Appendix X: Public Participation

Report for SmartMoves for a Changing Region
Public Participation Report
Response to Public Comments
May/June 2019

SmartMoves for a Changing Region

Environmental Justice Benefits and Burdens Assessment for SmartMoves

Air Quality Conformity Determination for the Pittsburgh Transportation Management Area

Public Comment Period
May 6, 2019 – June 7, 2019

Southwestern Pennsylvania Commission
Two Chatham Center – Suite 500
112 Washington Place
Pittsburgh, PA 15219
Voice 412.391.5590
Fax 412.391.9160
comments@spcregion.org
www.spcregion.org
Southwestern Pennsylvania Commission

2019

Officers
Chairman: Larry Maggi
Vice Chairman: Rich Fitzgerald
Secretary-Treasurer: Tony Amadio

Executive Director: James R. Hassinger

Allegheny County
Rich Fitzgerald
Lynn Heckman
Clifford Levine
Robert J. Macey
David Miller

Armstrong County
Darin Alviano
Pat Fabian
Richard Paillia
Jason L. Renshaw
George J. Skamai

Beaver County
Tony Amadio
Daniel Camp
Sandie Egley
Kelly Gray
Charles Jones

Butler County
Kevin Boozel
Kim Geyer
Mark Gordon
Richard Hadley
Leslie A. Osche

Fayette County
Joe Grata
Fred Junko
Dave Lohr
Vincent A. Vicites
Angela Zimmerlink

Greene County
Dave Coder
Jeff Marshall
Robbie Matesic
Archie Trader
Blair Zimmerman

Indiana County
Michael Baker
Sherene Hess
Mark Hilliard
Rodney D. Ruddock
Byron G. Stauffer, Jr.

Lawrence County
Steve Craig
Robert Del Signore
James Gagliano
Amy McKinney
Daniel J. Vogler

Washington County
Larry Maggi
Scott Putnam
Harlan Shober
Diana Irey-Vaughan
Christopher Wheat

Westmoreland County
Charles W. Anderson
Robert J. Brooks
Tom Ceraso
Gina Corilli
Ted Kopas

City of Pittsburgh
Scott Bricker
Rev. Ricky Burgess
William Peduto
Mavis Rainey
Aurora Sharrard

Pennsylvania Department of Transportation (2 Votes)
Joseph Dubovi
Kevin McCullough
Cheryl Moon-Sirianni
Larry Shifflet
Joe Szczur

Governor’s Office
Jessica Walls-Lavelle

Pennsylvania Department of Community & Economic Development
Johnna Pro

Port Authority of Allegheny County (1 Vote)
Katharine Kellemann
Ed Typanski

Transit Operators Committee
Sheila Gombita

Federal Highway Administration*
Alicia Nolan

Federal Transit Administration*
Theresa Garcia-Crews

U.S. Environmental Protection Agency*
Laura Mohollen

Federal Aviation Administration*

U. S. Economic Development Administration*

*Nonvoting Members

The preparation of this publication was financed in part through grants from the United States Department of Transportation’s Federal Highway Administration and Federal Transit Administration; the U.S. Department of Commerce; the Appalachian Regional Commission; the Commonwealth of Pennsylvania; the Department of Transportation of the Commonwealth of Pennsylvania; and, the counties of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, Westmoreland, and the City of Pittsburgh. The views and opinions of the authors or agency expressed herein do not necessarily state or reflect those of these agencies.
The Southwestern Pennsylvania Commission (SPC) hereby gives public notice that it is the policy of the Commission to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI and other related statutes require that no person in the United States of America shall, on the grounds of race, color, sex, national origin, age, or disability, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which SPC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by SPC under Title VI has a right to file a formal complaint with the Commission. Any such complaint must be in writing and filed with SPC’s Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at: www.spcregion.org or call 412-391-5590.
Contents

I. Introduction

II. Organization of Report

Part 1

Summary of Public Comments and the Response to Comments on:

- Draft SmartMoves for a Changing Region transportation and development plan, which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years
- Environmental Justice Benefits and Burdens Assessment of SmartMoves for a Changing Region
- Air Quality Conformity Determination for SmartMoves for a Changing Region

Part 2

Written and Electronic Comments

Part 3

MetroQuest Public Input Survey Summaries

Part 4

Documentation of Public Outreach Efforts
May 6 through June 7, 2019

Part 5

This section documents revisions to the Draft SmartMoves for a Changing Region, Environmental Justice Benefits and Burdens Assessment for SmartMoves, and Air Quality Conformity Determination for the Pittsburgh Transportation Management Area as a result of Public Comment made in response to comments received during the public comment period of May 6 through June 7, 2019.
I. Introduction

This document presents comments received and responses to comments for the Southwestern Pennsylvania Commission's (SPC) public comment period from May 6, 2019 through June 7, 2019 on the following draft documents:

- Draft SmartMoves for a Changing Region transportation and development plan, which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years
- Environmental Justice Benefits and Burdens Assessment of SmartMoves for a Changing Region
- Air Quality Conformity Determination for SmartMoves for a Changing Region

All comments and responses in this Public Participation Report were distributed to members of the Southwestern Pennsylvania Commission for their review prior to the June 24, 2019 meeting for action to consider the above items.
II. Organization of Report

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

- Draft *SmartMoves for a Changing Region* transportation and development plan, which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years
- Environmental Justice Benefits and Burdens Assessment of *SmartMoves for a Changing Region*
- Air Quality Conformity Determination for *SmartMoves for a Changing Region*

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

- **Part 1** includes the Summary of Public Comments and the Response to Public Comments.
- **Part 2** includes copies of the written and electronic comments that were received during the May 6 through June 7, 2019 public comment period. This section also includes comments that were submitted after the close of the formal public comment period.
- **Part 3** includes a summary of MetroQuest public input surveys conducted as part of the plan development process.
- **Part 4** includes documentation of the public outreach activities for the May 6, 2019 through June 7, 2019 public comment period.
- **Part 5** documents revisions to the Draft *SmartMoves for a Changing Region*, Environmental Justice Benefits and Burdens Assessment for *SmartMoves*, and Air Quality Conformity Determination for the Pittsburgh Transportation Management Area as a result of Public Comment made in response to comments received during the public comment period of May 6 through June 7, 2019.
Part 1

Summary of Public Comments and the Response to Public Comments
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridgeville Improvements</td>
<td>Improvements needed in Bridgeville intersection at I-79.</td>
<td>Allegheny</td>
<td>Bob Fryer</td>
</tr>
</tbody>
</table>

Shown on the attached drawings and photos are the 3 “key” but comparatively “inexpensive” improvements that need to be made to the road network to and from interstate highway #79 thru Bridgeville, especially for the regional motorists from .... The eastern municipalities of Mt. Lebanon, Upper St. Clair and Bethel Park. See attachments for more details.

*Response:* Thank you for your comments. Your comments will be shared with Allegheny County and PennDOT.
I'm Casey Flores and resident of Pittsburgh. With the city's terrain; natural beauty, green goals, etc. - it may be nice to look into constructing gondolas as a public transit option. While BRT is on its way from Downtown to Oakland, gondolas like those in Medellin are a lot less expensive to build than and work with our hilly and even mountainous terrain. Additionally, having a gondola system would be a huge boon for tourism as they would look seriously beautiful and offer an unmatched view of the city. I could see it going from Point State Park to the new Esplanade and Mt. Wash, down to the strip district, Lawrenceville, and the zoo then run north-south to hazelwood green, with stops in lower income neighborhoods that would benefit greatly economically from increased connectivity. Perhaps the funds intended for BRT from Oakland to Hazelwood could be diverted for that instead. A thought.

Response: Thank you for your comments. Your comments will be shared with the City of Pittsburgh and the Port Authority of Allegheny County.
The BRT planned for Downtown-Oakland is probably ill-advised. While a large number of passengers travel the route daily, they are on a multitude of buses from other locations. Shifting them onto a BRT bus would extend commute times, which are already excessive for many commuters. Oakland and Downtown are each destinations; the daytime and even rush hour passenger traffic between each location is limited and of insufficient density to justify the investment and the shift away from automobile traffic of traffic lanes. The Cleveland BRT was clever in that it enabled the city to obtain federal funding for the rebuilding of a central street; additionally, there are parallel streets nearby on which automobile traffic could be shifted. Despite all the acclaim, the Cleveland BRT has suffered significant drops in ridership- its efficacy may be questionable. More importantly than the above reasons, within five-to-ten (?) years, level 4 autonomous technology should be feasible enough to enable efficient, smaller-form factor (8-10 passenger), on-demand ride-sharing vehicles that are far more convenient for passengers and far more energy-efficient than large buses (note Waymo's driverless Phoenix service as proof of feasibility). A 40-foot bus has capacity for 40 sitting passengers and perhaps 20 standing passengers. However, the Port Authority average ridership per trip is about 13, including rush hour, which is why the Port Authority expends about 3,300 BTU per passenger mile. Most buses are empty for most of the day, causing this dramatic inefficiency, and the BRT won't help the situation. In contrast, ride-sharing electric autonomous vehicles can probably reach sub-500 BTU per passenger mile by being dispatched on an on-demand basis. The BRT is a great idea for a dense city, but Pittsburgh's population density is far closer to that of Dallas than of New York. Even in a dense city, ride sharing AVs have the promise of being more efficient and convenient; New York's MTA bus efficiency (BTU per passenger mile) is about the same as the Port Authority's, due to the same problems of capacity utilization during non-rush hour times. Beyond energy efficiency, the cost per passenger mile for both the Port Authority and New York's MTA buses is close to $2.00. Ride-sharing AVs have the potential to drop this cost enormously- sub-$0.50 per
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source</th>
<th>Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Busway</td>
<td>Support for East Busyway Expansion</td>
<td>Allegheny</td>
<td>James Love</td>
<td>An East Busway expansion would greatly help the communities along the route. Several bus routes overlap along the route and could provide more connectivity to other parts of the region and state. See attachments for more details.</td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. Your comments will be shared with the Port Authority of Allegheny County. The East Busway Extension has been identified as being beyond current fiscal capacity but consistent with the Regional Vision.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source</th>
<th>Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Busway</td>
<td>Support for East Busyway Expansion</td>
<td>Allegheny</td>
<td>Kerri Sturm</td>
<td>Extension of the east busway to Monroeville has the potential to dramatically decrease the traffic build up at the Squirrel Hill tunnels. Transit from Westmoreland County to Pittsburgh would be a breeze by bus, and would entice many car commuters. I hope this project finds funding in the very near future!</td>
</tr>
<tr>
<td>Regional</td>
<td>Public transit expansion</td>
<td>Allegheny</td>
<td>Anonymous</td>
<td>There needs to be a tram system along both sides of the Allegheny river and commuter lots or garages to help with the clogged roads during rush hour.</td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. Your comments will be shared with the Port Authority of Allegheny County. The East Busway Extension has been identified as being beyond current fiscal capacity but consistent with the Regional Vision.

**Response:** Thank you for your comments. SPC identifies mobility for all as a Goal of SmartMoves for a Changing Region and encourages partners to coordinate private/personal mobility services and ensure that rural areas and disadvantaged populations have access to public transit and other transportation options. Additional capacity for Park and Rides have also been identified as a priority throughout the region.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source</th>
<th>Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional</td>
<td>Last mile connectivity</td>
<td>Allegheny</td>
<td>Kristine Gross</td>
<td>Pittsburgh needs to consider last mile connection from public bus stops to workplaces and to also consider how to address transportation needs for seniors and the disabled community. There is a correlation between the frequency with which these populations get out into the community and mortality. SHARE provides innovative scheduled micro transit solutions for municipalities that encourages active daily living and greater employee retention. Here's an example of what we did for Dublin, OH for all of these populations: <a href="https://www.youtube.com/watch?v=UQelLpmlKm4">https://www.youtube.com/watch?v=UQelLpmlKm4</a></td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. SPC identifies mobility for all as a Goal of SmartMoves for a Changing Region and encourages partners to coordinate private/personal mobility services and ensure that rural areas and disadvantaged populations have access to public transit and other transportation options.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| Regional    | Public transit expansion  | Allegheny| *Anonymous*
Why are we not discussing use and expansion of a tram based system for public transport like the cities who truly competed for Amazon HQ2? We have the rail systems and there is sufficient opportunity to create park-and-ride locations along brownfield sites where people can access the tram. I feel the best options would at least start further away from the city to bring people in without their cars, maybe locations such as Harmar, Kennywood Park, and Aliquippa. |

**Response:** Thank you for your comments. SPC identifies mobility for all as a Goal of SmartMoves for a Changing Region and encourages partners to coordinate private/personal mobility services and ensure that rural areas and disadvantaged populations have access to public transit and other transportation options. Additional capacity for Park and Rides have also been identified as a priority throughout the region.

| SmartMoves | General Comments       | Allegheny | *Scott Bricker, Bike Pittsburgh*
Page 51: Action: Identify ways to integrate green infrastructure with trail projects |

**Response:** Thank you for your comments. The plan document will be updated.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SmartMoves</td>
<td>General Comments</td>
<td>Allegheny</td>
<td>Scott Bricker, Bike Pittsburgh</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Page 52: Should read: “Employers in both urban and suburban areas can play a critical role in improving air quality by incentivizing the use of ride sharing, public transportation, bicycling and walking for their employees.”</td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. The plan document will be updated.

| SmartMoves | General Comments    | Allegheny| Scott Bricker, Bike Pittsburgh  |
|           |                     |          | Page 37, 42, 44-48: Thank you for acknowledging climate change is a major issue we need to address through transportation and development |

**Response:** Thank you for your comments.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| SmartMoves | General Comments | Allegheny | Scott Bricker, Bike Pittsburgh  
Page 33: Encourage strong, enforceable, complete streets policies |

**Response:** Thank you for your comments. The plan document will be updated.

| SmartMoves | General Comments | Allegheny | Scott Bricker, Bike Pittsburgh  
Page 26: Funding: Moratorium on new highway construction. Look to where highways or bridges can be right-sized or even removed. Include public transit providers on potential partners. |

**Response:** Thank you for your comments. Your comments will be shared with PennDOT and other roadway owners.

| SmartMoves | General Comments | Allegheny | Scott Bricker, Bike Pittsburgh  
Page 24: AV “challenges” section. Also, increase traffic, emissions, miles traveled etc |

**Response:** Thank you for your comments. The plan document will be updated.
### Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SmartMoves</td>
<td>General Comments</td>
<td>Allegheny</td>
<td>Scott Bricker, Bike Pittsburgh</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Page 23: Please include public transit providers on list of partners.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Response:</strong> Thank you for your comments. The plan document will be updated.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SmartMoves</td>
<td>General Comments</td>
<td>Allegheny</td>
<td>Scott Bricker, Bike Pittsburgh</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Page 22: Adaptive signals do not take pedestrians into consideration. We should not support these until policies are in place to recognize and program people walking, biking, and in wheelchairs into the equation.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Response:</strong> Thank you for your comments. Properly designed and implemented adaptive traffic signal systems can properly take into consideration pedestrian and other non-vehicle phases and timings. Prior to proposing these systems, careful consideration should be taken that accounts for community goals, the context of the corridor, and mobility needs for all users of the corridor. The plan document will be updated.</td>
</tr>
<tr>
<td>Project</td>
<td>Project Description</td>
<td>Location</td>
<td>Comment Source, Comment Summary</td>
</tr>
<tr>
<td>-----------</td>
<td>---------------------</td>
<td>----------</td>
<td>---------------------------------</td>
</tr>
</tbody>
</table>
| SmartMoves | General Comments    | Allegheny | **Scott Bricker, Bike Pittsburgh**  
Page 63: The region cannot support clean air while also enthusiastically supporting cracker plants, fossil fuel development, and investing in the region to become the next petrochemical hub of the U.S. The petrochemical industry is awful when it comes to emissions. The petrochemical corridor in Louisiana between Baton Rouge and New Orleans is called “Cancer Alley” for a reason. |
|           |                     |          | **Response:** Thank you for your comments. Throughout the planning process we heard consistently how important both the energy and gas industry, as well as environmental stewardship, are to the region. |
| SmartMoves | General Comments    | Allegheny | **Scott Bricker, Bike Pittsburgh**  
Page 21: This is not an equitable access strategy. |
|           |                     |          | **Response:** Thank you for your comments. The plan document will be updated. |
### Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SmartMoves</td>
<td>General Comments</td>
<td>Allegheny</td>
<td><strong>Paige DeWitt</strong>&lt;br&gt;• Focus on connected (public) autonomous vehicles• Water needs benzene reclaimers• Instead of ethane feedstock, look to our trash problem, such as with overflow and consider biomethane landfills• Light rail system would reduce traffic/fewer deaths would occur/less pollution/less inaccessibility• Elevated light rail for places like Bridgeville</td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. Your comments will be shared with our regional partners.
The Port of Pittsburgh Commission commends the SPC and regional participants in preparing the draft "SmartMoves for a Changing Region" transportation and development plan. It is the mission of the Port of Pittsburgh Commission to promote the commercial use and development of the inland waterway transportation system and to integrate this system into the economic, recreational, environmental and intermodal future of the residents, communities, and industries of southwestern Pennsylvania. We look forward to continuing to work with the SPC and other partners in pursuit of the SmartMoves plan objectives in moving our region forward including: 1. Improving the region's air quality through our continued involvement in the CMAQ program; 2. Educating the public on the importance of our locks and dams and advocating for funding for this infrastructure that is so vital to the public health, safety, environment, and economic well-being of SWPA; and 3. Promoting economic development and job creation by businesses and industries along our rivers including the Appalachian Storage Hub as part of our extensive energy sector.

Response: Thank you for your comments.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| SmartMoves | General Comments | Allegheny | John L. Tague, Jr  
I support the building of regional transit centers. The centers should have enhanced amenities for riders. We should explore the use of unused right away to connect to these transit centers. Maybe I missed it, but I didn’t see any strategy about reducing the number of cars on the road. That might have been implied. I would also like to see the West Busway extended to Greater Pitt, either by extending the busway itself or use existing roadway with a dedicated bus lane. We also need to integrate existing fair collection technology into a regional system. I don’t support the merging of existing transit agencies. I support better collaboration. Lastly, I would like to eliminate “over the road buses” they are not the most accessible vehicles for people with disabilities. |

**Response:** Thank you for your comments. Your comments will be shared with the region’s transit providers. The West Busway Extension has been identified as being beyond current fiscal capacity but consistent with the Regional Vision. |

| SmartMoves | General Comments | Allegheny | Scott Bricker, Bike Pittsburgh  
Page 25: Include public transit providers on list of partners. |

**Response:** Thank you for your comments. The plan document will be updated.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| SR 20/30 | General Comment | Allegheny | Walter Haim  
In regards to a project that was shown at the junction of the Parkway West and 22/30 near in between Tonidale and Getgo. I showed my enthusiasm for a project there and its possibility to improve pedestrian and bicycle connections between the two landmarks. Presently the bridge has a crumbling pseudo sidewalk and a walk/don't-walk signal at the light, but to access that present pedestrian crossing at the light from Tonidale, you have to walk along a highway shoulder and on ramp to the Parkway West inbound. I proceeded to share my story of actually walking and bicycling through that intersection. As a high-school student at West Allegheny, living in a big house in a plan on the county line (Seabright, 324 Commodore Drive, 15057), the mortgage was too much for my parents and they couldn't afford to buy the kids cars like many others in that part of the region. Minimum wage seasonal jobs do not purchase automobiles either. At the beginning of one summer, I decided to try to get a seasonal job. With several resume's and a change of nice clothes in my backpack, I walked from home for several miles along North Branch, was spotted by a friend on McKee Road, was offered a lift to Hobby Lobby. While I was in Hobby Lobby, I got a call from the manager of the Imperial Shop n’ Save with a job offer! Overjoyed, I walked back across the highway bridge, along 22/30 to Tonidale, then all the way back home. In college, I discovered bicycling as a better way to get around. I still couldn't afford a car, and it greatly expanded my freedom. When I needed to go to a big box store, I would bicycle there. One particular memory, I had a flat tire on the Tonidale side of Steubenville Pike, but was able to walk a mile or so to the Trek Shop near Eat n’ Park, fix the flat, and continue on my way. Several times, I would bicycle from my family's house to the 28x bus stop at ikea, to save time getting downtown versus bicycling the full 20 miles. On the note of speed and quickness, the highway bridge is the way to go. The other option is to add two-ish miles and a big hill on Bayer Road, or add 5+ miles with Cliff Mine and the Montour trail. People without cars going from point A to B aren't looking to detour like that. Robinson and the pointe is a major retail and employment center. West Allegheny is a major residential center, including the largest concentration of naturally... |
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>affordable trailer/mobile/modular homes in Allegheny county (I heard this once), including Redwood and Virginia Hills along Steubenville Pike. The 22/30 bridge over the Parkway West is a very important connection for anyone who crosses there and for whatever reason, does not have access to a car, to which I have been one of those people. At the public meeting, the engineer was really excited to hear my story, and was fascinated to learn people indeed walked there. It's a small number, but in terms of a bridge replacement scope, it's a very small add to provide better facilities for pedestrians or people on bikes. I'm sending this email to make sure SPC and PennDOT has this story and experience in writing. I'll write a different comment email about public outreach and research, but I will note that there are two bicycle shops in Robinson that have experienced riders and both host group rides from their shop. (ProBike+Run, and the Trek Store) People from either one of these would be instantly able to add on-the-ground input about the need for safe non-automobile transportation in that corridor. I'm personally glad that I had the opportunity to share my experience at the public meeting. It seemed like it was well received and could have a great impact on the overall betterment of the corridor.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
I write today to express my concern over the safety of a roadway in my legislative district. Pennsylvania State Route 8 (PA-8), also known as William Flinn Highway, is heavily traveled through Shaler, Hampton and Richland Townships in Allegheny County. Constituents have regularly expressed concerns about the lack of turning lanes and sidewalks, the timing of traffic lights and automobile accidents. Due to these concerns, I am requesting a study to evaluate the multimodal and traffic impacts along State Route 8 focusing on the area from Wildwood Road to Bakerstown-Culmerville Road. I have been in contact with Cheryl Moon-Sirianni of PennDOT, and she is aware of my request.

**Response:** Thank you for your comments. SPC anticipates conducting a future corridor study in this area, which will evaluate multimodal opportunities and traffic issues along this corridor.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| SR 422  | Support for Armstrong and Butler County projects on the TIP. | Armstrong | *Jean Ruffaner*  
I would like to see the completion of the Goheenville bypass and the projects projected for US Route 422 come such as the Margaret Intersection stay on the TIP, upgrades to the traffic lights on US Route 422 in Armstrong and Butler Counties, and the completion of four lanes on US Route 28 to Interstate 80. |

*Response:* Thank you for your comment. Your comments will be shared with Armstrong County representatives and PennDOT District 10-0 representatives. The Goheenville Dip Project and the Margaret Road Intersection are on the current TIP and are anticipated to continue onto the 2021 TIP. SPC in cooperation with PennDOT District 10, Armstrong County, Clarion County, and Jefferson County, Northwest Regional Planning Commission, and North Central Regional Planning Commission will soon be kicking off a study of the Kittanning to I-80 section of SR 28.
### Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| Freedom Crider Road and Lovi Road | Project for the TIP | Beaver   | **New Sewickley Township**  
The New Sewickley Township Board of Supervisors is requesting that the intersection of Freedom Crider Road and Lovi Road located in New Sewickley Township, Beaver County be added to PennDOT's "Transportation Improvement Program." This intersection has always been a problem even with the traffic signal. However, after the completion of the Freedom Road Upgrade Project, "Phase A," the traffic has significantly increased, causing lengthy backups in both the eastbound and westbound lanes. Approximately three years ago PennDOT made upgrades to the traffic signal, signage and the lane marking at the intersection. But the concern is, that there is no turning lanes and not enough lanes to keep the traffic moving safely. When the vehicles traveling westbound on Freedom Crider Road from Cranberry Township want to make a left turn onto Lovi Road, the traffic is at a standstill until the eastbound traffic clears causing the traffic coming out of Cranberry Township to back up. The westbound traffic backs up to Park Hill Road causing a safety issue because of the site distance. The Board of Supervisors main concern has always been the safety of those who travel through our Township. Once the Freedom Road Upgrade Project is completed and the additional truck traffic is added to this intersection, it will create an even larger problem. New Sewickley Township is requesting any available funding from TIP or any other available funding to improve the intersection by widening Freedom Crider Road at the intersection and adding westbound and eastbound turning lanes that would eliminate these problems and make that intersection safer. |

**Response:** Thank you for your comments. Butler County and Cranberry Township have proposed a widening of Freedom Road from Lovi Road to Haines School Road. The preliminary phases of these projects are on the current 2019-2022 TIP.
**Public Comment Period Response to Comments**

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 3007</td>
<td>SR 3007 project for the TIP</td>
<td>Beaver</td>
<td>Anonymous</td>
</tr>
</tbody>
</table>

As you are aware, industrial and commercial development in Beaver County have increased traffic volumes and congestion. In particular this is evident on Brodhead Road (State Route 3007) from the Center exit to the Monaca exit. Traffic during the day and into the evening, beyond typical peak generation periods, is heavy. This increase is directly attributed to the Industrial Facility (Shell Cracker Plant) being constructed in Potter Township and the addition of housing, professional and commercial development along Brodhead Road within the confines of Center Township. Two medical facilities are under construction and hundreds of residential units are in the planning or construction phase. Many commercial and professional services are also locating or expanding in Center Township. The recent purchase of the Beaver Valley Mall is planned for a redevelopment of that entire site (~60 acres). As such, the currently heavy traffic burden on Brodhead Road will only increase. Activity from this redevelopment is in process. The Township is respectively requesting that Brodhead Road (State Route 3007) from the Center exit to the Monaca exit be considered for improvement and added to the TIP. The most reasonable upgrade would be adding a center turning lane to relieve the congestion of making left turns creating abnormally long traffic queues at multiple unsignalized intersections and would also have a beneficial impact to driver safety. Center Grange and Chapel Road (State Routes 3012 and 3005) Center Grange and Chapel Roads have also seen an increase in traffic and congestion. Both are in need of drainage and pavement improvements. The Township is currently completing environmental planning and various construction projects to upgrade its potable water and sanitary sewer infrastructure to support the current and planned growth.

**Response:** Thank you for your comments. Your comments will be shared with PennDOT District 11-0 operations and safety review at these locations. There is a planned milling and overlay project on SR 3007 from Frankfort Road to the Allegheny County Line currently under design. The District will review and determine any feasible safety upgrades.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| SR 65   | Access to Ambridge Industrial Park        | Beaver   | *Bob Villella, Harmony Township*
I have taken the liberty to prepare some thoughts regarding the proposal I presented and would like to promote. As you know, I have promoted the concept of gaining access to the Park from Rt 65 North as well as Rt 65 South. It is my strong belief that better access to the Ambridge Regional Industrial Park will help to further stimulate growth and fulfillment of the Park by attracting more business, employment and housing opportunities. An additional stimulus would be the access to Rt 65 and the Crows Run Corridor and other areas through this point of access and commerce. The access to the Industrial Park and warehouse facilities is a concept worthy of exploration and discussion at the local and the state level. It is necessary that we get the project on the TIP List as a priority for this area. It is paramount that we build upon the vision of those who saw the promise of the park plan in the 1980's and to further demonstrate the value that this type access can have on the facility. I know you are familiar with a few local examples such as the Charles Laughlin Access bridge which grants access from Rt 65 N to the industrial sites. The overhead access bridge and the help that it has provided to the further development of the Buncher Industrial Park in Leetsdale. I believe there is certainly room and need for an overhead access to the Ambridge Regional Industrial Park from the North as well as the South. I am hoping to schedule a meeting with Joe West of the Beaver County Planning Commission, one or two of the Commissioners, Rep. Rob Matzie and Sen Vogel and other interested parties from the Regional Industrial Park who will help to advance the concept. I know that everyone believes their project, proposal or concept has greater priority than others. I also know that the economic vitality of our local area can be positively impacted by providing an environment for continued growth and sustainability. The Ambridge Regional Industrial Park and Warehouse facilities has been a pioneer in transitioning “brown belt” type facilities. It need to be placed on the TIP to promote its growth and the growth of our region.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wagner Road</td>
<td>Sidewalks to connect businesses and medical facilities</td>
<td>Beaver</td>
<td>Ron Paine</td>
</tr>
<tr>
<td></td>
<td>The new Heritage Valley Convenient Care and new Cancer Research Center near the Beaver Valley Mall are not connected to the Target Store sidewalk. We need a sidewalks from Target - 87 Wagner Rd to the medical buildings at 79 Wagner Rd. so people don't need to walk on the busy street to get to the medical buildings. Thank you for your attention and time in considering this suggestion.</td>
<td></td>
<td>Response: Thank you for your comments. Your comments will be shared with municipal officials in this area.</td>
</tr>
<tr>
<td>Project</td>
<td>Project Description</td>
<td>Location</td>
<td>Comment Source, Comment Summary</td>
</tr>
<tr>
<td>--------------</td>
<td>---------------------</td>
<td>----------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>90 Degree Bend</td>
<td>Project for the TIP</td>
<td>Butler</td>
<td>Bill Duncan</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The widening project (Berons) from the roundabout to Sarver Road is not a priority for our Township but that money should be redirected to the 90 Degree Bend on the west side of the roundabout. There has been numerous accidents on that bend when the roundabout was in design. We ask that the bend be included but it was not added. We have asked PennDOT to make it a project but that hasn't happened. There have been two serious accidents there since the roundabout has been completed.</td>
</tr>
</tbody>
</table>

Response: Thank you for your comments. This information will be shared with PennDOT District 10-0 and will be retained as input into the 2021 TIP update.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source. Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Butler County Projects</td>
<td>General Support</td>
<td>Butler</td>
<td>Daryl Metcalfe, State Representative, 12th District I continue to support the initiative to study and implement improvements of the following projects in the Transportation Improvement Program (TIP): Three Degree Road (SR 3007) from State Route 228 and the intersection of Bakerstown and Valencia Roads: To improve the quality and safety of the road due to major development and heavier traffic in the area. Thank you for this opportunity to express my support for these crucial projects on behalf of my constituents. Please do not hesitate to contact my office if I can be of any assistance to the Southwestern Pennsylvania Commission and/or the Pennsylvania Department of Transportation regarding the development or implementation of these vital transportation projects.</td>
</tr>
</tbody>
</table>

Response: Thank you for your comment. This project is programmed on the 2019-2022 TIP and is anticipated to continue onto the 2021 TIP.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Butler County Projects</strong></td>
<td>General Support</td>
<td>Butler</td>
<td>Daryl Metcalfe, State Representative, 12th District</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Please accept this letter as my written testimony in support of the following list of transportation construction projects in the 12th Legislative District. Over the last two decades, the population and economic growth continues to develop in southern Butler County, causing increased traffic congestion and growing safety concerns that are impacting the SR 228 corridor. I would like to express my appreciation for the following projects under construction including the future projects that will improve and advance transportation in Butler County: Projects Under Construction:• Pittsburgh Street Intersection in Adams Township• Freedom Road Turnpike Bridge in Cranberry Township• 1-79 - NB and SB Bridge Replacements over North Boundary Road in Cranberry Township• SR 3010 &amp; SR 3029 Resurfacing Brownsdale Road in Forward TownshipFuture Projects:• Freedom Road Project in Cranberry Township• Balls Bend Project in Middlesex Township• Three Degree Road Intersection in Adams Township• Mars Railroad Bridge West Expansion in Adams and Cranberry Townships• SR 3021 Corridor Improvements - Franklin Road in Cranberry Township• South of Cooperstown Bridge #1 in Middlesex Township• South of Cooperstown Bridge #2 in Middlesex Township• South of Cooperstown Bridge #3 in Middlesex Township• Cranberry North Resurfacing - SR 19 - Cranberry and Jackson Townships• Butler Group Project (State/Local) SR 2007 Saxonburg Blvd.# 2, Routes T-573 (Wylie) &amp; T-554 (Brickyard Hill) bridge replacements in Clinton Township• PA 8 Resurfacing - SR 8 from the Allegheny County line to PA 228 in Middlesex Township• Ekasatown West 3R Route 228 Highway Rehabilitation in Buffalo and Clinton Townships• SR 3015 Callery Bridge# 2 Bridge Replacement in Callery Township• SR 3014 Callery Bridge in Callery Borough</td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| Butler County Projects  | Projects for the TIP| Butler   | Daryl Metcalfe, State Representative, 12th District  
I continue to support the initiative to study and implement improvements of the following projects in the Transportation Improvement Program (TIP):  
• Rochester Road (SR 3022) in Cranberry Township: To improve levels of service and to ease congestion by providing an increased opening at the Pennsylvania Turnpike structure to accommodate the widening of additional lanes and intersection improvements. To improve the quality and safety of the road due to major development and heavier traffic in the area. Thank you for this opportunity to express my support for these crucial projects on behalf of my constituents. Please do not hesitate to contact my office if I can be of any assistance to the Southwestern Pennsylvania Commission and/or the Pennsylvania Department of Transportation regarding the development or implementation of these vital transportation projects.|

**Response:** Thank you for your comments. This information will be shared with PennDOT District 10-0 and will be retained as input into the 2021 TIP update.
### Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| SR 228 and PA Turnpike | Projects for the TIP | Butler | Ron Henshaw, Cranberry Township  
Here are our the items of interest to Cranberry Township: 1. Continued investment and progress in the Route 228 and Freedom Road projects. 2. Replacement of the PA Turnpike bridge over Rochester Road. 3. Rochester Road improvements from the Turnpike bridge to the Beaver County line. |

**Response:** Thank you for your comments. This information will be shared with PennDOT District 10-0 and will be retained as input into the 2021 TIP update. Current TIP projects on the SR 228/Freedom Road corridor are anticipated to be continued in the 2021 TIP.

| SR 356 | New truck route | Butler | Kathy Allen  
Change the present truck route on 356 in Buffalo Township to Ekastown Road. |

**Response:** Thank you for your comments. Your comments will be shared with PennDOT District 10-0 for an operations and safety review at this location.
### Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source</th>
<th>Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 68</td>
<td>Traffic congestion on SR 68</td>
<td>Butler</td>
<td>Dave McDonald</td>
<td>Route 68 between approximately Whitestown Road West/South to Farm Market. Periods to time between 4-6 pm are horrendous - traffic is at times virtually stopped bumper to bumper particularly between Farm Market and Facer Mill Road. The dilemma exacerbates at Eagle Mill Road when the first car in either direction wants to turn left and the opposing traffic is heavy enough not to let the car through. Back up is oppressive. Cars use the burm to get past these left turners. The housing plan close to Eagle Mill has a turning lane; Cochran Auto has a turning lane. Further up the road, Benbrook has turning lanes and traffic isn't backed up. Tremendous waste of drivers' time and gasoline to sit and go nowhere.</td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. The area described in your comment is within the PA 68 Corridor Improvements project, which is in the Preliminary Engineering phase with tentative plans for construction in either 2021 or 2022.
Hello. I have concerns about the Charles Street bridge rehab project that was taken off the list of bridges to be repaired. My immediate concern is this... has anyone at the state level notified Brownsville Borough Council that this action has been taken? I spoke with the councilman in charge of streets earlier this week and he still believes this project is scheduled to be completed before the Cast Iron Bridge Project is slated to begin. This brings me to my concern. First, I know the official detour route will be across the County Bridge, through West Brownsville onto Route 40 and across the Lane Bane Bridge. With that being said, I also know that locals will not use that detour. Locals will simply go to Bank Street and continue to make their way through town, I believe it is imperative to have two lanes of traffic on the Charles Street bridge to allow for smooth traffic flow through the area while the Cast Iron Bridge is closed. As the Charles Street Bridge is configured now, with stop signs on either end of the bridge, only one car is permitted on the bridge at a time. The bottleneck this will create will be sure to lead to a dangerous situation. Second, the intrinsic value of the area is at stake. Our high school students spent many years and a great deal of effort rehabilitating that part of town with the creation of the Cast Iron Stage. The eyesore created by the current condition, for what seems like the last couple decades, of the roadway negates their efforts at rehabilitation. Third, the pedestrian walkway has been closed off by the barricades. Thus not allowing pedestrians easy access from the park to the new photography studio/gallery on Bank Street. Most importantly though, the lack of a pedestrian crossway over Dunlap Creek at Charles Street during the Cast Iron Bridge rehabilitation means there will literally be no way for pedestrians to cross the creek at any point downtown.

**Response:** Thank you for your comments. Funding for the municipal bridge bundling initiative that was to rehab this structure was appropriated by the state to cover emergency flooding and slide projects statewide, so the funding that would have been utilized for this structure has been reallocated. In addition, per the Project Manager of the Cast Iron Bridge project, the addition of the Charles Street Bridge project will affect the schedule of the Cast Iron Bridge in such a way that it will also

### Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charles Street Bridge</td>
<td>Project for the TIP</td>
<td>Fayette</td>
<td><strong>Joe Barantovich</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Hello. I have concerns about the Charles Street bridge rehab project that was taken off the list of bridges to be repaired. My immediate concern is this... has anyone at the state level notified Brownsville Borough Council that this action has been taken? I spoke with the councilman in charge of streets earlier this week and he still believes this project is scheduled to be completed before the Cast Iron Bridge Project is slated to begin. This brings me to my concern. First, I know the official detour route will be across the County Bridge, through West Brownsville onto Route 40 and across the Lane Bane Bridge. With that being said, I also know that locals will not use that detour. Locals will simply go to Bank Street and continue to make their way through town, I believe it is imperative to have two lanes of traffic on the Charles Street bridge to allow for smooth traffic flow through the area while the Cast Iron Bridge is closed. As the Charles Street Bridge is configured now, with stop signs on either end of the bridge, only one car is permitted on the bridge at a time. The bottleneck this will create will be sure to lead to a dangerous situation. Second, the intrinsic value of the area is at stake. Our high school students spent many years and a great deal of effort rehabilitating that part of town with the creation of the Cast Iron Stage. The eyesore created by the current condition, for what seems like the last couple decades, of the roadway negates their efforts at rehabilitation. Third, the pedestrian walkway has been closed off by the barricades. Thus not allowing pedestrians easy access from the park to the new photography studio/gallery on Bank Street. Most importantly though, the lack of a pedestrian crossway over Dunlap Creek at Charles Street during the Cast Iron Bridge rehabilitation means there will literally be no way for pedestrians to cross the creek at any point downtown.</td>
</tr>
<tr>
<td>Project</td>
<td>Project Description</td>
<td>Location</td>
<td>Comment Source, Comment Summary</td>
</tr>
<tr>
<td>---------</td>
<td>---------------------</td>
<td>----------</td>
<td>---------------------------------</td>
</tr>
</tbody>
</table>
| County Sidewalks | Sidewalks to connect businesses | Fayette | Mary Sykes  
There should be sidewalks to the FACT Transit Center, WalMart and newer shopping areas so people don't have to risk their lives walking on Route 21, Route 40, New Salem Road, etc. |

**Response:** Thank you for your comments. Your comments will be shared with municipal officials in this area and PennDOT District 12.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joseph A. Hardy Connellsville Airport</td>
<td>County priority</td>
<td>Fayette</td>
<td>Fayette County Office of Planning, Zoning &amp; Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1) Fayette County Airport Authority (FCAA) intends to continue improving the</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Joseph A. Hardy Connellsville Airport as a vital regional asset to its modal</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>transportation system. The FCAA desires to better serve the needs of the community</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>by extending the main runway to accommodate business class jet aircraft. To</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>accomplish this task, FCAA plans to extend the main runway which is currently</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3,500 feet long. Such an undertaking is consistent with the FCAA mission of</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>continued growth and development and will encourage additional economic</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>possibilities to benefit the region. The FCAA will demonstrate through current</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>use and future needs the demand necessary to seek Federal and State funding for a</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>runway extension project. The FCAA owns all property necessary for this project.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The design airplane will be capable of accommodating a crew of two and 8-10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>passengers including baggage, fuel for a 500-mile trip, and have a maximum gross</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>takeoff weight not more than 20,000 pounds. Demand will be demonstrated in the</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>form of businesses flying into Connellsville to bring passengers and/or cargo for</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>meetings or distribution within the region. Also, demand will be proven in people</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>that need to travel to other parts of the country and want to depart Connellsville</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Airport by jet aircraft. In order to accommodate the design aircraft, the main</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Runway 5-23 will need to be extended to a total length of 5,000-feet. A preliminary</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>cost estimate has been developed with a Total Project Cost of approximately $40</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>million dollars. 2) Fayette County Airport Authority is preparing grant applications</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>for the Joseph A. Hardy Connellsville Airport Hangar Development Project Phase-2.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>This proposal involves constructing four (4) additional T-Hangars each containing six</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>units. Phase-2 is shovel ready, for site grading and utility infrastructure have</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>been completed. The improvement is expected to allow for a greater revenue potential</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>for leased aircraft storage, enhance appearance of the airport, and create more</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>fully functional hangars that have the potential to attract new clients.</td>
</tr>
<tr>
<td>Project</td>
<td>Project Description</td>
<td>Location</td>
<td>Comment Source, Comment Summary</td>
</tr>
<tr>
<td>------------------</td>
<td>---------------------</td>
<td>----------</td>
<td>------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Response:</strong></td>
<td>Thank you for your comments. This project has been identified as being beyond current fiscal capacity but consistent with the Regional Vision.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| SmartMoves       | General Support     | Greene   | **Donald F Chappel, Greene County Industrial Developments, Inc**  
Greene County Industrial Developments, Inc. extends its backing to SPC to support incentivizing investment and construction of the critical infrastructure needed for shale gas development in SWPA, especially an underground storage facility. In addition GCID, Inc fully encourages additional investments and support of gas and oil related infrastructure in rail roads, locks and dams, pipelines, compressor stations, highways and bridges as well as 21st century broadband. |
<p>| <strong>Response:</strong>    | Thank you for your comments. |</p>
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| SmartMoves       | General Support     | Greene   | Greene County Commissioners  
The Greene County Commissioners strongly support the region’s vision and efforts for a broad spectrum of fixes and opportunities for each of our unique communities. Greene County, like most in the region, is experiencing continued growth in upstream and midstream extractive energy industries, and conversely, decline in population. We see Greene County’s reflection in the ‘Smart Moves’ goals and strategies - partnerships for investment, training and education to sustain generations of jobs in advanced manufacturing and technology, and building that critical new infrastructure to drive the value-added future of our energy resources, responsibly. SWPA is and always has been a very diverse region where each community brings assets and opportunity that make us extraordinary. Well done SPC! |
| 4th Street and 5th Street | Water volume issue | Indiana | Michael Scott  
I would like someone to look into flooding on 4th Street from water leaving 5th street in too much volume for pipe 200 yards down stream at 5th ave (Indiana) |

**Response:** Thank you for your comments. Your comments will be shared with Indiana County.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carter and Wayne Avenue</td>
<td>Sidewalk issues</td>
<td>Indiana</td>
<td>Barb Hauge</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Currently all of the trees at the corner of Carter and Wayne Avenues are planning to be cut/removed to make way for a sidewalk and bridge improvements. It seems that some of the tree can be retained and the sidewalk could be placed on the exterior of the property to better protect the pedestrians in that area. Having pedestrians along Wayne in that area is dangerous as cars drive at a higher speed than posted. PennDOT is not willing to take comments on this topic.</td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. A pedestrian study was completed for both the Mack Park and Carter Avenue structures in July 2016, which recommended and identified the need for the addition of sidewalks at this location based on the pedestrian use witnessed during the study, along with other factors. The addition of the sidewalks and their location was discussed at length during the May 2017 public officials and public plans display, at which time no concerns were raised about the addition or location of the sidewalks. The sidewalks were discussed again at a property owner/business owner coordination meeting in November 2017, at which time no objections were raised by the property owner. The sidewalk will be constructed according to current safety standards. The trees in question are located entirely within PennDOT ROW, legal slope easement or required sidewalk easement and may be impacted by construction regardless of sidewalk location.
## Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SmartMoves</td>
<td>General Comment</td>
<td>Indiana</td>
<td>L Lafontaine</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Please incorporate the concepts, recommended policies compiled in the State's PADOT bike/ped plan. I believe it is in draft form now. But when plan final it needs to mesh with SPC long-range plan.</td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. The PennDOT Bicycle and Pedestrian Master Plan will be a reference when planning projects throughout the plan timeline.

| SmartMoves | General Comment     | Indiana  | Linda Gwinn                      |
|           |                     |          | The PennDOT Master Site Plan points out so many issues that add to the importance of trails and active transportation - for health, equity issues, etc, that would be helpful to be included in the discussion. The District 10 office would be more inline with the Master Site as it relates to connecting communities for much more than recreation: economics, health, equity, commuting, etc |

**Response:** Thank you for your comments. Your comments will be shared with PennDOT District 10.
## Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| Lawrence County Projects    | Projects for the TIP | Lawrence | *Linda D Nitch, Lawrence County Economic Development Corporation*  
1. Union Township - Route 422 and Pulaski Road Intersection – Heading south – the misaligned intersection makes it extremely difficult to turn onto Pulaski Road into Neshannock Township. Realigning the intersection is the best solution; however, if not feasible, then additional overhead lighting would be helpful.  
2. City of New Castle – Mill Street and Grove Street intersection – Semi trucks are unable to round the corner due to the sharp bend and utility pole location. See pages 15-30 of the attachment for details about the Park. Page 29 contains budget for roadway improvements under CD column.  
3. Mahoning Township – Route 551 and 422 intersection – May require a full traffic light not just a flashing light. Over 200 acres are available for sale and would make an excellent location for warehousing and distribution thus requiring significant truck traffic and the need for a traffic light.  
4. Shenango Township, Slippery Rock Township – Route 422 east – Significant daily traffic requires widening to allow for passing lanes to I-79.  
5. Wilmington Township – Route 208 between I376 and 18 – Dairy Farmers requires significant semi-truck traffic for deliveries and distribution. Due to Amish horse and buggies on the roadway there is a safety concern if trucks break down along 208. Widening the roadway or at least the berms may be a solution.  
6. Neshannock Township – Route 18 north to Wilmington Township. Widening of the roadway should be addressed. There is significant traffic throughout the daytime due to the commercial and retail activities along the corridor.  

**Response:** Thank you for your comments. Your comments will be shared with county and PennDOT District 11-0 representatives and will be retained as input into the 2021 TIP update.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| New Castle  | Roadway improvements      | Lawrence | *Anonymous*  
Downtown New Castle - one way street to two way and staggering traffic signals for pedestrian safety |
| SR 108 and 19 | Red light suggestion    | Lawrence | *Anonymous*  
Intersection of 108 and 19 has a flashing red light and is a pretty major intersection think worth looking into for a red light |

**Response:** Thank you for your comments. Your comments will be shared with PennDOT District 11-0 for an operations and safety review at this location.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source. Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 224</td>
<td>Safety concerns along the SR 224 and I-376 corridor</td>
<td>Lawrence</td>
<td>Andy Graziani</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>There needs to be a sign at the island/median to identify it when coming out of the Lowes at 224 and 376. When you come out of the Lowes (west side) light shines in your eyes and you can't see the diamond. On the east side of that area, trucks hit signs and get knocked over. That needs to be addressed to make it so the signs stay up. At the intersection of 224 and 376, PennDOT removed the ramp and it has affected traffic flow. On old 422 going to the airport, the center lane needs to be made into a turning lane because kids are turning into the Walmart and it makes it dangerous. Butler County has reflectors on each pole but Lawrence County does not.</td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. Your comments have been shared with PennDOT District 11-0 Traffic staff and will be reviewed to determine what safety upgrades can be addressed.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 956</td>
<td>Safety concerns on SR 956</td>
<td>Lawrence</td>
<td><em>The Williams</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>We were thankful to hear that work will be done on State Route 956 as we read in the newspaper. Our greater concern is a spot 1/2 mile south on 956 from the intersection of Mercer Road and 956. There is a small rise in the road by Piela Court that is becoming extremely dangerous to drive on, let alone have buggies on. It is nearly impossible to stay in your lane on that portion of the road because it is collapsing on either side. Could you tell us what your plans are for this deteriorating area of the road?</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Response:</strong> Thank you for your comments. Your comments will be shared with PennDOT District 11-0 for a maintenance/safety review at this location.</td>
</tr>
<tr>
<td>Public Transit</td>
<td>Commuter rail between Pittsburgh, Harrisburg, and Chicago</td>
<td>Region</td>
<td><em>Michele Fetting</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I would like to see SPC take on the creation of high speed and increased passenger rail service from Pittsburgh to Harrisburg and west to Chicago. It would also be economically advantageous to expand the connections throughout the Ohio River Valley and broader Appalachia. I did not get a sense of this important issue anywhere in the document. I hope you will consider this addition.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Response:</strong> Thank you for your comments. Your comments will be shared with our regional partners, including Western Pennsylvanians for Passenger Rail and PennDOT. Increased passenger rail service between Pittsburgh and Harrisburg has been identified as being beyond current fiscal capacity but consistent with the Regional Vision.</td>
</tr>
</tbody>
</table>
Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transit</td>
<td>General Comments</td>
<td>Region</td>
<td>Dan</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>This plan highlights some important needs in the Pittsburgh region. However the plans are limited to projects not systems. What is the vision you want to present for a regional transit system? Ideally, you would present a vision that all residents could get behind, so we know exactly where we are going. You’re building BRT? Great. But how does that fit in system wide. Is it going to be wholly integrated with the t, busway? Will there be commuter connections from adjacent transit agencies (BCTA, Westmoreland)? Plenty of talk about commuter rail, but in which corridors, and how does that work to relieve congestion on adjacent road corridors. How are you planning land use and developmental patterns among existing and planned assets? These are all questions I see no answers to, that need to be answered.</td>
</tr>
</tbody>
</table>

Response: Thank you for your comments. The Port Authority will be undertaking a long range plan to present a vision for public transportation in Allegheny County. SPC will be working with the region’s transit providers on a regional study later this year to examine the corridors and logical connection points with the region’s other public transit agencies. While SPC has no jurisdiction over land use in Southwestern Pennsylvania, a key strategy under the Goal of Resilient Communities in SmartMoves for a Changing Region includes promoting best practices and municipal education on land use, community development and transportation planning.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transit</td>
<td>General Comments</td>
<td>Region</td>
<td>I have lived in Pittsburgh and have owned businesses all my working life. I remember in the 50s when the roads were built. We had great mass transit. Today I am in the building services industry and have over 300 people that work with me. I also participate in work opportunities training and various business alliances. My business covers all of Western Pennsylvania. My frustration is there is not a long term plan for public transportation and solutions to the traffic disasters commuters face twice a day going east, west and south. Yes we have complications with hills etc. but we pay the highest highway taxes in the country. We have 3 choices to put Western Pennsylvania on a growth track and stop the decline. Public mass transit from Butler County to Washington County and from Beaver County to Westmorland County. Prefer light rail. Downtown is all set up. Remove the stupid rules that transit can’t cross county lines. We need to be able to park cars in park and ride lots and using light rail go within walking distance of major business area. The goal should be to decrease vehicle traffic 25% on RTS 376, 79, 51. Using Rail lines that are not needed to support intermodal service (we have the same rail lines as we did in the early 1900. Move them out of the city) 50% of this mass transit could be covered. Other mass transit lines can follow highways and rivers. Build new highways. There would need to be a plan to double the the amount of roads to get traffic to business areas and then triple the amount of parking in business areas. Not very practical. Use both mass transit and moderate road work. Look at Europe Everywhere is light rail and bus transit. Clean and efficient. We would need a couple of additional tunnels on 376 and an downtown by pass on 376 and that and light rail going East and West solves the problem. Extend East Carson to 179; in bound for the morning out bound for the night. Sure it might be couple of billion dollars, but what is the cost of 250,000 cars sitting for 3 hours a day in traffic? Make the road toll roads. Everyone has easy pass. I would sooner pay $10 a day than waste time and gas. There is not a choice. We need to have clean transportation and grow the Western PA area. The only way to do that is Mass transit.</td>
</tr>
</tbody>
</table>

David P Ross
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Response:</strong> Thank you for your comments. SPC identifies mobility for all as a Goal of SmartMoves for a Changing Region and encourages partners to coordinate private/personal mobility services and ensure that rural areas and disadvantaged populations have access to public transit and other transportation options.</td>
</tr>
</tbody>
</table>

**Public Transit**

<table>
<thead>
<tr>
<th>General Comments</th>
<th>Region</th>
<th><strong>Anonymous</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>I believe that it is crucial to implement infrastructure that favors public transportation, pedestrians, and bicycles. I believe that this infrastructure also needs to not harm the environment.</td>
<td></td>
<td><strong>Response:</strong> Thank you for you comments. SPC identifies mobility for all as a Goal of SmartMoves for a Changing Region and encourages partners to coordinate private/personal mobility services and ensure that rural areas and disadvantaged populations have access to public transit and other transportation options.</td>
</tr>
<tr>
<td>Project</td>
<td>Project Description</td>
<td>Location</td>
</tr>
<tr>
<td>-----------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Regional</td>
<td>General Comment</td>
<td>Region</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. Your comments will be shared with the City of Pittsburgh and the Port Authority of Allegheny County.
### Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| SmartMoves | General Support | Region | *Stefani Pashman, Allegheny Conference on Community Development*  
On behalf of the Allegheny Conference on Community Development, as well as our affiliates, The Pittsburgh Regional Alliance (PRA) and Greater Pittsburgh Chamber of Commerce (GPCC), I write to offer our enthusiastic support of the prospect for an Appalachian storage hub in the Pittsburgh region and any and all necessary critical infrastructure necessary to locate such a hub in southwestern Pennsylvania.  
The Pittsburgh region stands at the cusp of a once in several generation opportunity to fully leverage in-state economic development related to the Marcellus and Utica shale natural gas play. In order to reach this objective, our region and the Commonwealth must continue to pursue a long-term economic development strategy that includes attracting additional petrochemical investment, expanding the plastics and advanced manufacturing sector, and targeting key infrastructure projects that will improve our competitiveness. Specifically, our organization has consistently supported accelerating pad-ready development and increasing our storage capacity. In 2017, Governor Tom Wolf, Team Pennsylvania Foundation, and the Pennsylvania Department of Community and Economic Development (PA DCED) commissioned a report from IHS Markit, "Prospects to Enhance Pennsylvania's Opportunities in Petrochemical Manufacturing." The report forecasts $2.7 to $3.7 billion in investments of natural gas liquids (NGL) assets and potential for more downstream manufacturing. According to IHS, between 2026 and 2030, ethane production in the tri-state region could support up to four additional ethane steam crackers in the region and we must be prepared to compete for these investments. One particular critical related form of infrastructure that we have also supported is continued investment in our waterways infrastructure such as our locks and dams that provides a critical pathway for goods and commodities that support our energy related economic development. I note our past and future support and respectfully request your support of this critical investment. |
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source</th>
<th>Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SmartMoves</td>
<td>General Comments</td>
<td>Region</td>
<td>Anonymous</td>
<td>Thank you for your efforts and dedication to making our region more sustainable for the ecosystem and our residents.</td>
</tr>
</tbody>
</table>

**Response:**

Thank you for your comments.
### Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SmartMoves</td>
<td>General Comments</td>
<td>Region</td>
<td>Scott Riess</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>We should not be encouraging a second national petrochemical hub. The work you have done in the first parts of the report will be undone by encouraging a polluting, dangerous petrochemical and plastics industry. Air quality will suffer, pipelines can create environmental damage. I was with you until page 63. Shame on you. If you want to support resilient communities, this is not the way. If you want to improve the air quality and reduce pollution, clean up the water, and attract smart workers, this is not the way. We do not want to live in another Cancer Alley like the one which exists in Louisiana.</td>
</tr>
<tr>
<td>Response:</td>
<td></td>
<td></td>
<td>Thank you for your comments. Throughout the planning process we heard consistently how important both the energy and gas industry, as well as environmental stewardship, are to the region.</td>
</tr>
</tbody>
</table>

### SmartMoves General Comment

<table>
<thead>
<tr>
<th>Region</th>
<th>Keeping natural gas supplies in the region and allowing for less takeaway capacity going to the Gulf or overseas is critical to spurring the economic vitality of the Appalachian Region.</th>
</tr>
</thead>
</table>

**Response:** Thank you for you comments.
## Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SmartMoves</td>
<td>General Comments</td>
<td>Region</td>
<td><strong>Janet Kikta</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Nice report, just wanted to mention something related to enhanced broadband connectivity. With better connectivity, more employers may be able to implement work from home options for their employees which is a very &quot;green&quot; transportation solution- low emissions, reduces congestion, fewer cars &amp; buses means lower infrastructure maintenance costs. Guessing this is probably more cost effective than highway &amp; mass transit infrastructure expenses.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Response:</strong> Thank you for your comments. Your comments will be shared with the City of Pittsburgh and the Port Authority of Allegheny County.</td>
</tr>
</tbody>
</table>
## Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SmartMoves</td>
<td>General Comments</td>
<td>Region</td>
<td>Eric Probola</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I believe that any transportation/infrastructure plan has to do a few things: keep the roads/sidewalks safe for all, including those who are deaf or blind; expand bike lanes; improve access for special needs/disabled folks; expand public transit access and reach; prioritize clean air and clean modes of transportation; improve safety for walkers, bikers, etc; stop building new highways; improve the safety of bridges; no pipelines or any infrastructure that supports dirty, extractive industries (oil, gas, fracking, etc);</td>
</tr>
</tbody>
</table>

**Response:** Thank you for you comments. SPC identifies mobility for all as a Goal of SmartMoves for a Changing Region and encourages partners to coordinate private/personal mobility services and ensure that rural areas and disadvantaged populations have access to public transit and other transportation options.
### Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>SmartMoves</td>
<td>General Comments</td>
<td>Region</td>
<td><strong>R A Ebitz</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Their could be the best designed and built roads ever made, but when an accident happens and people are stuck for hours of their lives all is for naught. What is needed on all roadways is positive ways and manners of removing obstacles that cause a reduction in movement flow and waste thousands of people's lives waiting for hours to regain movement. Every day more of every type of vehicles are plowing over our roadways and nothing new has been developed to keep the traffic moving when a problem accrues. This is a pure waste of people's lives, money and production time. Yes smart moves are needed!!! Our roadways are built for movement, not for legal and insurance documentation. We need smart people that will think of ways needed for advancement of our movements on our roadways.</td>
</tr>
</tbody>
</table>

Response: Thank you for your comments. Your comments will be shared with our regional partners.
SmartMoves  General Support  Region  

Pennsylvania Partnership for 5G
Connected Mobility is one of the three Major Goals for the region outlined in the Southwestern Pennsylvania Commission’s (SPC) SmartMoves Plan. High Tech Mobility is a key component of this goal with the Emerging Technology Strategy to “Develop and deploy appropriate infrastructure to facilitate safe and efficient use of Connected Infrastructure as well as Connected and Autonomous Vehicles (CAVs).” The deployment of small cell nodes – the infrastructure that will serve as the backbone of 5G technology – is critical to this strategy. 5G is a new kind of network and will dramatically improve the way we communicate with connections at least 40 times faster and four times greater capacity than 4G LTE, enabling safe, effective connected mobility. CAVs, robotic deliveries, first responder networks, traffic flow solutions, and other data-driven services will require 5G to operate efficiently. To enable real time safety applications, vehicles must be able to process massive amounts of data efficiently. 5G provides the low latency – less than 10 milliseconds – necessary for CAVs to work as intended. While 5G devices and networks are expected to be commercially available in 2020, Pennsylvania currently lacks the infrastructure to access 5G technology. One of the actions outlined in the Plan’s Emerging Technology Strategy is to “coordinate public policy with funding, incentives, and/or regulations to advance deployment.” The Pennsylvania House of Representatives is currently developing legislation – the Small Wireless Facilities Deployment Act - that will streamline the deployment process for 5G infrastructure. The legislation aims to set standards for fees, provide a streamlined permitting process and encourage an environment which enables small cell deployment. Currently, 5G deployment is dependent upon the rules and ordinances set forth by each individual municipality in the Commonwealth, rather than one, uniform statewide process. Twenty-five other states across the country have already adopted legislation to streamline and support small cell deployment, and Pennsylvania needs to quickly follow suit. According to studies, 5G technology will help create 3 million new jobs, $500 billion in GDP and $275 billion in private investment. Meanwhile, the 5G infrastructure market is estimated to reach $2.86 billion by 2020, before reaching
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source. Comment Summary</th>
</tr>
</thead>
</table>

$33.72 billion by 2026. Pennsylvania needs to encourage the timely and efficient deployment of 5G so that the state – and the 10-county SPC region – can take advantage of the economic impact and implement Connected Mobility. The PA Partnership for 5G is wholly supportive of 5G deployment being included as a key component in the SmartMoves Plan. The Pennsylvania Partnership for 5G aims to educate different sectors about 5G technology and the infrastructure it requires. With nearly 40 members, the Partnership intends to bring together various leaders from a diverse set of industries and communities.

*Response:* Thank you for your comments.
### Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| Active Transportation | Connect regional trail network | Washington | Paul T. McKeown  
The SPC should take a leadership role in acquiring most abandoned railroad rights-of-way. The SPC should take a leadership role in building the Chartiers Creek Trail from the Montour Trail to the Ohio River, with a connection to the Panhandle Trail. The SPC should take a leadership role in closing the gaps in the Montour Trail in Jefferson Hills, improving safety of Montour Trail cyclists crossing Route 51, and improving safety for cyclists riding between the Montour Trail and the Great Allegheny Passage. The SPC should take a leadership role in building rail-trails connecting to the Great Allegheny Passage. The SPC should take a leadership role in building bike trails along the Allegheny, Monongahela and Ohio Rivers.  |

**Response:** Thank you for your comments. SPC has competitive funds available every two years that focus on active transportation links and trail completion. The region's Active Transportation Plan identifies funding, planning options, and benefits of active transportation in communities. We work with partners like Friends of the Riverfront, the Montour Trail Council, municipalities, and PennDOT, to work to connect the regional trail network.
### Public Comment Period Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source. Comment Summary</th>
</tr>
</thead>
</table>
| Active Transportation           | General Comment                | Washington | Paul T. McKeown  
Roadways should be widened to provide shoulders for cyclists, especially those roadways leading to bicycle trails, allowing more people to cycle to more places. |
| Mon-Fayette Expressway          | Adding bicycle accessibility   | Washington | Paul T. McKeown  
Building the Mon-Fayette Expressway north from Jefferson Hills involves transforming a wide corridor of land. Efforts should be made to fit bicycle paths along as many lengths of this corridor as possible. Where existing road networks are re-routed and reconfigured to accommodate the expressway, wide paved shoulders should be added to accommodate bicycles and connect neighborhoods to the expressway bike path. |

**Response:** Thank you for you comments. SPC has competitive funds available every two years that focus on active transportation links and trail completion. The region’s Active Transportation Plan identifies funding, planning options, and benefits of active transportation in communities. Through the PennDOT Connects process, municipalities and organizations can work with PennDOT to include active transportation options in transportation projects.

**Response:** Thank you for you comments. Your comments will be shared with the Pennsylvania Turnpike Commission.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| SR 1009 | No appropriate detour for bridge replacement | Washington | Freedom Transit  
For the bridge on 1009 over Chartiers Creek, there are 30 fixed route transit buses that cross that bridge each day. There is no appropriate detour route. PennDOT needs to consider this in the planning process for that bridge. |

**Response:** Thank you for your comments. This project has an anticipated construction period between June and August 2020 (actual dates are to be determined); construction of the project will be completed using a 4.8 mile detour, and accelerated construction processes will be used to expedite the project. The road closure and detour duration is expected to be less than 28 days, and pedestrian access will be maintained through the work zone using a temporary stream crossing and designated pedestrian path.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source, Comment Summary</th>
</tr>
</thead>
</table>
| Active Transportation| Bridge acquisition needed    | Westmoreland| *Ren Steele*  
To connect the Erie-Pittsburgh Trail and the Rough Diamond Trail plus the Three River Heritage Trail, we need to acquire the Railroad Bridge over the Kiski River at Kiski Junction, which is the northern part of the Tredway Trail. Next, we need to acquire a two mile section of the old railroad corridor from the beginning of the Tredway Trail in Lower Burrell to New Kensington which is in private hands. It is far easier to connect the Pittsburgh-Erie Trail to Pittsburgh on the South Side at the Allegheny River. |

**Response:** Thank you for your comments. SPC has competitive funds available every two years that focus on active transportation links and trail completion. The Region’s Active Transportation Plan identifies funding, planning options, and benefits of active transportation in communities. We work with many partners to connect the regional trail network.
Gary Pallone
I have read and scanned your plan draft. Congratulations on a proposal that presents a robust treatment of the needs of our area. There is, however, a noted failure in the plan. Specifically, the plan makes no mention of the transportation deficiencies of an important portion of the SPC region, the Alle-Kiski area. This highly populated segment has always had an inferior connection to the SPC's major metropolis, Pittsburgh. There is a two-pronged approach that I am suggesting to improve the transportation situation:

1. Establish a daily commuter rail system that runs along the south bank of the Allegheny River, initially from Arnold PA to the Strip District in Pittsburgh. Other end points or termini might be even more useful: On the northern end, the line could extend to the Garver’s Ferry area where it could capture commuters who use PA Rt 356. On the southern (Pittsburgh) end, it should extend beyond the Strip District to the Gateway Center Station. This is accomplished by descending the line to a suitable underground level beginning near the Strip District. This short-run underground transportation method is how public train systems in Europe successfully provide commuter access to centrally located stations. Please recall that a Feasibility Study for the main portion of this route was studied and reported to SPC by Don Matzzie and all the supporting data and information is now even more enhanced since that study was completed.

2. For this same Alle-Kiski area, the highway deficiencies are also prevalent. Therefore, SPC should design and build a very accessible (but with also limited-access) high-speed highway that would follow the same route as suggested for the commuter railway above. It is envisioned that this multiline road would be close to the riverbank at most points and could possibly be enhanced by a permanent covering for weather protection. Begin this roadway at the northern end where PA Rt 366 crosses the Allegheny River in New Kensington. This would help to capture the high-volume PA Rt 28 commuter traffic which suffers from the many disruptions on PA Rt 28 south. Continue this roadway south beyond the 40th ST Bridge and merge it with a major Pittsburgh boulevard with direct access to the Downtown. On a separate issue, I suggest that SPC study and seek immediate funding for many strategically
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source. Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>placed electric-vehicle charging stations which are now practically non-existent in the Pittsburgh area.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. We will share your comments with our regional partners, including the Port Authority of Allegheny County regarding commuter rail. For SPC and our partners, our top priority is preserving and optimizing our current transportation system. As shown in the plan, we are investing a significant amount of funds to the 28 corridor and the known bottleneck areas in the corridor. Our partners, public and private, are actively pursuing electric vehicle infrastructure throughout the region.

<table>
<thead>
<tr>
<th>I-70 and SR 201</th>
<th>Project support</th>
<th>Westmoreland</th>
<th>Just Walsh, State Representative, 58th Legislative District</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>It has come to my attention that Rostraver Township is seeking programming and funding for the I-70/SR 201 interchange. I wholeheartedly support these proposals and would appreciate your favorable consideration of the I-70/SR 201 corridor/interchange to improve the safety and flow of traffic in the district. I trust you will give all due consideration to their request. Please feel free to contact me if you have any questions.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. This information will be shared with PennDOT District 12-0 and PennDOT Central Office as the 2021 Interstate Program is developed.
Rostraver Township

Please accept this letter as support from Rostraver Township for the SPC’s long range plan - Smart Moves for MPMS/ID Number 88507 (1-70 at SR 201 Interchange). This project is shown in the Plan as a need but not currently programmed with an estimated $58,000,000 total. Since 2005, Rostraver Township has been requesting SPC to fund the 1-70/SR 201 Corridor/interchange. I have enclosed a timeline recap and supporting documentation to further explain the support history for the 1-70/SR 201 Interchange. The I-70/SR 201 Corridor/interchange continues to increase in traffic congestion and will continue to grow since SR 201 is the regional commercial hub of the Mon Valley. On a daily basis, congestion on SR 201 during rush hour backs up onto 1-70. It gets so bad that Penn DOT annually installs temporary signage along I-70 to alert traffic of stopped vehicles trying to exit on to SR 201. Since time and money have been spent on studying the 1-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled regional commercial corridor. There are two areas along SR 201 that Rostraver Township has been presenting and pleading for funding: • Intersection of SR 3033 (Pricedale Road) and the 1-70 eastbound ramp and Intersection of SR 201 and SR1099/3013 (Vance Dei Cas).

Response: Thank you for your comments. This information will be shared with PennDOT District 12-0 and PennDOT Central Office as the 2021 Interstate Program is developed.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source. Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Penn Township Turnpike slip ramp</td>
<td>Support for Turnpike access in Penn Township</td>
<td>Westmoreland</td>
<td><em>Jason McCabe</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The Penn Township community and Commissioners are lobbying for an EZ Pass Only PA Turnpike slip ramp with direct access of PA Turnpike, east and westbound, at SR 0031. This development would be in line with the recently published Reimagine Westmoreland Comprehensive Plan, would provide direct access to a main thorough fare, reduce congestion in neighboring townships (Murrysville, Monroeville, Irwin), and provide for significant economic growth within the township.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><em>Response:</em> Thank you for your comments. This project has been identified as being beyond current fiscal capacity but consistent with the Regional Vision.</td>
</tr>
<tr>
<td>Public Transit</td>
<td>Connect businesses in the Allegheny-Kiski Valley</td>
<td>Westmoreland</td>
<td><em>Rennick Steele</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The Allegheny-Kiski Valley needs mass transit to Pittsburgh via buses from Allegheny Town Center in Allegheny Twp., the Dollar Store in Washington Twp., the Park and Ride in Freeport, the Shop and Save in New Kensington, and the Post Office in Leechburg. Seniors and people without automobiles should be able to travel to Pittsburgh on a daily basis.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><em>Response:</em> Thank you for your comments. Your comments will be shared with the Westmoreland County Transit Authority.</td>
</tr>
<tr>
<td>Project</td>
<td>Project Description</td>
<td>Location</td>
<td>Comment Source, Comment Summary</td>
</tr>
<tr>
<td>---------</td>
<td>---------------------</td>
<td>----------</td>
<td>--------------------------------</td>
</tr>
</tbody>
</table>
| SR 356  | Concerns with safety project | Westmoreland | Tim Grantz 3) RT 356 Safety Project - The safety project is going to close off access to McCutcheon Shortcut from SR 4050, which is a route West Leechburg residents use to access RT 56. In meetings with the PennDOT designers they offered no options to keep the road open just alternate routes to be used. The first suggestion was to stay on RT 56 to the first light where RT 56 and 356 intersect, aka Wienel’s Crossroads, and make a left turn onto RT 356 and then a right onto SR4050. The issue is there is no left turn lane on RT 56, anyone making the left turn slows or stops all traffic on RT 56. Therefore I would ask for a left turn lane be included at the intersection. The second suggestion was to use SR 4091 to access the South Leechburg Hill road and then onto RT 56 and Wienel’s Crossroads intersection. The issue with this routing is SR 4091 is in poor condition. There are substantial soft spots along the edge of the road causing many to drive towards the center and in one location many people cross the center line to avoid a deep dip. PennDOT may be addressing safety on RT 356 but creating a safety issue on SR 4091. Therefore, I would ask that SR 4091 be listed for a complete reconstruction. The road is only ½ mile in length and if PennDOT wants the residents of West Leechburg to use this as a main access route, we deserve something better. 4) Stop light timing at Wienel’s crossroad. As more people use RT 356 and less use RT 56, the timing of the lights have not kept pace with the change. In some instances causing traffic to back almost to Piper Rd. Which brings me to my last comment, planning seems to be reactive and not proactive. When a project is proposed or designed by PennDOT I think a wider look needs to be undertaken to see how and where other issues may arise, not just issues in the design corridor. When talking with PennDOT designers about the 356 project they basically said they never looked beyond the corridor until West Leechburg raised the issue. Not good planning and not good PR, people see this and start to question if the planning is being done properly. The way I am looking at some of my comments, none of these are expensive fixes and if done separately, that’s ok, but if rolled into the project it puts the cherry on top, its that little extra that shows residents you tried to take everything into account being proactive. And it is
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>happening on the 356 project, I would assume it happens on others.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. This information will be shared with PennDOT District 12-0 and will be retained as input into the 2021 TIP update.

<table>
<thead>
<tr>
<th>West Leechburg Bridge</th>
<th>Comments on the bridge</th>
<th>Westmoreland</th>
<th>Tim Grantz</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1) West Leechburg Bridge on SR4093 is misnamed in the documents it is called the Leechburg Bridge locally   2) The real West Leechburg Bridge comes off of Route 66 at the Leechburg/Gilpin Twp line, and leads to the ATI property in West Leechburg. The bridge is owned by West Leechburg and Gilpin Twp. The township has given West Leechburg control of the bridge. The Bridge is in good shape but listed as functionally deficient. The bridge was built in 1938 and rehabbed in 1992, I would ask it be included in long range plans for rehab/replacement.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. The plan document will be updated.
Part 2

Written and Electronic Comments
SmartMoves for a Changing Region

Public Comments
May 6 - June 7
THIS IS AN "INEXPENSIVE" SOLUTION TO THE ECONOMICALLY RUINOUS, 50 YEAR OLD BRIDGEVILLE, SOUTH FAYETTE, COLLIER TRAFFIC CONGESTION PROBLEM, THAT HAS BEEN OBVIOUSLY CAUSED AS A RESULT OF....

1. ALL OF THE 8 MAJOR REGIONAL ROADS THAT LEAD TO BRIDGEVILLE, BEING ALLOWED TO POUR THEIR HUGE MOTOR VEHICLE VOLUMES ONTO "THE 2 LANE WIDE" MAIN STREET THRU BRIDGEVILLE, and

2. THE SOUTH HILLS AREA'S EXIT/ENTRANCE TO THE ONLY NORTH/SOUTH INTERSTATE HIGHWAY IN WESTERN PENNSYLVANIA (I-79), BEING BEEN BUILT ONLY 500 YARDS FROM BRIDGEVILLE'S CENTRAL BUSINESS DISTRICT.

THIS SPECIFIC "LOW COST" TRAFFIC CONGESTION SOLUTION PROPOSAL ALSO PROVIDES THE FOUNDATION OF THE SOLUTION TO....

A. BRIDGEVILLE'S DECADES OLD, McLAUGHLIN RUN CREEK FLOODING PROBLEM, THAT HAS CLAIMED 12 LIVES (5 OF WHICH HAVE BEEN CHILDREN), and

B. THE FACT THAT, 50 YEARS AGO, THE EXCESSIVE TRAFFIC CONGESTION CAUSED THE COLLAPSE OF BRIDGEVILLE'S TAX REVENUE PRODUCING CENTRAL BUSINESS,

WHICH IN TURN RESULTED IN BRIDGEVILLE FAMILIES NOW PAYING 50% MORE OF THEIR YEARLY INCOMES IN TAXES TO THEIR COMMUNITY, COMPARED TO RESIDENTS IN SOUTH FAYETTE, COLLIER AND UPPER ST. CLAIR,

YET, HAVING NO WHERE NEAR THE QUALITY OF THE PUBLIC FACILITIES, OR THE SERVICES AND ADVANTAGES PROVIDED BY THE VARIOUS INSTITUTIONS IN BRIDGEVILLE
COMPARED TO THE 3 SURROUNDING COMMUNITIES.

***************

SHOWN ON THE ATTACHED DRAWINGS

AND PHOTOS ARE THE 3 "KEY" BUT

COMPARATIVELY "INEXPENSIVE" IMPROVEMENTS
THAT NEED TO BE MADE TO THE ROAD NETWORK
TO AND FROM INTERSTATE HIGHWAY #79 THRU
BRIDGEVILLE, ESPECIALLY FOR THE REGIONAL
MOTORISTS FROM... THE EASTERN MUNICIPALITIES
OF MT. LEBANON, UPPER ST. CLAIR AND BETHEL
PARK:

* (Incidentally, these SAME solutions to the REGIONAL
traffic congestion problem and McLaughin Creek flooding of
Bridgeville, have been formally recommended to but ignored,
by State, County, Federal and Bridgeville public officials,
beginning 50 years ago, by....

7 different individual, professional city
planning/traffic engineers including Allegheny County's
Chartiers Panhandle Planning Commission, the Pennsylvania
Department of Environmental Protection and the University
of Pittsburgh School of Engineering.)

* (Unlike most communities in which entirely new wider
streets would have to be constructed to substantially solve such
a major traffic congestion problem, in Bridgeville the streets
generally already exist that can inexpensively be modified to solve what has become....

Southwest Allegheny County's main traffic congestion problem that has been unnecessarily wasting 6 hours of time for 150,000 consumer-motorists every week, causing the collapse of the Bridgeville central business district and the 50 year obstruction of the expansion of the South Fayette business district, until recently.)

1. THE ALREADY EXISTING SHADY AVENUE,

(THAT IS PARALLEL TO NORTH/SOUTH WASHINGTON AVENUE (PIKE) THE 2 LANE WIDE "BOTTLE NECK" CREATING ALMOST ALL OF THE TRAFFIC CONGESTION PROBLEM)

MUST BE EXTENDED 220 YARDS TO CREATE TWO PARALLEL, 2 BLOCK LONG, 3 LANE WIDE MAIN STREETS THRU BRIDGEVILLE THAT WOULD DOUBLE THE SIZE OF ITS CENTRAL DISTRICT, AND SOLVE ABOUT 75% OF THE TRAFFIC CONGESTION DELAY TO AND FROM I-79, ESPECIALLY FOR THE MOTORISTS FROM UPPER ST.CLAIR, BETHEL PARK AND MT. LEBANON. (SEE THE ILLUSTRATIONS).

THE 220 YARD EXTENTION OF SHADY AVENUE WOULD REQUIRE "CUTTING OFF" A 50 FOOT LONG SECTION OF A 100 YEAR OLD WAREHOUSE, THAT WAS SOME HOW LATER EXTENDED OVER SHADY AVENUE'S ORIGINAL RIGHT OF WAY ROUTE. (?)
EXCEPT FOR 2 RESIDENCES ON THE EAST SIDE (THE WASHINGTON AVENUE SIDE) OF THE NEW PROPOSED SHADY AVENUE EXTENSION, (AT EACH END OF SHADY AVENUE), NONE OF THE OTHER BUILDINGS ON THE OPPOSITE WEST SIDE OF SHADY AVENUE WOULD BE AFFECTED, EXCEPT FOR THEIR PROPERTY VALUES BEING DOUBLED IN THAT THEY ARE LOCATED WITHIN THE PRESENTLY DEFINED CENTRAL BUSINESS DISTRICT.

**************************

2. BALDWIN STREET AND BOWER HILL ROAD ARE ALSO PARALLEL AND CLOSE TO EACH OTHER. THE TRAFFIC FLOW WOULD BE DOUBLED TO 4 LANES BY.... MAKING BOWER HILL ROAD ONE WAY, 2 LANE WEST BOUND, AND BALDWIN STREET ONE WAY, 2 LANE EAST BOUND TO AND FROM THE 2 ONE WAY NORTH/SOUTH COUPLE OF WASHINGTON AND SHADY AVENUES BECAUSE....

3 MAJOR ROADS INTERSECT AND CONGEST NEAR THE EAST END OF BALDWIN STREET:

A. McLaughin Run Road,
B. Cooks School Road, &
C. Bower Hill Road.
THE MAJOR ROADWAY MODIFICATION NECESSARY FOR THIS IMPROVEMENT WOULD BE CONSTRUCTING A GRADUALLY SLOPING, 2 LANE WIDE RAMP FROM A POINT "NEXT TO" THE BOWER HILL ROAD BRIDGE, 8 FEET DOWN TO BALDWIN STREET.

FOR THE OPPOSITE MOVING "WEST" BOUND BOWER HILL ROAD VEHICLES TO REACH BALDWIN STREET, THERE WOULD BE 2 OPTIONAL LEFT TURN ROUTES.

A. THE 1ST.... BEING THE 180 DEGREE LOOP TO THE LEFT DIRECTLY TO BALDWIN STREET,

B. THE 2ND.... THE LEFT TURN ONTO RAILROAD STREET, THEN LEFT ON TO BALDWIN STREET.

**********************************

3. THE 3RD NECESSARY MODIFICATION OF THE ROAD NETWORK THRU BRIDGEVILLE, TO SOLVE THE MAJOR REGIONAL TRAFFIC CONGESTION PROBLEM IS....

WIDENING WASHINGTON AVENUE FROM THE BOWER HILL ROAD INTERSECTION FROM 3 TO 5 LANES NORTH TO COLLIER TOWNSHIP.

THE MAIN OBSTRUCTION TO THIS REQUIRED WIDENING IS THE OVERHEAD STEEL BEAM RAILROAD BRIDGE.

SHOWN IS THE SURPRISING INEXPENSIVE
SOLUTION OF NOT REPLACING THE BRIDGE BUT BUILDING AN IDENTICAL BRIDGE AS THE EXTENTION OVER THE WIDER WASHINGTON AVENUE.

THE 5 LANE WIDENING IS TO ACCOMDATE THE PRESENT SOUTH BOUND, 10 VEHICLE, LEFT TURN STACKING LANE TO BOWER HILL ROAD, AND ANOTHER NORTH BOUND, 10 VEHICLE, LEFT TURN STACKING LANE TO PRESTLEY ROAD AND COLLIER TOWNSHIP.

* (Incidentally, the 5 lane widening would END at Prestley Road, so only 1 of the row of buildings on the EAST side of Washington Avenue from the railroad bridge to Collier Twp. would need to be removed.)

* (Also, the Northend Washington Avenue bridge already has bridge piers for a 4 LANE WIDE BRIDGE.)

By Bob Fryer, Bridgeville, Pennsylvania, 412-221-2000
Baldwin Street Shopping District

PROPOSAL #2

This solution will solve:

1. Pedestrian's Footprints Problem
2. Traffic Congestion Problem
3. Reduce the Excessive Taxation of a 6-foot wide pedestrian walkway
4. Pedestrian's Residence Cesspool
5. Reduce 30% of the traffic congestion per year
6. Baldwin Street 2-way streets next to a 300 car parking lot, that would become 2 separate 2-lane wide, Baldwin St. & Power Hill Road would

By Bob River

ACKNOWLEDGMENT

AND EVENTUALLY 50% OF THE TAXES ON CAR PARKING LOT, THAT WOULD BECOME 2 SEPARATE 2 LANE WIDE.
Dee Pamplin
Administrative Assistant II
Southwestern Pennsylvania Commission
Two Chatham Center - Suite 500
Pittsburgh, PA 15219-3451
412.391.5590 Ext. 301
412.391.9160 Fax
www.spcregion.org

-----Original Message-----
From: Casey Flores [mailto:caseyjflores@yahoo.com]
Sent: Monday, May 6, 2019 7:02 PM
To: Dee Pamplin
Subject: SmartMoves Suggestions

Hi,

I’m Casey Flores and resident of Pittsburgh. With the city’s terrain; natural beauty, green goals, etc. - it may be nice to look into constructing gondolas as a public transit option. While BRT is on its way from Downtown to Oakland, gondolas like those in Medellin are a lot less expensive to build than and work with our hilly and even mountainous terrain. Additionally, having a gondola system would be a huge boon for tourism as they would look seriously beautiful and offer an unmatched view of the city. I could see it going from Point State Park to the new Esplanade and Mt. Wash, down to the strip district, Lawrenceville, and the zoo then run north-south to hazelwood green, with stops in lower income neighborhoods that would benefit greatly economically from increased connectivity. Perhaps the funds intended for BRT from Oakland to Hazelwood could be diverted for that instead. A thought.

Sent from my iPhone
Q2 Please share your comment below

The BRT planned for Downtown-Oakland is probably ill-advised. While a large number of passengers travel the route daily, they are on a multitude of buses from other locations. Shifting them onto a BRT bus would extend commute times, which are already excessive for many commuters. Oakland and Downtown are each destinations; the daytime and even rush hour passenger traffic between each location is limited and of insufficient density to justify the investment and the shift away from automobile traffic of traffic lanes.

The Cleveland BRT was clever in that it enabled the city to obtain federal funding for the rebuilding of a central street; additionally, there are parallel streets nearby on which automobile traffic could be shifted. Despite all the acclaim, the Cleveland BRT has suffered significant drops in ridership- its efficacy may be questionable.

More importantly than the above reasons, within five-to-ten (?) years, level 4 autonomous technology should be feasible enough to enable efficient, smaller-form factor (8-10 passenger), on-demand ride-sharing vehicles that are far more convenient for passengers and far more energy-efficient than large buses (note Waymo's driverless Phoenix service as proof of feasibility).

A 40-foot bus has capacity for 40 sitting passengers and perhaps 20 standing passengers. However, the Port Authority average ridership per trip is about 13, including rush hour, which is why the Port Authority expends about 3,300 BTU per passenger mile. Most buses are empty for most of the day, causing this dramatic inefficiency, and the BRT won't help the situation.

In contrast, ride-sharing electric autonomous vehicles can probably reach sub-500 BTU per passenger mile by being dispatched on an on-demand basis.

The BRT is a great idea for a dense city, but Pittsburgh's population density is far closer to that of Dallas than of New York. Even in a dense city, ride sharing AVs have the promise of being more efficient and convenient; New York's MTA bus efficiency (BTU per passenger mile) is about the same as the Port Authority's, due to the same problems of capacity utilization during non-rush hour times.

Beyond energy efficiency, the cost per passenger mile for both the Port Authority and New York's MTA buses is close to $2.00. Ride-sharing AVs have the potential to drop this cost enormously- sub-$0.50 per passenger mile by some estimates.

Thank you.
**LOST COMMUTER TRAINS**

**PITTSBURGH**

Schedules are from the June 1942 "Official Guide Of The Railways".

The Pennsylvania Railroad provided a particularly comprehensive commuter rail service. All service was abandoned in 1964, making it the largest commuter rail service in the country to be completely discontinued.

In 1942, most rush hour trains actually operated weekdays, and Saturdays also. On Saturdays, certain afternoon departures operated earlier, and are not listed. Presumably in those days, a 5 1/2 or 6 day work week was common.

Miles are distances from the downtown terminal, and not necessarily mileposts.

Certain stops were identified in the timetables as "flag stops", with trains stopping on request only. These are not noted on this page.

---

**Pennsylvania Railroad**

**Pittsburgh Division**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>East Bus Way</td>
<td>400</td>
<td>400</td>
<td>410</td>
<td>420</td>
<td>430</td>
<td>440</td>
<td>450</td>
</tr>
<tr>
<td>WOBTHA</td>
<td>460</td>
<td>470</td>
<td>480</td>
<td>490</td>
<td>500</td>
<td>510</td>
<td>520</td>
</tr>
<tr>
<td>Routes 1S 2F 3F 41/45 5S 4F</td>
<td>560</td>
<td>570</td>
<td>580</td>
<td>590</td>
<td>600</td>
<td>610</td>
<td>620</td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>Miles</th>
<th>April 26, 1942</th>
<th>#7300</th>
<th>#7312</th>
<th>#7296</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Pittsburgh</td>
<td>8:45 am</td>
<td>6:30 pm</td>
<td>10:05 pm</td>
</tr>
<tr>
<td>3.1</td>
<td>Shadyside</td>
<td>8:53 am</td>
<td>6:38 pm</td>
<td>10:13 pm</td>
</tr>
<tr>
<td>3.6</td>
<td>Roup</td>
<td>8:55 am</td>
<td>6:40 pm</td>
<td>10:15 pm</td>
</tr>
<tr>
<td>4.5</td>
<td>East Liberty</td>
<td>8:58 am</td>
<td>6:42 pm</td>
<td>10:17 pm</td>
</tr>
<tr>
<td>5.5</td>
<td>Homewood</td>
<td>9:01 am</td>
<td>6:45 pm</td>
<td>10:20 pm</td>
</tr>
<tr>
<td>6.5</td>
<td>Wilkinsburg</td>
<td>9:06 am</td>
<td>6:48 pm</td>
<td>10:23 pm</td>
</tr>
<tr>
<td>7.2</td>
<td>Edgewood</td>
<td>9:08 am</td>
<td>6:50 pm</td>
<td>10:25 pm</td>
</tr>
<tr>
<td>8.0</td>
<td>Swissvale</td>
<td>9:11 am</td>
<td>6:52 pm</td>
<td>10:27 pm</td>
</tr>
<tr>
<td>8.9</td>
<td>Hawkins</td>
<td>9:14 am</td>
<td>6:55 pm</td>
<td>10:30 pm</td>
</tr>
<tr>
<td>9.5</td>
<td>Copeland</td>
<td>9:16 am</td>
<td>6:57 pm</td>
<td>10:33 pm</td>
</tr>
<tr>
<td>10.0</td>
<td>Braddock</td>
<td>9:20 am</td>
<td>6:59 pm</td>
<td>10:35 pm</td>
</tr>
<tr>
<td>10.8</td>
<td>Bessemer</td>
<td>9:24 am</td>
<td>7:02 pm</td>
<td>10:37 pm</td>
</tr>
<tr>
<td>11.1</td>
<td>E. Pittsburgh</td>
<td>9:30 am</td>
<td>7:04 pm</td>
<td>10:40 pm</td>
</tr>
<tr>
<td>12.6</td>
<td>Turtle Creek</td>
<td>9:33 am</td>
<td>7:07 pm</td>
<td>10:43 pm</td>
</tr>
<tr>
<td>13.8</td>
<td>Wilmerding</td>
<td>9:34 am</td>
<td>7:08 pm</td>
<td>10:43 pm</td>
</tr>
<tr>
<td>15.3</td>
<td>Pitcairn</td>
<td>9:36 am</td>
<td>7:10 pm</td>
<td>10:45 pm</td>
</tr>
<tr>
<td>16.9</td>
<td>Trafford</td>
<td>9:40 am</td>
<td>7:12 pm</td>
<td>10:47 pm</td>
</tr>
<tr>
<td>18.0</td>
<td>N. Trafford</td>
<td>9:44 am</td>
<td>7:15 pm</td>
<td>10:50 pm</td>
</tr>
<tr>
<td>19.1</td>
<td>Ardanar</td>
<td>9:46 am</td>
<td>7:17 pm</td>
<td>10:52 pm</td>
</tr>
<tr>
<td>20.3</td>
<td>Larimer</td>
<td>9:48 am</td>
<td>7:20 pm</td>
<td>10:54 pm</td>
</tr>
<tr>
<td>21.4</td>
<td>Irwin</td>
<td>9:49 am</td>
<td>7:21 pm</td>
<td>10:56 pm</td>
</tr>
<tr>
<td>22.3</td>
<td>Shafton</td>
<td>9:51 am</td>
<td>7:23 pm</td>
<td>11:00 pm</td>
</tr>
<tr>
<td>23.7</td>
<td>Manor</td>
<td>9:54 am</td>
<td>7:26 pm</td>
<td>11:02 pm</td>
</tr>
<tr>
<td>25.2</td>
<td>Penn</td>
<td>9:57 am</td>
<td>7:30 pm</td>
<td>11:05 pm</td>
</tr>
<tr>
<td>26.7</td>
<td>Jeannette</td>
<td>10:00 pm</td>
<td>7:36 pm</td>
<td>11:11 pm</td>
</tr>
<tr>
<td>27.2</td>
<td>Grapevine</td>
<td>-------</td>
<td>-------</td>
<td>-------</td>
</tr>
<tr>
<td>Miles</td>
<td>April 26, 1942</td>
<td>#7281</td>
<td>#7301</td>
<td>#7303</td>
</tr>
<tr>
<td>-------</td>
<td>----------------</td>
<td>-------</td>
<td>-------</td>
<td>-------</td>
</tr>
<tr>
<td>28.9</td>
<td>Radebaugh</td>
<td>10:06 am</td>
<td>7:41 pm</td>
<td>-----</td>
</tr>
<tr>
<td>30.8</td>
<td>Greensburg</td>
<td>10:10 am</td>
<td>7:44 pm</td>
<td>11:20 pm</td>
</tr>
<tr>
<td>35.0</td>
<td>Donohue</td>
<td>-----</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>40.1</td>
<td>Latrobe</td>
<td>10:25 am</td>
<td>7:55 pm</td>
<td>-----</td>
</tr>
<tr>
<td>45.0</td>
<td>Derry</td>
<td>10:35 am</td>
<td>8:03 pm</td>
<td>-----</td>
</tr>
<tr>
<td>45.0</td>
<td>Derry</td>
<td>-----</td>
<td>6:40 am</td>
<td>7:30 am</td>
</tr>
<tr>
<td>40.1</td>
<td>Latrobe</td>
<td>-----</td>
<td>6:50 am</td>
<td>7:38 am</td>
</tr>
<tr>
<td>35.0</td>
<td>Donohue</td>
<td>-----</td>
<td>6:58 am</td>
<td>7:45 am</td>
</tr>
<tr>
<td>30.8</td>
<td>Greensburg</td>
<td>5:44 am</td>
<td>7:06 am</td>
<td>7:52 am</td>
</tr>
<tr>
<td>28.9</td>
<td>Radebaugh</td>
<td>5:48 am</td>
<td>7:10 am</td>
<td>-----</td>
</tr>
<tr>
<td>27.2</td>
<td>Grapevine</td>
<td>5:51 am</td>
<td>7:16 am</td>
<td>-----</td>
</tr>
<tr>
<td>26.7</td>
<td>Jeannette</td>
<td>5:53 am</td>
<td>7:19 am</td>
<td>7:59 am</td>
</tr>
<tr>
<td>25.2</td>
<td>Penn</td>
<td>5:57 am</td>
<td>7:22 am</td>
<td>-----</td>
</tr>
<tr>
<td>23.7</td>
<td>Manor</td>
<td>6:01 am</td>
<td>7:26 am</td>
<td>8:03 am</td>
</tr>
<tr>
<td>22.3</td>
<td>Shafton</td>
<td>6:04 am</td>
<td>7:28 am</td>
<td>-----</td>
</tr>
<tr>
<td>21.4</td>
<td>Irwin</td>
<td>6:07 am</td>
<td>7:32 am</td>
<td>8:07 am</td>
</tr>
<tr>
<td>20.3</td>
<td>Larimer</td>
<td>6:10 am</td>
<td>7:35 am</td>
<td>-----</td>
</tr>
<tr>
<td>19.1</td>
<td>Ardara</td>
<td>6:13 am</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>16.9</td>
<td>Trafford</td>
<td>6:18 am</td>
<td>7:40 am</td>
<td>-----</td>
</tr>
<tr>
<td>15.3</td>
<td>Pitcairn</td>
<td>6:24 am</td>
<td>7:43 am</td>
<td>-----</td>
</tr>
<tr>
<td>13.8</td>
<td>Wilmerding</td>
<td>6:28 am</td>
<td>7:46 am</td>
<td>-----</td>
</tr>
<tr>
<td>12.6</td>
<td>Turtle Creek</td>
<td>6:31 am</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>12.1</td>
<td>E. Pittsburgh</td>
<td>6:33 am</td>
<td>7:50 am</td>
<td>-----</td>
</tr>
<tr>
<td>10.8</td>
<td>Bessemer</td>
<td>6:36 am</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>10.0</td>
<td>Braddock</td>
<td>6:38 am</td>
<td>7:55 am</td>
<td>-----</td>
</tr>
<tr>
<td>9.5</td>
<td>Copeland</td>
<td>6:40 am</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>8.9</td>
<td>Hawkins</td>
<td>6:43 am</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>8.0</td>
<td>Swissvale</td>
<td>6:46 am</td>
<td>8:00 am</td>
<td>-----</td>
</tr>
<tr>
<td>7.2</td>
<td>Edgewood</td>
<td>6:49 am</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>6.5</td>
<td>Wilkinsburg</td>
<td>6:52 am</td>
<td>8:04 am</td>
<td>-----</td>
</tr>
<tr>
<td>5.5</td>
<td>Homewood</td>
<td>6:55 am</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>4.5</td>
<td>East Liberty</td>
<td>6:58 am</td>
<td>8:08 am</td>
<td>8:29 am</td>
</tr>
<tr>
<td>3.6</td>
<td>Roup</td>
<td>7:00 am</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>3.1</td>
<td>Shadyside</td>
<td>7:02 am</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>0</td>
<td>Pittsburgh</td>
<td>7:10 am</td>
<td>8:18 am</td>
<td>8:40 am</td>
</tr>
</tbody>
</table>

Numerous additional trains operated between Pittsburgh and North Trafford, and are not listed. Additional trains not listed operated through between Pittsburgh and Altoona, making local stops. Commuter service discontinued in 1964. Immediately east of Pittsburgh is now a busway, where four tracks have been reduced to two.

**Allegheny Division**

To MP 5.5 Homewood Junction to PA 13B

---

#6910 Miles April 26, 1942 #6921 #6925

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Time</th>
<th>Location</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:52 pm</td>
<td>Pittsburgh</td>
<td>8:12 am</td>
<td>6:16 pm</td>
<td>6:00 pm</td>
<td>3.1 Shadyside</td>
</tr>
</tbody>
</table>
6:02 pm 3.6 Roup 8:02 am 6:06 pm
6:04 pm 4.5 East Liberty 8:00 am 6:04 pm
6:13 pm 8.6 Nadine 7:48 am 5:54 pm
6:16 pm 9.8 Sandy Creek ----- ----- 
6:19 pm 11.3 Verona 7:42 am 5:49 pm
6:21 pm 11.8 Edgewater 7:40 am 5:47 pm
6:23 pm 12.1 Oakmont 7:38 am 5:45 pm
6:25 pm 12.7 Hulton 7:36 am 5:43 pm
----- 13.9 Black's Run 7:32 am ----
6:32 pm 16.2 Barking 7:28 am 5:37 pm
6:34 pm 17.4 Logan's Ferry 7:26 am 5:35 pm
6:36 pm 18.4 Parnassus 7:24 am 5:33 pm
6:38 pm 19.1 New Kensington 7:22 am 5:31 pm
----- 19.9 Arnold ----- 5:22 pm
----- 23.1 Edgecliff ----- 5:18 pm
----- 23.8 Braeburn ----- 5:16 pm
----- 28.2 Garver's Ferry ----- 5:08 pm
----- 29.8 Kiskiminetas J ----- 5:05 pm

Allegheny County from PA 356 South to Amtrak
Additional trains operating beyond to and from Oil City and intermediate points also made local stops. Commuter service discontinued in 1964.

Conemaugh Division

Miles April 26, 1942 #6800 #6804 #6786 #6788 #6864
0 Pittsburgh 5:55 am 3:40 pm 4:45 pm 5:32 pm 6:03 pm
3.1 Shadyside 6:03 am 3:48 pm 4:53 pm 5:40 pm ----- 
3.6 Roup 6:05 am 3:50 pm 4:55 pm 5:42 pm 6:12 pm
4.5 East Liberty 6:08 am 3:53 pm 4:57 pm 5:44 pm 6:15 pm
7.5 Aspinwall 6:18 am 4:02 pm 5:06 pm 5:54 pm 6:24 pm
9.2 Parkview ----- ----- ----- ----- ----- 
9.5 Blawnox 6:23 am 4:06 pm 5:10 pm 5:58 pm 6:28 pm
10.5 Glenover ----- 4:08 pm 5:13 pm 6:00 pm 6:30 pm
12.5 Hulton Ferry ----- 4:11 pm 5:16 pm ----- 6:33 pm
12.9 Harmarville 6:28 am 4:13 pm 5:18 pm 6:04 pm 6:35 pm
15.0 Cheswick 6:34 am 4:17 pm 5:23 pm 6:09 pm 6:39 pm
16.3 Colfax 6:37 am ----- 5:25 pm 6:11 pm ----- 
17.1 Springdale 6:41 am 4:22 pm 5:28 pm 6:14 pm 6:44 pm
18.6 W. New Kens. 6:45 am 4:25 pm 5:31 pm 6:17 pm 6:47 pm
19.7 Glassmere 6:48 am 4:27 pm 5:33 pm 6:19 pm 6:49 pm
20.3 Creighton 6:52 am 4:30 pm 5:35 pm 6:21 pm 6:51 pm
21.2 W. Tarentum 6:54 am 4:33 pm 5:37 pm 6:23 pm ----- 
21.9 Tarentum 7:02 am 4:37 pm 5:40 pm 6:25 pm 6:55 pm
23.0 Brackenridge 7:09 am 4:40 pm 5:43 pm 6:28 pm 6:58 pm
23.9 Natrona 7:16 am 4:43 pm 5:46 pm 6:31 pm 7:01 pm
25.4 Karns ----- ----- 5:48 pm ----- ----- 
28.7 Freeport 7:28 am 4:52 pm 5:55 pm 6:39 pm 7:08 pm
29.9 Kiskiminetas J 7:40 am 4:56 pm 5:58 pm 6:42 pm 7:12 pm
32.4 Bagdad ----- 5:03 pm ----- ----- 7:17 pm
35.1 Leechburg ----- 5:11 pm ----- 7:23 pm
36.4 Hyde Park ----- 5:14 pm ----- 7:27 pm
<table>
<thead>
<tr>
<th>Miles</th>
<th>April 26, 1942</th>
<th>#6861</th>
<th>#6783</th>
<th>#6803</th>
<th>#6789</th>
</tr>
</thead>
<tbody>
<tr>
<td>40.4</td>
<td>Vandergrift</td>
<td>5:24 pm</td>
<td></td>
<td></td>
<td>7:35 pm</td>
</tr>
<tr>
<td>43.1</td>
<td>West Apollo</td>
<td>5:30 pm</td>
<td></td>
<td></td>
<td>7:42 pm</td>
</tr>
<tr>
<td>44.6</td>
<td>Apollo</td>
<td></td>
<td></td>
<td></td>
<td>7:49 pm</td>
</tr>
<tr>
<td>49.1</td>
<td>Salina</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50.9</td>
<td>Avonmore</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52.4</td>
<td>Edri</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55.2</td>
<td>Saltsburg</td>
<td></td>
<td></td>
<td>Meets Wye</td>
<td></td>
</tr>
<tr>
<td>57.4</td>
<td>White</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60.6</td>
<td>Tunnelton</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>62.8</td>
<td>Livermore</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>68.2</td>
<td>Blairsville</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>71.1</td>
<td>Torrance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Miles April 26, 1942 #6861 #6783 #6803 #6789

| 71.1  | Torrance      |       | 10:05 am |       |         |
| 68.2  | Blairsville   |       | 10:14 am |       |         |
| 62.8  | Livermore     |       | 10:22 am |       |         |
| 60.6  | Tunnelton     |       | 10:28 am |       |         |
| 57.4  | White         |       | 10:34 am |       |         |
| 55.2  | Saltsburg     |       | 10:40 am |       |         |
| 52.4  | Edri          |       | 10:45 am |       |         |
| 50.9  | Avonmore      |       | 10:50 am |       |         |
| 49.1  | Salina        |       | 10:55 am |       |         |
| 44.6  | Apollo        | 6:17 am |       |       |         |
| 43.1  | West Apollo   | 6:24 am |       |       |         |
| 40.4  | Vandergrift   | 6:30 am |       |       |         |
| 36.4  | Hyde Park     | 6:36 am |       |       |         |
| 35.1  | Leechburg     | 6:40 am |       |       |         |
| 32.4  | Bagdad        | 6:45 am |       |       |         |
| 29.9  | Kiskiminetas J| 6:50 am | 7:24 am | 11:47 am | 4:45 pm MP out of Perry Meets Allegheny Valley Div |
| 28.7  | Freeport      | 6:53 am | 7:26 am | 11:50 am | 4:48 pm |
| 25.4  | Karns         |       | 7:31 am |       |         |
| 23.9  | Natrona       | 7:01 am | 7:34 am | 11:59 am | 4:55 pm |
| 23.0  | Brackenridge  | 7:04 am | 7:37 am | 12:03 am | 4:58 pm |
| 21.9  | Tarentum      | 7:07 am | 7:40 am | 12:09 am | 5:02 pm |
| 21.2  | W. Tarentum   | 7:09 am | 7:42 am |       | 5:04 pm |
| 20.3  | Creighton     | 7:11 am | 7:45 am | 12:13 am | 5:06 pm |
| 19.7  | Glassmere     | 7:13 am | 7:47 am |       | 5:08 pm |
| 18.6  | W. New Kens.  | 7:16 am | 7:50 am | 12:16 pm | 5:11 pm |
| 17.1  | Springdale    | 7:19 am | 7:53 am | 12:20 pm | 5:14 pm |
| 16.3  | Colfax        | 7:22 am | 7:56 am |       | 5:16 pm |
| 15.0  | Cheswick      | 7:24 am | 7:59 am | 12:25 pm | 5:20 pm |
| 12.9  | Harmarville   | 7:28 am | 8:03 am | 12:29 pm | 5:24 pm |
| 12.5  | Hulton Ferry  |       |       |       | 5:26 pm |
| 10.5  | Glenover      | 7:32 am | 8:07 am |       |         |
| 9.5   | Blawnox       | 7:35 am | 8:10 am | 12:36 pm | 5:32 pm |
| 9.2   | Parkview      |       | 8:13 am |       |         |
| 7.5   | Aspinwall     | 7:40 am | 8:17 am | 12:42 pm | 5:39 pm |
| 4.5   | East Liberty  | 7:50 am | 8:26 am | 12:53 pm | 5:51 pm |
| 3.6   | Roup          | 7:52 am | 8:28 am | 12:55 pm | 5:53 pm |
| 3.1   | Shadyside     | 7:54 am | 8:30 am | 12:57 pm | 5:55 pm |
| 0     | Pittsburgh    | 8:02 am | 8:38 am | 1:05 pm | 6:03 pm |

**Eastern Division**

<table>
<thead>
<tr>
<th>Time</th>
<th>#455</th>
<th>Miles</th>
<th>#404</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:35 pm</td>
<td>0</td>
<td>Pittsburgh</td>
<td>8:50 am</td>
</tr>
<tr>
<td>5:39 pm</td>
<td>1.0</td>
<td>Federal Street</td>
<td>8:46 am</td>
</tr>
<tr>
<td>-----</td>
<td>3.4</td>
<td>Woods Run</td>
<td>-----</td>
</tr>
<tr>
<td>-----</td>
<td>5.1</td>
<td>Bellevue</td>
<td>-----</td>
</tr>
<tr>
<td>-----</td>
<td>5.5</td>
<td>West Bellevue</td>
<td>-----</td>
</tr>
<tr>
<td>5:47 pm</td>
<td>6.0</td>
<td>Avalon</td>
<td>-----</td>
</tr>
<tr>
<td>-----</td>
<td>6.5</td>
<td>Ben Avon</td>
<td>-----</td>
</tr>
<tr>
<td>5:50 pm</td>
<td>7.0</td>
<td>Emsworth</td>
<td>8:37 am</td>
</tr>
<tr>
<td>-----</td>
<td>7.7</td>
<td>Clifton</td>
<td>-----</td>
</tr>
<tr>
<td>-----</td>
<td>8.4</td>
<td>Dixmont</td>
<td>-----</td>
</tr>
<tr>
<td>-----</td>
<td>9.4</td>
<td>Glenfield</td>
<td>8:34 am</td>
</tr>
<tr>
<td>-----</td>
<td>11.0</td>
<td>Haysville</td>
<td>-----</td>
</tr>
<tr>
<td>5:57 pm</td>
<td>11.9</td>
<td>Glen Osborne</td>
<td>8:31 am</td>
</tr>
<tr>
<td>6:00 pm</td>
<td>12.5</td>
<td>Sewickley</td>
<td>8:29 am</td>
</tr>
<tr>
<td>6:02 pm</td>
<td>13.4</td>
<td>Edgeworth</td>
<td>8:26 am</td>
</tr>
<tr>
<td>6:04 pm</td>
<td>14.1</td>
<td>Shields</td>
<td>8:24 am</td>
</tr>
<tr>
<td>-----</td>
<td>14.9</td>
<td>Leetsdale</td>
<td>8:22 am</td>
</tr>
<tr>
<td>6:08 pm</td>
<td>16.5</td>
<td>Ambridge</td>
<td>8:20 am</td>
</tr>
<tr>
<td>6:12 pm</td>
<td>18.0</td>
<td>Economy</td>
<td>-----</td>
</tr>
<tr>
<td>6:16 pm</td>
<td>20.6</td>
<td>Baden</td>
<td>-----</td>
</tr>
<tr>
<td>6:22 pm</td>
<td>23.9</td>
<td>Freedom</td>
<td>8:10 am</td>
</tr>
<tr>
<td>6:26 pm</td>
<td>25.8</td>
<td>Rochester</td>
<td>8:06 am</td>
</tr>
<tr>
<td>6:31 pm</td>
<td>29.0</td>
<td>New Brighton</td>
<td>8:01 am</td>
</tr>
<tr>
<td>6:36 pm</td>
<td>30.3</td>
<td>Beaver Falls</td>
<td>7:58 am</td>
</tr>
<tr>
<td>6:45 pm</td>
<td>34.8</td>
<td>Homewood Jct.</td>
<td>7:51 am</td>
</tr>
<tr>
<td>6:47 pm</td>
<td>36.3</td>
<td>Koppel</td>
<td>7:46 am</td>
</tr>
<tr>
<td>7:05 pm</td>
<td>47.5</td>
<td>Cherry St.</td>
<td>7:29 am</td>
</tr>
<tr>
<td>7:11 pm</td>
<td>49.7</td>
<td>New Castle</td>
<td>7:24 am</td>
</tr>
<tr>
<td>7:25 pm</td>
<td>60.0</td>
<td>Pulaski</td>
<td>7:05 am</td>
</tr>
<tr>
<td>7:31 pm</td>
<td>64.6</td>
<td>West Middlesex</td>
<td>6:58 am</td>
</tr>
<tr>
<td>7:41 pm</td>
<td>68.5</td>
<td>Farrell</td>
<td>6:50 am</td>
</tr>
<tr>
<td>7:45 pm</td>
<td>69.8</td>
<td>Sharon</td>
<td>6:46 am</td>
</tr>
</tbody>
</table>

Additional trains operated between Pittsburgh and Beaver Falls, not listed, making various local stops. Commuter service discontinued in 1964.

**Panhandle Division**

<table>
<thead>
<tr>
<th>Miles</th>
<th>#601</th>
<th>#621</th>
<th>#631</th>
<th>#641</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Pittsburgh</td>
<td>8:30 am</td>
<td>5:03 pm</td>
<td>5:25 pm</td>
</tr>
<tr>
<td>0.5</td>
<td>Fourth Ave.</td>
<td>8:33 am</td>
<td>-----</td>
<td>5:29 pm</td>
</tr>
<tr>
<td>1.3</td>
<td>Smithfield St.</td>
<td>8:36 am</td>
<td>-----</td>
<td>5:32 pm</td>
</tr>
<tr>
<td>4.5</td>
<td>Corliss</td>
<td>8:43 am</td>
<td>-----</td>
<td>5:40 pm</td>
</tr>
<tr>
<td></td>
<td>8:46 am</td>
<td>5:43 pm</td>
<td>6:45 pm</td>
<td>12:00 am</td>
</tr>
<tr>
<td>------</td>
<td>----------</td>
<td>---------</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>6.0</td>
<td>Crafton</td>
<td>5:45 pm</td>
<td>6:47 pm</td>
<td>12:02 am</td>
</tr>
<tr>
<td>6.7</td>
<td>Idlewood</td>
<td>5:46 pm</td>
<td>6:49 pm</td>
<td>12:04 am</td>
</tr>
<tr>
<td>7.8</td>
<td>Rosslyn</td>
<td>5:49 pm</td>
<td>6:51 pm</td>
<td>12:07 am</td>
</tr>
<tr>
<td>8.5</td>
<td>Carnegie</td>
<td>5:53 pm</td>
<td>6:55 pm</td>
<td>12:11 am</td>
</tr>
<tr>
<td>11.0</td>
<td>Walker's Mill</td>
<td>5:58 pm</td>
<td>7:00 pm</td>
<td>12:15 am</td>
</tr>
<tr>
<td>11.8</td>
<td>Rennerdale</td>
<td>6:00 pm</td>
<td>7:02 pm</td>
<td>12:17 am</td>
</tr>
<tr>
<td>13.5</td>
<td>Gregg</td>
<td>6:03 pm</td>
<td>7:05 pm</td>
<td>12:19 am</td>
</tr>
<tr>
<td>14.8</td>
<td>Oakdale</td>
<td>6:07 pm</td>
<td>7:09 pm</td>
<td>12:23 am</td>
</tr>
<tr>
<td>15.7</td>
<td>Noblestown</td>
<td>6:09 pm</td>
<td>7:10 pm</td>
<td>12:25 am</td>
</tr>
<tr>
<td>16.8</td>
<td>Sturgeon</td>
<td>6:12 pm</td>
<td>7:13 pm</td>
<td>12:27 am</td>
</tr>
<tr>
<td>18.3</td>
<td>McDonald</td>
<td>6:16 pm</td>
<td>7:17 pm</td>
<td>12:31 am</td>
</tr>
<tr>
<td>19.8</td>
<td>Primrose</td>
<td>6:19 pm</td>
<td>7:20 pm</td>
<td>12:33 am</td>
</tr>
<tr>
<td>21.5</td>
<td>Midway</td>
<td>6:23 pm</td>
<td>7:23 pm</td>
<td>12:37 am</td>
</tr>
<tr>
<td>23.7</td>
<td>Bulger</td>
<td>6:27 pm</td>
<td>7:27 pm</td>
<td>12:42 am</td>
</tr>
<tr>
<td>25.6</td>
<td>Raccoon</td>
<td>6:30 pm</td>
<td>7:31 pm</td>
<td>12:45 am</td>
</tr>
<tr>
<td>27.5</td>
<td>Burgettstown</td>
<td>6:35 pm</td>
<td>7:38 pm</td>
<td>12:50 am</td>
</tr>
<tr>
<td></td>
<td>Center Ave.</td>
<td>6:40 pm</td>
<td>7:43 pm</td>
<td>12:53 am</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Miles</th>
<th>May 24, 1942</th>
<th>#600</th>
<th>#610</th>
<th>#620</th>
<th>#630</th>
<th>#640</th>
</tr>
</thead>
<tbody>
<tr>
<td>27.5</td>
<td>Burgettstown</td>
<td>5:20 pm</td>
<td>6:18 pm</td>
<td>7:10 am</td>
<td>7:42 am</td>
<td>4:30 pm</td>
</tr>
<tr>
<td>25.6</td>
<td>Raccoon</td>
<td>5:26 am</td>
<td>6:24 am</td>
<td>7:16 am</td>
<td>7:48 am</td>
<td>4:36 pm</td>
</tr>
<tr>
<td>23.7</td>
<td>Bulger</td>
<td>5:30 am</td>
<td>6:28 am</td>
<td>7:21 am</td>
<td>7:52 am</td>
<td>4:39 pm</td>
</tr>
<tr>
<td>21.5</td>
<td>Midway</td>
<td>5:35 am</td>
<td>6:33 am</td>
<td>7:26 am</td>
<td>7:57 am</td>
<td>4:43 pm</td>
</tr>
<tr>
<td>19.8</td>
<td>Primrose</td>
<td>5:38 am</td>
<td>6:36 am</td>
<td>7:30 am</td>
<td>8:00 am</td>
<td>-----</td>
</tr>
<tr>
<td>18.3</td>
<td>McDonald</td>
<td>5:41 am</td>
<td>6:39 am</td>
<td>7:33 am</td>
<td>8:03 am</td>
<td>4:49 pm</td>
</tr>
<tr>
<td>16.8</td>
<td>Sturgeon</td>
<td>5:44 am</td>
<td>6:42 am</td>
<td>7:37 am</td>
<td>8:06 am</td>
<td>4:53 pm</td>
</tr>
<tr>
<td>15.7</td>
<td>Noblestown</td>
<td>5:47 am</td>
<td>6:44 am</td>
<td>7:40 am</td>
<td>8:09 am</td>
<td>4:56 pm</td>
</tr>
<tr>
<td>14.8</td>
<td>Oakdale</td>
<td>5:50 am</td>
<td>6:47 am</td>
<td>7:43 am</td>
<td>8:12 am</td>
<td>4:59 pm</td>
</tr>
<tr>
<td>13.5</td>
<td>Gregg</td>
<td>5:53 am</td>
<td>6:50 am</td>
<td>7:46 am</td>
<td>-----</td>
<td>5:02 pm</td>
</tr>
<tr>
<td>11.8</td>
<td>Rennerdale</td>
<td>5:57 am</td>
<td>6:53 am</td>
<td>7:49 am</td>
<td>8:18 am</td>
<td>-----</td>
</tr>
<tr>
<td>11.0</td>
<td>Walker's Mill</td>
<td>5:59 am</td>
<td>6:55 am</td>
<td>7:51 am</td>
<td>8:20 am</td>
<td>-----</td>
</tr>
<tr>
<td>8.5</td>
<td>Carnegie</td>
<td>6:04 am</td>
<td>7:02 am</td>
<td>7:56 am</td>
<td>8:27 am</td>
<td>5:13 pm</td>
</tr>
<tr>
<td>7.8</td>
<td>Rosslyn</td>
<td>6:06 am</td>
<td>7:04 am</td>
<td>7:58 am</td>
<td>8:29 am</td>
<td>5:15 pm</td>
</tr>
<tr>
<td>6.7</td>
<td>Idlewood</td>
<td>6:08 am</td>
<td>7:07 am</td>
<td>8:00 am</td>
<td>8:31 am</td>
<td>-----</td>
</tr>
<tr>
<td>6.0</td>
<td>Crafton</td>
<td>6:11 am</td>
<td>7:10 am</td>
<td>8:02 am</td>
<td>8:34 am</td>
<td>5:19 pm</td>
</tr>
<tr>
<td>5.4</td>
<td>Ingram</td>
<td>6:13 am</td>
<td>7:13 am</td>
<td>8:04 am</td>
<td>8:37 am</td>
<td>5:21 pm</td>
</tr>
<tr>
<td>4.5</td>
<td>Corliss</td>
<td>6:16 am</td>
<td>7:16 am</td>
<td>8:07 am</td>
<td>8:40 am</td>
<td>5:24 pm</td>
</tr>
<tr>
<td>1.3</td>
<td>Smithfield St.</td>
<td>6:23 am</td>
<td>7:23 am</td>
<td>8:13 am</td>
<td>8:46 am</td>
<td>5:31 pm</td>
</tr>
<tr>
<td>0.5</td>
<td>Fourth Ave.</td>
<td>disch</td>
<td>disch</td>
<td>disch</td>
<td>disch</td>
<td>disch</td>
</tr>
<tr>
<td>0</td>
<td>Pittsburgh</td>
<td>6:30 pm</td>
<td>7:30 am</td>
<td>8:20 am</td>
<td>8:53 am</td>
<td>5:40 pm</td>
</tr>
</tbody>
</table>

Arriving trains would discharge passengers at Fourth Ave. Official Guide information incomplete for train departing Pittsburgh at 5:03 pm, including intermediate stops. Commuter service discontinued in 1964. Right of way between Pittsburgh and Carnegie is now a busway.

**Chartiers Branch**

<table>
<thead>
<tr>
<th>Miles</th>
<th>May 24, 1942</th>
<th>#543</th>
<th>#553</th>
<th>#563</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.4</td>
<td>Ingram</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.0</td>
<td>Crafton</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.7</td>
<td>Idlewood</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.8</td>
<td>Rosslyn</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.5</td>
<td>Carnegie</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.8</td>
<td>Rosslyn</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.7</td>
<td>Idlewood</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.0</td>
<td>Crafton</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.4</td>
<td>Ingram</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.5</td>
<td>Corliss</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3</td>
<td>Smithfield St.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.5</td>
<td>Fourth Ave.</td>
<td>disch</td>
<td>disch</td>
<td>disch</td>
</tr>
<tr>
<td>0</td>
<td>Pittsburgh</td>
<td>6:30 pm</td>
<td>7:30 am</td>
<td>8:20 am</td>
</tr>
<tr>
<td>Miles</td>
<td>May 24, 1942</td>
<td>#512</td>
<td>#522</td>
<td>#552</td>
</tr>
<tr>
<td>-------</td>
<td>-------------</td>
<td>------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>31.9</td>
<td>Washington</td>
<td>6:45 am</td>
<td>7:45 am</td>
<td>2:40 pm</td>
</tr>
<tr>
<td>31.2</td>
<td>Chestnut St.</td>
<td>6:48 am</td>
<td>7:48 am</td>
<td>2:43 pm</td>
</tr>
<tr>
<td>30.2</td>
<td>Tylerdale</td>
<td>6:50 am</td>
<td></td>
<td>2:45 pm</td>
</tr>
<tr>
<td>28.3</td>
<td>Arden</td>
<td></td>
<td></td>
<td>2:48 pm</td>
</tr>
<tr>
<td>26.3</td>
<td>Meadow Lands</td>
<td>6:58 am</td>
<td></td>
<td>2:51 pm</td>
</tr>
<tr>
<td>23.7</td>
<td>Houston</td>
<td>7:04 am</td>
<td>7:59 am</td>
<td>2:55 pm</td>
</tr>
<tr>
<td>22.5</td>
<td>Canonsburg</td>
<td>7:10 am</td>
<td>8:02 am</td>
<td>2:58 pm</td>
</tr>
<tr>
<td>21.5</td>
<td>Richfol</td>
<td>7:12 am</td>
<td></td>
<td>3:00 pm</td>
</tr>
<tr>
<td>20.9</td>
<td>Morganza</td>
<td>7:15 am</td>
<td></td>
<td>3:02 pm</td>
</tr>
<tr>
<td>16.9</td>
<td>Hills</td>
<td>7:22 am</td>
<td></td>
<td>3:08 pm</td>
</tr>
<tr>
<td>16.0</td>
<td>Boyce</td>
<td>7:24 am</td>
<td></td>
<td>3:10 pm</td>
</tr>
<tr>
<td>14.8</td>
<td>Mayview</td>
<td>7:28 am</td>
<td></td>
<td>3:14 pm</td>
</tr>
<tr>
<td>12.2</td>
<td>Bridgeville</td>
<td>7:35 am</td>
<td>8:18 am</td>
<td>3:20 pm</td>
</tr>
<tr>
<td>11.7</td>
<td>Kirwan</td>
<td>7:37 am</td>
<td></td>
<td>3:21 pm</td>
</tr>
<tr>
<td>11.1</td>
<td>Bower Hill</td>
<td>7:39 am</td>
<td></td>
<td>3:23 pm</td>
</tr>
<tr>
<td>10.2</td>
<td>Woodville</td>
<td>7:41 am</td>
<td></td>
<td>3:25 pm</td>
</tr>
<tr>
<td>8.5</td>
<td>Carnegie</td>
<td>7:50 am</td>
<td>8:25 am</td>
<td>3:30 pm</td>
</tr>
<tr>
<td>7.8</td>
<td>Rosslyn</td>
<td></td>
<td></td>
<td>3:33 pm</td>
</tr>
<tr>
<td>6.7</td>
<td>Idlewood</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.0</td>
<td>Crafton</td>
<td>7:56 am</td>
<td></td>
<td>3:38 pm</td>
</tr>
<tr>
<td>5.4</td>
<td>Ingram</td>
<td>7:59 am</td>
<td></td>
<td>3:40 pm</td>
</tr>
<tr>
<td>4.5</td>
<td>Corliss</td>
<td>8:02 am</td>
<td></td>
<td>3:43 pm</td>
</tr>
<tr>
<td>1.3</td>
<td>Smithfield St.</td>
<td>8:09 am</td>
<td></td>
<td>3:49 pm</td>
</tr>
<tr>
<td>0.5</td>
<td>Fourth Ave.</td>
<td>dischg</td>
<td>dischg</td>
<td>dischg</td>
</tr>
<tr>
<td>0</td>
<td>Pittsburgh</td>
<td>8:15 am</td>
<td>8:45 am</td>
<td>3:55 pm</td>
</tr>
</tbody>
</table>
Arriving trains would discharge passengers at Fourth Ave. Commuter service discontinued in 1952.

### Monongahela Division

<table>
<thead>
<tr>
<th>Miles</th>
<th>March 23, 1942</th>
<th>#7702</th>
<th>#7806</th>
<th>#7710</th>
<th>#7712</th>
<th>#7810</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Pittsburgh</td>
<td>5:25 am</td>
<td>8:35 am</td>
<td>4:18 pm</td>
<td>5:20 pm</td>
<td>5:47 pm</td>
</tr>
<tr>
<td>0.5</td>
<td>4th Avenue</td>
<td>5:28 am</td>
<td>8:38 am</td>
<td>4:21 pm</td>
<td>5:22 pm</td>
<td>5:50 pm</td>
</tr>
<tr>
<td>3.0</td>
<td>30th Street</td>
<td>5:34 am</td>
<td></td>
<td>4:27 pm</td>
<td>5:28 pm</td>
<td></td>
</tr>
<tr>
<td>5.8</td>
<td>Hays</td>
<td></td>
<td></td>
<td>4:32 pm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.6</td>
<td>Mesta</td>
<td></td>
<td></td>
<td>4:34 pm</td>
<td>5:35 pm</td>
<td>6:01 pm</td>
</tr>
<tr>
<td>7.4</td>
<td>Homestead</td>
<td>5:46 am</td>
<td>8:50 am</td>
<td>4:37 pm</td>
<td>5:38 pm</td>
<td>6:04 pm</td>
</tr>
<tr>
<td>8.2</td>
<td>Munhall</td>
<td>5:48 am</td>
<td></td>
<td>4:39 pm</td>
<td></td>
<td>6:06 pm</td>
</tr>
<tr>
<td>11.8</td>
<td>Duquesne</td>
<td>5:56 am</td>
<td>8:58 am</td>
<td>4:47 pm</td>
<td>5:47 pm</td>
<td>6:13 pm</td>
</tr>
<tr>
<td>12.6</td>
<td>South Duquesne</td>
<td></td>
<td></td>
<td></td>
<td>5:49 pm</td>
<td>6:15 pm</td>
</tr>
<tr>
<td>15.4</td>
<td>Dravosburg</td>
<td>6:05 am</td>
<td>9:04 am</td>
<td>4:54 pm</td>
<td>5:54 pm</td>
<td>6:20 pm</td>
</tr>
<tr>
<td>18.4</td>
<td>Wilson</td>
<td>6:11 am</td>
<td>9:09 am</td>
<td>4:59 pm</td>
<td>5:59 pm</td>
<td>6:25 pm</td>
</tr>
<tr>
<td>20.0</td>
<td>Clairton</td>
<td>6:16 am</td>
<td>9:12 am</td>
<td>5:02 pm</td>
<td>6:02 pm</td>
<td>6:28 pm</td>
</tr>
<tr>
<td>21.8</td>
<td>West Elizabeth</td>
<td>6:21 am</td>
<td>9:15 am</td>
<td>5:06 pm</td>
<td>6:06 pm</td>
<td>6:31 pm</td>
</tr>
<tr>
<td>23.4</td>
<td>Floreffe</td>
<td>6:24 am</td>
<td></td>
<td>5:09 pm</td>
<td>6:09 pm</td>
<td></td>
</tr>
<tr>
<td>23.8</td>
<td>Elrama</td>
<td>6:27 am</td>
<td>9:19 am</td>
<td>5:11 pm</td>
<td>6:11 pm</td>
<td>6:35 pm</td>
</tr>
<tr>
<td>28.0</td>
<td>Courtney</td>
<td>6:36 am</td>
<td></td>
<td>5:19 pm</td>
<td></td>
<td>6:43 pm</td>
</tr>
<tr>
<td>30.8</td>
<td>Monongahela</td>
<td>6:47 am</td>
<td>9:32 am</td>
<td>5:26 pm</td>
<td></td>
<td>6:48 pm</td>
</tr>
<tr>
<td>35.2</td>
<td>Donora</td>
<td>6:57 am</td>
<td>9:41 am</td>
<td>5:35 pm</td>
<td></td>
<td>6:55 pm</td>
</tr>
<tr>
<td>36.0</td>
<td>West Columbia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>39.5</td>
<td>West Monessen</td>
<td>7:04 am</td>
<td></td>
<td>5:41 pm</td>
<td></td>
<td>7:01 pm</td>
</tr>
<tr>
<td>40.5</td>
<td>Charleroi</td>
<td>7:16 am</td>
<td>9:50 am</td>
<td>5:50 pm</td>
<td></td>
<td>7:04 pm</td>
</tr>
<tr>
<td>41.9</td>
<td>Belle Vernon</td>
<td>7:19 am</td>
<td>9:52 am</td>
<td>5:53 pm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>44.5</td>
<td>Allenport</td>
<td>7:23 am</td>
<td></td>
<td>5:57 pm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>45.7</td>
<td>Stockdale</td>
<td>7:27 am</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>46.6</td>
<td>Roscoe</td>
<td>7:31 am</td>
<td></td>
<td>6:03 pm</td>
<td></td>
<td>7:13 pm</td>
</tr>
<tr>
<td>49.3</td>
<td>Coal Centre</td>
<td></td>
<td></td>
<td></td>
<td>6:08 pm</td>
<td></td>
</tr>
<tr>
<td>49.9</td>
<td>California</td>
<td>7:43 am</td>
<td>10:04 am</td>
<td>6:13 pm</td>
<td></td>
<td>7:20 pm</td>
</tr>
<tr>
<td>51.3</td>
<td>W. Brownsv. J.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52.8</td>
<td>Brownsville</td>
<td>8:10 am</td>
<td>10:19 am</td>
<td>6:18 pm</td>
<td></td>
<td>7:25 pm</td>
</tr>
</tbody>
</table>

### Miles March 23, 1942

<table>
<thead>
<tr>
<th>#7703</th>
<th>#7707</th>
<th>#7801</th>
<th>#7803</th>
<th>#7833</th>
</tr>
</thead>
<tbody>
<tr>
<td>54.5</td>
<td>Brownsville</td>
<td>6:10 am</td>
<td>7:10 am</td>
<td>11:57 am</td>
</tr>
<tr>
<td>52.8</td>
<td>W. Brownsv. J.</td>
<td>6:18 am</td>
<td>7:17 am</td>
<td>12:04 am</td>
</tr>
<tr>
<td>49.9</td>
<td>California</td>
<td>6:23 am</td>
<td>7:22 am</td>
<td>12:09 am</td>
</tr>
<tr>
<td>49.3</td>
<td>Coal Centre</td>
<td>6:25 am</td>
<td></td>
<td></td>
</tr>
<tr>
<td>46.6</td>
<td>Roscoe</td>
<td>6:30 am</td>
<td></td>
<td>12:13 pm</td>
</tr>
<tr>
<td>45.7</td>
<td>Stockdale</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>44.5</td>
<td>Allenport</td>
<td>6:34 am</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41.9</td>
<td>Belle Vernon</td>
<td>6:38 am</td>
<td></td>
<td>12:21 pm</td>
</tr>
<tr>
<td>40.5</td>
<td>Charleroi</td>
<td>6:41 am</td>
<td>7:36 am</td>
<td>12:24 pm</td>
</tr>
<tr>
<td>39.5</td>
<td>West Monessen</td>
<td>6:44 am</td>
<td></td>
<td></td>
</tr>
<tr>
<td>36.0</td>
<td>West Columbia</td>
<td>6:49 am</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35.2</td>
<td>Donora</td>
<td>6:50 am</td>
<td>7:45 am</td>
<td>12:33 pm</td>
</tr>
<tr>
<td>30.8</td>
<td>Monongahela</td>
<td>7:00 am</td>
<td>7:53 am</td>
<td>12:41 pm</td>
</tr>
<tr>
<td>28.0</td>
<td>Courtney</td>
<td>7:06 am</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23.8</td>
<td>Elrama</td>
<td>6:50 am</td>
<td>7:15 am</td>
<td></td>
</tr>
<tr>
<td>23.4</td>
<td>Floreffe</td>
<td>6:52 am</td>
<td>7:17 am</td>
<td></td>
</tr>
<tr>
<td>21.8</td>
<td>West Elizabeth</td>
<td>6:55 am</td>
<td>7:20 am</td>
<td>8:07 am</td>
</tr>
</tbody>
</table>
20.0 Clairton  6:58 am  7:24 am  8:11 am  1:00 pm  6:26 pm
18.4 Wilson    7:01 am  7:27 am  8:14 am  1:03 pm  6:30 pm
15.4 Dravosburg 7:06 am  7:32 am  8:19 am  1:08 pm  6:35 pm
12.6 South Duquesne 7:10 am  7:37 am  8:23 am  -----  ----- 
11.8 Duquesne  7:12 am  7:40 am  8:26 am  1:14 pm  6:42 pm
8.2 Munhall    7:15 am  7:45 am  -----  1:19 pm  6:48 pm
7.4 Homestead  7:21 am  7:49 am  8:34 am  1:23 pm  6:52 pm
6.6 Mesta      7:24 am  7:50 am  -----  1:26 pm  ----- 
5.8 Hays       -----  -----  -----  1:29 pm  ----- 
3.0 30th Street 7:31 am  7:59 am  -----  1:35 pm  7:02 pm
0.5 4th Avenue  7:38 am  8:06 am  8:48 am  1:43 pm  7:08 pm
0 Pittsburgh   7:40 am  8:08 am  8:50 am  1:45 pm  7:10 pm

Commuter service discontinued in 1964.

Baltimore & Ohio

<table>
<thead>
<tr>
<th>#140</th>
<th>#158</th>
<th>Miles</th>
<th>May 24, 1942</th>
<th>#147</th>
<th>#141</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:00 am 5:20 pm</td>
<td>0</td>
<td>Pittsburgh</td>
<td>8:15 am</td>
<td>6:10 pm</td>
<td></td>
</tr>
<tr>
<td>6:08 am 5:28 pm</td>
<td>3.9</td>
<td>Hazelwood</td>
<td>8:02 am</td>
<td>5:58 pm</td>
<td></td>
</tr>
<tr>
<td>6:10 am -----</td>
<td>4.7</td>
<td>Glenwood</td>
<td>-----</td>
<td>-----</td>
<td></td>
</tr>
<tr>
<td>6:18 am 5:36 pm</td>
<td>8.9</td>
<td>Rankin</td>
<td>7:54 am</td>
<td>5:50 pm</td>
<td></td>
</tr>
<tr>
<td>6:21 am 5:38 pm</td>
<td>9.6</td>
<td>Braddock</td>
<td>7:51 am</td>
<td>5:48 pm</td>
<td></td>
</tr>
<tr>
<td>6:24 am -----</td>
<td>10.8</td>
<td>Bessemer</td>
<td>-----</td>
<td>5:44 pm</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>12.2</td>
<td>Demmler</td>
<td>-----</td>
<td>-----</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>13.6</td>
<td>Riverton</td>
<td>-----</td>
<td>-----</td>
<td></td>
</tr>
<tr>
<td>6:38 am 5:48 pm</td>
<td>14.8</td>
<td>McKeesport</td>
<td>7:40 am</td>
<td>5:35 pm</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>16.6</td>
<td>Christy Park</td>
<td>-----</td>
<td>-----</td>
<td></td>
</tr>
<tr>
<td>6:47 am 5:56 pm</td>
<td>17.7</td>
<td>Versailles</td>
<td>7:29 am</td>
<td>5:26 pm</td>
<td></td>
</tr>
<tr>
<td>6:55 am 6:04 pm</td>
<td>22.5</td>
<td>Coulter</td>
<td>7:20 am</td>
<td>5:19 pm</td>
<td></td>
</tr>
<tr>
<td>7:02 am 6:09 pm</td>
<td>25.2</td>
<td>Shaner</td>
<td>7:13 am</td>
<td>5:15 pm</td>
<td></td>
</tr>
<tr>
<td>7:08 am 6:14 pm</td>
<td>27.9</td>
<td>Scott Haven</td>
<td>7:07 am</td>
<td>-----</td>
<td></td>
</tr>
<tr>
<td>7:11 am 6:17 pm</td>
<td>29.3</td>
<td>Suter</td>
<td>7:04 am</td>
<td>5:09 pm</td>
<td></td>
</tr>
<tr>
<td>7:20 am 6:26 pm</td>
<td>33.2</td>
<td>West Newton</td>
<td>6:57 am</td>
<td>5:02 pm</td>
<td></td>
</tr>
<tr>
<td>7:29 am 6:34 pm</td>
<td>37.6</td>
<td>Fitz Henry</td>
<td>6:49 am</td>
<td>4:52 pm</td>
<td></td>
</tr>
<tr>
<td>7:33 am 6:38 pm</td>
<td>39.1</td>
<td>Smithton</td>
<td>6:46 am</td>
<td>4:49 pm</td>
<td></td>
</tr>
<tr>
<td>7:36 am 6:42 pm</td>
<td>41.0</td>
<td>Jacobs Creek</td>
<td>6:42 am</td>
<td>4:45 pm</td>
<td></td>
</tr>
<tr>
<td>7:38 am 6:45 pm</td>
<td>41.9</td>
<td>Banning</td>
<td>6:40 am</td>
<td>4:42 pm</td>
<td></td>
</tr>
<tr>
<td>7:46 am 6:50 pm</td>
<td>45.2</td>
<td>Layton</td>
<td>6:35 am</td>
<td>4:35 pm</td>
<td></td>
</tr>
<tr>
<td>7:57 am 7:02 pm</td>
<td>52.5</td>
<td>Dawson</td>
<td>6:24 am</td>
<td>4:24 pm</td>
<td></td>
</tr>
<tr>
<td>8:04 am 7:07 pm</td>
<td>55.5</td>
<td>Broad Ford</td>
<td>-----</td>
<td>4:19 pm</td>
<td></td>
</tr>
<tr>
<td>8:10 am 7:15 pm</td>
<td>57.9</td>
<td>Connellsville</td>
<td>6:15 am</td>
<td>4:15 pm</td>
<td></td>
</tr>
</tbody>
</table>

Additional trains operated between Pittsburgh and Versailles, not listed, numbering seven each way in 1942. Commuter train between Pittsburgh and Connellsville discontinued around 1965, trains between Pittsburgh and Versailles continued to operate until 1989.
<table>
<thead>
<tr>
<th>#55</th>
<th>Miles</th>
<th>May 24, 1942</th>
<th>#56</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:25 pm</td>
<td>0</td>
<td>Pittsburgh</td>
<td>7:50 am</td>
</tr>
<tr>
<td>5:48 pm</td>
<td>7.8</td>
<td>Millvale</td>
<td>7:25 am</td>
</tr>
<tr>
<td>5:44 pm</td>
<td>9.8</td>
<td>Etna</td>
<td>7:21 am</td>
</tr>
<tr>
<td>5:46 pm</td>
<td>11.3</td>
<td>West Etna</td>
<td>7:19 am</td>
</tr>
<tr>
<td>5:50 pm</td>
<td>12.9</td>
<td>Glenshaw</td>
<td>7:14 am</td>
</tr>
<tr>
<td>5:55 pm</td>
<td>15.2</td>
<td>Allison Park</td>
<td>7:08 am</td>
</tr>
<tr>
<td>5:59 pm</td>
<td>17.3</td>
<td>Bryant-Sample</td>
<td>7:03 am</td>
</tr>
<tr>
<td>6:04 pm</td>
<td>19.1</td>
<td>Wildwood</td>
<td>6:59 am</td>
</tr>
<tr>
<td>6:11 pm</td>
<td>21.8</td>
<td>Gibsonia</td>
<td>6:53 am</td>
</tr>
<tr>
<td>6:16 pm</td>
<td>23.5</td>
<td>Bakerstown</td>
<td>6:49 am</td>
</tr>
<tr>
<td>6:19 pm</td>
<td>25.4</td>
<td>Valencia</td>
<td>6:45 am</td>
</tr>
<tr>
<td>6:25 pm</td>
<td>27.4</td>
<td>Mars</td>
<td>6:40 am</td>
</tr>
<tr>
<td>6:31 pm</td>
<td>30.3</td>
<td>Callery</td>
<td>6:34 am</td>
</tr>
<tr>
<td>6:36 pm</td>
<td>33.4</td>
<td>Evans City</td>
<td>6:29 am</td>
</tr>
<tr>
<td>6:43 pm</td>
<td>37.7</td>
<td>Harmony</td>
<td>6:21 am</td>
</tr>
<tr>
<td>6:47 pm</td>
<td>39.1</td>
<td>Zelienople</td>
<td>6:18 am</td>
</tr>
<tr>
<td>6:52 pm</td>
<td>42.8</td>
<td>Fombell</td>
<td>6:12 am</td>
</tr>
<tr>
<td>7:05 pm</td>
<td>49.9</td>
<td>Ellwood City</td>
<td>6:00 am</td>
</tr>
</tbody>
</table>

Service had earlier operated as far as New Castle, and sometimes with Callery as an intermediate terminal. Train discontinued in 1951.

**Pittsburgh & Lake Erie**

<table>
<thead>
<tr>
<th>Miles</th>
<th>June 7, 1942</th>
<th>#27</th>
<th>#15</th>
<th>#47</th>
<th>#35</th>
<th>#41</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Pittsburgh</td>
<td>6:45 am</td>
<td>4:25 pm</td>
<td>5:20 pm</td>
<td>5:30 pm</td>
<td>11:40 pm</td>
</tr>
<tr>
<td>3.5</td>
<td>McKee's Rocks</td>
<td>6:51 am</td>
<td>4:31 pm</td>
<td>------</td>
<td>5:35 pm</td>
<td>11:46 pm</td>
</tr>
<tr>
<td>7.4</td>
<td>Brightwood</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>11:51 pm</td>
</tr>
<tr>
<td>8.9</td>
<td>Groveton</td>
<td>6:58 am</td>
<td>4:39 pm</td>
<td>------</td>
<td>5:43 pm</td>
<td>11:54 pm</td>
</tr>
<tr>
<td>10.0</td>
<td>Montour Jct.</td>
<td>7:01 am</td>
<td>4:41 pm</td>
<td>------</td>
<td>5:45 pm</td>
<td>11:57 pm</td>
</tr>
<tr>
<td>10.6</td>
<td>Coraopolis</td>
<td>7:05 am</td>
<td>4:44 pm</td>
<td>------</td>
<td>5:48 pm</td>
<td>12:00 am</td>
</tr>
<tr>
<td>11.7</td>
<td>Kendall</td>
<td>7:08 am</td>
<td>4:47 pm</td>
<td>------</td>
<td>------</td>
<td>12:02 am</td>
</tr>
<tr>
<td>12.7</td>
<td>Stoop's Ferry</td>
<td>7:10 am</td>
<td>4:50 pm</td>
<td>------</td>
<td>5:51 pm</td>
<td>12:04 am</td>
</tr>
<tr>
<td>14.7</td>
<td>Glenwillard</td>
<td>7:13 am</td>
<td>4:54 pm</td>
<td>------</td>
<td>5:54 pm</td>
<td>12:08 am</td>
</tr>
<tr>
<td>15.3</td>
<td>Anderson Road</td>
<td>7:15 am</td>
<td>4:56 pm</td>
<td>------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>16.2</td>
<td>South Heights</td>
<td>7:17 am</td>
<td>4:58 pm</td>
<td>------</td>
<td>5:57 pm</td>
<td>12:11 am</td>
</tr>
<tr>
<td>17.3</td>
<td>West Economy</td>
<td>7:20 am</td>
<td>5:00 pm</td>
<td>------</td>
<td>------</td>
<td>12:15 am</td>
</tr>
<tr>
<td>19.1</td>
<td>Aliquippa</td>
<td>7:24 am</td>
<td>5:04 pm</td>
<td>5:43 pm</td>
<td>6:03 pm</td>
<td>12:19 am</td>
</tr>
<tr>
<td>20.3</td>
<td>West Aliquippa</td>
<td>7:30 am</td>
<td>5:07 pm</td>
<td>------</td>
<td>6:06 pm</td>
<td>12:22 am</td>
</tr>
<tr>
<td>23.2</td>
<td>Colona</td>
<td>7:34 am</td>
<td>5:12 pm</td>
<td>------</td>
<td>------</td>
<td>12:26 am</td>
</tr>
<tr>
<td>24.5</td>
<td>Monaca</td>
<td>7:40 am</td>
<td>5:15 pm</td>
<td>5:49 pm</td>
<td>6:12 pm</td>
<td>12:28 am</td>
</tr>
<tr>
<td>25.8</td>
<td>Beaver</td>
<td>7:45 am</td>
<td>5:18 pm</td>
<td>5:52 pm</td>
<td>6:15 pm</td>
<td>12:31 am</td>
</tr>
<tr>
<td>27.9</td>
<td>Fallston</td>
<td>7:50 am</td>
<td>5:23 pm</td>
<td>5:58 pm</td>
<td>6:19 pm</td>
<td>12:35 am</td>
</tr>
<tr>
<td>29.0</td>
<td>New Brighton</td>
<td>7:54 am</td>
<td>5:27 pm</td>
<td>6:02 pm</td>
<td>6:23 pm</td>
<td>12:37 am</td>
</tr>
<tr>
<td>29.9</td>
<td>Beaver Falls</td>
<td>7:58 am</td>
<td>5:30 pm</td>
<td>6:05 pm</td>
<td>6:26 pm</td>
<td>12:39 am</td>
</tr>
<tr>
<td>31.2</td>
<td>College</td>
<td>8:10 am</td>
<td>5:35 pm</td>
<td>6:10 pm</td>
<td>6:30 pm</td>
<td>12:45 am</td>
</tr>
</tbody>
</table>

---

"Alex Beaver"
<table>
<thead>
<tr>
<th>Miles</th>
<th>June 7, 1942</th>
<th>#4</th>
<th>#8</th>
<th>#46</th>
<th>#36</th>
<th>#22</th>
</tr>
</thead>
<tbody>
<tr>
<td>31.2</td>
<td>College</td>
<td>5:50 am</td>
<td>6:50 am</td>
<td>7:20 am</td>
<td>7:35 am</td>
<td>10:55 pm</td>
</tr>
<tr>
<td>29.9</td>
<td>Beaver Falls</td>
<td>5:53 am</td>
<td>6:53 am</td>
<td>7:23 am</td>
<td>7:38 am</td>
<td>10:58 pm</td>
</tr>
<tr>
<td>29.0</td>
<td>New Brighton</td>
<td>5:56 am</td>
<td>6:55 am</td>
<td>7:26 am</td>
<td>7:41 am</td>
<td>11:01 pm</td>
</tr>
<tr>
<td>27.9</td>
<td>Fallston</td>
<td>5:58 am</td>
<td>6:58 am</td>
<td>7:29 am</td>
<td>7:44 am</td>
<td>11:04 pm</td>
</tr>
<tr>
<td>25.8</td>
<td>Beaver</td>
<td>6:02 am</td>
<td>7:01 am</td>
<td>7:34 am</td>
<td>7:49 am</td>
<td>11:07 pm</td>
</tr>
<tr>
<td>24.5</td>
<td>Monaca</td>
<td>6:05 am</td>
<td>7:04 am</td>
<td>7:37 am</td>
<td>7:52 am</td>
<td>11:10 pm</td>
</tr>
<tr>
<td>23.2</td>
<td>Colona</td>
<td>6:08 am</td>
<td>7:06 am</td>
<td></td>
<td>7:54 am</td>
<td>11:12 pm</td>
</tr>
<tr>
<td>20.3</td>
<td>West Aliquippa</td>
<td>6:13 am</td>
<td>7:10 am</td>
<td></td>
<td>7:57 am</td>
<td>11:16 pm</td>
</tr>
<tr>
<td>19.1</td>
<td>Aliquippa</td>
<td>6:16 am</td>
<td>7:13 am</td>
<td>7:43 am</td>
<td>8:01 am</td>
<td>11:19 pm</td>
</tr>
<tr>
<td>17.3</td>
<td>West Economy</td>
<td>6:18 am</td>
<td>7:15 am</td>
<td></td>
<td></td>
<td>11:21 pm</td>
</tr>
<tr>
<td>16.2</td>
<td>South Heights</td>
<td>6:20 am</td>
<td>7:17 am</td>
<td></td>
<td></td>
<td>11:23 pm</td>
</tr>
<tr>
<td>15.3</td>
<td>Anderson Road</td>
<td>6:22 am</td>
<td>7:19 am</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14.7</td>
<td>Glenwillard</td>
<td>6:24 am</td>
<td>7:21 am</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12.7</td>
<td>Stoop's Ferry</td>
<td>6:27 am</td>
<td>7:24 am</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.7</td>
<td>Kendall</td>
<td>6:29 am</td>
<td>7:26 am</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.6</td>
<td>Coraopolis</td>
<td>6:32 am</td>
<td>7:30 am</td>
<td>7:54 am</td>
<td>8:12 am</td>
<td>11:33 pm</td>
</tr>
<tr>
<td>10.0</td>
<td>Montour Jct.</td>
<td>6:35 am</td>
<td>7:33 am</td>
<td></td>
<td>8:14 am</td>
<td></td>
</tr>
<tr>
<td>8.9</td>
<td>Groveton</td>
<td>6:38 am</td>
<td>7:36 am</td>
<td></td>
<td>8:16 am</td>
<td>11:36 pm</td>
</tr>
<tr>
<td>7.4</td>
<td>Brightwood</td>
<td>6:41 am</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.5</td>
<td>McKee's Rocks</td>
<td>6:47 am</td>
<td>7:44 am</td>
<td></td>
<td>8:22 am</td>
<td>11:42 pm</td>
</tr>
<tr>
<td>0</td>
<td>Pittsburgh</td>
<td>6:55 am</td>
<td>7:50 am</td>
<td>8:10 am</td>
<td>8:30 am</td>
<td>11:50 pm</td>
</tr>
</tbody>
</table>

Not shown are trains #12-#13, a strange early afternoon round trip from College to South Heights and back. Service eventually dwindled to a single rush hour round trip, existing until 1985.
Train discontinued in late 1940's. Until early 1930's, commuter service existed on the branch southeast of McKeesport to Connellsville.

COMMUTER TRAINS (GOOGLE MAPS)

Zoomable Google Maps show the routes of the many commuter trains formerly serving Pittsburgh.

Pittsburgh Northeast
Pittsburgh Northwest
Pittsburgh Southwest
Pittsburgh Southeast

Pennsylvania Railroad station is now used by Amtrak. In 1981, Amtrak introduced the Capitol Limited, using Baltimore & Ohio Railroad route east of Pittsburgh. A connection was constructed east of the station, between a location known as "Bloom" on the former Pennsylvania Railroad line, and a location known as "Field" on the former Baltimore & Ohio line.

Beginning in 1934, many Baltimore & Ohio intercity passenger trains actually operated over the Pittsburgh & Lake Erie through Pittsburgh. Beginning in 1970, most notably through McKeesport where the Baltimore & Ohio was actually abandoned, steps were taken to eliminate redundant trackage. Now, both former railroads are part of CSX.
Q1 Optional Contact Information

Name (optional)  Kerri Sturm
Email Address (optional)  kcoriston@gmail.com

Q2 Please share your comment below

Extension of the east busway to Monroeville has the potential to dramatically decrease the traffic build up at the Squirrel Hill tunnels. Transit from Westmoreland County to Pittsburgh would be a breeze by bus, and would entice many car commuters. I hope this project finds funding in the very near future!
Q2 Please share your comment below

There needs to be a tram system along both sides of the Allegheny river and commuter lots or garages to help with the clogged roads during rush hour.
Q1 Optional Contact Information

Name (optional)  Kristine Gross
Email Address (optional)  kristine@ridewithshare.com

Q2 Please share your comment below

Pittsburgh needs to consider last mile connection from public bus stops to workplaces and to also consider how to address transportation needs for seniors and the disabled community. There is a correlation between the frequency with which these populations get out into the community and mortality. SHARE provides innovative scheduled micro transit solutions for municipalities that encourages active daily living and greater employee retention. Here's an example of what we did for Dublin, OH for all of these populations: https://www.youtube.com/watch?v=UQseiLpmlKm4
Q2 Please share your comment below

Why are we not discussing use and expansion of a tram based system for public transport like the cities who truly competed for Amazon HQ2? We have the rail systems and there is sufficient opportunity to create park-and-ride locations along brownfield sites where people can access the tram. I feel the best options would at least start further away from the city to bring people in without their cars, maybe locations such as Harmar, Kennywood Park, and Aliquippa.
Dee Pamlin
Administrative Assistant II
Southwestern Pennsylvania Commission
Two Chatham Center – Suite 500
Pittsburgh, PA 15219-3451
412.391.5590 Ext. 301
412.391.9160 Fax
www.spcregion.org

Please consider the environment before printing this email

From: Scott Bricker [mailto:scott@bikepgh.org]
Sent: Friday, June 7, 2019 12:45 PM
To: Dee Pamlin
Cc: Eric Boerer
Subject: Comments on the LRP Draft

Page 14: Please define “Active Transportation.” Also, define “all users” by specifically mentioning walking, wheelchair users, sidewalk network, bicyclists/bike lanes, etc.

Page 21: This is not an equitable access strategy.

Page 22: Adaptive signals do not take pedestrians into consideration. We should not support these until policies are in place to recognize and program people walking, biking, and in wheelchairs into the equation.

Page 23: Please include public transit providers on list of partners.

Page 24: AV “challenges” section. Also, increase traffic, emissions, miles traveled etc

Page 25: Include public transit providers on list of partners.

Page 26: Funding: Moratorium on new highway construction. Look to where highways or bridges can be right-sized or even removed. Include public transit providers on potential partners.

Page 33: Encourage strong, enforceable, complete streets policies

Page 37, 42, 44-48: Thank you for acknowledging climate change is a major issue we need to address through transportation and development

Page 51: Action: Identify ways to integrate green infrastructure with trail projects
Page 52: Should read: “Employers in both urban and suburban areas can play a critical role in improving air quality by incentivizing the use of ride sharing, public transportation, bicycling and walking for their employees.”

Page 63: The region cannot support clean air while also enthusiastically supporting cracker plants, fossil fuel development, and investing in the region to become the next petrochemical hub of the U.S. The petrochemical industry is awful when it comes to emissions. The petrochemical corridor in Louisiana between Baton Rouge and New Orleans is called “Cancer Alley” for a reason.

Scott Bricker
Executive Director
Bike Pittsburgh
mobile: +1 (412) 726-5872
http://bikepgh.org
Date: 09/22/19  Location: Hill District/Lawrenceville

Discussion Topic: Infrastructural 25-year plan

Optional Information

Name: Paige Huber Organization: Pitt Law

County: USA Address: 1420 Centre Ave Apt 902 Pittsburgh, PA 15219

Email: pad90@pitt.edu

Thank you!

Please feel free to take this form with you and send it back to us when you have a minute.

Mail: SPC Comments Two Chatham Center - Ste 500 112 Washington Place Pittsburgh, PA 15219-3451

Fax: 412-391-9160

Email: comments@spcregion.org

Please see presenter to find out the due date for all comments on this discussion topic.

Comments (Please write clearly)

- Focus on connected (public) autonomous vehicles
- Water needs benzene reclaimers
- Instead of ethane feedstock, look to our trash
- Problems such as with overflows, consider biogas
- Light rail system would reduce traffic, fewer deaths
- Would occur, less pollution, less inequity, accessibility
- Elevated light rail for places like Bridgenville

(Please use reverse side for additional space)
Q1 Optional Contact Information

Name (optional)  
Mary Ann Bucci

Affiliation (optional)  
Port of Pittsburgh Commission

Email Address (optional)  
mary-ann@portpitt.com

Q2 Please share your comment below

The Port of Pittsburgh Commission commends the SPC and regional participants in preparing the draft "SmartMoves for a Changing Region" transportation and development plan.

It is the mission of the Port of Pittsburgh Commission to promote the commercial use and development of the inland waterway transportation system and to integrate this system into the economic, recreational, environmental and intermodal future of the residents, communities, and industries of southwestern Pennsylvania.

We look forward to continuing to work with the SPC and other partners in pursuit of the SmartMoves plan objectives in moving our region forward including:

1. Improving the region’s air quality through our continued involvement in the CMAQ program;
2. Educating the public on the importance of our locks and dams and advocating for funding for this infrastructure that is so vital to the public health, safety, environment, and economic well-being of SWPA; and
3. Promoting economic development and job creation by businesses and industries along our rivers including the Appalachian Storage Hub as part of our extensive energy sector.

Sincerely,

Mary Ann Bucci
Executive Director
Port of Pittsburgh Commission
Q1 Optional Contact Information

Name (optional)                        John L Tague, Jr
Affiliation (optional)                Port Authority
Email Address (optional)              jtaguejr@aol.com

Q2 Please share your comment below

I support the building of regional transit centers. The centers should have enhanced amenities for riders. We should explore the use of unused right away to connect to these transit centers. Maybe I missed it, but I didn’t see any strategy about reducing the number of cars on the road. That might have been implied. I would also like to see the West Busway extended to Greater Pitt, either by extending the busway itself or use existing roadway with a dedicated bus lane. We also need to integrate existing fair collection technology into a regional system. I don’t support the merging of existing transit agencies. I support better collaboration. Lastly, I would like to eliminate “over the road buses” they are not the most accessible vehicles for people with disabilities.
Hello SPC (and/or PennDOT),

I recently attended a public SmartMoves meeting at the SPC offices at Chatham center. I had a great conversation with a PennDOT engineer (my apologies as I forgot his name. I have his business card at home, but I am currently traveling, so I simply looked up the project on PennDOT’s website) in regards to a project that was shown at the junction of the Parkway West and 22/30 near in between Tonidale and Getgo.

I showed my enthusiasm for a project there and its possibility to improve pedestrian and bicycle connections between the two landmarks. Presently the bridge has a crumbling pseudo sidewalk and a walk/don't-walk signal at the light, but to access that present pedestrian crossing at the light from Tonidale, you have to walk along a highway shoulder and on ramp to the Parkway West inbound.

I proceeded to share my story of actually walking and bicycling through that intersection.

As a high-school student at West Allegheny, living in a big house in a plan on the county line (Seabright, 324 Commodore Drive, 15057), the mortgage was too much for my parents and they couldn’t afford to buy the kids cars like many others in that part of the region. Minimum wage seasonal jobs do not purchase automobiles either.

At the beginning of one summer, I decided to try to get a seasonal job. With several resume’s and a change of nice clothes in my backpack, I walked from home for several miles along North Branch, was spotted by a friend on McKee Road, was offered a lift to Hobby Lobby. While I was in Hobby Lobby, I got a call from the manager of the Imperial Shop n’ Save with a job offer! Overjoyed, I walked back across the highway bridge, along
22/30 to Tonidale, then all the way back home.

In college, I discovered bicycling as a better way to get around. I still couldn't afford a car, and it greatly expanded my freedom. When I needed to go to a big box store, I would bicycle there. One particular memory, I had a flat tire on the Tonidale side of Steubenville Pike, but was able to walk a mile or so to the Trek Shop near Eat n' Park, fix the flat, and continue on my way. Several times, I would bicycle from my family's house to the 28x bus stop at IKEA, to save time getting downtown versus bicycling the full 20 miles.

On the note of speed and quickness, the highway bridge is the way to go. The other option is to add two-ish miles and a big hill on Bayer Road, or add 5+ miles with Cliff Mine and the Montour trail. People without cars going from point A to B aren't looking to detour like that.

Robinson and the pointe is a major retail and employment center. West Allegheny is a major residential center, including the largest concentration of naturally affordable trailer/mobile/modular homes in Allegheny county (I heard this once), oncluding Redwood and Virginia Hills along Steubenville Pike.

The 22/30 bridge over the Parkway West is a very important connection for anyone who crosses there and for whatever reason, does not have access to a car, to which I have been one of those people.

At the public meeting, the engineer was really excited to hear my story, and was fascinated to learn people indeed walked there. It's a small number, but in terms of a bridge replacement scope, it's a very small add to provide better facilities for pedestrians or people on bikes.

I'm sending this email to make sure SPC and PennDOT has this story and experience in writing. I'll write a different comment email about public outreach and research, but I will note that there are two bicycle shops in Robinson that have experienced riders and both host group rides from their shop. (ProBike+Run, and the Trek Store) People from either one of these would be instantly able to add on-the-ground input about the need for safe non-automobile transportation in that corridor.

I'm personally glad that I had the opportunity to share my experience at the public meeting. It seemed like it was well received and could have a great impact on the overall betterment of the corridor. I'm glad that ye'll all are listening to all this feedback.

Thank you for your time,

Walter Haim, Assoc. AIA
412.849.1718

537 S Winebiddle St Apt 3
Pittsburgh PA 15224
Dear Abigail:
Attached is a letter to Mr. Andy Waple from Rep. Mizgorski concerning her safety concerns of William Flinn Highway. Rep. Mizgorski is planning to attend the May 22nd public meeting if her schedule permits.
Sincerely,
Jill Butler
Constituent Relations & Casework Coordinator
State Representative Lori A. Mizgorski
30th Legislative District
4284 William Flinn Hwy., Suite 105
Allison Park, PA 15101
(412) 487-6605
jbutler@pahousegop.com

www.repmizgorski.com

--------Original Message--------
From: canoncopier <copier@pahousegop.com>
Sent: Monday, May 20, 2019 3:21 PM
To: Jill Butler <Jbutler@pahousegop.com>
Subject: Scan from copier

Scanned file attached
The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this information in error, please contact the sender and delete the message and material from all computers.
May 20, 2019

Mr. Andy Waple  
Director of Transportation  
Southwestern Pennsylvania Commission  
Two Chatham Center, Suite 500  
112 Washington Place  
Pittsburgh, PA 15219

Dear Mr. Waple:

I write today to express my concern over the safety of a roadway in my legislative district. Pennsylvania State Route 8 (PA-8), also known as William Flinn Highway, is heavily traveled through Shaler, Hampton and Richland Townships in Allegheny County. Constituents have regularly expressed concerns about the lack of turning lanes and sidewalks, the timing of traffic lights and automobile accidents.

Due to these concerns, I am requesting a study to evaluate the multimodal and traffic impacts along State Route 8 focusing on the area from Wildwood Road to Bakerstown-Culmerville Road. I have been in contact with Cheryl Moon-Sirianni of PennDot, and she is aware of my request.

Thank you for your time and attention to this concern. I look forward to your reply.

Sincerely,

Lori A. Mizgorski  
State Representative  
30th Legislative District
SPC Public Comment Form

#17

Collector:  Web Link 1 (Web Link)
Started:  Wednesday, June 05, 2019 3:19:21 PM
Last Modified:  Wednesday, June 05, 2019 3:30:58 PM
Time Spent:  00:11:37
IP Address:  75.117.143.175

Page 1

Q1 Optional Contact Information

Name (optional)  Jean Ruffaner
Affiliation (optional)  PPP
Email Address (optional)  jruffaner@gmail.com

Q2 Please share your comment below

I would like to see the completion of the Goheenville bypass and the projects projected for US Route 422 come such as the Margaret Intersection stay on the TIP, upgrades to the traffic lights on US Route 422 in Armstrong and Butler Counties, and the completion of four lanes on US Route 28 to Interstate 80.
June 3, 2019

Mr. Joseph C. West  
Director of Planning  
Beaver County Courthouse  
810 Third Street  
Beaver, PA  15009

RE: Intersection of Freedom Crider Road & Lovi Road (New Sewickley Township, Beaver County)

Dear Joe:

Per our discussion, the New Sewickley Township Board of Supervisors is requesting that the intersection of Freedom Crider Road & Lovi Road located in New Sewickley Township, Beaver County be added to PennDOT’s “Transportation Improvement Program”.

This intersection has always been a problem even with the traffic signal. However, after the completion of the Freedom Road Upgrade Project, “Phase A”, the traffic has significantly increased, causing lengthy backups in both the eastbound and westbound lanes.

Approximately three years ago PennDOT made upgrades to the traffic signal, signage and the lane marking at the intersection. But the concern is, that there is no turning lanes and not enough lanes to keep the traffic moving safely. When the vehicles traveling westbound on Freedom Crider Road from Cranberry Township want to make a left turn onto Lovi Road, the traffic is at a standstill until the eastbound traffic clears causing the traffic coming out of Cranberry Township to back up. The westbound traffic backs up to Park Hill Road causing a safety issue because of the site distance.

The Board of Supervisors main concern has always been the safety of those who travel through our Township. Once the Freedom Road Upgrade Project is completed and the additional truck traffic is added to this intersection, it will create an even larger problem. New Sewickley Township is requesting any available funding from TIP or any other available funding to improve the intersection by Widening Freedom Crider Road at the intersection and adding westbound and eastbound turning lanes that would eliminate these problems and make that intersection safer.
If you have any questions, please don’t hesitate to contact me.

Respectfully,

Walter Beighey Jr.
Manager
New Sewickley Township

WCB/pp

Cc: Daniel S. Alwine
Proposed Road and Bridge Projects to be added to the TIP

**Brodhead Road (State Route 3007)**

As you are aware, industrial and commercial development in Beaver County have increased traffic volumes and congestion. In particular this is evident on Brodhead Road (State Route 3007) from the Center exit to the Monaca exit. Traffic during the day and into the evening, beyond typical peak generation periods, is heavy. This increase is directly attributed to the Industrial Facility (Shell Cracker Plant) being constructed in Potter Township and the addition of housing, professional and commercial development along Brodhead Road within the confines of Center Township. Two medical facilities are under construction and hundreds of residential units are in the planning or construction phase. Many commercial and professional services are also locating or expanding in Center Township. The recent purchase of the Beaver Valley Mall is planned for a redevelopment of that entire site (~60 acres). As such, the currently heavy traffic burden on Brodhead Road will only increase. Activity from this redevelopment is in process.

The Township is respectively requesting that Brodhead Road (State Route 3007) from the Center exit to the Monaca exit be considered for improvement and added to the TIP. The most reasonable upgrade would be adding a center turning lane to relieve the congestion of drivers making left turns creating abnormally long traffic queues at multiple unsignalized intersections and would also have a beneficial impact to driver safety.

**Center Grange and Chapel Road (State Routes 3012 and 3005)**

Center Grange and Chapel Roads have also seen an increase in traffic and congestion. Both are in need of drainage and pavement improvements.

The Township is currently completing environmental planning and various construction projects to upgrade its potable water and sanitary sewer infrastructure to support the current and planned growth.
This is the one email/follow-up I’m not going to get to. Will one of you reach out to Robert on this? I did save it in my TIP folder as a WG comment.

Thank you,
Dan

Dan Alwine
O: 412-391-5590 x388
M: 814-248-0472

From: Robert Villella [mailto:harmonytwp@gmail.com]
Sent: Thursday, May 9, 2019 12:15 PM
To: Daniel Alwine
Cc: harmonytwp@gmail.com; 'Joe West'; KBowser@pahouse.net
Subject: Access to the Ambridge Regional Industrial Park Rt.65 N and S.

Dan,
Thanks for taking the time to speak to me at the recent meeting in Beaver County. I have taken the liberty to prepare some thoughts regarding the proposal I presented and would like to promote. As you know, I have promoted the concept of gaining access to the Park from Rt 65 North as well as Rt 65 South. It is my strong belief that better access to the Ambridge Regional Industrial Park will help to further stimulate growth and fulfillment of the Park by attracting more business, employment and housing opportunities. An additional stimulus would be the access to Rt 65 and the Crows Run Corridor and other areas through this point of access and commerce.

The access to the Industrial Park and warehouse facilities is a concept worthy of exploration and discussion at the local and the state level. It is necessary that we get the project on the TIP List as a priority for this area. It is paramount that we build upon the vision of those who saw the promise of the park plan in the 1980’s and to further demonstrate the value that this type access can have on the facility. I know you are familiar with a few local examples such as the Charles Laughlin Access bridge which grants access from Rt 65 N to the industrial sites. The overhead access bridge and the help that it has provided to the further development of the Buncher Industrial Park in Leetsdale. I believe there is certainly room and need for an overhead access to the Ambridge Regional Industrial Park from the North as well as the South.

I am hoping to schedule a meeting with Joe West of the Beaver County Planning Commission, one or two of the Commissioners, Rep. Rob Matzie and Sen Vogel and other interested parties from the Regional Industrial Park who will help to advance the concept.

I know that everyone believes their project, proposal or concept has greater priority than others. I also know that the economic vitality of our local area can be positively impacted by providing an environment for continued growth and sustainability. The Ambridge Regional Industrial Park and Warehouse facilities has been a pioneer in transitioning “brown belt” type
facilities. It need to be placed on the TIP to promote its growth and the growth of our region.

Thanks you for taking the time to listen to me.

Bob

Bob Villella, Township Manager
Harmony Township
2501 Woodland Road
Ambridge, PA. 15003
Email: Harmonytwp@gmail.com
Phone: 724-266-1910 Ext. 100
The new Heritage Valley Convenient Care and new Cancer Research Center near the Beaver Valley Mall are not connected to the Target Store sidewalk.

We need a sidewalk from Target - 87 Wagner Rd to the medical buildings at 79 Wagner Rd. so people don’t need to walk on the busy street to get to the medical buildings.

Thank you for your attention and time in considering this suggestion.

Sincerely, Ron Paine
The widening project (Berens) from the roundabout to Sarver Road is not a priority for our township. But that money should be redirected to the 90 Degree Bend on the west side of the roundabout. There has been numerous accidents on that bend. When the roundabout was in design we asked that the bend be included but it was not added. We have asked PennDot to make it a project but that hasn't happened. There have been two serious accidents there since the roundabout has been completed.
May 23, 2019

Mr. James Hassinger
President and CEO
Southwestern Pennsylvania Commission
Two Chatham Center – Suite 500
112 Washington Place
Pittsburgh, PA 15219-3451

Dear Mr. Hassinger:

Please accept this letter as my written testimony in support of the following list of transportation construction projects in the 12th Legislative District. Over the last two decades, the population and economic growth continues to develop in southern Butler County, causing increased traffic congestion and growing safety concerns that are impacting the SR 228 corridor.

I would like to express my appreciation for the following projects under construction including the future projects that will improve and advance transportation in Butler County:

Projects Under Construction:

- Pittsburgh Street Intersection in Adams Township
- Freedom Road Turnpike Bridge in Cranberry Township
- I-79 – NB and SB Bridge Replacements over North Boundary Road in Cranberry Township
- SR 3010 & SR 3029 Resurfacing Brownsdale Road in Forward Township

Future Projects:

- Freedom Road Project in Cranberry Township
- Balls Bend Project in Middlesex Township
- Three Degree Road Intersection in Adams Township
- Mars Railroad Bridge West Expansion in Adams and Cranberry Townships
- SR 3021 Corridor Improvements – Franklin Road in Cranberry Township
- South of Cooperstown Bridge #1 in Middlesex Township
- South of Cooperstown Bridge #2 in Middlesex Township
- South of Cooperstown Bridge #3 in Middlesex Township
- Cranberry North Resurfacing - SR 19 – Cranberry and Jackson Townships
- Butler Group Project (State/Local) SR 2007 Saxonburg Blvd. # 2, Routes T-573 (Wylie) & T-554 (Brickyard Hill) bridge replacements in Clinton Township
- PA 8 Resurfacing - SR 8 from the Allegheny County line to PA 228 in Middlesex Township
- Ekasatown West 3R Route 228 Highway Rehabilitation in Buffalo and Clinton Townships
- SR 3015 Callery Bridge # 2 Bridge Replacement in Callery Township
- SR 3014 Callery Bridge in Callery Borough

I continue to support the initiative to study and implement improvements of the following projects in the Transportation Improvement Program (TIP):

- Rochester Road (SR 3022) in Cranberry Township: To improve levels of service and to ease congestion by providing an increased opening at the Pennsylvania Turnpike structure to accommodate the widening of additional lanes and intersection improvements.

- Three Degree Road (SR 3007) from State Route 228 and the intersection of Bakerstown and Valencia Roads: To improve the quality and safety of the road due to major development and heavier traffic in the area.

Thank you for this opportunity to express my support for these crucial projects on behalf of my constituents. Please do not hesitate to contact my office if I can be of any assistance to the Southwestern Pennsylvania Commission and/or the Pennsylvania Department of Transportation regarding the development or implementation of these vital transportation projects.

Serving the 12th District,

[Daryl D. Metcalfe]
State Representative
Majority Chairman, House Environmental Resources and Energy Committee

DDM:cjs

Cc: Andy Waple, Transportation Planning Director
    Shannon O’Connell, Director, Office of Communications & Public Engagement
    Abigail Stark, Public Involvement Specialist
Dee Pamplin
Administrative Assistant II
Southwestern Pennsylvania Commission
Two Chatham Center - Suite 500
Pittsburgh, PA 15219-3451
412.391.5590 Ext. 301
412.391.9160 Fax
www.spcregion.org

Please consider the environment before printing this email

From: Ron Henshaw (mailto:Ron.Henshaw@cranberrytownship.org]
Sent: Friday, May 24, 2019 11:59 AM
To: Dee Pamplin
Subject: Butler County

Abigail,

I apologize for missing the Public Participation meeting yesterday in Butler County. I arrived a few minutes late and the doors to the building were locked. Here are our the items of interest to Cranberry Township;

1. Continued investment and progress in the Route 228 and Freedom Road projects
2. Replacement of the PA Turnpike bridge over Rochester Road.
3. Rochester Road improvements from the Turnpike bridge to the Beaver County line.

Please let me know if you need additional information. Thank you.

Ron Henshaw, AICP
Director
Planning & Development Services
724-776-4806 x1107  (Fax) 724-776-4420
CranberryTownship.org
Date: 5/23/19 Location: BUTLER COURTHOUSE

Discussion Topic: PENN DOT PROJECTS

Optional Information

Name: AMY McCOY Organization: TAXPAYER

County: BUTLER Address: 230 LA RUE OR BUTLER 1601

Email: nahta2097@yahoo.com

Comments (Please write clearly)

RT 68 BETWEEN APPROXIMATELY WHITESTOWN NO WEST/SOUTH TO FARM MARKET.

PEAK PERIODS OF TIME BETWEEN 4-6 PM ARE TURBULENT - TRAFFIC IS AT TIMES VIRTUALLY STOPPED BUMPER TO BUMPER PARTICULARLY BETWEEN FARM MARKET & EAGLE MILL RD.

THE DILEMMA EXACERBATES AT EAGLE MILL WHEN THE FIRST CAR IN EITHER DIRECTION WANTS TO TURN LEFT & THE OPPOSING TRAFFIC IS HEAVY ENOUGH NOT TO LET THE CAR THROUGH. BACKUP IS OPPRESSING.

CARS USE THE BIRM TO GET PAST THESE LEFT-TURNERS.

THE HOUSING PLAN CLOSE TO EAGLE MILL HAS A TURNING LANE, COCHRAN AUTO HAS A TURNING LANE. FURTHER ON THE ROAD BEVBROOK HAS TURNING LANES & TRAFFIC ISN'T BACKED UP.

TREMENDOUS WASTE OF DRIVERS' TIME & GASOLINE TO NOWHERE.
Hello. I have concerns about the Charles Street bridge rehab project that was taken off the list of bridges to be repaired. My immediate concern is this... has anyone at the state level notified Brownsville Borough Council that this action has been taken? I spoke with the councilman in charge of streets earlier this week and he still believes this project is scheduled to be completed before the Cast Iron Bridge Project is slated to begin.

This brings me to my concern. First, I know the official detour route will be across the County Bridge, through West Brownsville onto Route 40 and across the Lane Bane Bridge. With that being said, I also know that locals will not use that detour. Locals will simply go to Bank Street and continue to make their way through town, I believe it is imperative to have two lanes of traffic on the Charles Street bridge to allow for smooth traffic flow through the area while the Cast Iron Bridge is closed. As the Charles Street Bridge is configured now, with stop signs on either end of the bridge, only one car is permitted on the bridge at a time. The bottleneck this will create will be sure to lead to a dangerous situation. Second, the intrinsic value of the area is at stake. Our high school students spent many years and a great deal of effort rehabilitating that part of town with the creation of the Cast Iron Stage. The eye sore created by the current condition, for what seems like the last couple decades, of the roadway negates their efforts at rehabilitation. Third, the pedestrian walkway has been closed off by the barricades. Thus not allowing pedestrians easy access from the park to the new photography studio/gallery on Bank Street. Most importantly though, the lack of a pedestrian crossway over Dunlap Creek at Charles Street during the Cast Iron Bridge rehabilitation means there will literally be no way for pedestrians to cross the creek at any point downtown.

Thank you for your time and consideration. Please feel free to contact me if needed.

Joe Barantovich
Written Comment Form

Date: 5-9-19 Location: Fayette Co.
Discussion Topic: Walkable Roads

Optional Information
Name: Mary K. Spruce Organization: Force, FCCAA
County: Fayette Address: 57 East St, Uniontown, PA 15401
Email: mkfsupe@hotmail.com

Comments (Please write clearly)
There should be sidewalks to the FACT Transit Center, Wal Mart, & newer shopping areas so people don't have to risk their lives walking on Rt. 21, Route 40, New Salem Rd, etc.

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

Mail: SPC Comments
Two Chatham Center - Ste 500
112 Washington Place
Pittsburgh, PA 15219-3451
Fax: 412-391-9160
Email: comments@spcregion.org
Please see presenter to find out the due date for all comments on this discussion topic.

(Please use reverse side for additional space)
Hi Abby,

I just want to make sure the airport is included in the regional plan. I believe we've covered this. Thank you.

Art

Arthur J. Cappella
Chief Community Development Specialist
Office of Planning, Zoning & Community Development, Fayette County Courthouse, 4th Fl
61 East Main Street
Uniontown, PA 15401
PH 724-430-1210 extension 4308
FX 724-430-4029
The *SmartMoves for a Changing Region* transportation and development plan, identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years.

Abby, in addition to the projects we’ve discussed at District-12 TIP workgroup meetings, I would like to reiterate the following projects for inclusion in the plan.

1) Fayette County Airport Authority (FCAA) intends to continue improving the Joseph A. Hardy Connellsville Airport as a vital regional asset to its modal transportation system. The FCAA desires to better serve the needs of the community by extending the main runway to accommodate business class jet aircraft. To accomplish this task, FCAA plans to extend the main runway which is currently 3,500 feet long. Such an undertaking is consistent with the FCAA mission of continued growth and development and will encourage additional economic possibilities to benefit the region. The FCAA will demonstrate through current use and future needs the demand necessary to seek Federal and State funding for a runway extension project. The FCAA owns all property necessary for this project. The design airplane will be capable of accommodating a crew of two and 8-10 passengers including baggage, fuel for a 500-mile trip, and have a maximum gross takeoff weight not more than 20,000 pounds. Demand will be demonstrated in the form of businesses flying into Connellsville to bring passengers and/or cargo for meetings or distribution within the region. Also, demand will be proven in people that need to travel to other parts of the country and want to depart Connellsville Airport by jet aircraft. In order to accommodate the design aircraft, the main Runway 5-23 will need to be extended to a total length of 5,000-feet. A preliminary cost estimate has been developed with a Total Project Cost of approximately $40 million dollars.

2) Fayette County Airport Authority is preparing grant applications for the Joseph A. Hardy Connellsville Airport Hangar Development Project Phase-2. This proposal involves constructing four (4) additional T-Hangars each containing six units. Phase-2 is shovel ready, for site grading and utility infrastructure have been completed. The improvement is expected to allow for a greater revenue potential for leased aircraft storage, enhance appearance of the airport, and create more fully functional hangars that have the potential to attract new clients.
Q1 Optional Contact Information

Name (optional)  Donald F Chappel
Affiliation (optional)  Greene County Industrial Developments, Inc.
Email Address (optional)  donchappel@gcidec.org

Q2 Please share your comment below

Greene County Industrial Developments, Inc. extends its backing to SPC to support incentivizing investment and construction of the critical infrastructure needed for shale gas development in SWPA, especially an underground storage facility. In addition GCID, Inc fully encourages additional investments and support of gas and oil related infrastructure in rail roads, locks and dams, pipelines, compressor stations, highways and bridges as well as 21st century broadband.
Q1 Optional Contact Information

Name (optional) Greene County Commissioners
Affiliation (optional) County of Greene
Email Address (optional) bzimmerman@co.greene.pa.us

Q2 Please share your comment below

The Greene County Commissioners strongly support the region’s vision and efforts for a broad spectrum of fixes and opportunities for each of our unique communities. Greene County, like most in the region, is experiencing continued growth in upstream and midstream extractive energy industries, and conversely, decline in population. We see Greene County’s reflection in the ‘Smart Moves’ goals and strategies - partnerships for investment, training and education to sustain generations of jobs in advanced manufacturing and technology, and building that critical new infrastructure to drive the value-added future of our energy resources, responsibly. SWPA is and always has been a very diverse region where each community brings assets and opportunity that make us extraordinary. Well done SPC!
Date: June 3rd Location: Career Link Indiana PA

Discussion Topic: Road Planning

Optional Information

Name: Michael Scott Organization: 
County: Indiana Address: 419 N 5th St Indiana
Email: immorison@yahoo.com

Comments (Please write clearly)

I would like someone to look into flooding on 4th St from water leaving 5th St in too much volume for pipe 200 yards down Soldier at 5th Ave

Thank you!

Please feel free to take this form with you and send it back to us when you have a minute.

Mail: SPC Comments
Two Chatham Center - Ste 500
112 Washington Place
Pittsburgh, PA 15219-3451

Fax: 412-391-9160

Email: comments@spcregion.org

Please see presenter to find out the due date for all comments on this discussion topic.
Date: 6/4/19  Location: Indiana
Discussion Topic: Trees to save

Optional Information
Name: Bottange  Organization: C&U Trail Council
County: Indiana  Address:
Email: bottlege@upstreetarchitects.com

Comments (Please write clearly)
Currently all of the trees at the corner of Carter and Wayne Avenues are planned to be cut to make way for sidewalk and bridge improvements. It seems that some of the trees can be retained if the sidewalk could be placed on the interior of the property to better protect the pedestrian in that area. Having pedestrians along Wayne in that area is dangerous as cars drive at a higher speed than posted. PennDOT is not willing to take comments on this topic.

(Please use reverse side for additional space)
Date: 6/4/19 Location: Indiana

Discussion Topic: Long Range plan

Optional Information

Name: [Redacted] Organization: ECOPD Grass roots groups

County: Indiana Address: [Redacted]

Email: [Redacted]

Comments (Please write clearly)

I recommend to incorporate the concepts, recommendations, policies compiled in the state's draft bike/pan plan. I believe it is in draft form now, but when plan finalized it needs to mesh with SPC long range plan.

I did not receive email about time of this meeting.
The Penn Dot Master Site Plan points out so many issues that add to the importance of trails and active transportation - for health, equity, issues, etc. That would be helpful to be included in the discussion.

The District 10 office would be more involved if the master site asset relates to connecting communities for much more than recreation - economics, health, equity, completing etc.
Good Afternoon Abby and Andy:

Per our conversation today the following is a list of the roadways that require additional investigation:

1. Union Township - Route 422 and Pulaski Road Intersection – Heading south – the misaligned intersection makes it extremely difficult to turn onto Pulaski Road into Neshannock Township. Realigning the intersection is the best solution; however, if not feasible, then additional overhead lighting would be helpful.

2. City of New Castle – Mill Street and Grove Street intersection – Semi trucks are unable to round the corner due to the sharp bend and utility pole location. See pages 15-30 of the attachment for details about the Park. Page 29 contains budget for roadway improvements under CD column.

3. Mahoning Township – Route 551 and 422 intersection – May require a full traffic light not just a flashing light. Over 200 acres are available for sale and would make an excellent location for warehousing and distribution thus requiring significant truck traffic and the need for a traffic light.

4. Shenango Township, Slippery Rock Township – Route 422 east – Significant daily traffic requires widening to allow for passing lanes to I-79.

5. Wilmington Township – Route 208 between 1376 and 18 – Dairy Farmers requires significant semi-truck traffic for deliveries and distribution. Due to Amish horse and buggies on the roadway there is a safety concern if trucks break down along 208.
Widening the roadway or at least the berms may be a solution.

6. Neshannock Township – Route 18 north to Wilmington Township. Widening of the roadway should be addressed. There is significant traffic throughout the daytime due to the commercial and retail activities along the corridor.

Please feel free to contact me with any questions that you may have.

Linda D Nitch  CED, EDFP
Executive Director of Business Development
Lawrence County Regional Chamber of Commerce
Lawrence County Economic Development Corporation
325 E Washington Street  New Castle PA 16101
www.lawrencecounty.com
724-658-1488 office
724-651-1753 cell

CONFIDENTIALITY STATEMENT

The information contained herein is considered confidential and intended solely for the use of the individual or entity to whom they are addressed and should not be disseminated or disclosed without the consent of the sender.
Enterprise Park
Redevelopment Project

DCED Meeting
Wednesday, January 16, 2019

Recent City of New Castle Redevelopment Projects

- New Castle Commerce Park: 1993-94
- RiverView Commerce Park: 1995-96
- RiverPlex Redevelopment Project: 2000 - 2010
- Mid-Towne Industrial Complex: 2014
- Riverwalk Park: 2016

New Castle Commerce Park

The Commerce Park is the former site of the Johnson Bronze Plant, a successful tin mill that ceased operations in 1998 and the company filed bankruptcy in 1998. The 8.3 acre property was then turned over to the City of New Castle.

In 1998, the US EPA began cleanup of the site including the removal of ten underground storage tanks and the upper 12 inches of lead contaminated soil. In 1999, the City obtained funding to demolish and remove all buildings and acquire fill material to cover the entire area.

New Castle Commerce Park

Today, the New Castle Commerce Park is home to:
- Richardson Cooling Packages
- Rocca’s Italian Foods
- Huston Group
- Castle Maintenance Products

RiverView Commerce Park

Begun in 1998, the Park was financed in part with a $1 million NFCP grant, matched with $1.3 million dollars derived from cleanup as well as a $325,000 Infrastructure Development Program (IDP) grant.

As a result of the project, improvements include:
- Three new industrial buildings
- New rail infrastructure and access road
- More than $18 million in private investment
- Home to more than 70 full-time jobs

RiverView is now the home of:
- West Penn Printing = 42,500 s.f.
- Covanta Environmental Solutions Building #1 = 37,500 s.f.
- Covanta Environmental Solutions Building #2 = 30,000 s.f.
RiverPlex Redevelopment Project

In 1994, a local developer began the long renovation process of the former
Reiman Building in downtown New
Castle, now known as the RiverPlex
Development Project.

The 75,000 sq. ft. four-story building was
finished in 2006 and was funded in part
from a City of New Castle RACP grant.

MidTowne Industrial Centre

With the assistance of a $1 million PA
First Grant, the LCEDC transformed an
abandoned ceramic factories facility
on 7.4 acre into a vibrant multi-modal
complex.

The multi-modal complex owned by local
businessmen, Mark R. Brynaard, has
invested $5.4 million and now has more
than 44 full-time employees.

New Castle ACT 47 Economic
Development Action Plan

As part of the Amended Recovery Plan requirements, the City of New Castle developed a short-term action plan
that specifies how the City will focus the use of its limited resources to build the local tax base.

RiverWalk Park, Grant Street Park, Zambelli Plaza & East Washington Street Bridge

In 2002, the City of New Castle began the revitalization of its downtowns with funding assistance from a mixture of private
investment, RACP Grant funding and Section 108 Loan Funds. New concrete curveways (curb to center) on East Washington Street
and Mill Street have been constructed. Utility company lines have all been upgraded and new storm and sanitary sewers were
installed. All street improvements are handicap accessible and blend architecturally with the proposed private investments.
A new public transit transfer station was developed along with the completion of RiverWalk Park, Zambelli Plaza and
Grant Street Park.
Enterprise Park Project Scope

The Grove Street industrial corridor (Enterprise Park) in New Castle is home to warehousing, distribution, service, and manufacturing businesses. These businesses include Horizon Supply, Consolidated Container, Iorio Warehouse Supply Company, R.E. Whitaker and Whitaker Cleaning Systems that, in total, employ 130 individuals. The area is adjacent to the City of New Castle’s central business district and its Riverwalk Project. It is located in Census Tract 7, which has recently been designated as a Federal Opportunity Zone.

Attracted by the recently refurbished downtown New Castle commercial strip area, the Grove Street industrial corridor has been experiencing job growth and investment since the arrival of Horizon Supply. With new job creation planned and the potential for additional commercial space, the LCEDC and the City of New Castle would like to support the positive forward momentum of this district by creating Enterprise Park.
Enterprise Park Economic Development Component

As a result of growing business opportunities from the Royal Dutch Shell ethane plant construction in nearby Beaver County, Horizon Supply intends to expand its warehousing and servicing facilities.

Horizon Supply’s business expansion project budget is estimated at $2,255,640.

The project consists of the renovation of the former Lockley Building to create approximately 42,000 sq. ft. of additional warehousing and service space.

Currently, Horizon has 35 jobs at this location. The company estimates the creation of an additional 17 jobs over the next three years as a result of the expansion.

After completing both the community and economic development components of this project, there is an opportunity for the construction of a new building on the realigned parcel of land northeast of Horizon’s expanded building.

Enterprise Park Community Revitalization

The community revitalization component of this project will improve access to the business facilities and create an additional parcel for development in Enterprise Park. The project consists of the following elements:

1. Demolition of blighted buildings (in process)
2. Acquisition of underutilized buildings (owner contacted)
3. Site work including storm water management (engineering to begin)
4. Utility extensions
5. Roadway realignment and improvements that include the building of a Cul-de-sac on Grove Street; reconstructing Shady side Alley and Produce Streets and widening the Grove Street/Mill Street intersection (request for donation of land by Consolidated Container underway)
6. Engineering (in process)

Clark’s Mixed Use Project

Clark’s Mixed Use Project Background

In the past 30 years the Clark family has owned three commercial buildings totaling over 30,000 sq. ft. sitting on 2 acres of land in the Enterprise Park area. Additionally, they own another commercial building directly across from the boundaries of the park, which went January 2018 they operated as the Four Brothers Urban Bistro.

Their current business activities include:
- A retail furniture store
- Photography studio
- Leased retail space to Packard Paint and a framing studio.

The Clark family has created over 20 jobs during this time and currently employ 10 persons.

Community Development – Clark’s Mixed Use Project

Vacant Gas Station

Clark’s Photograpy Studio and Clark’s Furniture Building

Vacant Gas Station
Clark’s Mixed Use Project
Market Rate Housing

Clark’s revitalization vision of the Enterprise Neighborhood includes the creation of market rate housing in Clark’s former railroad terminal building.

The building has been converted into a mixed-use development with the following features:
- **Ambassador Suites:** 24 market rate apartments, each with 800 sq. ft.
- **Office Space:** 8,000 sq. ft. for professional offices.
- **Retail Space:** 2,000 sq. ft. for small businesses.

This project will create 40 new units of housing and 16 new jobs in the Enterprise Neighborhood. It is expected to attract new residents and businesses to the area, enhancing the local economy.

Clark’s Photography Studio

Clark’s Photography Studio has expanded its operations. The company now offers portrait photography and commercial photography services to clients in the western Pennsylvania and eastern Ohio region.

The expansion includes:
- A new studio space
- Additional equipment for photography services

The company now serves a wider range of clients, including small businesses, events, and individual portrait sessions.

Clark’s Mixed Use Project
Commercial Office Space

Another component of the revitalization plan is the development of a new commercial office space on the second floor of the business building. This office space is being leased to professional offices, thus enhancing the commercial appeal of the area.

The office space is designed to accommodate businesses that require a professional and modern office environment.

Enterprise Park -- Next Steps!

- Identify Federal, State, Local and Private funding sources
- Availability of funding will determine the project timeline
- Invest in detailed project plan
- Will the creation of a redevelopment plan be required?
- What kind of local support should be documented?
- Seek guidance from DCED regarding other actions that need to be taken prior to start of project
Downtown New Castle - one way street to two way & staggering traffic signals for pedestrian safety
SPC Public Comment Form

#15

Collector: Web Link (Web Link)
Started: Wednesday, June 05, 2019 7:55:02 AM
Last Modified: Wednesday, June 05, 2019 7:55:58 AM
Time Spent: 00:01:56
IP Address: 72.23.11.92

Page 1

Q1 Optional Contact Information

Q2 Please share your comment below

Intersection of 108 and 19 has a flashing red light and is a pretty major intersection think worth looking into for a red light
Date: 5/29/19  Location: LACO

Discussion Topic: ________________________________________________________________

Optional Information
Name: Andy Braziani  Organization: ________________________________
County: LACO  Address: _______________________________________________________
Email: 724 658 7048

Comments (Please write clearly)

Sign at 224 & 374 by Lowes

Sign for island/median to identify it.

Winter road

West side

Coming out of Lowes shines in eyes coming out of Winter Road - sign to show diamond

Sign up on E side - trucks hit signs to knock over

224 & 374 sign on circle
Need to switch lanes to 224

Intersection 224 & 374 - Removed ramp

Kids turning into Walmart

Old 422 going to airport - center lane made into turning lane

(Please use reverse side for additional space)
Dee Pamplin
Administrative Assistant II
Southwestern Pennsylvania Commission
Two Chatham Center - Suite 500
Pittsburgh, PA 15219-3451
412.391.5590 Ext. 301
412.391.9160 Fax
www.spcregion.org

-----Original Message-----
From: JENNIFER [mailto:manjwilliams@comcast.net]
Sent: Wednesday, June 5, 2019 7:58 AM
To: Dee Pamplin
Subject: Route 956

Hello.

We were thankful to hear that work will be done on State Route 956 as we read in the newspaper.

Our greater concern is a spot 1/2 mile south on 956 from the intersection of Mercer Road and 956. There is a small rise in the road by Piela Court that is becoming extremely dangerous to drive on, let alone have buggies on. It is nearly impossible to stay in your lane on that portion of the road because it is collapsing on either side.

Could you tell us what your plans are for this deteriorating area of the road?

Thank you.
The Williams
Hi there,

I would like to see SPC take on the creation of high speed and increased passenger rail service from Pittsburgh to Harrisburg and west to Chicago. It would also be economically advantageous to expand the connections throughout the Ohio River Valley and broader Appalachia. I did not get a sense of this important issue anywhere in the document. I hope you will consider this addition.

Michele Fetting
Q1 Optional Contact Information

Name (optional)  
Affiliation (optional)  
Email Address (optional)

Dan  
InvolvemINT  
info@involvemint.io

Q2 Please share your comment below

This plan highlights some important needs in the Pittsburgh region. However, the plans are limited to projects not systems. What is the vision you want to present for a regional transit system? Ideally, you would present a vision that all residents could get behind, so we know exactly where we are going.

You're building BRT? Great. But how does that fit in system wide. Is it going to be wholly integrated with the t, busway? Will there be commuter connections from adjacent transit agencies (BCTA, Westmoreland)?

Plenty of talk about commuter rail, but in which corridors, and how does that work to relieve congestion on adjacent road corridors.

How are you planning land use and developmental patterns among existing and planned assets?

These are all questions I see no answers to, that need to be answered.
Q1 Optional Contact Information

Name (optional)  
David P Ross

Affiliation (optional)  
SMC

Email Address (optional)  
david.ross@anagowpa.com
Q2 Please share your comment below

Thank you for the opportunity to attend the Allegheny County SmartMoves for a Changing Region. Your staff was very knowledgeable.

I have lived in Pittsburgh and have owned businesses all my working life. I remember in the 50s when the roads were built. We had great mass transit.

Today I am in the building services industry and have over 300 people that work with me. I also participate in work opportunities training and various business alliances. My business covers all of Western Pennsylvania.

My frustration is there is not a long term plan for public transportation and solutions to the traffic disasters commuters face twice a day going east, west and south. Yes we have complications with hills etc. but we pay the highest highway taxes in the country.

We have 3 choices to put Western Pennsylvania on a growth track and stop the decline.

Public mass transit from Butler County to Washington County and from Beaver County to Westmorland County. Prefer light rail. Downtown is all set up.

Remove the stupid rules that transit can’t cross county lines. We need to be able to park cars in park and ride lots and using light rail go within walking distance of major business areas.

The goal should be to decrease vehicle traffic 25% on RTS 376, 79, 51.

Using Rail lines that are not needed to support intermodle service (we have the same rail lines as we did in the early 1900. Move them out of the city) 50% of this mass transit could be covered. Other mass transit lines can follow highways and rivers.

Build new highways. There would need to be a plan to double the the amount of roads to get traffic to business areas and then triple the amount of parking in business areas.

Not very practicle

Use both mass transit and moderate road work. Look at Europe Everywhere is light rail and bus transit. Clean and efficient. We would need a couple of additional tunnels on 376 and an downtown by pass on 376 and that and light rail going East and West solves the problem. Extend East Carson to 179; in bound for the morning out bound for the night.

Sure it might be couple of billion dollars, but what is the cost of 250,000 cars sitting for 3 hours a day in traffic? Make the road toll roads. Everyone has easy pass. I would sooner pay $10 a day than waste time and gas.

There is not a choice. We need to have clean transportation and grow the Western PA area. The only way to do that is Mass transit.
Q2 Please share your comment below

I believe that it is crucial to implement infrastructure that favors public transportation, pedestrians, and bicycles. I believe that this infrastructure also needs to not harm the environment.
We just need to get a cab company back just like Yellow Cab. Not everyone can ride the bus, and Go Westmoreland is a joke. Please bring Yellow Cab back!!! Everyone got a ride to the grocery store, Drs appointments and shopping. A town this size will never grow without it.
From: Dee Pamplin
To: Abigail Stark
Subject: FW: ACCD Letter of Support for an Appalachian Storage Hub
Date: Friday, June 7, 2019 1:59:31 PM
Attachments: ACCD letter of support storage hub.pdf
image002.png
image001.png

Dee Pamplin
Administrative Assistant II
Southwestern Pennsylvania Commission
Two Chatham Center - Suite 500
Pittsburgh, PA 15219-3451
412.391.5590 Ext. 301
412.391.9160 Fax
www.spcregion.org

Please consider the environment before printing this email

From: Diane Hughley [mailto:dhughley@pittsburghchamber.com]
Sent: Friday, June 7, 2019 12:17 PM
To: Dee Pamplin
Subject: ACCD Letter of Support for an Appalachian Storage Hub

Good afternoon,

Please find attached the Allegheny Conference’s letter of support for the Appalachian Storage Hub. Thank you very much.

Diane

Diane R. Hughley

Government Affairs Coordinator
Greater Pittsburgh Chamber of Commerce
An Affiliate of the Allegheny Conference on Community Development

11 Stanwix Street, 17th Floor | Pittsburgh, PA 15222-1312
dhughley@pittsburghchamber.com
Office: 412.281.4783 x4516

Join us on Social Media
June 7, 2019

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

Sent via email to comments@spcregion.org

On behalf of the Allegheny Conference on Community Development, as well as our affiliates, The Pittsburgh Regional Alliance (PRA) and Greater Pittsburgh Chamber of Commerce (GPCC), I write to offer our enthusiastic support of the prospect for an Appalachian storage hub in the Pittsburgh region and any and all necessary critical infrastructure necessary to locate such a hub in southwestern Pennsylvania.

The Pittsburgh region stands at the cusp of a once in several generation opportunity to fully leverage in-state economic development related to the Marcellus and Utica shale natural gas play. In order to reach this objective, our region and the Commonwealth must continue to pursue a long-term economic development strategy that includes attracting additional petrochemical investment, expanding the plastics and advanced manufacturing sector, and targeting key infrastructure projects that will improve our competitiveness. Specifically, our organization has consistently supported accelerating pad-ready development and increasing our storage capacity.

In 2017, Governor Tom Wolf, Team Pennsylvania Foundation, and the Pennsylvania Department of Community and Economic Development (PA DCED) commissioned a report from IHS Markit, “Prospects to Enhance Pennsylvania’s Opportunities in Petrochemical Manufacturing.” The report forecasts $2.7 to $3.7 billion in investments of natural gas liquids (NGL) assets and potential for more downstream manufacturing. According to IHS, between 2026 and 2030, ethane production in the tri-state region could support up to four additional ethane steam crackers in the region and we must be prepared to compete for these investments.

One particular critical related form of infrastructure that we have also supported is continued investment in our waterways infrastructure such as our locks and dams that provides a critical pathway for goods and commodities that support our energy related economic development. I note our past and future support and respectfully request your support of this critical investment.

Thank you for your attention to our submission and your consideration. Please feel free to reach out to me with any questions.

Sincerely,

[Signature]
Stefani Pashman
Chief Executive Officer
Allegheny Conference on Community Development
SPC Public Comment Form

#5

Collector: Web Link 1 (Web Link)
Started: Tuesday, May 07, 2019 9:17:15 PM
Last Modified: Tuesday, May 07, 2019 9:18:22 PM
Time Spent: 00:01:07
IP Address: 108.32.43.128

Page 1

Q1 Optional Contact Information

Respondent skipped this question

Q2 Please share your comment below

Thank you for your efforts and dedication to making our region more sustainable for the ecosystem and our residents.
Q2 Please share your comment below

We should not be encouraging a second national petrochemical hub. The work you have done in the first parts of the report will be undone by encouraging a polluting, dangerous petrochemical and plastics industry. Air quality will suffer, pipelines can create environmental damage. I was with you until page 63. Shame on you. If you want to support resilient communities, this is not the way. If you want to improve the air quality and reduce pollution, clean up the water, and attract smart workers, this is not the way. We do not want to live in another Cancer Alley like the one which exists in Louisiana.
Q1 Optional Contact Information

Name (optional)
mary guinee
Affiliation (optional)
civil & environmental consultants
Email Address (optional)
guinee@cecinc.com

Q2 Please share your comment below

Keeping natural gas supplies in the region and allowing for less takeaway capacity going to the Gulf or overseas is critical to spurring the economic vitality of the Appalachian Region.
Nice report
Just wanted to mention something related to enhanced broadband connectivity

With better connectivity, more employers may be able to implement work from home options for their employees which is a very "green" transportation solution- low emissions, reduces congestion, fewer cars & buses means lower infrastructure maintenance costs

Guessing this is probably more cost effective than highway & mass transit infrastructure expenses

Thanks,

Janet Kikta
From: Eric Probola [mailto:eric.probola@gmail.com]
Sent: Monday, May 20, 2019 4:46 PM
To: Dee Pamlin
Subject: SPC Long Range Plan

My comments:

I believe that any transportation/infrastructure plan has to do a few things: keep the roads/sidewalks safe for all, including those who are deaf or blind; expand bike lanes; improve access for special needs/disabled folks; expand public transit access and reach; prioritize clean air and clean modes of transportation; improve safety for walkers, bikers, etc; stop building new highways; improve the safety of bridges; no pipelines or any infrastructure that supports dirty, extractive industries (oil, gas, fracking, etc);

Thank you.

Eric Probola
From: Bob Ebitz [mailto:raebitz@gmail.com]  
Sent: Tuesday, April 30, 2019 8:23 AM  
To: Dee Pamplin  
Subject: Smart Moves in Roadway Transportation

My comment

Their could be the best designed and built roads ever made, but when an accident happens and people are stuck for hours of their lives all is for naught.

What is needed on all roadways is positive ways and manners of removing obstacles that cause a reduction in movement flow and waste thousands of people lives waiting for hours to regain movement.

Every day more of every type of vehicles are plowing over our roadways and nothing new has been developed to keep the traffic moving when a problem accrues. This is a pure waste of people's lives, money and production time.

Yes smart moves are needed !!! Our roadways are built for movement, not for legal and insurance documentation. We need smart people that will think of ways needed for advancement of our movements on our roadways.

R A Ebitz  
Pittsburgh/Greensburg Pa.
From:  
To:  
Subject:  
Date:  
Attachments:  

Dee Pamplin  
Administrative Assistant II  
Southwestern Pennsylvania Commission  
Two Chatham Center - Suite 500  
Pittsburgh, PA  15219-3451  
412.391.5590  Ext. 301  
412.391.9160  Fax  
www.spcregion.org  

Please consider the environment before printing this email

From: Amy Kaminski [mailto:amy@mulberrypa.com]  
Sent: Wednesday, June 5, 2019 8:47 PM  
To: Dee Pamplin  
Subject: SmartMoves Public Comment  

Please find attached a comment regarding the Draft SmartMoves for a Changing Region transportation and development plan from the PA Partnership for 5G. Thank you for the opportunity to submit this comment. If you have any questions, please feel free to contact me.

--  
Amy Kaminski, Principal  
Mulberry Public Affairs LLC  
412-512-0302  
amy@mulberrypa.com  
www.mulberrypa.com
Connected Mobility is one of the three Major Goals for the region outlined in the Southwestern Pennsylvania Commission’s (SPC) SmartMoves Plan. High Tech Mobility is a key component of this goal with the Emerging Technology Strategy to “Develop and deploy appropriate infrastructure to facilitate safe and efficient use of Connected Infrastructure as well as Connected and Autonomous Vehicles (CAVs).”

The deployment of small cell nodes – the infrastructure that will serve as the backbone of 5G technology – is critical to this strategy. 5G is a new kind of network and will dramatically improve the way we communicate with connections at least 40 times faster and four times greater capacity than 4G LTE, enabling safe, effective connected mobility.

CAVs, robotic deliveries, first responder networks, traffic flow solutions, and other data-driven services will require 5G to operate efficiently. To enable real time safety applications, vehicles must be able to process massive amounts of data efficiently. 5G provides the low latency – less than 10 milliseconds – necessary for CAVs to work as intended.

While 5G devices and networks are expected to be commercially available in 2020, Pennsylvania currently lacks the infrastructure to access 5G technology. One of the actions outlined in the Plan’s Emerging Technology Strategy is to “coordinate public policy with funding, incentives, and/or regulations to advance deployment.”

The Pennsylvania House of Representatives is currently developing legislation – the Small Wireless Facilities Deployment Act - that will streamline the deployment process for 5G infrastructure. The legislation aims to set standards for fees, provide a streamlined permitting process and encourage an environment which enables small cell deployment. Currently, 5G deployment is dependent upon the rules and ordinances set forth by each individual municipality in the Commonwealth, rather than one, uniform statewide process. Twenty-five other states across the country have already adopted legislation to streamline and support small cell deployment, and Pennsylvania needs to quickly follow suit.

According to studies, 5G technology will help create 3 million new jobs, $500 billion in GDP and $275 billion in private investment. Meanwhile, the 5G infrastructure market is estimated to reach $2.86 billion by 2020, before reaching $33.72 billion by 2026. Pennsylvania needs to encourage the timely and efficient deployment of 5G so that the state – and the 10-county SPC region – can take advantage of the economic impact and implement Connected Mobility. The PA Partnership for 5G is wholly supportive of 5G deployment being included as a key component in the SmartMoves Plan.

The Pennsylvania Partnership for 5G aims to educate different sectors about 5G technology and the infrastructure it requires. With nearly 40 members, the Partnership intends to bring together various leaders from a diverse set of industries and communities.

---

1 https://www.researchandmarkets.com/reports/4423529/5g-infrastructure-market-global-forecast-to-2026
Dear Abigail Stark,

FW: Smart Moves Comments

Date: Friday, June 7, 2019 8:36:49 AM

Attachments: image001.png

--

Please consider the environment before printing this email.

From: mckeownp@comcast.net

Sent: Thursday, June 6, 2019 11:07 PM
To: Dee Pamplin
Subject: Smart Moves Comments

I suggest that the SPC improve the bicycle transportation networks as follows.

The SPC should take a leadership role in acquiring most abandoned railroad rights-of-way.

The SPC should take a leadership role in building the Chartiers Creek Trail from the Montour Trail to the Ohio River, with a connection to the Panhandle Trail.

The SPC should take a leadership role in closing the gaps in the Montour Trail in Jefferson Hills, improving safety of Montour Trail cyclists crossing Route 51, and improving safety for cyclists riding between the Montour Trail and the Great Allegheny Passage.

The SPC should take a leadership role in building rail-trails connecting to the Great Allegheny Passage.

The SPC should take a leadership role in building bike trails along the Allegheny, Monongahela and Ohio Rivers.

Roadways should be widened to provide shoulders for cyclists, especially those roadways leading to bicycle trails, allowing more people to cycle to more places.

Building the Mon-Fayette Expressway north from Jefferson Hills involves transforming a wide corridor of land. Efforts should be made to fit bicycle paths along as many lengths of this corridor as possible. Where existing road networks are re-routed and reconfigured to accommodate the
expressway, wide paved shoulders should be added to accommodate bicycles and connect neighborhoods to the expressway bike path.

Thank you,
Paul T. McKeown
210 Brookside Blvd
Upper St. Clair
Date: ____________________ Location: ________________________________

Discussion Topic: Freedom Transit

Optional Information

Name: ____________________ Organization: ____________________________

County: WACO Address: _____________________________________________

Email: ____________________________

Comments (Please write clearly)

____________________________________________________________________

SR 1009 over Chartiers

____________________________________________________________________

30 fixed route transit buses cross bridge with no appropriate detour route

____________________________________________________________________

GRECO maintains bridge - traffic

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

____________________________________________________________________

(Please use reverse side for additional space)
To connect the Erie-Pittsburgh Trail and the Rough Diamond Trail plus the Three Rivers Heritage Trail, we need to acquire the Railroad Bridge over the Kiski River at Kiski Junction, which is the northern part of the Tredway Trail. Next, we need to acquire a five-mile section of the old railroad corridor from the beginning of the Tredway Trail in Leavenworth to New Kensington, which is in private hands. It is far easier to connect the Pittsburgh Erie Trail to Pittsburgh on the South side of the Allegheny River.

Sincerely,

Rennick Steele
Allegheny Twp. Supervisor
Dee Pamplin
Administrative Assistant II
Southwestern Pennsylvania Commission
Two Chatham Center - Suite 500
Pittsburgh, PA 15219-3451
412.391.5590 Ext. 301
412.391.9160 Fax
www.spcregion.org

-----Original Message-----
From: Gary Pallone [mailto:garythomas.p@gmail.com]
Sent: Sunday, May 12, 2019 10:02 PM
To: Dee Pamplin
Cc: Kevin Snider; Mike Contes; Gary Pallone; Jim & Jane Glenn; Carol Rush; Fred L. Shelhamer
Subject: Draft Comments & Offering Projects for Consideration

SPC:

I have read and scanned your plan draft. Congratulations on a proposal that presents a robust treatment of the needs of our area. There is, however, a noted failure in the plan. Specifically, the plan makes no mention of the transportation deficiencies of an important portion of the SPC region, the Alle-Kiski area. This highly populated segment has always had an inferior connection to the SPC’s major metropolis, Pittsburgh.

There is two-pronged approach that I am suggesting to improve the transportation situation:

1. Establish a daily commuter rail system that runs along the south bank of the Allegheny River, initially from Arnold PA to the Strip District in Pittsburgh. Other end points or termini might be even more useful: On the northern end, the line could extend to the Garver’s Ferry area where it could capture commuters who use PA Rt 356. On the southern (Pittsburgh) end, it should extend beyond the Strip District to the Gateway Center Station. This is accomplished by descending the line to a suitable underground level beginning near the Strip District. This short-run underground transportation method is how public train systems in Europe successfully provide commuter access to centrally located stations.

Please recall that a Feasibility Study for the main portion of this route was studied and reported to SPC by Don Matzzie and all the supporting data and information is now even more enhanced since that study was completed.

2. For this same Alle-Kiski area, the highway deficiencies are also prevalent. Therefore, SPC should design and build a very accessible (but with also limited-access) high-speed highway that would follow the same route as suggested for the commuter railway above. It is envisioned that this multilane road would be close to the riverbank at most points and could possibly be enhanced by a permanent covering for weather protection. Begin this roadway at the northern end where PA Rt 366 crosses the Allegheny River in New Kensington. This would help to capture the high-volume PA Rt 28 commuter traffic which suffers from the many disruptions on PA Rt 28 south. Continue this roadway south beyond the 40th ST Bridge and merge it with a major Pittsburgh boulevard with direct access to the Downtown.
On a separate issue, I suggest that SPC study and seek immediate funding for many strategically placed electric-vehicle charging stations which are now practically non-existent in the Pittsburgh area.

I request that SPC examine these suggestions and let me know that you have received them.

Sincerely,

Gary Pallone
New Kensington PA
June 6, 2019

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

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

Dear Planning Committee,

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

I wholeheartedly support these proposals and would appreciate your favorable consideration of the I-70 / SR 201 corridor/ interchange to improve the safety and flow of traffic in the district. I trust you will give all due consideration to their request. Please feel free to contact me if you have any questions.

Sincerely,

Justin M. Walsh
State Representative
58th Legislative District
JW/jo
SPC Comments
Two Chatham Center, Suite 500
112 Washington Place
Pittsburgh, PA 15219

RE: SPC Smart Moves – Long Range Plan

To Whom It May Concern:

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

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

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

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

TMS/pb

cc: Rostraver Township Board of Commissioners
    Senator Pat Stefano
    Representative Justin M. Walsh
    Westmoreland County Commissioners Charles Anderson, Gina Cerilli & Ted Kopas
Date: 5/13/19  Location: West Co. Courthouse

Discussion Topic: Accessibility via PA Turnpike

Optional Information

Name: Jason McCabe  Organization: Penn Township
County: Westmoreland  Address: 21 Deer Road, Irwin
Email: jmccabe@skellygroup.com

Comments (Please write clearly)

The Penn Township community and commissioners are lobbying for an EZ Pass Only, PA Turnpike Exit Ramp with direct access of PA Turnpike, east and westbound, at SR 2031. This development would be in line with the recently published Municipal Westmoreland Comprehensive Plan, would provide direct access to a main thoroughfare, reduce congestion in neighboring townships (Mountains, Moonville, Irwin), and provide significant economic growth within the township.
SPC Public Comment Form

#14

Collector: Web Link 1 (Web Link)
Started: Tuesday, June 04, 2019 8:16:07 AM
Last Modified: Tuesday, June 04, 2019 8:19:41 AM
Time Spent: 00:03:34
IP Address: 73.154.55.243

Q1 Optional Contact Information

Name (optional) Rennick Steele
Email Address (optional) renmaru@comcast.net

Q2 Please share your comment below

The Allegheny-Kiski Valley needs mass transit to Pittsburgh via buses from Allegheny Town Center in Allegheny Twp., the Dollar Store in Washington Twp., the Park and Ride in Freeport, the Shop and Save in New Kensington, and the Post Office in Leechburg. Seniors and people without automobiles should be able to travel to Pittsburgh on a daily basis. Best regards, Ren Steele - Allegheny Township Supervisor
SBC Public Comment Form

#11

COMPLETE

Collector:    Web Link 1 (Web Link)
Started:      Wednesday, May 15, 2019 6:49:23 PM
Last Modified: Wednesday, May 15, 2019 6:54:47 PM
Time Spent:   00:05:24
IP Address:   75.117.93.184

Page 1

Q1 Optional Contact Information

Name (optional)       Tim Grantz
Affiliation (optional) West Leechburg Borough
Email Address (optional) tgrantz@windstream.net
Q2 Please share your comment below

SPC Comments

1) West Leechburg Bridge on SR4093 is misnamed in the documents it is called the Leechburg Bridge locally.

2) The real West Leechburg Bridge comes off of Route 66 at the Leechburg/Gilpin Twp line, and leads to the ATI property in West Leechburg. The bridge is owned by West Leechburg and Gilpin Twp. The township has given West Leechburg control of the bridge. The Bridge is in good shape but listed as functionally deficient. The bridge was built in 1938 and rehabbed in 1992, I would ask it be included in long range plans for rehab/replacement.

3) RT 356 Safety Project - The safety project is going to close off access to McCutcheon Shortcut from SR 4050, which is a route West Leechburg residents use to access RT 56. In meetings with the PennDOT designers they offered no options to keep the road open just alternate routes to be used.

   The first suggestion was to stay on RT 56 to the first light where RT 56 and 356 intersect, aka Wienel’s Crossroads, and make a left turn onto RT 356 and then a right onto SR4050. The issue is there is no left turn lane on RT 56, anyone making the left turn slows or stops all traffic on RT 56. Therefore I would ask for a left turn lane be included at the intersection.

   The second suggestion was to use SR 4091 to access the South Leechburg Hill road and then onto RT 56 and Wienel’s Crossroads intersection. The issue with this routing is SR 4091 is in poor condition. There are substantial soft spots along the edge of the road causing many to drive towards the center and in one location many people cross the center line to avoid a deep dip. PennDOT may be addressing safety on RT 356 but creating a safety issue on SR 4091. Therefore, I would ask that SR 4091 be listed for a complete reconstruction. The road is only ½ mile in length and if PennDOT wants the residents of West Leechburg to use this as a main access route, we deserve something better.

4) Stop light timing at Wienel’s crossroad. As more people use RT 356 and less use RT 56, the timing of the lights have not kept pace with the change. In some instances causing traffic to back almost to Piper Rd.

   Which brings me to my last comment, planning seems to be reactive and not proactive. When a project is proposed or designed by PennDOT I think a wider look needs to be undertaken to see how and where other issues may arise, not just issues in the design corridor. When talking with PennDOT designers about the 356 project they basically said they never looked beyond the corridor until West Leechburg raised the issue. Not good planning and not good PR, people see this and start to question if the planning is being done properly.

The way I am looking at some of my comments, none of these are expensive fixes and if done separately, that’s ok, but if rolled into the project it puts the cherry on top, its that little extra that shows residents you tried to take everything into account being proactive. And it is happening on the 356 project, I would assume it happens on others.
Comments Received After the Close of the Formal Public Review and Comment Period Held May 6-June 7, 2019

Comments received after the close of the formal public review and comment period (May 6-June 7, 2019) are provided to SPC members for consideration and will be included in the Public Participation Report for SmartMoves for a Changing Region.
-----Original Message-----
From: Michele Fetting [mailto:mkfetting@comcast.net]
Sent: Sunday, June 23, 2019 1:02 PM
To: Dee Pamplin
Subject: SPC report updates

Dear Chairman Maggi and SPC Commissioners;

I actively participated in the SPC Forces of Change: Smart Moves for a Changing Region meeting in Station Square last fall. I also submitted detailed comments in the follow-up survey.

I was very disappointed to see this draft report contains none of the recommendations I had made regarding the importance of expanded passenger rail service throughout our region and the broader Ohio River Valley. This includes high-speed rail, expansion of Amtrak service and electrification of our rail system. If we want to grow the region we must recognize that this type of transportation is an essential part of a strong economic future. Federal investments in transit should go toward passenger rail – not projects like the Mon Fayette expressway which will prove to be wasteful and inefficient.

I am also deeply disappointed to see that SPC has opted to go all-in on a petrochemical future for our region. This will only drive people away, especially given recent news about a cancer cluster already harming our children from fracking operations. How unfortunate SPC is not looking to advanced technology, clean jobs and renewable energy.

SPC should be playing a leadership role in moving our region to a clean, healthy and vibrant future – not choosing a path to make the Pittsburgh region part of a huge global problem by creating more plastic and contributing significant climate pollution.

It’s time to break free from the iron grip of dirty industries and powerful corporate interests, many of which are foreign. Let’s plan the future people want to see in their local communities, and attract people to continue growing our region for the benefit of the people that live here. After all, there are more than twice as many clean jobs than dirty, fossil fuel-based jobs in Pennsylvania. That fact should be reflected in this report along with a development plan that will not result in the highest cancer rates in the nation.

The 18-month community visioning work of ReImagine Beaver County identified four areas of focus for their future: Riverfront Development, Green Chemistry, Sustainable Agriculture and Renewable Energy. The ReImagine framework has expanded to Beaver and Indiana Counties and other communities in the Ohio River Valley. I wonder if the SPC considered this work as part of its planning, or if any local planning activities occurred.

I hope SPC will consider extensive edits to this Long-Range Transportation and Development Plan. I hope our region will not repeat the devastating mistakes of the past. Let’s make a bold move to the future and create a vision we can celebrate.

Thank you for your consideration. Sincerely, Michele Fetting
Comments received after the close of the formal public review and comment period held May 6-June 7, 2019

Comments received after the close of the formal public review and comment period (May 6-June 7, 2019) are provided to SPC members for consideration and will be included in the Public Participation Report for SmartMoves for a Changing Region.

From: kari pohl [mailto:pohlkm46@hotmail.com]
Sent: Monday, June 24, 2019 2:43 PM
To: Dee Pamplin
Subject: Smart Moves Plan

Dear Southwestern Pennsylvania Commission,

As a resident of Southwestern Pennsylvania, I’m writing to ask you to oppose the endorsement of an Appalachian Storage Hub (ASH) in the Smart Moves Plan. While the rest of the world is moving forward with clean energy and doing away with plastics, creating and enabling a petrochemical hub in our region is short-sighted, speculative, and a huge step backwards. We need economic and ecological sustainability, improvements in air quality, and cleaner water—promoting the Appalachian Storage Hub does none of that.

The ASH calls for at least three more ethane cracker plants to be built, in addition to a vast network of pipelines, compressor stations, and thousands of well pads—all of which have negative air quality impacts and put homes, schools, and communities at risk for explosions and other hazards.

From an international perspective, the endorsement of the ASH concept sets our region up for having a reputation of pushing the world over the edge in terms of accelerating the destruction of the planet by increasing of emissions of greenhouse gases associated with methane releases and carbon dioxide discharges.

The plan already reserves highway and bridge funding to remediate the effects of extreme weather on our transportation system. Why would we pursue a strategy that will only exacerbate extreme weather by releasing huge quantities of greenhouse gas emissions?

The ASH concept is a direct threat to our region’s long-term prosperity, resiliency and sustainability. Transitioning away from the oil and gas industry development will require bold action nationally and locally to curb the development of petro-related industries.

I ask that SPC not include support for an Appalachian Storage Hub as a goal of this new plan, and that none of the region’s transportation and infrastructure dollars go toward supporting this destructive industry which will not create a prosperous future. I advocate for the endorsement of policies that would support a transition to a sustainable economy in Southwestern Pennsylvania, not take us backwards by tying our economy to the petrochemical and plastics industry which will create a short-term boom and inevitably lead to a loss of health, economic prosperity, and environmental sustainability.

Thank you for your commitment to improving our region’s health, air, transportation, infrastructure, and prosperous future, and for taking the ASH out of the Smart Moves Plan.

Sincerely, Kari Pohl
952 Franklin Ave. Rear
Aliquippa, PA 15001
724-814-4007
Thank you for the opportunity to speak today. My name is Suzanne Seppi and I am the Program Manager at the Group Against Smog and Pollution.

Group Against Smog and Pollution (GASP) works to improve air quality and to protect human, environmental and economic health in Southwestern Pennsylvania.

These comments are submitted after the closing comment period of the plan but in line with the remarks in Smart Moves, (page 37) stating that “subsequent proposed strategies and actions that help advance the Major Goals of Connected Mobility, Resilient Communities, and a Globally Competitive Economy are consistent with the spirit and intent of the plan.”

The second major goal in SmartMoves for a Changing Region is “Resilient Communities” and the theme for this goal is “Tackle Climate Change, Air and Water, the Earth Sustains Us.” (pg. 37) GASP certainly agrees that considerations for our air, water and climate change is a solid base for any economic and associated transportation plan. Smart Moves on (p.44) notes that the “The Commonwealth of Pennsylvania and the City of Pittsburgh both have recently developed Climate Action Plans which could serve as a foundation for a regional plan”. This is a great and helpful idea-please work to develop and implement such a regional plan.

Keeping our future strategy for economic growth and transportation development within a framework that values our environment makes quality of life and economic sense. Recent growth strategies in Allegheny County have seen us diversifying from more polluting heavy industry to other less polluting sectors such as health care, education, and technology with success. Note Google, Uber and the Robotics Institute in Pittsburgh. Even so several counties or parts of counties in the SPC region including whole or parts of Allegheny, Armstrong, Beaver and Indiana presently struggle to meet various national ambient air quality standards.

The explosion of unconventional gas extraction in most of the southwest region has brought with it its own environmental and health concerns for the region. A recent study that pulled
together hundreds of health studies related to unconventional natural gas development noted, "What we found pushes back against the narratives we often hear that say we don't know enough about the health impacts yet," Irena Gorski, co-author of the study and an environmental epidemiology doctoral candidate at the Johns Hopkins Bloomberg School of Public Health said.

"We have enough evidence at this point that these health impacts should be of serious concern to policymakers interested in protecting public health," Gorski said. "She added that, while they found a number of documented health impacts, the ones with the most evidence for concern are negative impacts on pregnancy and birth outcomes.1

The present development of the region and the natural gas industry relates in a huge way to the SmartMoves Plan, especially because the Plan proposes on page 63 to support the Appalachian Storage Hub (ASH) and its pipeline distribution network, other petrochemical, plastics, and energy infrastructure and manufacturing throughout the quad-state area (Pennsylvania, Ohio, Kentucky, West Virginia).

This proposal to support the Appalachian Storage Hub and extended infrastructure will naturally draw in the Shell Cracker Plant under construction in Beaver County. Cracker plants perform the first step in transforming ethane, a component of natural gas into ethylene, the building block of plastics. Other cracker plants and chemical plants are in development or being proposed. To feed all of these facilities natural gas and wet natural gas liquids production will be ever growing and spreading in the region along with its impacts on the land, water, health and quality of life (only briefly discussed)- but also add on its effect on global warming.

  * "In October 2018, in its first commissioned report under the Paris Agreement, the United Nations Intergovernmental Panel on Climate Change (IPCC) announced that emissions from oil and gas must decline swiftly within the next decade—a trend not compatible with further build-out of oil and gas infrastructure."2

  * The city of Pittsburgh in 2017 unveiled an ambitious plan to slash greenhouse gas emissions by 2.1 million tons of carbon dioxide equivalent per year by 2030 (using a 2003 baseline), which would equate to the expected 2.2 million tons of greenhouse gases emitted by the Beaver Shell Plant annually. "In other words, all of Pittsburgh’s work on combatting climate change through 2030 would be negated by a single plant."3

  * Methane is a powerful greenhouse gas. “Pennsylvania’s oil and gas operators emit more than 520,000 tons of methane a year. This wasted gas causes the same near-term climate pollution as 11 coal-fired power plants"4

  * Also consider the world is awash in plastics literally. A mass of plastic more than twice the size of Texas floats between California and Hawaii.5 Many states and countries are creating incentives and regulations to diminish plastic use. Green chemistry is developing new products that may replace petrochemical developed plastic.

Support for the Appalachian Storage Hub, infrastructure and associated facilities is not a Smart Move in the longer term, it is a step backward holding us in a less sustainable place than what could have been. We urge you to avoid or at least minimize involvement in this initiative.

Suzanne Seppi
Comments Received After the Close of the Formal Public Review and Comment Period Held May 6-June 7, 2019
Comments received after the close of the formal public review and comment period (May 6-June 7, 2019) are provided to SPC members for consideration and will be included in the Public Participation Report for SmartMoves for a Changing Region.


Comments Received After the Close of the Formal Public Review and Comment Period Held May 6-June 7, 2019

Comments received after the close of the formal public review and comment period (May 6-June 7, 2019) are provided to SPC members for consideration and will be included in the Public Participation Report for SmartMoves for a Changing Region.

From: Emily Cleath
Sent: Monday, June 24, 2019 2:28 PM
To: Dee Pamplin
Cc: Lars Cleath
Subject: Comments regarding the SPC long-range plan update

Chair Larry Maggi and SPC Commissioners,

It has belatedly come to our attention that you will be voting this evening on your "Smart Moves" update to your long-range transportation and development plan.

While there is much to applaud about this plan's basic principles and goals, a key section on page 63 would entirely undermine those achievements and objectives.

As life-long Pittsburghers we have read with growing horror about how Big Oil and Marcellus Shale drillers are underway with a plan to expand fracking, cracking, and pipelines in order to turn our region into a plastics manufacturing hub, as a way to eke out more profits from natural gas. This scheme will worsen the natural resources that we and our neighbors hold dear: our wildlife, wild lands and parks, our air and water quality, and public health and public safety in Pittsburgh and Allegheny County. It will also push the climate crisis and the ravages of plastic pollution in exactly the wrong direction.

The Appalachia Storage Hub is a key part of the infrastructure that will help the petrochemical industry turn SWPA into another Cancer Alley, Louisiana. I am aghast that SPC is even considering endorsing it, much less making it part of their guiding plan.

If you don't already, you should know:

- The construction of the Shell Petrochemical Plan will erase 30 years' worth of regional air quality improvements. This plant would emit 522 tons per year of volatile organic compounds (VOCs) that will put our health at risk. The plant would be the second highest hazardous air polluter in the state and the largest source of VOCs in Southwestern Pennsylvania.

- Emissions from the plant will contain a toxic mix of pollutants – particulate matter, sulfur dioxide and volatile organic compounds such as acrolein, benzene, toluene and naphthalene – that exacerbate symptoms of asthma and cause cancer.

- The ASH concept is a direct threat to our region’s climate: One petrochemical plant will emit 2.2 million tons/year of carbon dioxide equivalents, a climate change gas, which is equivalent to putting an additional 430,800 cars on the road each year. (DEP eFacts on the Web). The ASH calls for at least 3 of these plants to be built, if not more.

We are raising our young son in Pittsburgh, but we will not remain here no matter what. The purposeful degradation of this region and the further pollution of what is already one of the worst airsheds in the country would push us to our limit – and out of Pennsylvania.

We have the resources to live elsewhere. We can assure you that we won’t be the only ones to take our resources out of SWPA and depart for a more health-sustaining environment guided by more sensible officials who prioritize people’s well-being and sustainability above corporate profits.

Emily and Lars Cleath

280 Fisk St, Pittsburgh, PA 15201
-----Original Message-----
From: Dave Blair [mailto:daveablair54@gmail.com]
Sent: Monday, June 24, 2019 3:43 PM
To: Dee Pamplin
Subject: Appalachian Storage Hub

The money you are proposing to spend was earmarked to be spent on environmental improvements NOT the fracking industry.

The fracking industry has already received far more money in tax breaks than any other industry I know. If they want a storage facility for their gas they should do what the rest of us do for almost everything. This may sound radical to them but they need to PAY FOR IT THEMSELVES.

Another radical thing I expect of the U.S. government or State is for them to keep their word and put this money into actual renewable energy.

For the sake of all our grandchildren, I hope you allocate the money to the little guys in renewable energy who are trying to keep this world a liveable place.

Dave Blair
101 South Louis Court
Monaca, Pa 15061
Sent from my iPhone
Dear Chair Larry Maggi & SPC Commissioners:

Thank you for demonstrating respect for our earth and for Pennsylvania’s citizens throughout much of the SPC’s new “Smart Moves” long-range transportation and development plan. Undermining that positive approach, however, is the last-minute insertion into the plan of an endorsement for the proposed Appalachian Storage Hub—an unethical gesture that raises the question of whether the petrochemical industry’s typical disdain for transparency might be insidiously contagious. At the root of the harm already done by this industry is not what its captains have said, but, time and again, what they have not said, what they have strategically chosen to leave undisclosed. Central to this non-disclosure are not only the health, climate-change, and plastics-pollution impacts of the petrochemical buildout, but also the extraordinary and exponentially rising economic costs of them all to our region. It is this same lack of transparency that fuels the industry’s habit of unveiling its unbridled expansion plans as incrementally as possible. In either case, like a skilled magician, the industry covers what is hidden by distracting its audience—leaders, media, and citizens—by redirecting their attention, in this case to chimerical promises of jobs and short-range prosperity without including the hidden costs of this project in any calculations.

However successful this strategy has been in keeping too many of us in the dark for too long about the petro industry’s real intentions and their potential harm, our government should not be adopting this unethical strategy, but opposing it and even alerting Pennsylvania’s citizens to it. Why weren’t stakeholders notified of this last-minute endorsement of the ASH? Why weren’t they given time to properly prepare their responses for this hearing? Transparency means giving citizens both the notice and the time they need to be included in a dialogue about what the endorsement of plans like those for the ASH, which are not in the public interest, means for their future. Respect for the residents the SPC serves means exercising that kind of transparency. Moreover, it is the job of government to protect its citizens from corporate overreach that promotes the degradation of their commonwealth. And make no mistake: the Appalachian Storage Hub will not only rob current SWPA citizens’ of our right to clean air and pure water as guaranteed by Article 1, Section 27 of our state constitution, but it will rob the “generations yet to come”—our children—of those rights and more. Both current citizens and future generations will be threatened by the devastating dependence on fossil fuels that developing the Appalachian Storage Hub would lock in for our region. With our window of time for averting climate catastrophe rapidly closing, I urge the SPC to recognize that supporting the petrochemical buildout will slam that window shut and deny our children any future worth living for. I speak for many when I say I want for my grandchildren: To enjoy both the same blessings of the natural world that I grew up with, including oceans that work, and the opportunity for health that this earth provides when it is not despoiled; and to have children of their own without increased risk for adverse birth outcomes. I want my grandchildren not to have to struggle through a future that is fraught with increasing petrochemical-induced risks for cancer; for respiratory, endocrine, and heart disease; for housing microplastics in their bodies; or for ever-more-intensely life-crippling weather disasters of the kind we have recently seen. But the bottom line is that continuing to flirt with boondoggles like the ASH that are designed to lock us into a doomed fossil fuel future is our surest path to self-destruction as a species.

We have alternatives to fossil fuels that can provide a future free of catastrophic weather and of the equally dangerous threats posed by toxic air, water, and plastic pollution. We have the alternative of renewable energy, but only if we have the political will and courage to pursue it. For the sake of our children and our region’s future, we need a planning commission with the vision, political will, and courage to whole-heartedly reject all prospects for a fossil-fueled future in favor of the alternative. I urge the SPC to choose life.

Terrie Baumgardner, 620 Grand Ave., Aliquippa, PA 15001, June 24, 2019, t bm2@psu.edu, 814-270-1142
From: catherine gammon [mailto:catherinegammon@gmail.com]
Sent: Monday, June 24, 2019 3:44 PM
To: Dee Pamplin
Subject: Opposition to transportation development for the ASH

Chair Larry Maggi and SPC Commissioners
Southwestern Pennsylvania
Commission
Two Chatham Center Suite 500
112 Washington Place
Pittsburgh, PA 15219

To the Southwest Pennsylvania Commission (SPC):

I write to express my objections to including infrastructure support for the proposed Appalachian Storage Hub and the related petrochemical buildout as part of the regional transportation plan.

The proposed petrochemical developments include not only the Beaver County ethane cracker now under construction, but also additional cracker plants, pipelines, and the massive Appalachian storage facility. Fracking and petrochemical-based plastics are not viable industries, either environmentally or economically. They are industries of the past. We cannot afford to base our local and regional future on industries that contribute to environmental destruction, damage the health of those who live near them, and intensify the climate crisis. No state or federal transportation and infrastructure dollars should go to supporting these destructive industries.

The SPC’s “Smart Moves” plan prioritizes tackling climate change, improving air quality, taking care of our water, and pursuing a sustainable and resilient community approach to planning. The promotion of an Appalachian Storage Hub and associated petrochemical industry is completely contradictory to these principles, and neither the hub nor the industries it is intended to serve create the prosperous future outlined throughout most of the plan. We have little time to stop the worst of the climate crisis, and a petrochemical hub would be a huge step in the wrong direction. We should be investing in clean energy, not fracking and plastics.

The ASH concept is a direct threat to our region’s climate: One petrochemical plant will emit 2.2 million tons/year of carbon dioxide equivalents, a climate change gas, which is equivalent to putting an additional 430,800 cars on the road each year. (DEP eFacts on the Web). The ASH calls for at least 3 of these plants to be built, if not more. Emissions from the ethane plants will contain a toxic mix of pollutants – particulate matter, sulfur dioxide and volatile organic compounds such as acrolein, benzene, toluene and naphthalene – that exacerbate symptoms of asthma and cause cancer. (PRETA Report)

I understand that our (Democratic) Allegheny County Executive wants to see Pittsburgh become the plastics capital of the USA (and thus of the world), and our (Democratic) Governor sees natural gas extraction as the primary hope for the economic well-being of the state. But other visions are available and we need another vision. It is time to stop pouring public funds into tax breaks and infrastructure that support and encourage the industries that are killing us all, and instead time to put that money and those resources and all of our creative energy into planning and developing the alternatives.

Thank you very much,

Catherine Gammon
https://catherinegammon.com/
https://neighborhoodzen.wordpress.com/
https://writingasawisdomproject.wordpress.com/
Comments received after the close of the formal public review and comment period (May 6-June 7, 2019) are provided to SPC members for consideration and will be included in the Public Participation Report for SmartMoves for a Changing Region.

From: Gavin White [mailto:gmw.c2c@gmail.com]
Sent: Monday, June 24, 2019 4:48 PM
To: Dee Pamplin
Subject: NO to the Appalachian Storage Hub

Dear Commission,

Please, for the love of your children, their children, and the planet we all live on, do not endorse the Appalachian Storage Hub in your "Smart Moves for Changing Region" plan.

Frankly, I don't see how you could possibly include such an endorsement in a plan beginning "Smart Moves." You should all know by now that any expansion of the petrochemical industry is anything but. The truly smart move would be including in your plan an explicit rejection of this backwards, profiteering, exploitative idea.

Already, southwestern Pennsylvania ranks as having close to the worst air quality in the country. Enabling a natural gas boom in the region will only exacerbate these direct health crises, while contributing to the rapid decline of our entire planet.

I would say that choosing to endorse this proposal will mark you as either ignorant or evil in a some future history book, but we are approaching a future without people in general, so you may not need to worry about that, at least.

Please, say NO to a future of ASH, and yes to a future of people.

Sincerely,
Gavin White
The ASH concept is a direct threat to our region’s ability to meet climate change goals, thereby putting our community at risk as having a reputation as being a destructive, worldwide climate polluter. Please care for our health and future.
Sincerely Chris Volz
Hi Everyone-

This SPC report, “Forces of Change” was referenced in the Water Center’s report below. I hadn’t heard of it so I decided to check it out -

Erin – on page 11 of the SPC report and in Strategy 3, there’s a reference to a stormwater “tax.” Would it be possible to edit the electronic version on line to change it to “fee?” Also on page 11 and in Strategy 3, it suggests a property tax increase to fund stormwater management. However, Strategy 4 recommends a fee rather than using property taxes, so the text seems to contradict itself a bit.

Can the word “credits” be substituted for “discounts” on page 11?

How is SPC going to roll out their “Forces of Change” report?

There are some really good suggestions in both of these reports. I am interested to find out the “Next Steps” on who, how, and when they will be implemented.

Beth
June 24, 2019

Via email to: comments@spcregion.org

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

Re: Written Comments by Breathe Project, Allegheny County Clean Air Now (ACCAN), Beaver County Marcellus Awareness Community (BMAC), Center for Coalfield Justice, Clean Air Council, Clean Water Action, Climate Reality Pittsburgh and SWPA, Communities First - Sewickley Valley, Environmental Health Project, Environmental Integrity Project, FracTracker Alliance, Group Against Smog and Pollution (GASP), Lawrenceville Clean Air Now, Nine Mile Run Watershed Association, Ohio Valley Environmental Coalition, PennEnvironment Research & Policy Center, PennFuture, Rail Pollution Protection Pittsburgh (RP3), Sierra Club, and Women for a Healthy Environment

Dear Chair Maggi and SPC Commissioners:

Thank you for the opportunity to comment on the proposed update to Southwestern Pennsylvania Commission’s Long-Range Transportation and Development Plan, “Smart Moves for a Changing Region.”

These comments are on behalf of the Breathe Project, Allegheny County Clean Air Now (ACCAN), Beaver County Marcellus Awareness Community (BMAC), Center for Coalfield Justice, Clean Air Council, Clean Water Action, Climate Reality Pittsburgh and SWPA, Communities First - Sewickley Valley, Environmental Health Project, Environmental Integrity Project, FracTracker Alliance, Group Against Smog and Pollution (GASP), Lawrenceville Clean Air Now, Nine Mile Run Watershed Association, Ohio Valley Environmental Coalition, PennEnvironment Research & Policy Center, PennFuture, Rail Pollution Protection Pittsburgh (RP3), Sierra Club, and Women for a Healthy Environment.

The Breathe Project is a clearinghouse for information on air quality in Pittsburgh, southwestern Pennsylvania and beyond. We use the best available science and technology to better understand the quality of the air we breathe and provide opportunities for citizens to engage and take action.

Allegheny County Clean Air Now (ACCAN) is a citizen’s watchdog group that works for better air quality in the Ohio Valley in the area including and around Neville Island.

The Center for Coalfield Justice’s mission is to improve policy and regulations for the oversight of fossil fuel extraction and use; to educate, empower and organize coalfield residents; and to protect public and environmental health.

Clean Air Council is a member-supported, nonprofit environmental organization dedicated to protecting everyone’s right to a healthy environment.

Clean Water Action: To protect our environment, health, economic well-being and community quality of life. Clean Water Action organizes strong grassroots groups and coalitions, and campaigns to elect environmental candidates and to solve environmental and community problems.
Climate Reality Pittsburgh and SWPA is a community of concerned Southwestern Pennsylvania citizens and neighbors who are addressing the climate crisis in our region, challenging sources of climate change pollution and supporting efforts for a renewable energy future.

Communities First - Sewickley Valley is a group committed to protecting health, safety, and the environment in the Sewickley Valley, and our focus is on the impact the spreading petrochemical/plastics industry will have on our communities.

The Environmental Health Project is a nonprofit public health organization that assists and supports residents of Southwestern Pennsylvania and beyond who believe their health has been, or could be, impacted by unconventional oil and gas development.

The Environmental Integrity Project is a non-profit, nonpartisan organization that empowers communities and protects public health and the environment by investigating polluters, holding them accountable under the law, and strengthening public policy.

FracTracker Alliance is a non-profit organization that studies, maps, and communicates the risks of oil and gas development to protect the planet and support the renewable energy transformation.

The Group Against Smog and Pollution works to improve air quality to protect human, environmental, and economic health in Southwestern Pennsylvania.

Lawrenceville Clean Air Now (LCAN) is a community group of people who live and work in the Lawrenceville neighborhood of Pittsburgh that aims to mobilize support for efforts to address local and county air pollution and protect public health.

The Nine Mile Run Watershed Association restores and protects its watershed ecosystem, while working regionally to support and implement resilient solutions for a healthier urban environment.

Ohio Valley Environmental Coalition (OVEC) is a nationally recognized grassroots organization dedicated to preserving and protecting our natural heritage. Our mission is to organize and maintain a diverse grassroots organization dedicated to the improvement and preservation of the environment and communities through education, grassroots organizing and coalition building, leadership development, strategic litigation and media outreach.

PennEnvironment Research & Policy Center investigates problems, crafts solutions, educates the public and decision-makers, and helps the public make their voices heard in debates over the quality of our environment and our lives.

PennFuture is a statewide environmental organization that advocates for clean air, clean water and a healthy climate.

Rail Pollution Protection Pittsburgh is a group of Pittsburgh residents committed to addressing the risk and negative impacts of rail proliferation where it conflicts with urban health, sustainability, and personal well-being.

Sierra Club is the nation’s oldest and largest grassroots environmental organization with 30,000 members in PA, including over 6,000 in the greater Pittsburgh region.

Women for a Healthy Environment: Through educational programming, technical assistance and advocacy, Women for a Healthy Environment addresses environmental exposures that impact public health by advancing strategies and policies that create healthy communities, especially those where children live, learn and play.

We want to congratulate SPC for many excellent new ideas and principles that have been incorporated into the goals and framing for the draft of this plan. We also wish to express our extreme levels of concern about a
portion of this plan that appears to endorse the build out of the petrochemical industry in our region in the form of an Appalachian Storage Hub (ASH). We want to point out how your including the ASH in this plan undercuts the vision, credibility, and effectiveness of what otherwise could be a plan that we would otherwise endorse.

1. **There are many positive aspects of the Smart Moves plan for which we wish to express our support.**

This plan articulates as a priority a “Clean Air Strategy,” which foregrounds the importance of the need to “Support and encourage transportation projects and programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).” We strongly endorse this as a priority, given the fact that our region still has a poor air quality problem.

Allegheny County is designated as a “nonattainment” area for fine particulates (PM 2.5) and Sulfur Dioxide, meaning it is out of compliance with the Clean Air Act. Allegheny County, designated as nonattainment for the 2012 PM2.5 NAAQS, (with an effective date of April 15, 2015) was required to submit a Moderate area attainment plan to EPA no later than October 15, 2016. ACHD has still not met this deadline despite it being two years past the due date.

In 2017 (the latest qualified data), the air quality in Allegheny County was considered NOT GOOD for 203 days (more than 55% of the time). This builds off of the 189 NOT GOOD air days in 2016.

Based on an annual average for PM 2.5 spanning 2015 – 2017, eight of the 10 Pittsburgh regional monitors had PM 2.5 levels in the worst 20% ranking of the nation’s 775 monitors. Three of these ten monitors, such as the Liberty Monitor near Clairton, were in the worst 10% nationally.

For 2015 – 2017, four of the Pittsburgh region’s 11 ozone monitors ranked in the worst 30% of the nation’s 1135 monitors ([Air Pollution Sources](#)).

A recent City Paper article described a report from the American Thoracic Society and New York University’s Marron Institute for Urban Management that stated that “the Pittsburgh region had the fourth most air-pollution related deaths of any metro area in the country. In 2017, the Pittsburgh region, which includes Allegheny County, all of its bordering counties, and Fayette County, suffered 232 deaths related to air pollution, according to the study’s estimates. This was the most of any region outside of California” ([Deto, City Paper](#)).

We know that health effects start showing up at levels above 8 ug/m3 and that the World Health Organization sets 10 ug/m3 as its recommendation for average annual PM. At this level 50% of Pittsburgh’s population is currently being exposed to annual PM levels above the 10 ug/m3 guideline.

The transportation sector is the second largest contributor to our region’s particulate pollution, so this plan’s focus on improving regional air quality is laudable. Aiming for a health protective standard for air pollution should be kept in focus as a framework as decisions from this plan are moved forward.

The plan should also be commended for its willingness to recognize that the earth sustains us, as well as prioritizing tackling climate change, improving air quality, taking care of our water, and pursuing a sustainable and resilient community approach to planning. All of these goals and strategies set forth lenses that are pointed in the direction of long-term prosperity for our region through smart deployment of federal and partnership resources.

2. **The plan’s inclusion of an endorsement of an Appalachian Storage Hub is dissonant with the rest of the Smart Moves Plan.**

After 62 pages of thoughtful and laudable ideas in this report, the plan introduces a concept that sticks out like a sore thumb because of how dissonant it is with the rest of the report. In a text box that features a 19th century incandescent lightbulb as an icon, the report identifies an Energy Resources Strategy, articulated as: “Support the
identification and development of an “Appalachian Storage Hub” to promote the local use of locally-derived ethane feedstock.”

This idea of an ASH is an endorsement of a slow-moving, long-lasting recipe for harm for our region. The ASH idea stands in contrast with the ideas of sustainability, improvements in air quality, protecting our water, and supporting prosperity in our communities.

We have little time to stop the worst of the climate crisis, and a petrochemical hub would be a huge step in the wrong direction. We should be investing in clean energy, not fracking and plastics.

3. The ASH concept is a direct threat to improving our region’s air quality, in contradiction to the air quality goals spelled out elsewhere in the Smart Moves plan.

The construction of the Shell Petrochemical Plant will erase 30 years’ worth of regional air quality improvements. This plant would emit 522 tons per year of volatile organic compounds (VOCs) that will put our health at risk. The plant would be the second highest hazardous air polluter in the state would be the largest source of VOCs in Southwestern Pennsylvania (2015 Toxic Release Inventory).

Emissions from the plant will contain a toxic mix of pollutants – particulate matter, methane, sulfur dioxide and volatile organic compounds such as acrolein, benzene, toluene and naphthalene – that exacerbate symptoms of asthma and cause cancer (PRETA Air Report).

The ASH calls for at least 3 of these plants like the Shell facility to be built, if not more, in addition to pipelines, compressor stations, fractionation plants, and downstream processors, all of which have negative air quality impacts.

The petrochemical facility and ASH will increase the demand for “fracked” natural gas – requiring more than 1000 new fracking wells to be opened and a vast network of pipelines that will cross through communities within the blast-zone of homes, schools and communities (FracTracker Alliance).

Studies show that fracking wells close to people and communities results in serious health problems (Physicians for Social Responsibility).

4. The ASH concept is a direct threat to our region’s ability to meet climate change goals, thereby putting our community at risk as having a reputation as being a destructive, worldwide climate polluter.

In order to achieve Mayor Bill Peduto’s commitment of reducing Pittsburgh’s greenhouse gas emissions by 20% by 2023 and achieving 100% renewable energy by 2035, we must slow and stop the expansion of petrochemical plants, pipelines, compressor stations and ancillary industries in our region.

Planet-warming greenhouse gas emissions from the Beaver County Shell plant alone would wipe out all the reductions in carbon dioxide that Pittsburgh, just 25 miles away, is planning to achieve by 2035.

The Shell plant will emit 2.2 million tons/year of carbon dioxide equivalents, a climate change gas, which is equivalent to putting an additional 430,800 cars on the road each year (EPA GHG Calculator). The Shell petrochemical plant has the potential to emit as much CO2 as the actual emissions of the Cheswick Power Plant, which burns coal, and three times as much hazardous air pollution as the Clairton Coke Works, one of Allegheny County’s most polluting industrial facilities, currently emits, (PA DEP Air Permit Plan Approval No. 04-00740A).

From an international perspective, endorsement of the ASH concept sets our region up for having a reputation for leading the world over the edge in terms of accelerating destruction of the planet by the increases in emissions
from greenhouse gases associated with methane releases, combustion of methane, and the use of other natural gas liquids, such as ethane, by turning them into plastics.

Petrochemical development in the U.S. will move the world in the opposite direction of climate change goals, adding nearly 1000 coal plants worth of greenhouse gasses to our atmosphere by 2050 alone. Petrochemical development will create 120 billion metric tons of carbon dioxide by 2050.

This increase in emissions will make it nearly impossible for the planet to stay below our global temperature change target of 2.3 degrees centigrade. Petrochemical development means that the world will be incapable of meeting the carbon emissions goals set by the Paris Accords. The environmental degradation and public health cost of petrochemical development will be more than $54 trillion world-wide.

Nearly 90% of new oil and gas investments will rely heavily on hydraulic fracking as their primary means of fossil fuel extraction which will further exacerbate public health problems and environmental damage.

Upward of 60% of these new emissions will come from just two regions of the United States. The second largest contributor to these emissions will be the region of Pennsylvania, Ohio, and West Virginia known as the Appalachian Basin.

Methane and Carbon Dioxide are both dangerous greenhouse gases. Methane has an atmospheric warming potential of 20 to 30-times more than carbon dioxide, but its effects are short-lived (about 9-12 years). Carbon Dioxide can continue to cause global warming for more than 1000 of years.

Petrochemical investment in the Appalachian Basin alone is projected to produce almost 1/5th of the new emissions from the United States during this period. The carbon dioxide emissions enabled by these new drilling projects will prevent our ability to achieve a net decrease in U.S. emissions by 2050. Oil and gas production in the U.S. will be more than many of the next highest countries combined.

The Smart Moves plan already reserves $275 million of highway and bridge funding to remediate the effects of extreme weather on our transportation system. Why would we pursue a strategy that will only exacerbate extreme weather by releasing huge quantities of greenhouse gas emissions while putting our region’s reputation at risk?

5. The ASH concept is a direct threat to our region’s long-term prosperity, resiliency and sustainability goals by the way the petrochemical industry undermines local community investment and democratic decision making.

The plant will require the construction of the Shell Falcon Pipeline, a 97-mile pipeline that will transport volatile liquid ethane from the Shell Petrochemical Plant. The pipeline will cross three states, 22 townships and put many communities at risk: family homes, businesses, groundwater wells, public parks, conservancy-protected marshlands, schools, daycare centers, hiking and biking trails including the Montour Trail and the water service line of the Ambridge Reservoir (FracTracker Alliance).

Pennsylvania taxpayers will contribute $1.65 billion in taxpayer dollars toward the construction of the plant which will bring in 600 permanent full-time jobs. This equates to a subsidy of $2.6 million per job. This is a bad investment decision. Contrast this with New York State’s commitment of $1.5 billion for 40,000 renewable energy jobs in the state, or a subsidy of $37,500 per job (World Economic Forum).

The gas industry would build a BRIDGE to the destruction of our planet. Transitioning away from the oil and gas industry development will require bold action nationally and locally to stop fracking in communities and curb the development of petro-related industries.

Many people have spoken out at state and local governmental public hearings against the construction of the Shell plant, the Falcon Pipeline, and additional plants in Ohio and West Virginia. The vast majority of testimony continues to be in opposition to the development of the petrochemical industry (Opposition Growing Against
We ask that SPC not include support for an Appalachian Storage Hub as a backdoor goal of this new plan, and that none of the region’s transportation and infrastructure dollars go to supporting this destructive industry that does not create the prosperous future outlined throughout the vast majority of SPC’s “Smart Moves” plan.

The people of SWPA built this region to be the energy powerhouse that it is. We stand on the shoulders of the steelworkers and coal miners and industry engineers who helped to build this region. With creativity and innovation, we advocate for a transition to more sustainable and renewable energy industries in support of the health of workers, people and the planet. These goals are outlined elsewhere in SPC’s report and are widely shared among the organizations that have signed on to this letter, and they should be expanded upon and invested in.

We advocate for the endorsement of policies that would support a transition to a sustainable economy in Southwestern Pennsylvania, not take us backwards by shackling our economy to the petrochemical industry that will inevitably lead to a loss of prosperity and sustainability.

Thank you for your commitment to improving our region’s health, air, transportation, infrastructure, and prosperous future.

Sincerely,

Matthew Mehalik, Ph.D.
Executive Director
Breathe Project
Energy Innovation Center
1435 Bedford Ave. Suite 140
Pittsburgh, PA 15219
412-514-5008
mmehalik@breatheproject.com
breatheproject.org

Myron Arnowitt
Pennsylvania Director
Clean Water Action
100 Fifth Ave Suite 1108
Pittsburgh, PA 15222
412.765.3053

Jacquelyn Bonomo
President and CEO
PennFuture
200 First Ave, Suite 200
Pittsburgh, PA 15222
412-398-9182
bonomo@pennfuture.org

Emily Cleath
Co-founder
Lawrenceville Clean Air Now (LCAN)
c/o Lawrenceville United
118 52nd St. Suite 2026
Pittsburgh, PA 15201

Veronica Coptis
Executive Director
Center for Coalfield Justice
14 East Beau Street
Washington PA 15301,
724-229-3550
info@coalfieldjustice.org

Ashleigh Deemer
Western PA Director
PennEnvironment Research & Policy Center
1831 Murray Ave, Ste 216
Pittsburgh, PA 15217
(412) 521-0943
ashleigh@pennenvironment.org

Rachel Filippini, Executive Director
Group Against Smog and Pollution (GASP)
1133 S. Braddock Ave.
Pittsburgh, PA 15218
412-924-0604
rachel@gasp-pgh.org
Lisa Graves Marcucci  
Environmental Integrity Project  
PA Coordinator, Community Outreach  
370 Temona Drive  
Pittsburgh, PA 15236  
412-897-0569  
lgmarcucci@environmentalintegrity.org

Jill Kriesky  
Associate Director  
Southwest Pennsylvania Environmental Health Project  
2001 Waterdam Plaza Drive, Suite 201  
McMurray, PA 15317  
724-260-5504  
info@environmentalhealthproject.org

Brook Lenker  
FracTracker Alliance  
112 E Sherman St,  
Pittsburgh, PA 15209  
412-802-0273  
lenker@fractracker.org

Joseph Otis Minott, Esq.  
Executive Director & Chief Counsel  
Clean Air Council  
135 S. 19th St., Suite 300  
Philadelphia, PA 19103  
215-567-4004 ext. 116  
joe_minott@cleanair.org  
www.cleanair.org

Gail Murray, Founder  
Julie DiCenzo, Community Outreach Coordinator  
Communities First-Sewickley Valley  
c/o Breathe Collaborative  
Energy Innovation Center - Suite 140  
1435 Bedford Avenue  
Pittsburgh, PA 15219  
communities1sewickley@gmail.com

Michelle Naccarati-Chapkis  
Executive Director  
Women for a Healthy Environment  
5877 Commerce Street, Suite 114  
Pittsburgh, PA 15206  
412.404.2872  
www.WomenForAHealthyEnvironment.org  
www.HealthySchoolsPA.org

Glenn Olcerst  
Barbara Talerico  
Co-founders  
Rail Pollution Protection Pittsburgh (RP3)  
1200 Resaca Place  
Pittsburgh PA 15212  
412-999-2539  
glenno1cerst@gmail.com  
bjtalerci012@gmail.com

Phoebe Reese  
Co-Chair  
Climate Realty Pittsburgh and SWPA  
604 Essex Ct.  
Pittsburgh, PA 15238  
323-309-3248

Bob Schmetzer  
President  
Beaver County Marcellus Awareness Community (BCMAC)  
P.O. Box 312, South Heights, PA 15018

Thomas Schuster  
Sr. Campaign Representative  
Organization: Sierra Club  
PO Box 1621  
Johnstown, PA 15907  
(814) 262-8355  
tom.schuster@sierraclub.org

Brenda Lynn Smith  
Executive Director  
Nine Mile Run Watershed Association  
321 Pennwood Ave, #202  
Pittsburgh, PA 15221  
412-371-8779 x 113  
brenda@ninemilerun.org

Angelo Taranto  
Co-founder  
Allegheny County Clean Air Now (ACCAN)  
c/o Community Presbyterian Church of Ben Avon  
7501 Church Avenue  
Pittsburgh, PA 15202  
412-512-1250  
ataranto39@gmail.com

Dustin White, Project Coordinator  
The Ohio Valley Environmental Coalition  
PO Box 6753  
Huntington, WV 25773-6753  
304-522-0246  
info@ohvec.org
Testimony

"Proposed Update to Southwestern Pennsylvania Commission’s Long-Range Transportation and Development Plan, Smart Moves for a Changing Region"

Presented by Michelle Naccarati-Chapkis
Executive Director, Women for a Healthy Environment
June 24, 2019
Pittsburgh, PA

I am here speaking on behalf of Women for a Healthy Environment, a nonprofit with headquarters located in East Liberty. The mission of Women for a Healthy Environment is to educate and empower community members to act as ambassadors about environmental risks, so they can make healthy choices and advocate for change for a better tomorrow for all. We serve the ten-county, Southwestern PA region.

We see incredible value in the Smart Moves plan, especially as it pertains to bettering air quality in the region, acting on climate change, and incorporating sustainability holistically. This shows that the Commission truly values the long-term success of Southwestern Pennsylvania. With this being said, the addition of the Appalachian Storage Hub (ASH) fully discredits any of the work that will be done to better our environment elsewhere in the plan and we ask that it is reconsidered.

It is specified in the plan that:

"Keeping our aging public infrastructure in a state of good repair is necessary to support growth in the region, but it is just as important that we build the infrastructure of the future. Prioritizing infrastructure that provides for economic success, including embracing innovation and technology to improve its efficiency...”

We would argue that “the infrastructure of the future” does not include petrochemical plants, hundreds (if not more) fracking wells, pipelines, compressor stations, injection wells, etc. that will do further damage to the environment and public health in our region.

Southwestern PA already suffers from poor air quality in terms of volatile organic compounds (VOCs), particulate matter, and more hazardous air pollutants. This has led to an asthma rate that exceeds the national average in both children and adults. The additional infrastructure needed to move forth with the ASH concept will only worsen this, likely leading to an increase in both asthma and cancer rates, as well as more air quality related deaths.

Not only are some of these pollutants dangerous locally, they will have a global impact if we make the choice to ignore commitments that this region has made to lower greenhouse gas emissions and transition to renewable energy in a timely manner. We cannot act contrary to these goals, seeing as the negative implications of expanding the petrochemical industry
include emitting billions of metric tons of carbon dioxide in the coming years. This decision will be critical, not only for our region, but for the world and generations to come.

This is an urgent issue. It was reported on June 19th of this year that over 40% of Greenland experienced melting that day, with total ice loss estimated to be more than 2 gigatons (equal to 2 billion tons) on just that day alone. We also learned that day that the melting of Himalayan glaciers has doubled since the turn of the century, with more than a quarter of all ice lost over the last four decades. And then you have Europe working toward a 100% renewable grid.

We must not continue to turn our region into a second “cancer alley,” the term given to the only other petrochemical hub in the United States. Here, according to the U.S. Environmental Protection Agency, “residents face the highest risk in the country of developing cancer from air toxins.” This is what the petrochemical industry has in store for Pennsylvania, Ohio, Kentucky, and West Virginia.

A June 20, 2019 article in Environmental Health News titled "No evidence" that fracking can be done without threatening human health” states that a group of doctors and scientists have released a report highlighting that 84 percent of studies published from 2009-2015 on the health impacts of fracking conclude the industry causes harm to human health. As further stated, the report, published by two groups, Physicians for Social Responsibility and Concerned Health Professionals of New York, examined 1,778 articles from peer-reviewed medical or scientific journals, investigative reports by journalists, and reports from government agencies on fracking. It sites an earlier literature review that found 69 percent of studies on water quality during the same time period found evidence of or potential for fracking-associated water contamination, and 87 percent of studies on air quality found "significant air pollutant emissions" associated with the industry.

It is quite likely that those affected within these four states will be low income and/or minority communities, as is seen with other major polluters both nationwide and locally. This raises a major environmental justice concern, especially knowing that a vast majority of these communities are unaware of this proposed plan.

There exists a plethora of other ways that money from this plan could be spent that could further this region’s sustainability. Whether that be investing in renewable energy, sustainable public transit, or a number of other initiatives that will have a net benefit to society, rather than the hindrance that the petrochemical industry would provide.

Again, we ask that you please reconsider the addition of the Appalachian Storage Hub to the Smart Moves plan on the grounds of public and environmental health. Thank you for your time and the opportunity to voice our concerns.
Part 3

Summary of MetroQuest Public Input Surveys
**MetroQuest Public Input Survey #1: Southwestern PA Forces of Change**

Respondents were asked to give their thoughts about major Forces of Change that could impact Southwestern Pennsylvania.

**MetroQuest Public Input Survey #2: SmartMoves Strategies**

Respondents were asked to prioritize strategies to help guide the way our region grows and invests now and in the future.
Strategy Prioritization Survey

What are your Smart Moves?

We want your input!
The Southwestern Pennsylvania Commission (SPC) wants your help in prioritizing strategies to help guide the way our region grows and invests now and in the future.

The plan will strengthen our economy through strategies that address workforce, broadband deployment, and infrastructure improvements through technology.
Connected Mobility Strategies

Connected Mobility Average Ranking (SPC Commissioners)

- Connect Transit: 2.2
- Streamline Processes: 2.6
- Funding Partnerships: 2.8
- Mobility for All: 2.9
- Modernize Infrastructure: 3.0
- Holistic Planning: 3.5
- Public Awareness: 3.9
- Offset Impacts: 4.3
Connected Mobility Strategies

Connected Mobility Average Ranking (All Respondents)

- Connect Transit: 2.7
- Streamline Processes: 3.2
- Funding Partnerships: 3.4
- Mobility for All: 2.8
- Modernize Infrastructure: 2.3
- Holistic Planning: 3.0
- Public Awareness: 3.5
- Offset Impacts: 3.7
# Globally Competitive Economy Strategies

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Competitive Economy Average Ranking (SPC Commissioners)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Find More Candidates</td>
<td>2.3</td>
</tr>
<tr>
<td>Broadband Everywhere</td>
<td>2.3</td>
</tr>
<tr>
<td>Prioritize Benefits</td>
<td>2.5</td>
</tr>
<tr>
<td>Be Efficient</td>
<td>3.0</td>
</tr>
<tr>
<td>Train for What's Next</td>
<td>3.1</td>
</tr>
<tr>
<td>Sharpen Soft Skills</td>
<td>3.2</td>
</tr>
<tr>
<td>Emerging Technologies</td>
<td>3.6</td>
</tr>
<tr>
<td>Optimize Energy Assets</td>
<td>3.7</td>
</tr>
</tbody>
</table>
Globally Competitive Economy Strategies

Competitive Economy Average Ranking (All Respondents)

- Find More Candidates: 3.2
- Broadband Everywhere: 2.5
- Prioritize Benefits: 3.1
- Be Efficient: 2.7
- Train for What's Next: 3.0
- Sharpen Soft Skills: 3.5
- Emerging Technologies: 2.9
- Optimize Energy Assets: 3.1

Note: The ratings range from 1 to 5, with 5 being the highest.
Resilient Communities Strategies

Resilient Communities Average Ranking (All Respondents)

- Reinvest Where We Began: 2.7
- Take Care of Water: 2.7
- Champion Best Practices: 3.1
- Invest in Resilience: 3.3
- Adapt & Improve: 3.0
- Conserve Our Resources: 3.1
- Build to Last: 3.0
- Clear the Air: 2.9
TECHNOLOGY: Forces of Change

- SAFETY / PRIVACY
- INFRASTRUCTURE MANAGEMENT
- NEED FOR GOVERNMENT SUPPORT IN RURAL AREAS
- IMPACTS OF 5G SPEED INCREASE
- RURAL DEVELOPMENT
- PUBLIC / PRIVATE PARTNERSHIP
- INCREASED TELECOMMUTING
- CONGESTION
- SAFETY
- INFRASTRUCTURE / COMMUNICATIONS / INFRASTRUCTURE
- LAND USE / SPRAWL
- MAINTENANCE
- LIABILITY / INSURANCE

BROADBAND

- INCREASED EFFICIENCY
- ADDITIVE MANUFACTURING
- SUPPLY CHAIN IMPACTS
- WORKFORCE DEVELOPMENT
- PUBLIC SECTOR USE
- JOB LOSS IN TRADITIONAL INDUSTRIES
- INCREASED EFFICIENCY
- CULTURAL SHIFTS / PUBLIC ACCEPTANCE

CONNECTED & AUTONOMOUS VEHICLES

- WORKFORCE DEVELOPMENT
- PUBLIC / PRIVATE ROLE
- REGULATION & POLICY
- EQUITY
- INFRASTRUCTURE PLANNING & INVESTMENT

MOBILITY AS A SERVICE

- AUTOMATION AND ARTIFICIAL INTELLIGENCE
- PRIVATE SECTOR USE
- WORKFORCE DEVELOPMENT
- CONGESTION / AIR QUALITY

TECHNOLOGY
Forces of Change MetroQuest Survey

- Survey began on July 20, 2018
- Results through Monday, October 12th:
  - 1,083 participants
  - 1,348 comments
Southwestern PA may face a potential shortage of 80,000 workers by 2025 and 50% of the region's 40,000 annual college graduates leave the region.

Changing demographics have the ability to affect development patterns and the provision of services in existing communities throughout the region.

The region's aging infrastructure & equitable access to transportation services have the potential to affect the population, development patterns, & workforce.

Southwestern PA has one of the oldest populations in the country and most areas have a slightly declining/stable population.
Aging infrastructure could affect the region’s ability to retain & attract new business and people.

As occupations change, there is a need to match skills with expected job demand.

Shale gas drilling and processing could affect business attraction, the environment, infrastructure, & jobs.

Advancing technologies are affecting all aspects of the economy.

Vacant properties can affect crime, tax base, population loss, but can also be redeveloped.
Southwestern PA has a long history of air quality issues with health & pollution at the forefront.

Climate change can lead to increased precipitation, landslides, flooding, & water quality concerns.

Electric vehicles, renewable energy, & natural gas are playing a growing role in the energy sector.

The way land is used & developed could impact open space, active transportation, & natural resources.

The region continues to see increased stormwater, flooding, water quality, & water quantity impacts.
Changing roles in federal, state & local government could affect our ability to fund infrastructure.

New revenue tools may be necessary to fund infrastructure for the future of the region.

Infrastructure costs are not well understood by the general public.

Increased private sector financing of infrastructure could play a future role in investments.

Equity and accessibility are growing concerns for infrastructure & transportation services.
Technology

Additive Manufacturing
3D printing can lead to efficiency, competitiveness, workforce development, & supply chain impacts.

Broadband
Increased access to broadband could impact rural development, telecommuting, & infrastructure.

Mobility as a Service
Uber, Lyft, etc. may change the way we travel and may reduce individual vehicle ownership.

Robotics
Use of robotics has the potential to increase efficiency, impact jobs, & shift the local culture.

SelfDriving Vehicles
Self-driving vehicles could impact safety, infrastructure, traffic, land use, & workforce.

1 - Least Urgent  5 - Most Urgent
Regional Impacts – Community Type

What Community Type will Benefit the Most?

- City – 57.5%
- Suburb – 20.2%
- Small Town – 10.6%
- Rural - 11.7%

What Community Type will Benefit the Least?

- City – 16.9%
- Suburb – 10.2%
- Small Town – 15.7%
- Rural – 57.2%
Part 4

Documentation of Public Outreach Activities
MEMORANDUM

TO: Member Planning Departments

FROM: James R. Hassinger, Executive Director

RE: Documents for Public Review and Comment

The Southwestern Pennsylvania Commission (SPC) is currently updating its long range plan to meet the needs of the region to the year 2045. SmartMoves for a Changing Region is the regional long range transportation and development plan for Southwestern Pennsylvania, and is the mechanism for connecting the Regional Vision to the region's official, coordinated implementation program of projects and actions.

SPC is seeking comments from the public on important draft documents prior to their adoption:

- SmartMoves for a Changing Region transportation and development plan, which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years
- Environmental Justice Benefits and Burdens Assessment of SmartMoves for a Changing Region
- Air Quality Conformity Determination for SmartMoves for a Changing Region

We have advertised that the public may review these documents and provide comment to SPC between May 6, 2019 and June 7, 2019. Your facility is identified as a member of our Library Document Review Network. You may receive inquiries from the public on how to access these documents. These documents may also be found online at www.spcregion.org. We request that you make these documents easily accessible, and that you inform your staff so they can direct the public to this material.

A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents.

Thank you for your assistance and cooperation. Please call Abby Stark of my staff, at 412-391-5590, extension 343, if you have any questions.
MEMORANDUM

TO: Libraries in our Document Review Network

FROM: James R. Hassinger, Executive Director

RE: Document for Public Review and Comment

The Southwestern Pennsylvania Commission (SPC) is currently updating its long range plan to meet the needs of the region to the year 2045. *SmartMoves for a Changing Region* is the regional long range transportation and development plan for Southwestern Pennsylvania, and is the mechanism for connecting the Regional Vision to the region's official, coordinated implementation program of projects and actions.

SPC is seeking comments from the public on important draft documents prior to their adoption:

- *SmartMoves for a Changing Region* transportation and development plan, which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years
- Environmental Justice Benefits and Burdens Assessment of *SmartMoves for a Changing Region*
- Air Quality Conformity Determination for *SmartMoves for a Changing Region*

We have advertised that the public may review these documents and provide comment to SPC between May 6, 2019 and June 7, 2019. Your facility is identified as a member of our Library Document Review Network. You may receive inquiries from the public on how to access these documents. These documents may also be found online at www.spcregion.org. We request that you make these documents easily accessible, and that you inform your staff so they can direct the public to this material.

A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents.

Thank you for your assistance and cooperation. Please call Abby Stark of my staff, at 412-391-5590, extension 343, if you have any questions.
MEMORANDUM

TO: Libraries in our Online Document Review Network

FROM: James R. Hassinger, Executive Director

RE: Online Documents for Public Review and Comment

The Southwestern Pennsylvania Commission (SPC) is currently updating its long range plan to meet the needs of the region to the year 2045. *SmartMoves for a Changing Region* is the regional long range transportation and development plan for Southwestern Pennsylvania, and is the mechanism for connecting the Regional Vision to the region’s official, coordinated implementation program of projects and actions.

SPC is seeking comments from the public on important draft documents prior to their adoption.

- *SmartMoves for a Changing Region* transportation and development plan, which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years
- Environmental Justice Benefits and Burdens Assessment of *SmartMoves for a Changing Region*
- Air Quality Conformity Determination for *SmartMoves for a Changing Region*

We have advertised that the public may review these documents and provide comment to SPC between *May 6, 2019 and June 7, 2019*. Your facility is identified as a member of our Online Document Review Network. You may receive inquiries from the public on how to access these online documents. These documents may be found online at [www.spcregion.org](http://www.spcregion.org). We request that you make this public notice easily accessible, and that you inform your staff so they can direct the public to this material.

A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents.

Thank you for participating in SPC’s Online Document Review Network! We appreciate your assistance and cooperation. Please call Abby Stark of my staff, at 412-391-5590, extension 343, if you have any questions.
Thank you for using the Southwestern Pennsylvania Commission's Online Document Review Network. By utilizing this service, and through the assistance and cooperation of this library, SPC is working to enhance the availability and review experience of our transportation planning efforts, while reducing mailing and disposal expenses.

1. Ask a staff library professional to direct you to a computer terminal with access to the internet. You may access the SPC website using a variety of web browsers.

2. Type: www.spcregion.org into your web browser address line.

3. At the SPC Homepage click on the icon for *SmartMoves for a Changing Region*

4. From here, you may review all associate materials related to *SmartMoves for a Changing Region*

Note: Please ask your library professional regarding the availability and cost for copied or printed material. The Southwestern Pennsylvania Commission and our partner libraries are not responsible for costs related to any personal printed material.
MEMORANDUM

TO: Tribal Consultation Network
FROM: James R. Hassinger, Executive Director
RE: Documents for Public Review and Comment

The Southwestern Pennsylvania Commission (SPC) is currently updating its long range plan to meet the needs of the region to the year 2045. *SmartMoves for a Changing Region* is the regional long range transportation and development plan for Southwestern Pennsylvania, and is the mechanism for connecting the Regional Vision to the region's official, coordinated implementation program of projects and actions.

SPC is seeking comments from the public on important draft documents prior to their adoption:

- *SmartMoves for a Changing Region* transportation and development plan, which identifies the region's priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years
- Environmental Justice Benefits and Burdens Assessment of *SmartMoves for a Changing Region*
- Air Quality Conformity Determination for *SmartMoves for a Changing Region*

We have advertised that the public may review these documents and provide comment to SPC between May 6, 2019 and June 7, 2019. Your nation has been identified as a member of the Pennsylvania Tribal Consultation Network You may receive inquiries from the public on how to access these online documents. These documents may be found online at www.spcregion.org. We request that you make this public notice easily accessible, and that you inform your staff so they can direct the public to this material.

A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents.

Thank you for participating in SPC's Online Document Review Network! We appreciate your assistance and cooperation. Please call Abby Stark of my staff, at 412-391-5590, extension 343, if you have any questions.
Thank you for using the Southwestern Pennsylvania Commission's Online Document Review Network. By utilizing this service you are helping SPC enhance the availability and review experience of our transportation planning efforts, while reducing mailing and disposal expenses.

1. Ask a staff member to direct you to a computer with access to the internet. You may access the SPC website using a variety of web browsers.

2. Type: www.spcregion.org into your web browser address line.

3. At the SPC Homepage click on the icon for SmartMoves for a Changing Region

4. From here, you may review all associate materials related to the SmartMoves for a Changing Region

Note: Please ask a staff member regarding the availability and cost for copied or printed material. The Southwestern Pennsylvania Commission is not responsible for costs related to any personal printed material.

*This information is available free of charge in paper format from the Southwestern Pennsylvania Commission at your request.

Request for Paper Copy
SmartMoves for a Changing Region
Southwestern PA Commission
112 Washington Place, Suite 500
Pittsburgh, PA 15219
(ph) 412-391-5590
(fax) 412-391-9160
comments@spcregion.org
The Southwestern Pennsylvania Commission (SPC) is seeking input from the public on the following important draft documents:

- Draft SmartMoves for a Changing Region transportation and development plan, which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years
- Environmental Justice Benefits and Burdens Assessment of SmartMoves for a Changing Region
- Air Quality Conformity Determination for SmartMoves for a Changing Region

Beginning Monday, May 6, 2019, these draft documents will be available for public review on the internet at www.spcregion.org, and at the Southwestern Pennsylvania Commission, at the Pittsburgh Department of City Planning, at County Planning Departments, and at many public libraries in Southwestern Pennsylvania.

SPC’s Public Participation Panels encourage you to attend a public meeting to learn more about the draft documents. Meetings will be open house in format. There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments, ask questions, and submit your comments.

**Please note the location of your county meeting. The open houses will be held from 4:30 p.m. to 6:30 p.m. (unless otherwise noted). The public is invited to attend a meeting at any point during the two hours.**

- May 6, Beaver County Courthouse, Commissioner’s Meeting Room, 810 Third Street, Beaver
- May 9, Fayette County Chamber of Commerce, 65 West Main Street, Uniontown
- May 13, Westmoreland County Courthouse, Commissioner’s Meeting Room, 2 North Main Street, Greensburg
- May 22, Allegheny County and the City of Pittsburgh, SPC Conference Center, Two Chatham Center, 112 Washington Place, 4th floor, Pittsburgh
- May 23, Butler County Government Center, 1st Floor, Public Meeting Room, 124 West Diamond Street, Butler
- May 29, Lawrence County Courthouse, Commissioner’s Meeting Room, 430 Court Street, New Castle
  **The Lawrence County public meeting will be held from 9:00 a.m. to 11:00 a.m.**
- May 30, Washington County, Courthouse Square Building, Room 103 & 104, 100 West Beau Street, Washington
- June 3, Armstrong County Commissioner’s Conference Room, 450 Market Street, Kittanning
- June 4, Indiana County, Indiana CareerLink, 300 Indian Springs Road, Indiana
- June 5, Greene County, Greene County Office Building, 93 East High Street, Waynesburg

Comments on the draft documents will be accepted by SPC representatives at any meeting. Written comments may also be submitted to comments@spcregion.org, by mail to SPC Comments at Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 or by fax to (412) 391-9160.

All comments must be received by 4:00 p.m. on Friday, June 7, 2019.

Upon consideration of public comments received, the Southwestern Pennsylvania Commission will consider approval of the draft documents at their meeting at 4:30 p.m., on Monday, June 24, 2019. This meeting will be held at Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219.

The Southwestern Pennsylvania Commission (SPC) is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. Accordingly, SPC is committed to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, national origin, sex, age, disability or economic status. Meeting facilities are accessible to persons with disabilities and the location is reachable by public transit. SPC will provide auxiliary services for individuals with language, speech, sight or hearing needs, provided the request for assistance is made 3 days prior to the meeting. SPC will attempt to satisfy requests made with less than 3 days notice as resources allow. Please make your request for auxiliary services to Abby Stark at (412) 391-5590, Ext. 343, or astark@spcregion.org. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by SPC, you may file a complaint using the procedures provided in our complaint process document or by contacting SPC’s Title VI Coordinator by calling (412) 391-5590. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at: www.spcregion.org or call 412-391-5590.

**TRANSIT SERVICE INFORMATION**

For information regarding transit services in Allegheny County, please call Port Authority Customer Service at 412-442-2000. For transit information in other counties, please visit: https://commuterinfo.org or call 1-888-819-6110.

This notice satisfies the program of projects requirements of the Urbanized Area Formula Program of the Federal Transit Administration for Beaver County Transit Authority, Butler Transit Authority, Fayette Area Coordinated Transit, Mid Mon Valley Transit Authority, Port Authority of Allegheny County, Washington County Transportation Authority, Westmoreland County Transit Authority, Southwestern Pennsylvania Commission, and CommutetransInfo, a program of the Southwestern Pennsylvania Commission.
賓夕法尼亞州西南部委員會（SPC）正在徵求公眾對以下重要文件草案的意見:

- 為改革地區所起草的 SmartMoves 運輸和發展計劃,旨確定該地區在未來 25-30 年優先道路、運輸和多式聯運的改善計劃
- SmartMoves 對改革地區的環境正義的正反雙面評估
- 確保 SmartMoves 在改革地區的空氣品質符合規定

從 2019 年 5 月 6 日星期一開始,這些草案文件將在網路上公開審查,網址為 www.spcregion.org。亦可在縣規劃部轄內之匹茲堡城市規劃部的賓州西南部委員會,以及賓州西南部多數的公共圖書館查閱。

SPC 的公眾參與小組鼓勵您參加公開說明會,了解更多關於草案文件的資訊。會議將以隨意開放參觀的方式進行。說明會中有機會查看地圖、與 SPC、PennDOT、中轉運營商和規劃部門的代表交談,提出問題並述說您的意見。

請注意您所在的會議地點,詳情如下:

- 五月六日, Beaver County Courthouse, Commissioner's Meeting Room, 810 Third Street, Beaver
- 五月九日, Fayette County Chamber of Commerce, 65 West Main Street, Uniontown
- 五月十三日, Westmoreland County Courthouse, Commissioner's Meeting Room, 2 North Main Street, Greensburg
- 五月二十二日, Allegheny County and the City of Pittsburgh, SPC Conference Center, Two Chatham Center, 112 Washington Place, 4th floor, Pittsburgh
- 五月二十三日, Butler County Government Center, 1st Floor, Public Meeting Room, 124 West Diamond Street, Butler
- 五月二十九日, Lawrence County Courthouse, Commissioner's Meeting Room, 430 Court Street, New Castle
  **在 Lawrence County 公開說明會將於上午 9:00 至 11:00 舉行。**
- 五月三十日 Washington County, Courthouse Square Building, Room 103 & 104, 100 West Beau Street, Washington
- 六月三日, Armstrong County Commissioner's Conference Room, 450 Market Street, Kittanning
- 六月四日, Indiana County, Indiana CareerLink, 300 Indian Springs Road, Indiana
- 六月五日, Greene County, Greene County Office Building, 93 East High Street, Waynesburg

SPC 代表將在所有說明會議接受您對文件草案的評論。書面意見也可以通過郵件發送: comments @ spcregion.org，或郵寄至地址: Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219，收件人為 SPC Comments 或傳真至 (412) 391-9160。

所有評論必須在 2019 年 6 月 7 日星期五下午 4 點之前送達。

在收到公眾意見後,賓州西南委員會將在 2019 年 6 月 24 日星期一下午 4:30 舉行的會議上審議文件草案的批准。這次會議將在 Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219 舉行。

賓州西南部委員會（SPC）致力於遵守適用於其管理的計劃活動的民權法規、行政命令、法規和政策的非歧視要求。因此，SPC 承諾確保不論种族、膚色、國籍、性別、年齡、殘疾或經濟狀況,計劃受益人皆能獲得公眾參與機會。會議地點皆有殘疾人士進出通道,並可通過公共交通到達。如果在說明會開始前 3 天提出協助請求，SPC 將為有語言、言論、視力或聽力之特別需求的個人提供輔助服務。不足 3 天的通知要求，SPC 也會設法在資源允許的情況下滿足。請致電 (412)391-5590, 分機 343, 或電郵 astark@spcregion.org, 向 Abby Stark提出協助服務請求。如果您認為因 SPC 管理的計劃或活動而被拒絕參與或受到其他歧視，您可以使用我們投訴流程文件中提供的程序，或透過致電 (412) 391-5590 向 SPC 的 Title VI 協調員申訴。欲了解更多資訊，或獲取 Title VI 歧視投訴表, 請拜訪我們的網站: www.spcregion.org 或致電 412-391-5590。

交通服務資訊

有關Allegheny County交通服務的資訊，請致電412-442-2000聯繫港務局客戶服務部。有關其他縣的交通資訊，請拜訪:
www.commuteinfo.org/comm_trans.shtml 或 call 1-888-819-6110。

本通知符合下列機關對城市化區域方案計劃的管理要求(Urbanized Area Formula Program of the Federal Transit Administration): Westmoreland County Transit Authority Beaver County Transit Authority, Butler Transit Authority, Fayette Area Coordinated Transit, Mid Mon Valley Transit Authority, Port Authority of Allegheny County, Washington County Transportation Authority, Westmoreland County Transit Authority, 賓州西南部委員會和 CommuteInfo (賓州西南部委員會的計畫之一)。
La Southwestern Pennsylvania Commission (SPC) richiede i suggerimenti dei cittadini in merito alle seguenti importanti bozze di documento:

- Bozza del piano di trasporto e sviluppo SmartMoves for a Changing Region, che identifica gli ammodernamenti prioritari da apportare alla rete stradale, al transito e al trasporto intermodale della regione in programma nell'arco dei prossimi 25-30 anni.
- Vantaggi per la giustizia ambientale e valutazione degli oneri del piano Smart Moves for a Changing Region
- Determinazione di conformità ai criteri di qualità dell'aria del piano SmartMoves for a Changing Region


Il Comitato per la Partecipazione pubblica della SPC vi invita a prendere parte a un incontro pubblico informativo sulle bozze di documento sopra indicate. Gli incontri saranno aperti al pubblico. Sarà possibile visionare le mappe, parlare con i rappresentanti della SPC, di PennDOT, degli operatori del trasporto e dei dipartimenti di urbanistica, oltre che di porre domande e di presentare le proprie osservazioni.

Vi preghiamo di verificare di seguito la sede presso cui si terrà l’incontro nella vostra contea. Gli incontri pubblici avranno luogo dalle 16:30 alle 18:30 (se non diversamente indicato). I cittadini sono invitati a intervenire all’incontro in qualunque momento, durante le due ore ad esso dedicate.

- 6 maggio, Contea di Beaver Sede del Tribunale, Sala Riunioni del Commissario della Contea, 810 Third Street, Beaver
- 9 maggio, Contea di Fayette Camera di Commercio, 65 West Main Street, Uniontown
- 13 maggio, Contea di Westmoreland Sede del Tribunale, Sala Riunioni del Commissario della Contea, 2 North Main Street, Greensburg
- 22 maggio, Contea di Allegheny County e Città di Pittsburgh, Centro Conferenze dell’SPC, Two Chatham Center, 112 Washington Place, quarto piano, Pittsburgh
- 23 maggio, Contea di Butler Centro di Governo, primo piano, Sala delle Assemblee Cittadine, 124 West Diamond Street, Butler
- 29 maggio, Contea di Lawrence Sede del Tribunale, Sala Riunioni del Commissario della Contea, 430 Court Street, New Castle
- **L’incontro pubblico della Contea di Lawrence si terrà dalle 09:00 alle 11:00**
- 30 maggio, Contea di Washington, Palazzo del Tribunale, Sale 103 e 104, 100 West Beau Street, Washington
- 3 giugno, Contea di Armstrong Sala Conferenze del Commissario della Contea, 450 Market Street, Kittanning
- 4 giugno, Contea dell’Indiana, Indiana CareerLink, 300 Indian Springs Road, Indiana
- 5 giugno Contea di Greene, Uffici della Contea di Greene, 93 East High Street, Waynesburg

I commenti relative alle bozze di documento verranno accettati dai rappresentanti della SPC durante qualsiasi incontro. Sarà inoltre possibile inviare dei commenti per iscritto, alla casella e-mail comments@spcregion.org, o per posta, ad SPC Comments all’indirizzo Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 o via fax al numero (412) 391-9160.

Tutti i commenti dovranno pervenire entro le 16:00 di venerdì 7 giugno 2019.

Dopo attenta cosiderazione dei commenti ricevuti, la Southwestern Pennsylvania Commission valuterà se approvare queste bozze di documento durante l’incontro che si terrà entro le 16:00 di lunedì 24 giugno 2019. L’incontro avrà luogo presso il Two Chatham Center, 112 Washington Place, quarto piano, Pittsburgh, PA 15219.

La Southwestern Pennsylvania Commission (SPC) si impegna a osservare i principi di non discriminazione degli statuti sui diritti civili, sugli ordini esecutivi, sulle normative e politiche applicabili ai programmi e alle attività che gestisce. Pertanto, l’SPC si impegna a garantire che ai beneficiari dei programmi vengano offerte le stesse possibilità di partecipazione pubblica, a prescindere dalla razza, dal colore, dalle origini, dal sesso, dall’età, dalle condizioni di disabilità o dallo status economico. Le sedi degli incontri sono accessibili alle persone con disabilità e raggiungibili con i mezzi di trasporto pubblico. La SPC fornirà dei servizi ausiliari alle persone con esigenze linguistiche, del linguaggio, della vista o dell’udito specifiche, purché venga inoltrata una richiesta di assistenza entro i 3 giorni precedenti l’incontro. La SPC cercherà di far fronte a tutte le richieste pervenute entro i 3 giorni precedenti secondo la disponibilità delle risorse. Si prega di inoltrare la richiesta di servizi ausiliari ad Abby Stark al numero (412) 391-5590, Int. 343, o via e-mail, all’indirizzo astark@spcregion.org. Se ritenete che vi siano state negate delle opportunità di partecipazione, o ritenete di essere stati discriminati in altro modo, in relazione al programma e alle attività gestite dalla SPC, potrete inoltrare un reclamo secondo le procedure descritte nella nostra procedura per i reclami o contattando l’SPC Title VI Coordinator al numero (412) 391-5590. Per ulteriori informazioni, o per ricevere un modulo Title VI Discrimination Complaint, si prega di visitare il nostro sito web, alla pagina: www.spcregion.org o di chiamare il numero 412-391-5590.

INFORMAZIONI SUI SERVIZI DI TRASPORTO

La Comisión del Suroeste de Pensilvania (SPC, por sus siglas en inglés) está solicitando la opinión del público sobre los siguientes documentos preliminares importantes:

- Plan de transporte y desarrollo preliminar *SmartMoves for a Changing Region*, que identifica las mejoras prioritarias de las carreteras, el tránsito y el transporte multimodal de la región programadas para el avance en los próximos 25 a 30 años
- Beneficios de la justicia ambiental y evaluación de las cargas de *Smart Moves for a Changing Region*
- Determinación de la conformidad de la calidad del aire para *SmartMoves for a Changing Region*

A partir del lunes 6 de mayo de 2019, estos documentos preliminares estarán disponibles para revisión pública en Internet en www.spcregion.org, y en la Comisión del Suroeste de Pensilvania, en el Departamento de Planificación de la Ciudad de Pittsburgh (Pittsburgh Department of City Planning), en los Departamentos de Planificación del Condado (County Planning Departments) y en muchas bibliotecas públicas del suroeste de Pensilvania.

Los paneles de participación pública de la SPC lo alicen a asistir a una reunión pública para obtener más información sobre los documentos preliminares. Las reuniones serán abiertas al público. Habrá oportunidades para mirar mapas, para hablar con los representantes de la SPC, PennDOT, operadores de tránsito y departamentos de planificación, para hacer preguntas y enviar sus comentarios.

**Tenga en cuenta la ubicación de la reunión de condado. Las sesiones abiertas al público se realizarán desde las 4:30 p. m. hasta las 6:30 p. m. (a menos que se indique lo contrario). Se invita al público a asistir a una reunión en cualquier momento durante las dos horas.**

- 6 de mayo, Beaver County Courthouse, Commissioner’s Meeting Room, 810 Third Street, Beaver
- 9 de mayo, Fayette County Chamber of Commerce, 65 West Main Street, Uniontown
- 13 de mayo, Westmoreland County Courthouse, Commissioner’s Meeting Room, 2 North Main Street, Greensburg
- 22 de mayo, Allegheny County y City of Pittsburgh, SPC Conference Center, Two Chatham Center, 112 Washington Place, 4th floor, Pittsburgh
- 23 de mayo, Butler County Government Center, 1st Floor, Public Meeting Room, 124 West Diamond Street, Butler
- 29 de mayo, Lawrence County Courthouse, Commissioner’s Meeting Room, 430 Court Street, New Castle
  **La reunión pública del Lawrence County se realizará de 9:00 a.m. a 11:00 a.m.**
- 30 de mayo, Washington County Courthouse Square Building, Room 103 & 104, 100 West Beau Street, Washington
- 3 de junio, Armstrong County Commissioner’s Conference Room, 450 Market Street, Kittanning
- 4 de junio, Indiana County, Indiana CareerLink, 300 Indian Springs Road, Indiana
- 5 de junio, Greene County, Greene County Office Building, 93 East High Street, Waynesburg

Los representantes de la SPC aceptarán los **comentarios** sobre los documentos preliminares. Los comentarios por escrito también pueden enviarse a comments@spcregion.org, por correo a SPC Comments a Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 o por fax al (412) 391-9160.

**Todos los comentarios se deben recibir antes de las 4:00 p. m. del viernes 7 de junio de 2019.**

Después de considerar los comentarios públicos recibidos, la Comisión del Suroeste de Pensilvania considerará la aprobación de los documentos preliminares en su reunión a las 4:30 p. m., el lunes 24 de junio de 2019. Esta reunión se llevará a cabo en Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219.

La Comisión del Suroeste de Pensilvania (SPC) se compromete a cumplir con los requisitos de no discriminación de los estatutos de derechos civiles, órdenes ejecutivas, reglamentos y políticas aplicables a los programas y actividades que administra. En consecuencia, la SPC se compromete a garantizar que los beneficiarios del programa tengan la oportunidad de participar sin importar la raza, el color, la nacionalidad, el sexo, la edad, la discapacidad ni la situación económica. Las instalaciones en donde se realizarán las reuniones están adaptadas para personas con discapacidades y la ubicación es accesible en transporte público. La SPC proporcionará servicios auxiliares para individuos con necesidades de lenguaje, habla, vista o audición, siempre que la solicitud de asistencia se realice 3 días antes de la reunión. La SPC intentará satisfacer las solicitudes realizadas con menos de 3 días de anticipación según lo permitan los recursos. Haga su solicitud de servicios auxiliares a Abby Stark al (412) 391-5590, ext. 343, o a astark@spcregion.org. Si cree que se le han negado oportunidades de participación, o que se lo ha discriminado en relación con los programas o actividades administrados por la SPC, puede presentar una queja a través de los procedimientos proporcionados en nuestro documento de proceso de quejas o contactando al Coordinador del Título VI de la SPC llamando al (412) 391-5590. Para obtener más información o para obtener un Formulario de Quejas de Discriminación del Título VI, visite nuestro sitio web en: www.spcregion.org o llame al 412-391-5590.

**INFORMACIÓN DE SERVICIO DE TRÁNSITO**


Este aviso satisface los requisitos del programa de proyectos de Urbanized Area Formula Program of the Federal Transit Administration para Beaver County Transit Authority, Butler Transit Authority, Fayette Area Coordinated Transit, Mid Mon Valley Transit Authority, Port Authority of Allegheny County, Washington County Transportation Authority, Westmoreland County Transit Authority, Southwestern Pennsylvania Commission y CommuteInfo, un programa de la Comisión del Suroeste de Pensilvania.
This document is available in alternate formats upon request. SPC will provide translation and interpretation services upon request at no charge. Please call SPC at (412) 391-5590 for more information.

Italiano
Questo documento è disponibile in formati alternativi su richiesta. SPC fornirà servizi di traduzione e interpretazione su richiesta senza alcun costo. Per piacere, chiami SPC al numero (412) 391-5590 per maggiori informazioni.

Espanol
El presente documento está disponible en formatos alternativos bajo solicitud. SPC ofrece servicios de traducción e interpretación gratis bajo solicitud. Comuníquese con SPC al (412) 391-5590 para obtener más información.

中文
本文件可根据要求以其他格式提供。SPC将根据要求提供免费笔译和口译服务。详情请致电 (412) 391-5590与SPC联系。

Nepali:
यो दस्तावेज बिनती पर वैकिल्पिक फॉर्मेटमा उपलब्ध हो छ। बिनती पर अनुरोध गरेमा बिना शुल्क SPC ले अनुवाद र दोभाषे सेवा उपलब्ध गराउँछ। वप जानकारीको लागि SPC (412) 391-5590 मा फोन गरिएको सुरुस्।

Gujarati:
આ દસ્તાવેજ બિનતી પર વૈકિલ્પિક ફોર્મેટમાં ઉપલબ્ધ છે. SPC કોઈપણ શુલ્ક વેપારવા બિના અનુભવ અને અથર્ડેટ સેવાઓ પૂરી પાડી શકે છે. પણ માહિતિ માટે કોલ કરો (412) 391-5590 સેન્ને બોલ કરો.

Oriya:
ଯେ ଦଶତାବେଜଙ୍କ ଅନୁରଧାର୍ଥଙ୍କ ଉପଲବ୍ଧ ଛାନ। ଅନୁରଧାର୍ଥଙ୍କ ବିନା ଶୁଲକ SPC କେ ଅନୁବାଦ ର ଦୋଭାଷ ସେବା ଉପଲବ୍ଧ ଗରାଉଛ। ବଥ ଜାନକାରିକାକୁ ସାରୀତାରେ SPC (412) 391-5590 ମାନ ଫୋନ ଗରନ୍ତୁ।

Punjabi:
ਇਹ ਦਸਤਾਵੇਜ ਬੇਨਤੀ ਤੇ ਵੈਕਿਲ੍ਪਕ ਫੋਰਮੇਟ ਤੇ ਉਪਲਬਧ ਹੈ। SPC ਵਿਚ ਅਨੁਰੋਧ ਅਨੇ ਵੇਕਿਲ੍ਪਕ ਕੋਲ ਕਰਨ ਲਈ ਹਿੰਦੀ ਦੁੱਭਿਰੰਧਾਨ ਮੁਨਾਲਾਨ ਵਰਤਣਾ ਚਾਹੀਦੀ ਹੈ। ਪਹਿਲਾਂ ਦਾਤਾ ਦੀ ਸਾਝਾਨ ਬਿਨੀ ਦਾਤਾ SPC ਤੇ (412) 391-5590 ਉੱਤੇ ਕੋਲ ਕਰੋ।

Sinhalese:
ෙමමෙන් කොහොමද අන්විරෝධ සේස් සහ වේස් අන්විරෝධ සේස් සඳහා SPC ආයතනයට යොදපු පොළලි මි අවසන් අන්විරෝධය කරන්න. 

Marathi:
हा दस्तऐवज बिनती पर वैकिल्पिक स्वरूप मध्ये उपलब्ध है। बिनती पर अनुरोध गरेमा बिना शुल्क SPC ले अनुवाद र दोभाषी सेवा उपलब्ध गराउँछ। वप जानकारीको लागि SPC (412) 391-5590 व्यऱ्य काल करा।
The Southwestern Pennsylvania Commission is seeking input from the public on the following important Long Range Plan draft documents:

- **SmartMoves for a Changing Region** transportation and development plan, which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years
- Environmental Justice Benefits and Burdens Assessment of **SmartMoves for a Changing Region**
- Air Quality Conformity Determination for **SmartMoves for a Changing Region**

**Public Comment Period Now Through June 7!**

We are currently in the formal public comment period for **SmartMoves for a Changing Region**. You can find the draft documents [here](https://example.com).

Attend an open house in your community to see the draft documents, look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments, ask questions, and submit your comments.

- May 9, Fayette County Chamber of Commerce, 65 West Main Street, Uniontown
- May 13, Westmoreland County Courthouse, Commissioners Meeting Room, 2 North Main Street, Greensburg
- May 22, Allegheny County and the City of Pittsburgh, SPC Conference Center, Two Chatham Center, 112 Washington Place, 4th floor, Pittsburgh
- May 23, Butler County Government Center, 1st Floor, Public Meeting Room, 124 West Diamond Street, Butler
- May 29, Lawrence County Courthouse, Commissioners Meeting Room, 430 Court Street, New Castle
  **The Lawrence County public meeting will be held from 9:00 a.m. to 11:00 a.m.**
- May 30, Washington County, Courthouse Square Building, Room 103, 100 West Beau Street, Washington
- June 3, Armstrong County Commissioners Conference Room, 450 Market Street, Kittanning
- June 4, Indiana County, Indiana CareerLink, 300 Indian Springs Road, Indiana
- June 5, Greene County, Greene County Office Building, 93 East High Street, Waynesburg

Comments on the draft documents will be accepted by SPC representatives at any meeting. Written comments may also be submitted to comments@spcregion.org, by mail to SPC Comments at Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 or by fax to (412) 391-9160.
All comments must be received by 4:00 p.m. on Friday, June 7, 2019.

---

**CommuteInfo Challenge**

May is CommuteInfo Commute Options Awareness Month! Our Commuter Challenge encourages YOU to use transit, vanpool, and carpool services, or to try biking/walking for your commuting trips during the week of May 13 – 19, 2019.

Check out our [CommuteInfo website](#) to participate in the CommuteInfo Commuter Challenge 2019!

---

**SPC and Fay-Penn Economic Development Council:**

*Taking your Business to the Next Level*

Did you know SPC offers a wide range of programs and services designed to help small and medium-sized businesses and local governments? Join us and our friends at Fay-Penn to learn more about our services and how we can help your business grow.

May 9, 2019, 10 a.m. - 12 p.m.
FNB Business Event Center
1040 Eberly Way Lemont Furnace, PA 15456
TO: Neighboring Regional Planning Organizations  
FROM: James R. Hassinger, Executive Director  
RE: Online Long Range Plan Documents for Review and Comment 

The Southwestern Pennsylvania Commission (SPC) is currently updating its long range plan to meet the needs of the region to the year 2045. *SmartMoves for a Changing Region* is the long range transportation and development plan for Southwestern Pennsylvania.

These documents may be found online at [www.spcregion.org](http://www.spcregion.org). We would welcome any input from our neighboring regions on our draft documents prior to their adoption:

- *SmartMoves for a Changing Region* transportation and development plan, which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years
- *Environmental Justice Benefits and Burdens Assessment* of *SmartMoves for a Changing Region*
- *Air Quality Conformity Determination* for *SmartMoves for a Changing Region*

Please send us any comments, ideas or suggestions by Friday, June 7th. You need not provide official comment. We welcome any thoughts you may have informally as well.

Please call Abby Stark of my staff, at 412-391-5590, extension 343, (or email: astark@spcregion.org) if you have any questions or input you would like to discuss.

Thank you!

**Jim Hassinger**  
Executive Director  
Southwestern Pennsylvania Commission  
Two Chatham Center, Suite 500  
112 Washington Place  
Pittsburgh, PA 15219  
jhassinger@spcregion.org
Good morning,

This is a friendly reminder that the *SmartMoves for a Changing Region* public comment period closes on **June 7, 2019**.

The *SmartMoves for a Changing Region* transportation and development plan, identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years.

The Southwestern Pennsylvania Commission (SPC) is seeking input from the public on the following important draft documents:
- Draft *SmartMoves for a Changing Region* transportation and development plan, which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years
- Environmental Justice Benefits and Burdens Assessment of Smart Moves for a Changing Region
- Air Quality Conformity Determination for SmartMoves for a Changing Region

*SmartMoves* documents can be found at: [https://spcregion.org/smartmoves_DRAFT.asp](https://spcregion.org/smartmoves_DRAFT.asp)

You can provide public comment by:
- **Email**: comments@spcregion.org
- **Mail**: SPC Comments at Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219
- **Fax**: (412) 391-9160
- **Online Public Comment Form**
SOUTHWESTERN PENNSYLVANIA COMMISSION NOTICE OF PUBLIC COMMENT PERIOD AND PUBLIC MEETINGS

SmartMoves Public Comment Period

The Southwestern Pennsylvania Commission (SPC) is accepting comments from the public on the following two proposed draft documents:

- Draft SmartMoves for a Changing Region transportation and development plan, which identifies the region’s priority projects and includes multi-modal transportation improvements programmed for implementation in the 2016-2027 timeframe.
- Environmental Justice Benefits and Barriers Assessment on SmartMoves for a Changing Region

Beginning Friday, May 9, 2019, these draft documents will be available for public review on the website www.spc.org, and at the Southwestern Pennsylvania Commission, at the Pittsburgh Downtown Gateway, 901 Pennsylvania Ave., Suite 200, Pittsburgh, PA 15222. The public is invited to attend open houses in your community.

Providing Public Comment

You can provide comments by:

- Email: comments@spc.org
- Mail: SPC Commission, 200 Grant St., Suite 900, PPG Bldg., Pittsburgh, PA 15222
- Fax: 412-391-6102

The SmartMoves Commission Form

All comments must be received by 4:00 p.m. on Friday, June 7, 2019.

SmartMoves Draft Document and Appendices

Summarizing Drafts (1/3):

- Environmental Justice
- Regional Vision
- Transportation Performance Management
- Implementation and Key Strategy
- Local Government

Public Open Houses

SPC staff and Public Comment Team are available to answer questions or receive comments from the public on these documents. The public is invited to attend the meetings listed below.

- May 9: Beaver County Community Room, 100 Penn Center Blvd., Beaver Falls
- May 10: Allegheny County, 340 Robinson Blvd., Suite 1100, Pittsburgh
- May 13: Franklin County, 235 S. 16th St., Suite 200, Hagerstown, MD
- May 15: Washington County, 200 S. Main Street, Pennington, PA
- June 3: Armstrong County, 1201 Main Street, Kittanning
- June 5: Greene County, 700 Main St., Waynesburg

All comments must be received by 4:00 p.m. on Friday, June 7, 2019.

File a 90-Day Notice

Interested parties may submit comments to alert the Southwestern Pennsylvania Commission that they will provide comments on the draft documents at the meeting on May 10, 2019. This meeting will be held at the Commission’s headquarters, 340 Robinson Blvd., Suite 100, Pittsburgh, PA 15222.

Please submit a letter to the Commission’s Executive Director, 340 Robinson Blvd., Suite 100, Pittsburgh, PA 15222, no later than 4:00 p.m. on May 9, 2019, stating the nature of your interest in the draft documents. Please include your contact information and the extent of your interest. The Commission will make the interested party a notice of the meeting.

Please note that comments submitted at this meeting will not be considered for inclusion in the final draft documents.

This notice outlines the program of public hearing requirements of the Environmental Protection Agency’s (EPA) “Guidance for the Preparation of Environmental Impact Statements: The Draft SmartMoves Plan.” Please see the EPA’s website for more information.

Visit www.epa.gov for more information on the SmartMoves Plan and the Draft SmartMoves for a Changing Region.
Butler County Public Open House

The Southwestern Pennsylvania Commission (SPC) is updating the region’s long range transportation and development plan. SPC is the regional planning agency serving the 10-county Southwestern Pennsylvania region. The SmartMoves for a Changing Region transportation and development plan, identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next 25-30 years.

SPC will be hosting a public meeting for Butler County on May 23rd. The meeting will be an open house format to gather input and facilitate discussion. The public is invited to attend at any time between the hours of 4:30 p.m. and 6:30 p.m. The meeting will be held at the Butler County Government Center (124 West Diamond Street, Butler, 1st Floor Public Meeting Room).

At this meeting, there will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments, ask questions, and submit your comments.
Southwestern Pennsylvania Commission proposes $31.7 billion in transportation projects through 2045

The Southwestern Pennsylvania Commission will begin a series of meetings Monday to display a draft long-range plan for the region that highlights $31.7 billion worth of expected transportation projects through 2045.

The plan, called "SmartMoves for a Changing Region," includes $17.3 billion for road and bridge projects, and $14.4 billion for transit projects.

"The plan focuses on supporting our communities and workforce through more extensive mobility connections and technology upgrades throughout the region," Jim Hassinger, the planning agency’s executive director, said in a statement.

"This plan has a strong focus on the vision of a region that has world class mobility for all; resilient, green communities throughout the region; and a globally competitive economy."

To promote a global economy, the draft plan recommends growing and restraining the workforce, updating infrastructure with an emphasis on technology such as smart traffic signals, and continuing to develop regional energy resources such as natural gas.

More >>
The Southwestern Pennsylvania Commission is seeking input from the public on the draft *SmartMoves for a Changing Region* regional plan. This plan identifies transportation and development priorities in the region for the next 25-30 years.

Visit the open house to give your input on projects that will be coming to your community! There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments.

Join us:
Monday, May 6th
4:30pm-6:30pm
Commissioner’s Meeting Rm, 810 Third Street, Beaver

Questions?
Please contact: Abby Stark
astark@spcregion.org
www.spcregion.org
The Southwestern Pennsylvania Commission is seeking input from the public on the draft *SmartMoves for a Changing Region* regional plan. This plan identifies transportation and development priorities in the region for the next 25-30 years.

Visit the open house to give your input on projects that will be coming to your community! There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments.

Join us:
Thursday, May 9th
4:30pm-6:30pm
Chamber of Commerce, 65 West Main Street, Uniontown

Questions?
Please contact: Abby Stark
astark@spcregion.org
www.spcregion.org
The Southwestern Pennsylvania Commission is seeking input from the public on the draft *SmartMoves for a Changing Region* regional plan. This plan identifies transportation and development priorities in the region for the next 25-30 years.

Visit the open house to give your input on projects that will be coming to your community! There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments.

**Join us:**
Monday, May 13th
4:30pm-6:30pm
Westmoreland County Courthouse,
Commissioner’s Meeting Room,
2 North Main Street,
Greensburg

**Questions?**
Please contact: Abby Stark
astark@spcregion.org
www.spcregion.org
The Southwestern Pennsylvania Commission is seeking input from the public on the draft *SmartMoves for a Changing Region* regional plan. This plan identifies transportation and development priorities in the region for the next 25-30 years.

Visit the open house to give your input on projects that will be coming to your community! There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments.

Join us:
Wednesday, May 22nd
4:30pm-6:30pm
SPC Conference Center,
Two Chatham Center,
112 Washington Place,
4th floor, Pittsburgh

Questions?
Please contact: Abby Stark
astark@spcregion.org
www.spcregion.org
The Southwestern Pennsylvania Commission is seeking input from the public on the draft *SmartMoves for a Changing Region* regional plan. This plan identifies transportation and development priorities in the region for the next 25-30 years.

Visit the open house to give your input on projects that will be coming to your community! There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments.

**Join us:**
Thursday, May 23rd
4:30pm-6:30pm
Government Center,
1st Floor, Public Meeting Rm,
124 West Diamond Street,
Butler

**Questions?**
Please contact: Abby Stark
astark@spcregion.org
www.spcregion.org
The Southwestern Pennsylvania Commission is seeking input from the public on the draft *SmartMoves for a Changing Region* regional plan. This plan identifies transportation and development priorities in the region for the next 25-30 years.

Visit the open house to give your input on projects that will be coming to your community! There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments.

Join us:
Thursday, May 30th
4:30pm-6:30pm
Courthouse Square Building, Room 103, 100 West Beau Street, Washington

Questions?
Please contact: Abby Stark
astark@spcregion.org
www.spcregion.org
The Southwestern Pennsylvania Commission is seeking input from the public on the draft *SmartMoves for a Changing Region* regional plan. This plan identifies transportation and development priorities in the region for the next 25-30 years.

Visit the open house to give your input on projects that will be coming to your community! There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments.

**Join us:**  
Monday, June 3rd  
4:30pm-6:30pm  
Commissioner’s  
Conference Rm,  
450 Market Street,  
Kittanning

**Questions?**  
Please contact: Abby Stark  
astark@spcregion.org  
www.spcregion.org
The Southwestern Pennsylvania Commission is seeking input from the public on the draft *SmartMoves for a Changing Region* regional plan. This plan identifies transportation and development priorities in the region for the next 25-30 years.

Visit the open house to give your input on projects that will be coming to your community! There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments.

**Join us:**
Tuesday, June 4th
4:30pm-6:30pm
Indiana CareerLink, 300 Indian Springs Road, Indiana

**Questions?**
Please contact: Abby Stark
astark@spcregion.org
www.spcregion.org
The Southwestern Pennsylvania Commission is seeking input from the public on the draft *SmartMoves for a Changing Region* regional plan. This plan identifies transportation and development priorities in the region for the next 25-30 years.

Visit the open house to give your input on projects that will be coming to your community! There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments.

**Join us:**
Wednesday, June 5th
4:30pm-6:30pm
Greene County Office Bldg,
93 East High Street,
Waynesburg

**Questions?**
Please contact: Abby Stark
astark@spcregion.org
www.spcregion.org
The Southwestern Pennsylvania Commission is seeking input from the public on the draft *SmartMoves for a Changing Region* regional plan. This plan identifies transportation and development priorities in the region for the next 25-30 years.

Visit the open house to give your input on projects that will be coming to your community! There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments.

**Join us:**
Wednesday, May 29th
9:00am-11:00am
Courthouse, Commissioner’s Meeting Room,
430 Court Street,
New Castle

**Questions?**
Please contact: Abby Stark
astark@spcregion.org
www.spcregion.org
Residents invited to open house for transportation projects

By Jared Stonesifer
jstonesifer@timesonline.com

Residents are invited to attend an open house Monday designed to solicit input on long-term transportation projects in Beaver County.

The event is being organized by the Southwestern Pennsylvania Commission, a regional planning agency that serves the 10-county southwestern region of the state. SPC staff will be joined by representatives from PennDOT, as well as local transit agency and other officials, to talk about transportation improvements over the next 25 to 30 years.

Specifically, the SPC will discuss its “SmartMoves for a Changing Region” development plan, which seeks to identify the region’s transportation priorities, as well as public transit and multimodal transportation improvements over the next several decades.

Abby Stark, a spoke-woman for the SPC, said Thursday that Beaver County residents will have the chance to learn more about long-range plans for major roadways like routes 65 and 51, as well as ongoing discussions about ways to improve connectivity between Beaver and Butler counties.

Maps and other visuals will be provided to residents, and staff from multiple agencies will be on hand to answer questions.

Stark said similar open houses last year across the region attracted hundreds of residents, as well as thousands of comments online. She said the agency is hopeful a similar response will be forthcoming for this year’s open house.

“I would tell people to come see and offer input on the future of their community and what their county may look like,” she said about why residents should attend the open house. “Our hope is to make sure everyone is aware of what’s happening, and to connect them to SPC and PennDOT officials, as well as county planning agencies and transit partners.”

The meeting will be held Monday at the Beaver County Courthouse, inside the commissioner’s meeting room. The meeting will run from 4:30 to 6:30 p.m., but it will be structured in a format where residents can show up and participate at any time between those hours.

Anyone with questions is urged to contact Stark at astark@spcregion.org.

Beaver County residents will have the chance to learn more about long-range plans for major roadways like Route 65 at an open house Monday designed to solicit input on long-term transportation projects in Beaver County. [BCT STAFF FILE]
The Southwestern Pennsylvania Commission, the regional planning agency for a 10-county area, is soliciting public comment on a draft transportation plan called “SmartMoves for a Changing Region.”

The document identifies roadway, transit and multimodal transportation priorities for southwestern Pennsylvania over the next 25-30 years. Accompanying “SmartMoves for a Changing Region” are documents that outline environmental benefits, environmental burdens and air quality conformity.
Beginning Monday, the draft documents will be available for review online at www.spcregion.org, as well as at the commission’s offices, the Pittsburgh Department of City Planning, county planning departments and many public libraries.

Public meetings where the documents can be reviewed are being held in all 10 counties, including:

- **Fayette County** — May 9 at the Fayette County Chamber of Commerce, 65 W. Main St., Uniontown.
- **Westmoreland County** — May 13 at the Westmoreland County Courthouse, Commissioners’ Meeting Room, 2 N. Main St., Greensburg.
- **Allegheny County** — May 22 at the SPC Conference Center, Two Chatham Center, 112 Washington Place, 4th floor, Pittsburgh.
- **Washington County** — May 30 at the Courthouse Square Building, Room 103 & 104, 100 W. Beau St., Washington.
- **Indiana County** — June 4 at Indiana CareerLink, 300 Indian Springs Road, Indiana.

All public meetings will be held from 4:30-6:30 p.m.

Comments also will be accepted in writing. Written comments should be submitted via email to comments@spcregion.org or regular mail to: SPC Comments, Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219.

Deadline for comments is 4 p.m. June 7.
Regional transportation development panel to unveil long-term goals

By Ed Blazina
Pittsburgh Post-Gazette

The Southwestern Pennsylvania Commission will begin a series of meetings Monday to display a draft long-range plan for the region that highlights $12.6 billion worth of expected transportation projects through 2030.

The plan, called "Smart Moves for a Changing Region," also includes another $19.1 billion of wishlist projects through 2045, such as extending the West Busway to Pittsburgh International Airport, extending the Martin Luther King Jr. East Busway from Swissvale to Monroeville and building the last segment of the Southern Beltway from Interstate 79 to Jefferson Hills.

The commission is required to update a 25-year plan every four years for the 10-county region and the City of Pittsburgh. Staff has been working on this plan for about two years, holding a series of public forums throughout the region to gather information and will present the draft in each county for public comment before the commission adopts it next month.

"The plan focuses on supporting our communities and workforce through more extensive mobility connections and technology upgrades throughout the region," Jim Hassinger, the planning agency's executive director, said in a statement.

"This plan has a strong focus on the vision of a region that has world class mobility for all; resilient, green communities throughout the region; and a globally competitive economy."

Connected mobility includes making sure rural areas not only have their own public transit but also have easy connections to larger systems such as Port Authority in Allegheny County; offering active transportation options such as walking and biking facilities; preparing communities and transportation systems for changes needed to accommodate self-driving vehicles; providing sustainable funding for transit and road projects; and improvements in how these projects are performed.

Resilient communities means offering ways to revive older communities through creative reuse of older buildings and use of green infrastructure to improve the environment.

To promote a global economy, the draft plan recommends growing and retaining the workforce; updating infrastructure with an emphasis on technology such as smart traffic signals; and continuing to develop regional energy resources such as natural gas.

The key to making all of those items work is transportation, Mr. Hassinger said.

"A more efficient transportation system will use less energy, make for cleaner air, and support economic opportunity throughout the region," he said.

Almost all of the projects that are expected to move forward in the next 10 years already are well known, such as the Port Authority's proposed Bus Rapid Transit system between Downtown Pittsburgh and Oakland and rebuilding the Highland Park Bridge interchange with Route 30 to provide two lanes of traffic in each direction and improve safety on the exit ramps. Overall, the projects are split evenly with about $6.3 billion for roads and bridges and $6.2 billion for transit.

On the wish list are projects such as the busway extensions ($750 million to Monroeville and $1.03 billion to the airport); restoring the Highland Park Bridge and additional ramps ($90 million); and rebuilding Route 30 from the Allegheny County line to Irwin in Westmoreland County ($143 million).

The open house displays of the long-range plan begin this week with presentations from 4:30 to 6:30 p.m. Monday at the Beaver County Courthouse, 810 Third St., Beaver, and Thursday at the Fayette County Chamber of Commerce, 65 West Main St., Uniontown. The displays will feature an overview of the entire plan and specific information about the local county.

The rest of the schedule is available on the SPC website. Comments on the plan also can be made by 4 p.m. June 7 by email to comments@spcregion.org or by mail at SPC Comments at Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219.

Ed Blazina: eblazina@post-gazette.com, 412-263-1470 or on Twitter @EdBlazina.
Corrections & clarifications

A-1. A computer algorithm guiding Allegheny County Department of Human Services decisions is used only for general protective services calls, which usually involve allegations of neglect. All abuse allegations are investigated. A headline Monday inaccurately described the use of the algorithm. Additionally, Marc Chernin is the county human service director. He was misidentified in the story.

Obituaries. Chuck Kinder, acclaimed novelist and distinguished writing professor at the University of Pittsburgh, died Friday at age 76. His age was incorrect in his obituary Sunday.

Local. The Southwestern Pennsylvania Commission has identified funding for $31.7 billion in transportation projects for the 10-county region through 2045. A story Monday mischaracterized the funding status for some of those projects, including that of a $90 million project to restore the Highland Park Bridge and ramps to it as well as $143 million for rebuilding Route 80 from the Allegheny County line to Irwin in Westmoreland County, both of which are funded.

Local Xtra. Historian Mark Will-Weber will speak at the Andrew Carnegie Free Library & Music Hall's Second Saturday Civil War program on May 11. His last name was misspelled in a listing Friday.

Sunday Magazine. The premiere of “Science Fair,” a National Geographic Channel documentary, will air sometime this fall. The air date in the TV Pick of the Week was incorrect.

If you have a correction and cannot reach the responsible reporter or editor, please call the office of Keith Burris, executive editor, at 412-263-1606.
Here’s what you need to know about the SmartMoves transportation plan — and how to voice your opinion

Do you have strong opinions about the future of commuting? Our leaders want to hear them.

Starting today, the SmartMoves for a Changing Region (https://spcregion.org/pdf/SmartMoves/SM_Plan.pdf) draft plan is available for public comment.

What is SmartMoves for a Changing Region?
It’s the report where the Southwestern Pennsylvania Commission (https://www.spcregion.org/) lays out our most critical transit and infrastructure needs over the next 25 years, something the organization is required to update every four years.

The draft plan is based on interviews with civic leaders and community groups carried out over the past several months.

Got it. But what’s the Southwestern Pennsylvania Commission?

They’re a federally funded organization tasked with overseeing the disbursement of state and federal transit development funds in the 10 counties that make up Southwestern PA. The organization also coordinates between the dozens of municipalities that make up our proud section of the state.

Rendering courtesy of the Southwestern Pennsylvania Commission.

OK. What’s in this year’s report?

The plan takes a holistic approach to public transit, with specific construction projects listed along with broader goals like building resilience to climate change and including more rural and underserved communities in decisions pertaining to public works.

Many of the projects are already funded (https://spcregion.org/pdf/SmartMoves/SM_App_IV-1_RevProjWithinFC.pdf) and underway. Others are currently “beyond fiscal capacity (https://spcregion.org/pdf/SmartMoves/SM_App_IV-2_RevProjBeyondFC.pdf)” — meaning there’s no funding for them right now — but they’re considered critical to the region’s success and appear on the report “to illustrate additional priority projects in need of funding.”

A few notable projects highlighted in the report include the following:

— The Downtown to Oakland Bus Rapid Transit (BRT) project, which has the full support of the city and county but is still awaiting funds from Washington, D.C. (https://www.nextpittsburgh.com/city-design/100-million-for-a-new-transit-corridor-bus-rapid-transit-project-moves-forward/)
— Safety improvements along East Carson Street (http://www.otma-pgh.org/news/traffic/city-domi-and-penndot-begin-safety-improvements-along-east-carson-street), which PennDOT and the City of Pittsburgh Department of Mobility and Infrastructure began earlier this year.

— The long-running improvement of State Route 228 in Butler County, which received a federal grant of $20 million in January (https://www.post-gazette.com/news/transportation/2018/12/06/Butler-County-Route-228-20-million-federal-grant-Balls-Bend-Haine-School-Road-Gateway-228/stories/201812060162).

So they want my opinion. How can I comment?

Once you've read through the report (https://spcregion.org/pdf/SmartMoves/SM_Plan.pdf), you can submit comments online (https://www.surveymonkey.com/r/7QS9THR) until June 7 or you can comment in person at one of the 11 public forums that the commission is organizing during May and June. Check out the full list of public events here. (https://spcregion.org/pdf/SmartMoves/PubNotENG.pdf)

---

Print Full Article

BRT (https://www.nextpittsburgh.com/tag/brt/)

Smartmoves (https://www.nextpittsburgh.com/tag/smartmoves/)

Fayette transportation meeting to be held this week

Amy Fauth afauth@heraldstandard.com 9 hrs ago

The community is invited to take part in the region’s long-range transportation and development planning by attending a public meeting by the Southwestern Pennsylvania Commission from 4:30 to 6:30 p.m. Thursday, May 9 at the offices of the Fayette County Chamber of Commerce in Uniontown.

The regional planning agency serving 10 counties in Southwestern Pennsylvania, the SPC has developed a long range transportation and development plan, “SmartMoves for a Changing Region,” as a mechanism for connecting the regional vision to the region’s official program of projects, programs and actions.

The vision “is a world-class, safe, and well maintained, integrated transportation system that provides mobility for all residents, enables resilient communities, and supports a globally competitive economy,” Abigail Stark of the SWP said.

Representatives from SPC, along with the state Department of Transportation, transit operators and planning departments will be on hand to address questions and discuss transportation maps, which will also be on display at the meeting, she said.

In addition, the SPC wants input from the public on a number of draft documents related to the SmartMoves transportation and development plan, which identifies the region’s priority roadway, transit and multimodal transportation improvements programmed for advancement over the next three decades.

The SPC is wants input on the Environmental Justice Benefits and Burdens Assessment for the plan, and Air Quality Conformity Determination.

The Fayette County meeting will be in an open house format, where residents can attend between 4:30 and 6:30 p.m., look at maps, talk to representatives, ask questions and submit comments on the plan.
Other public sessions are planned throughout the region including May 13, Westmoreland County Courthouse, commissioner’s meeting room in Greensburg; May 30, Washington County Courthouse Square Building, in Washington; June 5, Greene County office building, Waynesburg. All sessions are 4:30 to 6:30 p.m.

Anyone who can’t attend a session may also submit written comments to comments@spcregion.org, by mail to SPC Comments, Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh PA 15219 or by fax to 412-391-9160. All comments must be received by 4 p.m. June 7.
Transportation and development plan identifies priorities in Fayette County

By Amy Fauth
afauth@heraldstandard.com

Fayette County residents got an opportunity to weigh in on local and regional transportation and development planning at the Southwestern Pennsylvania Commission’s (SPC) public meeting at the Fayette County Chamber of Commerce in Uniontown.

Abigail Stark, public involvement specialist with the SPC, said the public meetings are a significant part of the process as the SPC moves closer to adoption of their draft plan, “SmartMoves for a Changing Region.” The transportation and development plan will identify the region’s priorities for roadway, transit, and multimodal transportation improvements for the next 25 to 30 years.

Members of the public had the opportunity to learn more about the draft documents, look at maps, and talk to and ask questions of representatives from the SPC, and their partners, the state Department of Transportation, transit operators, and planning departments.

Andrew Waple, SPC transportation planning director, said he anticipates valuable opinions will be collected from these sessions. Several others are scheduled in neighboring counties.

“We hope to get a lot of input and good feedback on our plan,” said Waple. “It’s really important for us to go out and talk to folks (about the plan).”

The SPC, Waple added, serves 10 counties and 548 municipalities, and they can’t know or understand what’s happening everywhere they serve. That’s why the sessions are vital, he said.

Waple said the plans comes with $31 billion of funding - $16 billion for public transportation and $14 billion for highways, bridges, trails, and other infrastructure improvements.

Although the public had the opportunity to view the entire plan for the region, the Fayette County portion of the plan was the center of focus for many residents, and local and county officials, in attendance.

One particular facet of the plan that garnered attention was the completion of the Sheepskin Trail, which is categorized as a priority in the plan, but currently is “beyond fiscal capacity.” Other priority projects in that same category include trail heads, Route 40 safety and maintenance, runway extension at the Joseph A. Hardy/Connellsville Airport, Mount St. Macrina development site access improvements, Browns Run Trail in German Township, and Amtrak Capitol Limited.

While those projects do not currently have funding in place, Stark said it is important that they are in the plan and named as priorities. Once the plan is adopted, she said, grant and other funding sources can be located.

Other categories in the plan include long range and short range projects that currently have funding in place. For a complete list of specific projects, visit the SmartMoves draft document at https://www.spcregion.org/smartmoves_DRAFT.asp.

Anyone who was unable to attend the session can still view the documents and comment. Written comments may be submitted to comments@spcregion.org or by mail to SPC Comments, 2 Chatham Center, Suite 500, 112 Washington Place, Pittsburgh Pa., 15219, or by fax to 412-391-9160. The deadline for comments is 4 p.m. Friday, June 7, 2019.

SPC president and CEO Jim Hassinger, who also attended the session, said following the comment period, the plan will be adopted, likely later in June.

The next public meeting is scheduled for May 13 at the Westmoreland County Courthouse in Greensburg. Additional sessions are being held on May 30 at the Washington County Courthouse Square Building, and June 5 at the Greene County Office
Building in Waynesburg.

"We hope to get a lot of input and good feedback on our plan."

– Andrew Waple, SPC transportation planning director

Abigail Stark of the Southwestern Pennsylvania Commission, a regional planning agency that serves 10 counties in Southwestern Pennsylvania, discusses planned projects in Fayette County with Dunbar Borough council president Scott Dunn at a recent public meeting.
Southwestern Pennsylvania Commission
sets open house

The Southwestern Pennsylvania Commission is seeking input from the public on a draft regional plan titled, "SmartMoves for a Changing Region." This plan, which will impact Armstrong County, identifies transportation and development priorities in the region for the next 25-30 years. The open house will be held from 4:30-6:30 p.m. June 3 in the Commissioner's Conference Room, 450 Market St., Kittanning. There will be opportunities to look at maps, talk to representatives from SPC, PennDOT, and Armstrong County. For information, contact Abby Stark: astark@spcregion.org or spcregion.org.
once again ICTB is selling discounted idelwild and Soak Zone tickets and invited everyone to attend Indiana County Day — Christmas in July on July 19.

"This is a big day for Indiana County, with numerous churches and organizations scheduling their outing that day." Tickets are $25 and good any operating weekday during the regular 2019 season.

TRANSPORTATION

Byron Stauffer Jr., executive director of the Indiana County Office of Planning and Development, commented that there will be a Public Participation Panel meeting beginning at 3 p.m. and an open house beginning at 4:30 p.m. on June 4 at PA CareerLink at 300 Indian Springs Road in Indiana that will be related to the Southwestern Pennsylvania Commission’s long-range transportation plan.

Stauffer also informed the board that his office, on behalf of the project partners, has received a number of bids on the expansion of the Hoodlebug Trail, which will connect Indiana Borough at the Eighth Street parking lot through the IUP campus and to the existing Hoodlebug Trail along 13th Street. This ties into work previously completed by White Township to cross over Rose Street.

Stauffer said the Indiana County commissioners, the PennDOT Municipal Services and the Office of Planning and Development are currently working with many municipalities on potential construction of rural roads and bridges.

"Some of our municipal roads and bridges are deteriorating and it’s becoming a critical issue," Stauffer said. "We’ll need to make a strong effort to address these issues long term."

RECRUITMENT/RETISSION

Stauffer mentioned that on behalf of the Indiana County Center for Economic Operations that his office is working with several companies that are considering Indiana County for investment or expansion, which could lead to new job opportunities for our residents and the region. Stauffer stated that discussions are ongoing.

Stauffer commented that Urban Outfitters (URBN) has just listed its first 50 entry-level positions for its facility at the Windy Ridge Business & Technology Park in White Township. Anyone interested may contact the PA CareerLink office for assistance.

"They have already been working to hire their leadership team," Stauffer said. "Now they will be looking to hire and train their employees in blocks of 50 with the first of those positions now posted."

Finally, Stauffer commented on the upcoming Pennsylvania Economic Development Association (PEDA) annual conference that will be coming to Indiana on Oct. 21-23.

"There will be up to 150 economic developers from across the state here for three days," Stauffer said. "This is a great opportunity for us to showcase Indiana and everything that is going on here."

Stauffer is currently working with the organizations that are a part of the Indiana County Center for Economic Operations to finalize the breakout sessions for the conference.

ICDC

On behalf of President Jim Wiley, Stauffer said the Indiana County Development Corporation will soon be accepting bids for the roadway extension through Windy Ridge that it will eventually connect the business park to Rustic Lodge Road. This will provide full access to approximately 175 acres of the 210-acre property.

The ICDC is also working with Norma Pennsylvania Inc. on building upgrades at the facility in Conemaugh Township, with interior work being planned on the 135,000-square-foot facility.

Finally, Stauffer said that the county and ICDC are continuing to work on the development of the new facility that will house Westmoreland County Community College and the proposed Challenger Learning Center. Stauffer said the county has applied for grants through the Appalachian Regional Commission to help bridge the funding gap on the project.

HEALTH CARE

Dr. Brian Hawthorne, chief medical officer at Indiana Regional Medical Center, said the hospital recently celebrated National Nurses Week, and is currently celebrating National Hospital Week.

"We have an amazing staff at IRMC," Hawthorne said. "And this is a great time to recognize all of these individuals for the great work that they do servicing patients in this county."

Renovations are underway for the hospital’s emergency department.

Other than a more modern look for the department, Hawthorne said one of the key additions will be a CT scan that will be available right in the department eliminating the need for doctors to trans-
port patients to a different floor of the hospital to have the scan completed.
“This will save valuable time for our medical staff who may need those results quickly,” Hawthorne said.

He also indicated that this CT scan will use one-tenth of the radiation of a standard CT scan.

A new gastroenterologist will soon be coming to IRMC. Dr. Ronald Cramer was originally born in Indiana County before leaving to practice in Clarion and Somerset. Hawthorne said the hospital is excited to have Cramer back in Indiana County.

**COMMUNITIES**

Rob Walbeck, of the Homer City Area Business Association, said that construction is continuing in the Homer City Borough. PennDOT is repaving Main Street in Homer City, and the borough is in the midst of a waterline replacement on Power Plant Road.

The chamber next meets June 20 at the Indiana Country Club.
Regional agency airs 25-year transportation plan

By Debbie Wachter
New Castle News 9 hrs ago

Membes of the Southwestern Pennsylvania Commission discuss road and bridge issues with local officials. From left are Ab Stark and Andy Waple of the SPC, Lawrence County Commissioner Steve Craig, county planning director Amy McKinney art New Visions executive director Angie Urban.

Debbie Wachter/NEWS
Twenty-five road and bridge projects have been identified by the Southwestern Pennsylvania Commission (SPC) as being under construction or in the planning and design stages in Lawrence County.

Those projects are expected to be underway or finished between this year and 2022.

Members of the 10-county regional agency, based in Pittsburgh, hosted a public open house Wednesday at the Lawrence County Government Center. Attendance was sparse at the session that featured maps and lists of projects — current and proposed — that have been divided into three categories. Those that are funded and will take place within 25 years, those currently under way or in design, and those that have no funding commitment yet.

One of the presenters, Andy Waple, director of transportation planning, explained that the SPC coordinates all of the transportation planning in southwestern Pennsylvania, working with the Pennsylvania Department of Transportation, county planning departments and transit authorities in each county. The agency lays out a mission, goals and policies of how state and federal transportation money will be used in the next 25 years, he said.

Abigail Stark, public involvement specialist, said the 25-year plan has been in the development stage for about 18 months and that public outreach, such as yesterday's gathering, is part of the process.

Waple said that about $16 billion is being eyed for transportation projects in the region over the next 25 years.

The SPC representatives also presented maps showing low income and high minority areas in the county. The county exceeds the regional average with a low-income percentage of 12.4, the map shows, and a minority percentage of 12.5.

The county's low income areas shown on the map are in the city of New Castle, western Pulaski Township, western Wilmington Township, all of Washington Township, southeastern Slippery Rock Township, the western half of Wayne Township, southwestern Shenango Township, the eastern part of North Beaver Township, the city of New Castle and Taylor Township, western Little Beaver Township, west central and west southern Mahoning Township and the eastern half of Union Township.

Higher minority areas shown on the map are in the city of New Castle and Taylor Township.
Local officials who attended to ask questions and provide input included Angie Urban, executive director of New Visions in New Castle, Lawrence County Commissioner Steve Craig, and Albert Burick III, a Shenango Township supervisor.

Waple advised that anyone from the public who has suggestions for transportation improvements or who wants to point out problem areas should email their input online to: comments@spcregion.org, before June 7.

Included in the plans which have funding commitments are a complete upgrade of Route 19 from Lawrence County, south into Allegheny County; an upgrade of Route 65/East Washington Street; revamping of the Benjamin Franklin and Taylor Township bridges on Route 422; and the resurfacing of Route 956 from Mercer Road to the Wilmington Township line.

dwachter@ncnewsonline.com

0 comments

Sign in

Post comment as...

Newest | Oldest

New Castle News Events
Sat, Jun 01 Thu, May 30 Sat, Jun 01

See All Events  Add your event

Jeff Shaw
The Funny Farm

Knowledge Nights @ North Memorial Animal... North Memorial Animal...

Slippery Rock Gorge Trail Hike McConnells Mill State Park

USCCA Basic Pistol Class $100 June 1, 2019
Castlewood Rod and Gun... Gra Lee

Graf Lee
Panel to discuss transportation plan

Jun 4, 2019 Updated Jun 4, 2019

The Indiana County Public Participation Panel will meet today at 4:30 p.m. at the CareerLink Building, 300 Indian Springs Road.

The panel, in cooperation with the Indiana County Office of Planning and Development, the Southwestern Pennsylvania Commission, and PennDOT District 10-0 will review and allow the public to comment on important draft documents that will advance investments in the region’s transportation plan.

The meeting will be an open house format, allowing those attending opportunities to look at maps, ask questions of representatives from all four hosting agencies and submit comments.

Let's stand confidently behind transportation/development plan

5 hrs ago

Congratulations, chairman Larry Maggi and the Southwestern Pennsylvania Commission and all regional participants for preparing the “Smart Moves for a Changing Region” transportation and development plan.

This plan is critical to our region. The linking of our key transportation infrastructure – our highways, railroads and waterways – will determine how well we respond to the global opportunity that is on the horizon. The plan is thoughtful, succinct and built upon great vision. And when I read the plan, I see focus and certainty.

Yes, we must build resilient communities with sustainable economies if we are to increase our competitive position in the global economy. An integrated transportation system is the foundation on which we will build these communities.

We were reminded of the meaning of sacrifice and heroism last week, as we remembered the events of June 6, 1944. Gen. Dwight Eisenhower, who gave the go-ahead for the D-Day invasion, said of that day: “This operation is not being planned with any alternatives. This operation is planned as a victory, and that’s the way it’s going to be. We’re going down there, and we’re throwing everything we have into it, and we’re going to make it a success.”

Think about what was hanging in the balance that day – the fate of the free world. But the man ultimately responsible for the outcome spoke with focus and certainty. No maybes.
Focus and certainty is how we must approach the implementation of this visionary plan the SPC has presented. It has been said that if humans did all of the things we are capable of, we would astound ourselves. We need to look no further than the man or woman next to us.

My team has been working closely with several clients and our regional partners to develop a long-term economic development strategy. The emphasis is on expanding our plastics and advanced manufacturing sector to take advantage of the Marcellus and Utica shale natural gas play.

In the super-competitive global oil and gas market, we have critical infrastructure gaps that must be closed. The SPC plan takes a holistic approach at closing them. We must target key infrastructure projects that will improve our standing and increase opportunities, including attracting additional petrochemical investment to the region.

We know Shell is building an ethane cracker complex in Beaver County, and a second cracker is near approval in Belmont County, Ohio. There are rumors that as many as four more of these facilities could come to our region. An Appalachian storage hub could be located in the region, a $10 billion effort. Investment in natural gas liquids assets could make our region a magnet that could attract investment in downstream manufacturing.

We must invest in our waterway infrastructure, particularly the Monongahela River locks and dams. This critical piece of transportation infrastructure is often overlooked. For generations, our river has provided commercial, industrial and recreational opportunities otherwise not attainable. It also is a critical environmental resource, vital to the health and safety of Southwest Pennsylvanians.

Investment also is needed in broadband connectivity. We must work with public and private partners to expand internet access to areas like Greene County, where development opportunities are plentiful. Broadband access and mobile telephone service are critical to the regional transportation infrastructure puzzle that we cannot afford to miss.

These upgrades are expensive, but necessary for the region to be competitive.

*Jamie Protin is founder and principal of The Protin Group in Belle Vernon.*

*To submit business-related columns, email Rick Shrum at rshrum@observer-reporter.com.*
Rural Pennsylvania that mapped actual broadband speeds to determine the true state of broadband connectivity.

"The study shows that the Federal Communications Commission’s findings of broadband speeds throughout the state and here in Indiana County were not very effective," he said.

Finally, Driscoll also thanked the community for the outpouring of support regarding the loss of 21-year-old Brian Swatt, who served as a staffer for Sen. Pittman.

ENERGY

Dave Brocious of Sky Point Crane began his energy report by stating that the price of natural gas has dropped nearly 44 percent since December.

"This is largely due to the spring and summer demand pull as well as the record amounts of natural gas currently being produced," Brocious said.

The steep drop in the price of natural gas is causing the industry to pull back capital spending, and some sectors of the industry are going through a consolidation phase as companies look to cut costs and focus on core sectors. Locally, C&J Energy Services, with a large trucking facility in Black Lick, recently announced a merger with Keane Group, with the transaction expected to close in the fourth quarter. In addition, Patterson-UTI Energy Inc. is exploring the potential divestment of its pressure pumping business, including the universal pressure pumping division that has a large trucking facility in the Punxsutawney area, in an attempt to streamline their business due to the industry slowdown.

TOURISM

Gregg Van Horn, president of the Indiana County Tourist Bureau, shared that the ICTB is partnering with other destinations along Route 119 on a marketing initiative to promote the many things to do and see along this 585-mile stretch of highway.

The "119 Things to Do on Route 119 in 2019" initiative kicked off with social media influencer Chris Morris and his wife, Jen, hitting the road in their Airstream trailer and documenting their travels from Pikeville, Ky., to Indiana County. During their visit to Indiana County, the couple was welcomed by Ashley Morea, ICTB's group tour coordinator, and treated to a tour of the Jimmy Stewart Museum, followed by an evening of delicious food and beverages at Levity Brewing Company. The Ramada by Wyndham Indiana graciously provided the couple with a complimentary room and gift basket. ICTB also supplied them with an Indiana County-themed Welcome Bag and gifts to take home.

ICTB is one of the initial partners to develop this project as well as plan the launch of "119 Things to Do on Route 119 in 2019." A website is currently in development and you can find photos from the Route 119 road trip on Instagram.

Van Horn also shared that the start of summer has kicked off a very busy season of events across all of Indiana County. Events such as Delaney Chevrolet Westsylvania Jazz and Blues Festival, the Jimmy Stewart Air Show, the Indiana County Summer Showcase Softball tournament and the Stony- Kiski-Conemaugh River Sojourn attract higher numbers of visitors to the county. There are many more events held throughout the summer in all of our local communities, and you can find a full calendar on the ICTB website at www.VisitIndianaCountyPA.org.

Finally, Van Horn gave a reminder that ICTB is selling discounted Idlewild and Soak Zone tickets. Tickets are available for purchase at the ICTB office in the Indiana Mall. Tickets are also sold at InFirst Bank in Blairsville, Ideal Market in Homer City, Valeski's 4th St. Bilo in White Township, Tate's Supermarket in Clymer and All-American Barber Shop in Saltsburg. The tickets are $25 each and are valid Monday through Friday during the regular 2019 season.

Van Horn also shared that all are invited to attend Indiana County Day – Christmas in July at Idlewild on July 19.

TRANSPORTATION

Byron Stauffer Jr., executive director of the Indiana County Office of Planning & Development, commented on the recent Public Participation Panel meeting held June 4 at PA CareerLink at 300 Indian Springs Road in Indiana. The event was related to the Southwestern Pennsylvania Commission's long-range transportation plan and was also held in conjunction with PennDOT.

Stauffer also explained that the Indiana County commissioners, the PennDOT Municipal Services and the planning office are working with many municipalities on potential construction of rural roads and bridges and are looking at various sources to bring some additional funding to these projects.

RECRUITMENT/RETENTION

Indiana Mall Manager Sherry Renosky announced a ribbon-cutting ceremony on Thursday for 3 Square Market. The store, which is located in the former Windgate Winery space, is a self-serve scan and go convenience store that will also act as a café. Renosky also commented on the new Hallmark store that will be opening up in September. The corporate Hallmark store officially closed in March, but the new store will be an independently-owned store that will be owned by a former employee of the previous store.

Stauffer mentioned on behalf of the Indiana County Center for Economic Operations that his office is working with several companies that are considering the county for investment or expansion, which could lead to new job opportunities for our residents and the region. Stauffer stated that discussions are ongoing for multiple locations throughout the county.

The planning office will also be working with the commissioners, the Pennsylvania Department of Community and Economic Development and Gov. Tom Wolf’s office at a media event to promote the rural broadband issue in the region. The event will be held on Wednesday at 1 p.m. at Blue Spruce Park.

Stauffer commented on the upcoming Pennsylvania Economic Development Association's annual
Part 5

Document Revisions as a Result of Public Comment
Changes to the SmartMoves plan document:

- Page 20: Text for Mobility for All, Equity Keeps Us Whole was revised as below:

  The Regional Transportation Demand Management (TDM) Strategic Action Plan (under development) will help to inform, support, and implement expansion of transportation options while helping to reduce the number of single occupancy trips in the Southwestern Pennsylvania region. The TDM plan will define an outcome-driven, performance-based regional approach for TDM strategies and will integrate those strategies into SPC’s existing short and long range planning efforts and programs.

- Page 22: Text for Emerging Technology was revised as below:

  Transit signal priority systems should be considered when new adaptive systems are implemented in public transit corridors. Prior to proposing these systems, careful consideration should be taken that accounts for community goals, the context of the corridor, and mobility needs for all users of the corridor.

- Page 23: Text for Emerging Technology Strategy, Potential Implementation Partners was revised as below:

  Potential Implementation Partners: PennDOT, Infrastructure Owners, Colleges and Universities, Research Organizations, Vehicle Manufacturers, Public Transit Providers

- Page 24: Text for Connected and Autonomous Vehicles was revised as below:

  CAVs have the potential to create benefits such as improved traffic safety, increased efficiency, and improved mobility for disadvantaged populations. CAVs also have the ability to create challenges such as contributing to low density; auto-oriented development patterns; increased traffic, emissions, and miles traveled; decreased safety to bicyclists and pedestrians; and impacts to transit ridership.

- Page 33: Text for Prioritize and Streamline Strategy was revised as below:

  PRIORITIZE AND STREAMLINE STRATEGY
  Employ holistic planning for mobility and accessibility when developing and prioritizing projects. Make transportation improvements fit community context and enhance local quality of life and encourage strong, implementable complete streets policies.

- Page 51: Text for the Clean Water Strategy, Action 2, Integrated Watershed Management Approach, was revised as below:

  Develop a Regional Stakeholder Advisory Committee that will guide the development of a Regional Integrated Water Resource Planning framework. The committee will be composed of representatives from public utilities, transportation, private industry, county government/municipal offices, agriculture, and environmental advocacy groups. Representatives from each member county can ensure representation and a coordinated approach.

  The SPC region should take an Integrated Water Resources Management (IWRM) approach, which has been defined by the Water Research Foundation’s blueprint for
One Water. One Water is defined as “an integrated approach to managing finite water resources for long-term resilience and reliability, meeting both community and ecosystem needs.” This is a flexible approach that will allow our region to develop a framework specific to the needs of the region that builds on the interconnectedness of existing plans and a multi-stakeholder planning process as well as lessons learned from a diverse group of water professionals.

Potential Implementation Partners: SPC, County and Municipal Governments, Watershed Associations, ALCOSAN, Water Authorities, Federal and State Agencies

- Page 51: Text for the Clean Water Strategy, Action 3, Create Incentives for Stormwater Management, was revised as below:

  Incentivize individuals and business owners to minimize and manage stormwater. The development of a standalone stormwater utility/authority or a property tax increase could possibly be used, while implementing discounts for green infrastructure. SPC and its partners should consider conducting a feasibility study for the development of such an authority and/or developing a regional flood susceptibility index (FSI) to help prioritize areas susceptible to flooding for planning and mitigation investments.

- Page 52: Text for Reduce GHG Emissions was revised as below:

  Employers in both urban and suburban areas can play a critical role in improving air quality by incentivizing the use of ride sharing, public transportation, bicycling and walking for their employees.

Text for Appendix IV-1: Revenues and Projects Currently within Fiscal Capacity, was revised as follows:

- In response to a submitted public comment, a project incorrectly named as the “West Leechburg Bridge” in the draft LRP was corrected in the final LRP to read as the “Leechburg Bridge”.

- In response to submitted public comments pertaining to projects on the current TIP, a brief TIP summary and link to the full 2019 TIP was included.

- Two project titles were changed to correct an error in the state route number of Freedom Road. The project titles now correctly indicate that the SR number of Freedom Road is 2030 not 228 as appeared in the draft document.

- In response to submitted comments from the agencies on the PA Air Quality Interagency Consultation Group pertaining to the LRP Air Quality Conformity document, several project descriptions in the LRP had to be enhanced to provide more information about the scope of the projects and/or the location of the project. Description enhancements were made on approximately fifteen projects.
Changes to the Draft Environmental Justice Benefits and Burdens Assessment for SmartMoves in Response to Public Comments
None; no comments were received on this document.

Changes to the Draft Air Quality Conformity Determination for the Pittsburgh Transportation Management Area in Response to Public Comments
None; no comments were received on this document.