
Appendix IX: Changes to *SmartMoves* for a Changing Region in Response to Public Comment

This appendix 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. See the companion document, SmartMoves: Public Participation Report for more information on the public comment period, comments received and responses.

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.

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- *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.