

## 4<sup>th</sup> Inning: Transportation and Infrastructure

### Overview

Of all the issues typically dealt with in a comprehensive plan, transportation and infrastructure issues can be among the most visible and most frustrating for residents and businesses. While almost everyone deals with transportation-related issues on a daily basis, infrastructure issues (water, sanitary sewer, and storm water) do not normally come up unless there is a problem.

Most people have no idea where the water treatment plant is or how it works unless they live near one; nor do they particularly care. The same thing goes for the wastewater treatment plant or how a municipality deals with storm water. But, if water service is interrupted, if the sewer backs up in your basement, or if development restrictions are imposed, they become the hot topic.

Part of the BMM Plan area may be an exception to the rule, however, especially with regard to sanitary sewer. One of the first things mentioned in the initial Steering Committee meeting in October 2007, was the negative effect that the restrictions on the Butler Area Sewer Authority (BASA), imposed by the Pennsylvania Department of Environmental Protection (DEP), have had on development and redevelopment in the City, East Butler, Summit Township, and Butler Township. At that time, BASA had recently completed the analysis phase of a Corrective Action Plan, which was necessary to determine the best way to correct problems in the system. This analysis resulted in a recommendation to build wet weather detention tanks, which was adopted as an approved plan and put into place to remedy the restrictions of their Consent Order & Agreement with the DEP.

Issues with BASA's sanitary sewer system include aging and deteriorating sewer lines, especially in the City. During wet weather events, there is significant infiltration of excess water into the lines resulting in an overload of both the collection and treatment systems beyond their capacity. Another major contributor to these overload conditions is the amount of storm water runoff that has been purposely directed into the sanitary sewers for many years. Consequently, the DEP put a severe restriction on the number of new sewer taps that could be connected.

The approved remedy to this problem, to meet the DEP's deadline of 2012, is the installation of a series of high-capacity storage tanks that can hold the wastewater and increased storm water following a heavy rain storm, and then release the flows to the treatment plant on a controlled basis. Design for facilities and site procurement is on-going with construction to follow in order to meet the required 2012 deadline.

With regard to transportation-related issues, there are a series of local and regional problems with traffic congestion, local roads that are inadequate for the speed and amount of current traffic, opportunities for increased utilization of public transportation, and major issues with connections to Pittsburgh, Cranberry Township and major highways such as I-79, I-76 and I-80.

### Transportation

All efforts at transportation-related planning and construction projects must recognize that Butler County is the lead agency, especially in regards to State and federal funding. Butler County is responsible for prioritizing transportation projects within the County. The Butler County Planning Director sits on the Transportation Technical Committee of SPC, which is

responsible for developing, monitoring, and maintaining project details for a portion of the Transportation Improvement Plan (TIP).

The SPC is responsible for the regional TIP. *The TIP is a specific, four-year program of transportation projects to receive federal and state funding in SW PA. It is developed by SPC, in conjunction with PennDOT district offices, county planning departments, and transit authorities. It is updated and adopted by SPC every two years and amended when needed. Projects on the TIP must be consistent with the region's long-range plan and must be balanced within the region's projected revenues.* The current TIP for 2008-2012 will be updated shortly.

SPC also prepares a long-range plan (30 years) which is the vision for the area and does not contain specific project information. It will be updated in July 2011. A third document prepared by SPC is the Annual Unified Work Plan, in which they allocate funds for analyses and land use studies.

The Public Participation Panel (PPP) is a representative group of each county's population which provides public input to SPC on its major transportation decisions. The PPP is charged with holding public meetings on key decisions in SPC's planning and programming process.

Penn DOT District 10 is responsible for transportation in this section of Pennsylvania. It meets with all county planning partners to prioritize and fund projects. The DOT is taking a stronger position currently on linking transportation and land use planning, and incorporating appropriate tools in zoning and other development regulations to better accommodate this linkage. Also current priorities with DOT are the issues of sustainability and complete streets. *[A "complete streets" policy is aimed at producing roads that are safe and convenient for all users, including pedestrians, bicyclists, motorists, disabled travelers, and transit riders. The goal is a safe and efficient network that allows functional travel along attractive, safe, and efficient transportation routes, ensuring connectivity between pedestrians, bike, transit, and road facilities.]*

(A) A major recommendation of the BAMM Plan is that the BAMM Oversight Committee should maintain constant pressure on the County Commissioners and County Planning Department to prioritize and pursue funding for transportation projects as identified in the BAMM Plan for the Butler area.

### **Connections to Cranberry Township and the Pittsburgh Area**

For those people that travel regularly between the greater Butler area and Cranberry Township or the Pittsburgh area, there are basically two alternatives:

- SR 68 to Evans City then SR 528 and south on I-79, or
- SR 8 south to SR 228 west to I-79 south and Cranberry Township.

As of early 2010, an SR 68 feasibility study is not even on any priority list at Butler County, which is the first step in getting the project to move forward.

There are currently various groups working on the **SR 228 connector project** which goes from Cranberry to SR 8. The Southwestern Pennsylvania Commission is looking at funds for the two phases of this project. Phase 1 includes improvements from 19 to Myoma Road, and will include north and south bound ramps and intersection improvements at I-79. The northbound ramp is scheduled for construction in 2011 and 2012, and the southbound looped ramp is scheduled for 2012 and 2013. In addition, the Mars railroad bridge is also scheduled for construction in 2012 and 2013.

Phase 2 will be from Myoma Road east to SR 8. Federal funds are still needed. The BAMM Plan Team should demand that the appropriate jurisdictions have the engineering done for

this phase of the SR 228 project as soon as possible as timing may become a major factor. The size of this project may require it to be divided into two parts, one from Myoma Road to just beyond Three Degree Road and a second part from Three Degree Road to SR 8.

There will be a new governor in 2010. The BMM Plan participants need to organize a “**Just Do It**” campaign to put pressure on the political jurisdictions that control the actual improvements to SR 228, so as to alleviate resulting problems in the BMM Plan area. Collectively, those political jurisdictions should be encouraging legislators to pursue transportation funding that becomes available and recognize prioritized projects for the Butler area.

At the same time, the BMM Plan municipalities must not abandon the **SR 68 corridor**; this is not an either/or situation. Both of these projects are absolutely critical to the economic future of the area. Educating County, State, and federal legislators regarding high priority projects in the BMM area and being prepared for new funding sources and strategies as they may arise are critical.

In the 2008 Resident Survey for the BMM Plan, residents cited SR 68 as the road most needing improvements to provide better connections in the area. SR 228 received the second most mentions. For many years, transportation funding in Butler County has been focused in the southwest portion of the County, in support of the rapid growth in the Cranberry Township area. The majority of those participating in the BMM Plan process contend that it is well past the time to focus transportation funding in other parts of the County, especially for improving the links to Cranberry Township.

As discussed in the 5<sup>th</sup> Inning – Economic Development, this issue of **improved transportation connections to the southwest portion of the County**, is considered to be absolutely critical to the future development and redevelopment of the BMM Plan area. Given the number of low- to moderate-paying jobs in the Cranberry Township area, better access to more affordable housing stock in the BMM Plan area and other central and northern communities in Butler County, would be a win-win for all concerned. This is even more important with the recent opening of the large Westinghouse manufacturing facility in Cranberry Township.

In summary, to improve connections to Cranberry Township and the Pittsburgh area, the BMM Plan participants should pursue the following initiatives, which are illustrated on **Map 4-1**:

- (A) **Promote and pursue an SR 68 project** with key stakeholders and appropriate individuals and/or agencies. (*This was the highway connection issue cited the most in the Resident Survey.*)
  - Formally request of the County that an SR 68 needs assessment be conducted. The study should include signalization changes, congestion management, and other non-construction improvements, as well as consideration of alternative routes between SR 8 and I-79 such as:
    - I-79 to SR 228 to Myoma to Union Church to Valencia to Airport to SR 8.
    - An alternative route through undeveloped land in Adams, Forward and Penn Townships that would also open up those areas for future development.
    - An alternative that would involve extending Airport Road westerly to Meridian Road and then making needed improvements to Meridian Road, either southwesterly toward SR 228 or northwesterly to SR 68 – including elimination of the bottleneck in Renfrew.

Chances are good that a local match will be required.

- (A) **Aggressively pursue permanent BAMM Plan representation on the SR 8/228 connector project committees** to promote/insure timely construction east to SR 8. *This is also critical to Economic Development in all of the BAMM municipalities, and is strongly supported by the resident survey, Working Groups, and the Steering Committee.*
  - Seek representation on SPC, the Regional Corridor Alliance, and/or other appropriate committees.
  - Present recommendations regarding the SR 8/228 connector to the Blue Ribbon Committee, and ask that they support the project and demand that the appropriate jurisdictions ask PennDOT to authorize engineering for the project.
  - Present information from the BAMM Plan to reinforce the need for a project.

### **Access Management and Local Congestion**

Another issue discussed at length in both the Transportation/Infrastructure WG and the Land Use WG, is the need for well-planned **access management areas** in existing and projected major traffic areas. Without such planning, and the supporting local regulations in place, commercial and other developments can severely impact local and regional traffic flows and safety.

It may already be too late on some roads, such as Duffy, Eberhart and Whitestown Roads, but there may still be the opportunity to plan for and provide access management on some busy and potentially busy roads in the BAMM Plan area. In Penn and Summit Townships especially, as both water and sewer services become available, the potential for growth will increase dramatically.

Each municipality, and the BAMM Plan participants jointly, needs to anticipate future growth areas and **be proactive in preventing potential traffic bottlenecks and safety hazards before they occur**. Such areas within the BAMM Plan area identified by the Transportation/Infrastructure WG include:

- SR 8 (Plates 3-3, 3-4, 3-8, & 3-14),
- Dinnerbell Road (Plate 3-8),
- Meridian Road (Map 4-1),
- The Renfrew Road/SR 8 Intersection (Plate 3-14),
- Possibly Old Plank Road, now that it has sanitary sewer service (Plate 3-14),
- New Castle Road near the High School and with any redevelopment along New Castle (Plate 3-11),
- SR 356 (Map 4-1), and
- Areas adjacent to US 422 in Summit Township (Plates 3-2 and 3-13).

In the NW corner of Butler Township there are different kinds of traffic and safety related issues that need to be addressed. The intersections of **Eberhart Road** with both New Castle Road and SR 68, and the intersections of **Greenwood Drive** with both New Castle Road and US 422, need to be studied. **(Plate 3-9)** An engineering plan should be developed for the whole highway system in that area. With the hilly terrain in much of this area, and the number of people and school buses using these roads on a daily basis, these potentially hazardous intersections need to be dealt with as quickly and efficiently as possible.

In the City, the issue of **truck traffic on Main Street** (SR 8) has been an issue of concern for decades. Over the years, there have been numerous studies and proposals for rerouting transient truck traffic away from the downtown, but none have ever made it past the discussion stage. The Transportation/Infrastructure WG suggested that Meridian Road on the western edge of Butler Township may be one of the few remaining alternatives for a good

north-south route through the area that would avoid the downtown. As with other alternatives, there are several issues with the Meridian Road alternative, including a considerable amount of residential development along Meridian Road in Butler Township, and the bottleneck and topographical issues in the unincorporated village of Renfrew in Penn Township. **SR 528 west of Butler County may also be an option to consider.**

In Summit Township, the #1 transportation issue is **Bonniebrook Road**, followed closely by the need for turn lanes along portions of US 422 (**Map 4-1**). Bonniebrook Road is being used heavily by commuters looking to avoid SR 8 through the City (Main Street), especially during rush hour. Through Summit Township, Bonniebrook is essentially a one-and-a-half lane, curvy, hilly road, with a 45 mph speed limit, but no weight limit. (There is a 7 ton weight limit in the Jefferson Township portion of Bonniebrook.) Cars regularly exceed the speed limit, especially during rush hour, and Summit Township has no local police force to enforce it. The most dangerous intersections are at Herman Road and Portman Road in Summit Township, and at Great Belt Road in Jefferson Township.

If Bonniebrook Road is going to continue to be used as an alternate N-S route to and from US 422 and SR 8, then it needs to be made safer. Ideally, the Township would like to give the responsibility for maintaining and/or upgrading this road back to the State. However, that would require State enabling legislation and is not likely to happen.

In Penn Township, **Dinnerbell Road** has the potential to become an E-W connector between SR 8 and Saxonburg in Jefferson Township, and **within the next 20 years**, it has the potential for commercial and residential development once public water is available.

Other intersections that require attention, as illustrated on **Map 4-1**, include:

- Campus Lane, Barracks Road, and New Castle Road
- Hicks Road and Oak Ridge Drive at SR 8
- Renfrew and Old Plank Road at SR 8
- Airport Road and SR 8
- Chicora Road, Oneida Valley Road and US 422
- Bonniebrook Road and US 422
- Geibel Road and US 422

Land use and truck traffic considerations require that attention be given to a potential connector between the main US 422 interchange at Moraine Point Plaza and Eberhart Road (refer to Chapter 3).

The suggestion to adopt Access Management Areas (AMAs) to solve many of these problems is discussed in great detail in the **3<sup>rd</sup> Inning: Land Use**. Sample language for AMA legislation is attached in **Appendix 3-3**. It is recommended that the BAMB Plan Area:

- (A) Support the Land Use Working Group's recommended **Access Management Areas** and encourage municipalities to adopt them. Recommended areas include:
  - SR 68
  - New Castle Road
  - US 422
  - Bonniebrook Road
  - Dinnerbell Road
  - SR 8 south of the City and in Penn Township
  - Additional areas of lower priority are presented in the 3<sup>rd</sup> Inning.

Recommendations for other transportation improvements regarding access management and congestion include:

- (B) **Promote and pursue improvements for the intersection of Whitestown Road and Hansen Avenue.** Make it a conventional four-way intersection, with no offsets or oblique angles.
- (B) **Improve Bonniebrook Road** to accommodate the heavier traffic that it is receiving as an alternative north-south route for SR 8 through the downtown. Options could include any or all of:
  - Improvements to the roadway, including access management strategies.
  - Giving it back to the State.
  - Speed limit enforcement.
  - Signage regarding dangerous intersections, especially at:
    - Herman Road,
    - Portman Road, and
    - Great Belt Road (in Jefferson Township).
- (B) Explore and pursue a more direct **truck route from US 422 to SR 68** westbound in Butler Township. This could require improvements to Duffy Road and/or Eberhart Road (preferably the latter) to accommodate the truck traffic. Currently, trucks traveling from the East Butler/Summit Township area to I-79 southbound, can only use US 422, SR 356 (New Castle Road), and SR 68, due to weight restrictions on the local roads. If they could use Eberhart Road or Duffy Road, they would not only relieve some of the traffic congestion on heavily traveled sections of 356 and 68 in Butler Township, but also shorten the trip by about two miles. **(Plate 4-1)**

## **Rail and Freight Transportation**

The importance of rail and freight transportation in today's economy should not be ignored. In Pennsylvania, 86% of our materials are transported by truck. Plate 4-1 indicates the difficulty trucks have traversing across the Butler area. Railroads have experienced a resurgence of activity in the past decade, and major railroad companies are undertaking critical improvement projects to be able to transport double-stack truck trailers. It is anticipated that both rail and truck transportation will increase substantially over the next 30 years.

One key example of the increased importance of railroads is a project called "National Gateway," which involves terminals in Chambersburg and Pittsburgh and will support thousands of jobs for PA. The \$842 million project will improve the flow of freight in Maryland, Virginia, North Carolina, Pennsylvania, Ohio, and West Virginia by preparing three major rail corridors for double-stack clearances. The National Gateway project will connect rail to major water ports in Baltimore, Virginia, and Delaware. Although Butler is not directly affected, having two new terminals nearby will place an increased importance on freight transportation in the BMM area.

The Marcellus Shale initiative and the continued mining of coal, as well as the five petroleum chemical companies served by the railroads, requires that the railroad system in southwest PA remain stable and strong.

The BMM area is serviced with the Bessemer and Lake Erie (B&LE) Railroad and the Buffalo and Pittsburgh Railroad (BPRR). The B&LE was a regional Class I railroad based in western PA that connected Bessemer PA with Lake Erie in Conneaut OH, and had an interchange point with Norfolk Southern near Erie PA. The B&LE was acquired by Canadian National, a Class I giant, in 2004.

The BPRR is a Class II railroad operating in NY and PA. It is owned by Genesee and Wyoming Industries and runs between Buffalo NY and Eidenau PA (north of Pittsburgh), mostly on former B&O lines. The entire system is 411 miles. BPRR maintains a rail yard and locomotive maintenance facility in East Butler Borough.

It is critical that the BMM Plan communities consider and plan for regional connectors and networks to accommodate multi-modal facilities. There are many rail facilities within the BMM Plan area that are not used to their full potential.

- The Oversight Committee should appoint a subcommittee to work with SPC, the CDC, and local freight stakeholders to prepare a plan that addresses existing and future plans to accommodate growth in this sector of the economy.
- The BMM Plan area should work to assure that its rail infrastructure remains strong into the future and that land use plans and zoning ordinances adequately address rail and truck traffic.
- Funds should be pursued as needed to maintain and enhance railroads and truck routes, and to construct rail sidings for local and prospective industries.

## Public Transportation

For the last seven years, the focus of the Butler Transit Authority has been on developing bus service to Cranberry and Pittsburgh for Butler area residents and the municipalities along SR 68 and SR 228. Plans to expand existing services primarily involve additional or expanded Park & Ride facilities and improved bus services. Currently, there are Park & Ride lots in Harmony, Evans City, Forward Township, Zelienople, and along SR 228.

There are plans for a multi-modal Park & Ride/Regional Transfer Center at the 228/19/I-79 intersection in Cranberry Township, which could include a 400-1200-car parking garage, as well as plans to add 100 more spaces to two existing parking lots along SR 228. In Evans City, the plan is to expand the current 40-space Park & Ride lot to 250-300 spaces. Also, the plans for the new Transit Authority facilities in Pullman Park include a 100-space parking lot.

The current bus routes from Butler County to Pittsburgh are:

- The Harmony – Zelienople – SR 528 Park & Ride – Pittsburgh route, and
- The Butler – Forward Township– Evans City – SR 528 Park & Ride – Pittsburgh route.

The trips typically take 30 minutes from the SR 528 lot to Pittsburgh and 45-55 minutes from Butler to Pittsburgh. WiFi is available on the buses, as is real-time tracking. The Transit Authority plans to also have bus service from Butler to Cranberry Township via SR 228 and then to Pittsburgh, but this may not be feasible without the improvements to SR 228.

Part of the plan for the Park & Ride/Regional Transfer Center at the 228/19/I-79 intersection is to have a fixed-route bus loop to service local employers and retailers and provide van shuttle services for employers where a fixed bus route is not feasible. Area developers have tentatively pledged four acres for the Transit Center at a value of \$1.1 to \$1.3 million, which could cover local match requirements for any federal funding in lieu of having to use local tax dollars. Westinghouse has requested and supports the Transit Center concept, along with numerous other businesses in southwestern Butler County.

One of the major strategies within the Transit Authority is to try to build capacity ahead of demand. It continues to push for SR 68 improvements, and does have Congestion Mitigation Air Quality (CMAQ) funding for the SR 528 Park & Ride scheduled for Fiscal Year 2011/2012. The Transit Authority could use part of \$3.5 million in funding for the Cranberry Township area improvements. ??

It is recommended that the BMM Plan participants:

- (A) **Support the Butler Transit Authority (BTA)** in its efforts to improve mass transportation.
  - Focus on “Smart Transportation”; don’t support projects that encourage sprawl.
  - Support efforts to get Cranberry Township to financially support and better utilize the BTA.
  - Support efforts for commuter service to Pittsburgh along the 68/528 Corridor. (The SR 68 Corridor Park & Ride and commuter service improvements are now SPC regional priorities.)

### **Other Transportation Issues**

One critical element in proposing transportation improvements is funding those improvements. With State and Federal funds fluctuating in the current economic climate, it would benefit the BMM Plan area to investigate the potential for developing a **local source of revenue** to fund transportation improvement projects.

The WG recommends that:

- (B) The BMM Plan participants determine the best alternative(s) for creating a **fund for future local transportation-related improvements** and take steps to jointly establish that fund for the BMM area. Determine what makes more sense for which areas and who would spearhead efforts. Alternatives to consider could include:
  - **A Transportation Impact Fee**

This is a funding mechanism which is permitted by PA Municipal Code (PMC) that enables municipalities to acquire funding for the construction of roadway improvements needed to accommodate new development. Impact fees are assessed on new developments based upon the amount of traffic that will be generated by the development during peak commuter periods.

    - This involves substantial legal and set-up costs, as experienced by Penn Township with its Impact Fee.
    - It can include a maximum of 7 sq. miles of parcels (developed areas, parks, tax-exempt properties, etc. may be excluded)
    - Travel demand models to meet Act 209 are required.
    - New developments pay for their portion based on their projected impacts.
    - Fees are paid when building permits are issued.
    - The municipality can utilize this type of fee to acquire up to 50% of total project costs on State roads; which assumes that the State or federal government will pick up the difference.
    - The municipality can acquire 100% of the total project cost on local roads.
  - **A Transportation Improvement District (TID)**
    - An analysis of an area must be undertaken to determine what transportation improvements are needed for existing development and new development.
    - The boundaries for an area of “beneficiaries,” who would all participate based on a predetermined formula, must be identified.
    - 51% of the property owners in the TID must agree to participate.

- Properties are assessed accordingly.

Also, a significant opportunity for the BAMM Plan area is the **Butler County Airport (BCA)**, perhaps one of the more underutilized assets of the area, especially in relationship to its potential. With a 4800' runway with instrument approaches, the airport can accommodate small to medium-sized corporate jets and **charter** aircraft. Plus, there is a nice restaurant at the site.

- (A) The BAMM Plan area should pursue opportunities **to increase economic and community development activity** at the airport including:
  - Providing passenger shuttle **charter** service to Greater Pitt with an 8-10 seat twin-engine aircraft (not a 4-seat single).
  - Marketing and expanding the shuttle **charter** service to Pittsburgh.
  - **Linking the Westinghouse expansion project to BCA by ground.**
  - Pursuing connections to Victory Business Park in Saxonburg.
  - Renting hangars for special indoor events.
  - Holding and promoting annual special events.
  - Promoting commercial, industrial, and mixed-use development in the areas adjacent to the airport, especially to the north and northeast along Airport Road.
  - **Compiling a list of all companies that fly into BCA and use this data to support infrastructure improvements and potential office development at the airport. BCA should “claim” those companies that currently use the airport and assure that those flights are credited to BCA by the Federal Aviation Administration (FAA).**
  - **Collecting pertinent data and providing it to PennDOT’s Bureau of Aviation to emphasize the importance of BCA to the local economy, to leverage infrastructure funds, and to prove that the airport is a primary connection to the immediate area, the County and the world regarding tourism, economic development, and retention and expansion and local businesses.**
- (B) **The BAMM Plan area** should work with the Airport Authority officials to pursue and support efforts to better capitalize on the Butler County Airport by **enhancing infrastructure and planning**, such as:
  - **Maintaining a current capital improvements list of needed projects.**
  - Widening Airport Road to SR 8.
  - Extending Airport Road west to Meridian Road.
  - Adding recreational opportunities.
  - Including opportunities at The Mansion and Succop Conservancy in an overall plan.
  - **Completing the addition of 20 new units for T-hangars.**
  - **Recruiting a restaurant that serves breakfast, as well as other businesses that could service pilots and passengers.**
  - **Using signage and other design elements to make the airport more visible to the general public.**
  - **Working with local municipalities to identify the appropriate “airport hazard area” pursuant to FAA 14 CFR Part 77 and assuring that the proper zoning regulations are in affect to protect citizens and aircraft from potential hazards. (It should be noted that federal funds could be withheld from municipalities if these regulations are not met, and/or BCA could be penalized when asking for federal funds for airport projects.) (Who needs to adopt regs—Sara??)**

## Infrastructure Issues

There are many issues within the BAMB Plan area that are affected by lack of water and/or sanitary sewer, and storm water issues, in addition to inadequate or congested roadways. The WG discussed many of these and identified the key issues of concern, which are shown on **Map 4-1**.

**Public water** is needed along SR 8, west of 8 to the County Airport area, and east of 8 in The Mansion area, to make commercial development in these areas of Penn Township a realistic possibility. Ductile iron water pipes were installed, but not connected, when the Saxonburg Sewer Authority was installing its sewer lines along SR 8. Obviously, having **public water to the airport** area is essential to enticing development at that location. Widening Airport Road between SR 8 and the airport is also needed before any further development occurs, as mentioned earlier. Investigating ways to provide good connections all the way to Victory Business Park in Saxonburg, probably via SR 8 and Dinnerbell Road, should also be considered.

In Summit Township, there are **failed septic systems** in the Herman area and in the Kemar Road/SR 356 (Saxonburg Road) area. DEP has mandated sanitary sewer service to Herman, with at least 30% of the 125+ houses there with septic system issues. A new study is underway with several scenarios under consideration; one would include a wastewater treatment plant near Stutz Road.

In the City of Butler, the majority of the infrastructure issues relate to **aging and deteriorating water lines, sewers and storm sewers** in almost all areas of the City except some portions of the newest neighborhoods. Complicating the situation is the actual ownership of these systems. The Butler Area Sewer Authority (**BASA**) owns the sewer lines; **Pennsylvania American Water** owns the water lines; and the **City** owns the storm sewers.

Pennsylvania American Water has a capital improvement plan for the systematic upgrade of its aging lines, and the City works to coordinate its street repaving work with the water company to preclude having recently repaved streets later torn up for water line replacement. BASA, which receives capital improvement funding from Pennvest, is in the process of updating its capital improvement plan for its aging infrastructure.

As discussed earlier, one of the major problems with the sanitary sewer system is that much of the storm water, especially in the residential areas, is piped directly into sanitary sewers, which, when combined with ground water infiltration due to the aging sewer lines, causes overload problems at the treatment plant with any significant rain event.

As part of the agreement with DEP, BASA, the City, and the other municipalities served by BASA, are required to eliminate all such infiltration by 2012. Also a part of DEP agreement, any time a property changes hands, BASA is required to inspect the sewer lines from that property to the system lines and mandate any needed replacement or reconfiguration to the new property owners' lines, including the elimination of storm water connections to the sanitary sewer system. This is perceived as a major disincentive to purchasing homes throughout the BASA service area, but especially in the City.

Similarly, much of the City's **storm sewers** are decaying brick sewers, an issue which has been emphasized by the City's Public Works director, Ralph Graham. State and federal regulations regarding the quality of discharged storm water will be getting tougher as the EPA expands its focus on wastewater treatment plant discharge regulation to also include storm water discharge. DEP is continuing to develop its storm water regulations for developments and construction sites on parcels greater than one acre.

The BAMB Plan – "Hitting a Home Run in Butler"

Another storm water issue for the City is the finite capacity of the Sullivan Run passageway through the City's neighborhoods. Unrestricted storm water runoffs from the areas north of the City and north of US 422 can overload the Run's "concrete box" containment in the City, and cause substantial flooding issues for adjacent residents and businesses.

The City of Butler has worked with DEP for the last 20 years to address the floodplain and flooding issues, especially in the West End of the City. Several structures that projected into the stream channel have been removed. The City and DEP Waterways Division have completed a flood control channel between West Penn Street and West Brady Street, and are currently working to complete other flood control projects in the remainder of Sullivan Run, from West Brady Street to the confluence of the Connoquenessing Creek. Once that project is completed, the City will request that the floodplain be re-examined. The goal of the City and DEP is to significantly reduce the floodplain in the City of Butler and to improve the hydraulics of Sullivan Run to minimize high water events in the future.

The County has completed a Storm Water Plan in conjunction with the Western Pennsylvania Conservation District, which is headquartered in Pittsburgh. By the end of June 2010, the County must adopt a Storm Water Ordinance, which will have significant impact on new development while resolving storm water issues. Within one year from the County's adoption, all municipalities must adopt the County's Storm Water Ordinance.

Recommendations from the Working Group regarding infrastructure include:

- (A) Pursue a meeting with the BASA Board members and the City Council to explore **representation of all BASA-serviced areas** on the Board, and to encourage more transparency regarding programs and policies. Currently, the BASA Board has five members, three appointed by the City and two appointed by Butler Township. BASA now serves areas in several other municipalities as well, including East Butler and portions of Summit Township. It was suggested in some of the Key Person interviews and by the Transportation/Infrastructure Working Group, that the BASA Board should be expanded to include representation from each of municipalities served, not just the original two municipalities. With the majority vote on the Board, the City alone has the power to make such a change.
- (A) Support the efforts to **provide the Herman area with the mandated sanitary sewer**.
- (B) Support the provision of sanitary sewer in **southwest Summit Township** in the Saxonburg Road (SR 356)/Kemar Road area.
- (A) Pursue issues with **PA American Water**, including:
  - Fire plug and sprinkler stand-by fees, meters, and pressures in the City, especially the Downtown, as well as in the Townships.
  - Aged City waterlines.
  - Providing water service to areas where it is needed, including:
    - To the Airport east of SR 8.
    - Along SR 8 in Penn Township.
    - East of SR 8 to Cranberry Township.
- (B) Support efforts in the County to **deal with stormwater issues** within the BAMB Plan area, including:
  - Replacing/upgrading the aging brick storm sewers in the City.
  - Continuing to work on resolving Sullivan Run flooding issues with DEP.

- Continuing to eliminate storm water connections and infiltration into the sanitary sewer system by 2012 (per DEP).

There are many State and Federal sources of funding to assist the BMM Plan area municipalities with financing needed transportation and infrastructure projects. Municipalities need to be vigilant and aggressive regarding pursuing grant and loan assistance, as the squeaky wheel always gets the oil. Working closely with the SPC (and the Public Participation Panel or PPP), PennDOT, the County Planning Department, the CDC, the RACB, Butler Downtown, and other organizations is critical to acquire the BMM Plan area's fair share of State and Federal funds.

Also, opportunities to leverage private investment should be pursued whenever possible, as should private foundations and individuals who may be willing to help improve the overall quality of life in the Butler area.