfield Township</b>	<b>PENNDOT</b>	<b>56</b>		
	Bridge	31480	60010122	BRIDGE REPLACEMENT. NEAR MIRROR LAKE.					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BOF	80,000	0	0	0	80,000	
		Local	Local	5,000	0	0	0	5,000	
		State	183	15,000	0	0	0	15,000	
				<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	
	Utilities	Local	Local	1,000	0	0	0	1,000	
		State	183	4,000	0	0	0	4,000	
				<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	
	Right of Way	Local	Local	1,000	0	0	0	1,000	
		State	183	4,000	0	0	0	4,000	
				<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	
	Construction	Federal	BOF	0	560,000	0	0	560,000	
		Local	Local	0	35,000	0	0	35,000	
		State	183	0	105,000	0	0	105,000	
				<b>0</b>	<b>700,000</b>	<b>0</b>	<b>0</b>	<b>700,000</b>	
								<b>810,000</b>	
<b>9900</b>	<b>FINDLEY ROAD BRIDGE</b>				<b>Rostraver Township</b>	<b>PENNDOT</b>	<b>57</b>		
	Bridge	31664	60010103	BRIDGE REPLACEMENT (UNDER 20 FT). ROSTRAVER TOWNSHIP BRIDGE.					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Local	Local	130,000	0	0	0	130,000	
		State	183	520,000	0	0	0	520,000	
				<b>650,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>650,000</b>	
								<b>650,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>9900</b>	<b>FINLEY ROAD</b>				<b>Rostraver Township</b>	<b>PENNDOT</b>	<b>67</b>		
	Highway	31942	60010015	ADD CENTER TURN LANE. LOCAL PROJECT.					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	STU	80,000	0	0	0	80,000	
		Local	Local	20,000	0	0	0	20,000	
				<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	
	Right of Way	Federal	STU	400,000	0	0	0	400,000	
		Local	Local	100,000	0	0	0	100,000	
				<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	
	Construction	Federal	STU	1,800,000	1,800,000	0	0	3,600,000	
		Local	Local	450,000	450,000	0	0	900,000	
				<b>2,250,000</b>	<b>2,250,000</b>	<b>0</b>	<b>0</b>	<b>4,500,000</b>	
								<b>5,100,000</b>	
<b>9900</b>	<b>FIRST STREET BRIDGE</b>				<b>Irwin Borough</b>	<b>Municipality</b>	<b>52</b>		
	Bridge	31537	60083248	BRIDGE REPLACEMENT. IRWIN BOROUGH BRIDGE.					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	BON	480,000	0	0	0	480,000	
		Local	Local	30,000	0	0	0	30,000	
		State	183	90,000	0	0	0	90,000	
				<b>600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>600,000</b>	
								<b>600,000</b>	
<b>9900</b>	<b>FIVE STAR TRAIL EXTENSION</b>				<b>Youngwood Borough</b>	<b>Other</b>	<b>100</b>		
	Enhancement	59263	60010203	This project is the final part of a three-phase construction project to complete the Five Star trail between Youngwood and Scottdale. Complete the remainder of the 10 mile trail segment to Scottdale.					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	STE	373,750	0	0	0	373,750	
				<b>373,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>373,750</b>	
								<b>373,750</b>	
<b>9900</b>	<b>GROUP 12-01-GW1</b>				<b>Ligonier Borough</b>	<b>Other</b>	<b>0</b>		
	Enhancement	57504	60010206	DEVELOP A GATEWAY GARDEN SITE. ENHANCEMENT PROJECT.					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	STE	280,000	0	0	0	280,000	
		Federal	TOLL	70,000	0	0	0	70,000	
				<b>350,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>350,000</b>	
								<b>350,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>9900</b>	<b>HARRISON CITY EXPORT ROAD</b>				<b>Penn Township</b>	<b>PENNDOT</b>	<b>66</b>		
	Highway	32118	60010111	RESTORATION					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Final Design	Federal	STP	172,800	0	0	0	172,800	
		Local	Local	43,200	0	0	0	43,200	
				<b>216,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>216,000</b>	
								<u>216,000</u>	
<b>9900</b>	<b>KENNEDY AVE BRIDGE #1</b>				<b>Export Borough</b>	<b>PENNDOT</b>	<b>4</b>		
	Bridge	31658	60083250	BRIDGE REPLACEMENT. EXPORT BOROUGH BRIDGE.					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Construction	Federal	BOO	72,000	0	0	0	72,000	
		Local	Local	4,500	0	0	0	4,500	
		State	185	13,500	0	0	0	13,500	
				<b>90,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90,000</b>	
								<u>90,000</u>	
<b>9900</b>	<b>LAUREL HIGHLANDS VISITORS CENTER</b>				<b>Donegal Township</b>	<b>Other</b>	<b>0</b>		
	Enhancement	62060	60010200	DEVELOP TOURIST VISITOR CENTER. ENHANCEMENT PROJECT.					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Construction	Federal	STE	360,000	0	0	0	360,000	
		Federal	TOLL	90,000	0	0	0	90,000	
				<b>450,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>450,000</b>	
								<u>450,000</u>	
<b>9900</b>	<b>LUDWIG ROAD BRIDGE #39</b>				<b>Murrysville, Municipality of</b>	<b>PENNDOT</b>	<b>58</b>		
	Bridge	31782	60010117	BRIDGE REPLACEMENT					
				<u>PROJECT FUNDING</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
	Construction	Federal	BOO	160,000	240,000	0	0	400,000	
		Local	Local	10,000	15,000	0	0	25,000	
		State	183	30,000	45,000	0	0	75,000	
				<b>200,000</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	
								<u>500,000</u>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>9900</b>	<b>OLD 22 BRIDGE</b>				<b>Salem Township</b>	<b>PENNDOT</b>	<b>65</b>		
	Bridge	60356	60084055	BRIDGE REPLACEMENT					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	BOO	24,000	0	0	0	24,000	
		Local	Local	1,500	0	0	0	1,500	
		State	185	4,500	0	0	0	4,500	
				<b>30,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,000</b>	
	Final Design	Federal	BOF	132,000	0	0	0	132,000	
		Local	Local	8,250	0	0	0	8,250	
		State	183	24,750	0	0	0	24,750	
				<b>165,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165,000</b>	
	Utilities	Federal	BOO	20,000	0	0	0	20,000	
		Local	Local	1,250	0	0	0	1,250	
		State	183	3,750	0	0	0	3,750	
				<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>	
	Right of Way	Federal	BOO	16,000	0	0	0	16,000	
		Local	Local	1,000	0	0	0	1,000	
		State	183	3,000	0	0	0	3,000	
				<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	
	Construction	Federal	BOF	0	0	800,000	0	800,000	
		Local	Local	0	0	50,000	0	50,000	
		State	183	0	0	150,000	0	150,000	
				<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>1,000,000</b>	
								<b>1,240,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>9900</b>	<b>OLD RT 30 BRIDGE T-398</b>				<b>Hempfield Township</b>	<b>PENNDOT</b>	<b>55</b>		
	Bridge	31923	60083264	BRIDGE REPLACEMENT					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Pre-Engineering	Federal	STP	184,000	0	0	0	184,000	
		Local	Local	5,000	0	0	0	5,000	
		State	581	34,500	0	0	0	34,500	
				<b>223,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>223,500</b>	
	Final Design	Federal	BOF	0	200,000	0	0	200,000	
		Local	Local	0	12,500	0	0	12,500	
		State	581	0	37,500	0	0	37,500	
				<b>0</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	
	Utilities	Federal	BOF	0	0	20,000	0	20,000	
		Local	Local	0	0	1,250	0	1,250	
		State	183	0	0	3,750	0	3,750	
				<b>0</b>	<b>0</b>	<b>25,000</b>	<b>0</b>	<b>25,000</b>	
	Right of Way	Federal	BOF	0	0	160,000	0	160,000	
		Local	Local	0	0	10,000	0	10,000	
		State	183	0	0	30,000	0	30,000	
				<b>0</b>	<b>0</b>	<b>200,000</b>	<b>0</b>	<b>200,000</b>	
	Construction	Federal	STP	0	0	0	1,200,000	1,200,000	
		Local	Local	0	0	0	75,000	75,000	
		State	581	0	0	0	225,000	225,000	
				<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>1,500,000</b>	
								<b>2,198,500</b>	
<b>9900</b>	<b>P&amp;LE Train Station Phase II</b>				<b>West Newton Borough</b>	<b>Other</b>			
	Enhancement	48642	0	The completion of a replica of the 1910 P&LE Railroad station. The facility will serve as a visitors' center and maintenance facility. It will provide needed public restrooms for trail users and users of the Yough River Environmental Education Center.					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	STE	370,875	0	0	0	370,875	
				<b>370,875</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>370,875</b>	
								<b>370,875</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>9900</b>	<b>PIPER ROAD BRIDGE T-941</b>				<b>Derry Township</b>	<b>PENNDOT</b>	<b>62</b>		
	Bridge	31678	60084051	BRIDGE REPLACEMENT					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BOF	100,000	0	0	0	100,000	
		Local	Local	6,250	0	0	0	6,250	
		State	183	18,750	0	0	0	18,750	
				<b>125,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>125,000</b>	
	Utilities	Federal	BOF	40,000	0	0	0	40,000	
		Local	Local	2,550	0	0	0	2,550	
		State	183	7,650	0	0	0	7,650	
				<b>50,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,200</b>	
	Right of Way	Federal	BOF	88,000	0	0	0	88,000	
		Local	Local	5,500	0	0	0	5,500	
		State	183	16,500	0	0	0	16,500	
				<b>110,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110,000</b>	
	Construction	Federal	BOF	0	480,000	0	0	480,000	
		Local	Local	0	30,000	0	0	30,000	
		State	183	0	90,000	0	0	90,000	
				<b>0</b>	<b>600,000</b>	<b>0</b>	<b>0</b>	<b>600,000</b>	
								<b>885,200</b>	
<b>9900</b>	<b>Rostraver Industrial Park</b>				<b>Rostraver Township</b>	<b>County</b>	<b>50</b>		
	Highway	67854	0	Federal Earmark					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	SXF	495,654	0	0	0	495,654	
		Local	Local	123,913	0	0	0	123,913	
				<b>619,567</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>619,567</b>	
								<b>619,567</b>	
<b>9900</b>	<b>SCOTTDALE MULTI-USE TRAIL</b>				<b>Scottdale Borough</b>	<b>Other</b>	<b>68</b>		
	Enhancement	58593	60010204	DEVELOP A PEDESTRIAN/BIKE TRAIL					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Construction	Federal	STE	76,000	0	0	0	76,000	
		Federal	TOLL	19,000	0	0	0	19,000	
				<b>95,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95,000</b>	
								<b>95,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>9900</b>	<b>SLEBODNIC RD BRIDGE T-412</b>				<b>Sewickley Township</b>	<b>PENNDOT</b>	<b>51</b>		
	Bridge	31511	60010001	BRIDGE REPLACEMENT. SEWICKLEY TOWNSHIP BRIDGE					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BOF	80,000	0	0	0	80,000	
		Local	Local	5,000	0	0	0	5,000	
		State	183	15,000	0	0	0	15,000	
				<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	
	Utilities	Federal	BOF	0	16,000	0	0	16,000	
		Local	Local	0	1,000	0	0	1,000	
		State	183	0	3,000	0	0	3,000	
				<b>0</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	
	Right of Way	Federal	BOF	0	40,000	40,000	0	80,000	
		Local	Local	0	2,500	2,500	0	5,000	
		State	183	0	7,500	7,500	0	15,000	
				<b>0</b>	<b>50,000</b>	<b>50,000</b>	<b>0</b>	<b>100,000</b>	
	Construction	Federal	BOF	0	0	0	480,000	480,000	
		Local	Local	0	0	0	30,000	30,000	
		State	183	0	0	0	90,000	90,000	
				<b>0</b>	<b>0</b>	<b>0</b>	<b>600,000</b>	<b>600,000</b>	
								<b>820,000</b>	
<b>9900</b>	<b>ST VINCENT GROVE ROAD BRIDGE</b>				<b>Unity Township</b>	<b>PENNDOT</b>	<b>64</b>		
	Bridge	31711	60084054	BRIDGE REPLACEMENT					
				<b>PROJECT FUNDING</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BOF	248,000	0	0	0	248,000	
		Local	Local	15,500	0	0	0	15,500	
		State	183	46,500	0	0	0	46,500	
				<b>310,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>310,000</b>	
	Utilities	Federal	BOF	8,000	0	0	0	8,000	
		Local	Local	500	0	0	0	500	
		State	183	1,500	0	0	0	1,500	
				<b>10,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>	
	Right of Way	Federal	BOF	20,000	0	0	0	20,000	
		Local	Local	1,250	0	0	0	1,250	
		State	183	3,750	0	0	0	3,750	
				<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>	
	Construction	Federal	BON	0	0	2,400,000	0	2,400,000	
		Local	Local	0	0	150,000	0	150,000	
		State	183	0	0	450,000	0	450,000	
				<b>0</b>	<b>0</b>	<b>3,000,000</b>	<b>0</b>	<b>3,000,000</b>	
								<b>3,345,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #		
	TYPE	MPMS#	SPC #	DESCRIPTION					
<b>9900</b>	<b>T-937 BRIDGE</b>				<b>Derry Township</b>	<b>PENNDOT</b>	<b>63</b>		
	Bridge	60355	60084053	BRIDGE REPLACEMENT					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BOF	100,000	0	0	0	100,000	
		Local	Local	6,250	0	0	0	6,250	
		State	183	18,750	0	0	0	18,750	
				<b>125,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>125,000</b>	
	Utilities	Federal	BOO	4,000	0	0	0	4,000	
		Local	Local	250	0	0	0	250	
		State	183	750	0	0	0	750	
				<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	
	Right of Way	Federal	BON	16,000	0	0	0	16,000	
		Local	Local	1,000	0	0	0	1,000	
		State	183	3,000	0	0	0	3,000	
				<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	
	Construction	Federal	BOF	0	480,000	0	0	480,000	
		Local	Local	0	30,000	0	0	30,000	
		State	183	0	90,000	0	0	90,000	
				<b>0</b>	<b>600,000</b>	<b>0</b>	<b>0</b>	<b>600,000</b>	
								<b>750,000</b>	
<b>9900</b>	<b>T-987 BROOKDALE BRIDGE</b>				<b>Hempfield Township</b>	<b>PENNDOT</b>	<b>53</b>		
	Bridge	31976	60083265	BRIDGE REPLACEMENT					
	<b>PROJECT FUNDING</b>				<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BOF	0	72,000	0	0	72,000	
		Local	Local	0	4,500	0	0	4,500	
		State	183	0	13,500	0	0	13,500	
				<b>0</b>	<b>90,000</b>	<b>0</b>	<b>0</b>	<b>90,000</b>	
	Utilities	Federal	BOF	0	0	20,000	0	20,000	
		Local	Local	0	0	1,250	0	1,250	
		State	183	0	0	3,750	0	3,750	
				<b>0</b>	<b>0</b>	<b>25,000</b>	<b>0</b>	<b>25,000</b>	
	Right of Way	Federal	BOF	0	0	20,000	0	20,000	
		Local	Local	0	0	1,250	0	1,250	
		State	183	0	0	3,750	0	3,750	
				<b>0</b>	<b>0</b>	<b>25,000</b>	<b>0</b>	<b>25,000</b>	
	Construction	Federal	BOF	0	0	0	400,000	400,000	
		Local	Local	0	0	0	25,000	25,000	
		State	183	0	0	0	75,000	75,000	
				<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>500,000</b>	
								<b>640,000</b>	

## Westmoreland County

SR	PROJECT NAME				MUNICIPALITY	SPONSOR	MAP #	
	TYPE	MPMS#	SPC #	DESCRIPTION				
<b>9900</b>	<b>ZION CHURCH BRIDGE</b>				<b>Ligonier Township</b>	<b>PENNDOT</b>	<b>60</b>	
	Bridge	47869	60010120	BRIDGE REPLACEMENT				
	<b>PROJECT FUNDING</b>			<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>TOTAL</b>
	Final Design	Federal	BOF	72,000	0	0	0	72,000
		Local	Local	4,500	0	0	0	4,500
		State	183	13,500	0	0	0	13,500
				<b>90,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90,000</b>
	Utilities	Federal	BOF	4,000	0	0	0	4,000
		Local	Local	250	0	0	0	250
		State	183	750	0	0	0	750
				<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>
	Right of Way	Federal	BOF	16,000	0	0	0	16,000
		Local	Local	1,000	0	0	0	1,000
		State	183	3,000	0	0	0	3,000
				<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>
	Construction	Federal	BOF	0	460,000	0	0	460,000
		Local	Local	0	28,750	0	0	28,750
		State	183	0	86,250	0	0	86,250
				<b>0</b>	<b>575,000</b>	<b>0</b>	<b>0</b>	<b>575,000</b>
								<b>690,000</b>
<b>Total Funding for Westmoreland County</b>							<b>244,659,337</b>	