APPENDIX A- RPO POLICIES & PROCEDURES

SOUTHERN ALLEGHENIES PLANNING AND DEVELOPMENT COMMISSION (SAP&DC)
RURAL PLANNING ORGANIZATION (RPO)
POLICIES AND PROCEDURES
Revised May 2014

1. The Southern Alleghenies Planning and Development Commission (SAP&DC), acting as the region's RPO, has been created to ensure the quality and integrity of rural transportation issues and projects within the region. The four-county region includes Bedford, Fulton, Huntingdon, and Somerset Counties.

   (A) The RPO will identify projects on the Statewide Transportation Improvement Program (TIP) and the Twelve Year Program (TYP), along with supporting projects that enhance regional economic development and the safe passage of goods and people in the region.

   (B) The RPO will develop a long-range multimodal transportation plan.

   (C) The RPO will establish transportation priorities for the four-county region with regard to financial funding limits.

   (D) The RPO will perform effective public involvement in the transportation planning and programming process.

   (E) The RPO will fully recognize and review transportation issues and concerns within the region.

   (F) The RPO will select transportation improvements with regard to the state's and the counties' priorities.

2. The Southern Alleghenies RPO will be comprised of the following committees: the Rural Transportation Coordinating Committee (RTCC) and the Rural Transportation Technical Committee (RTTC). The Southern Alleghenies RTCC will be responsible for reviewing and giving final approval on the TIP as developed by the RTTC.

   (A) Representatives on the RTCC will include:
   - (4) County Commissioners, one from each rural county
   - (1) PennDOT District 9-0 District Executive
   - (1) Representative from SAP&DC (Executive Director)
   - (1) Representative from PennDOT Central Office
   - (1) RTTC Chair Person

   TOTAL: 8 voting members

   Committee members will designate alternates from their respective organizations, to represent them in their absence. New members may be nominated/selected by

Committee members and approved by a unanimous vote of all the voting members. The term for committee members will be two years. New members will be selected during the last meeting of the calendar year during even-numbered years. The Committee may choose to designate/select new members outside of this schedule when deemed necessary.

(B) The Southern Alleghenies RTCC will meet quarterly at the SAP&DC. Special meetings may be held by request. All meetings will be open to the public. Meeting notices and agendas for all meetings will be provided to the RTCC not less than five working days prior to meetings and meeting minutes will be provided by SAP&DC for review by committee members and maintained for public review.

(C) No vote will be taken unless a quorum of six voting members is present. All actions relating to the TIP or other actions concerning the committee require a majority vote. Each member will have one vote. The committee chairperson will not vote except to break a tie.

(D) The officers of the Southern Alleghenies RTCC will consist of a Chairperson and Vice Chairperson. The committee will elect officers during the last meeting of the calendar year to serve an annual term. The Chairperson will be the official spokesperson of the RTCC and will respond to the public. An official secretary will be provided by SAP&DC to record meeting minutes.

(E) The RTTC's role will be to provide input and expertise in the development of the Southern Alleghenies Regional TIP, which will be developed by SAP&DC in coordination with PennDOT for presentation to this Committee. The diverse RTTC membership will result in expanded regional involvement and will ensure that the issues of the region are addressed.

(F) Representatives on the RTTC will include:

- (4) County Planning Directors, one from each rural county
- (4) One representative from each rural county – appointed by county commissioners
- (1) Representative from PennDOT District 9-0
- (1) Representative from PennDOT Central Office
- (2) Representatives from SAP&DC
- (1) Representative from public transportation/transit
- (2) Representatives from aviation, rail, or freight
- (1) Representative from non-motorized transportation

TOTAL: 16 voting members

Ex-officio members will include elected officials, representatives from state and federal agencies, and representatives from the Altoona and Johnstown area MPOs. Additionally, individuals with varied public transit interests, including public, private, and non-profit transportation and human service providers will be considered. The RTCC will appoint the representatives from aviation, rail, and

non-motorized groups, based upon nominations from the RTTC. All members will designate alternates from their respective organizations, to represent them in their absence. New members may be nominated/ selected by Committee members and approved by a unanimous vote of all the voting members. The term for committee members will be two years. The Committee will review member lists and attendance at the last meeting of the calendar year and update the list as deemed necessary. New members will be selected during the last meeting of the calendar year during even-numbered years. The Committee may choose to nominate/select new members outside of this schedule when deemed necessary.

(G) The Southern Alleghenies RTTC will meet quarterly or as needed at rotating locations throughout the region. All meetings will be open to the public. Meeting notices and agendas will be distributed to the committee members not less than five working days prior to meetings and meeting minutes will be provided by SAP&DC for review by committee members and maintained for public review.

(H) Each member will have one vote. No vote may be taken unless a quorum of seven voting members is present. All actions require a majority vote. The committee chairperson will not vote except to break a tie.

(I) The officers of the Southern Alleghenies RTTC will consist of a Chairperson and Vice Chairperson. The committee will elect officers during the last meeting of the calendar year to serve an annual term. The Chairperson will be the official spokesperson of the RTTC and will respond to the public. An official secretary will be provided by SAP&DC to record meeting minutes.

(J) Special working committees may be created and/or abolished by the Southern Alleghenies RTTC.

3. RPO Memorandum Votes will be conducted according to the following procedures:

(A) Memorandum vote procedures will be initiated by the RTTC and RTCC when a formal vote is required and the situation does not allow for a meeting of one or both of the committees. Decisions requiring public input prior to the vote will not be made by memorandum vote and will only be made at public meetings when a committee quorum is present.

(B) SAP&DC staff will evaluate the voting requirement and make the decision to conduct the memorandum or to hold the vote at the next committee meeting.

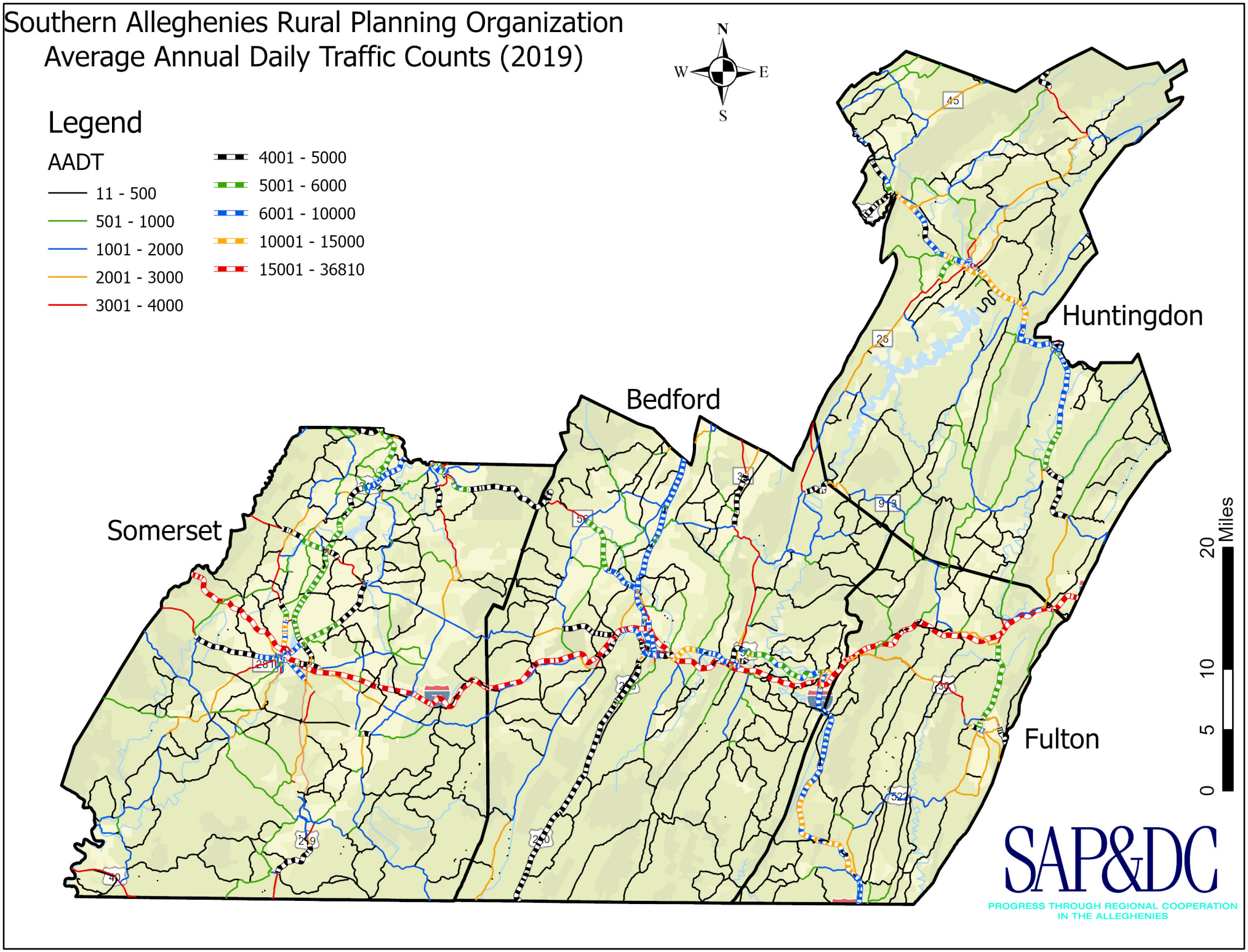
(C) The SAP&DC will provide the memorandum by an email procedure called e-memo vote to perform memorandum votes electronically. The e-memo vote defines the voting issue and provides any supporting information. Members will make their vote and send their response to SAP&DC within the time specified on the e-memo vote email. A minimum of five working days will be provided for all memorandum vote responses to allow committee members to review and discuss the vote among

the committee members. SAP&DC will summarize the votes and provide the results to the committee members. The decision will be forwarded to the appropriate committee or agency requesting the decision. At the next RTTC and/or RTCC meeting, the memorandum vote will be reaffirmed by the respective committee.

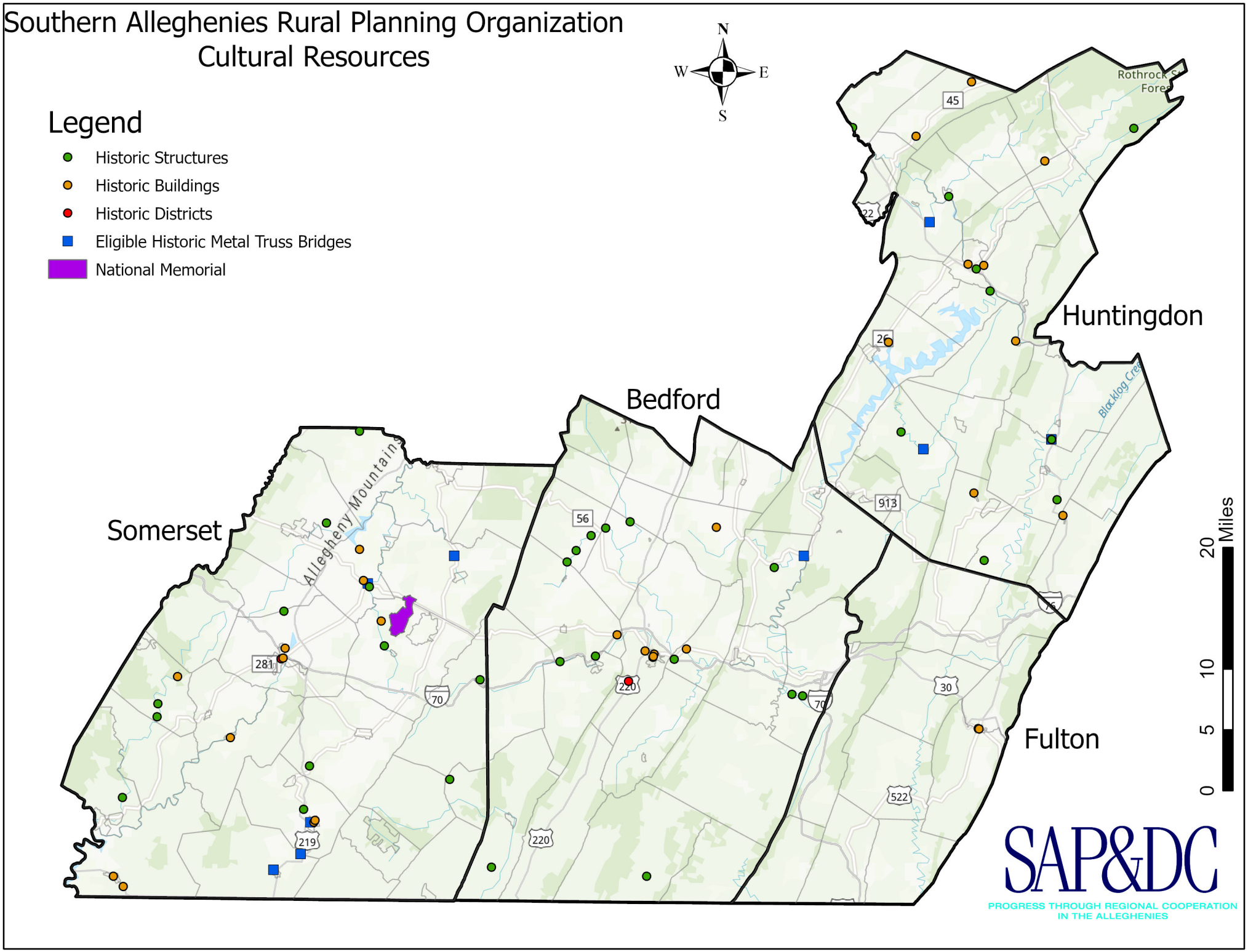
4. These Policies and Procedures Guidelines may be amended as necessary. Any changes to these guidelines must be fully endorsed by the RTTC and passed by a majority vote of the RTCC.

APPENDIX B- MAPS

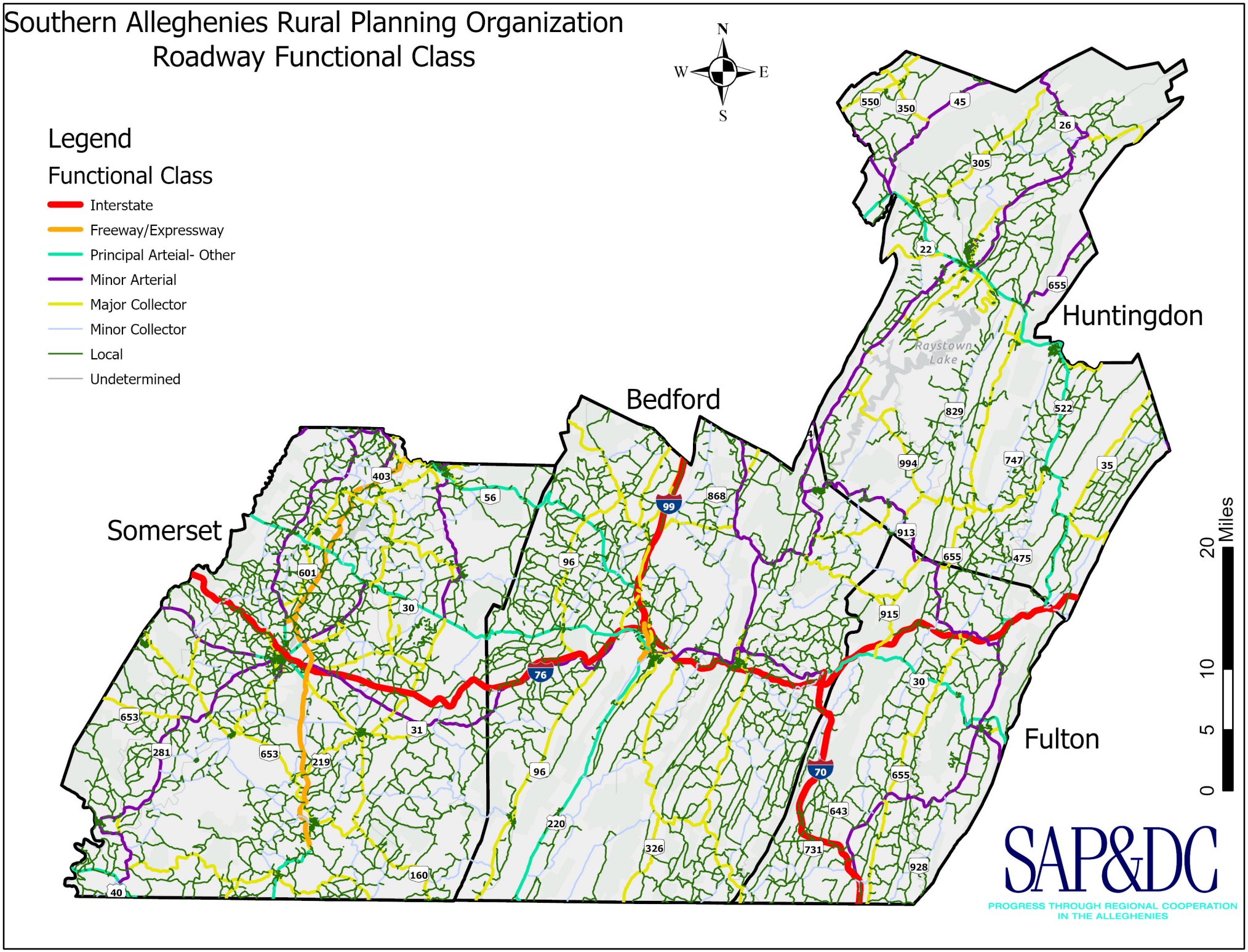
Southern Alleghenies Rural Planning Organization
Average Annual Daily Traffic Counts (2019)



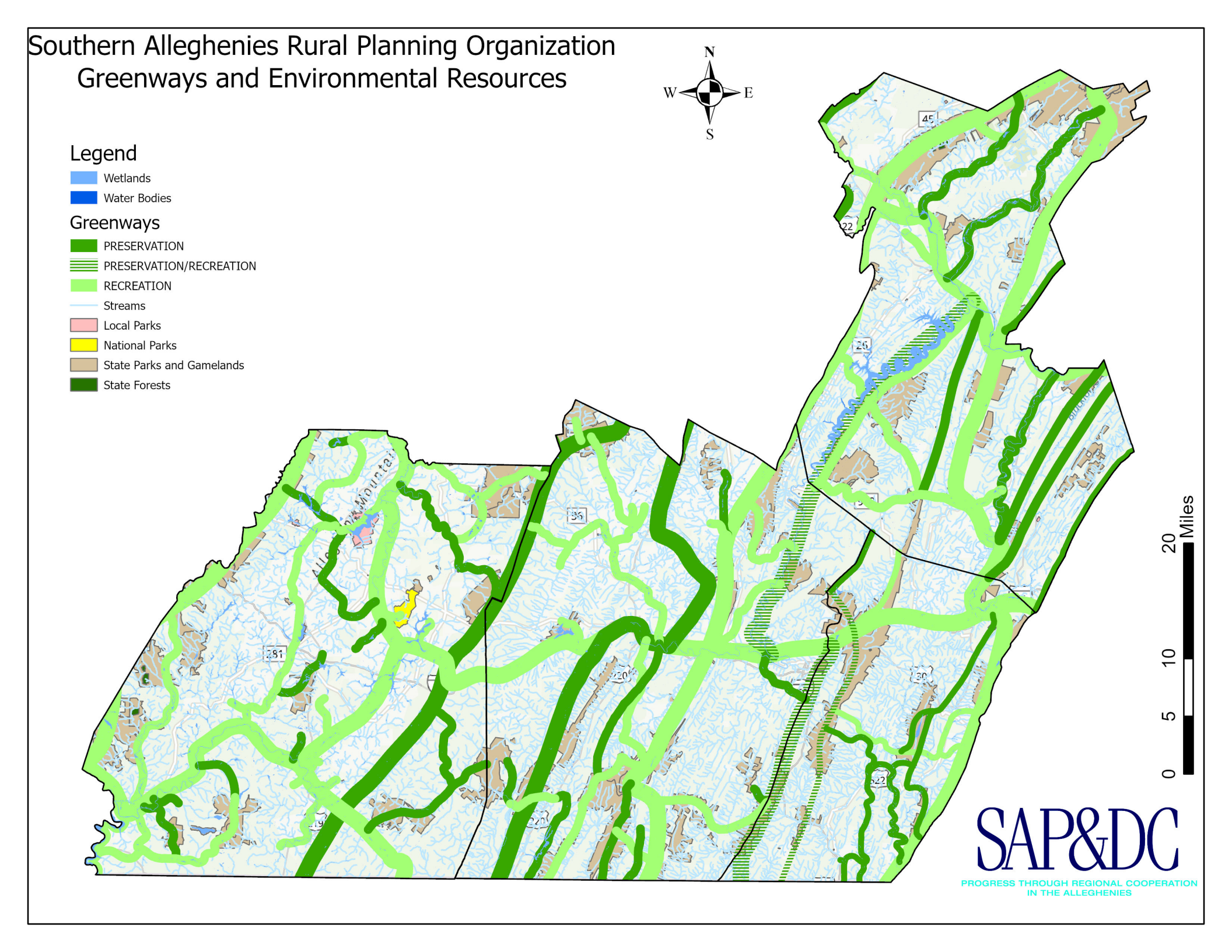
Southern Alleghenies Rural Planning Organization
Cultural Resources



Southern Alleghenies Rural Planning Organization
Roadway Functional Class



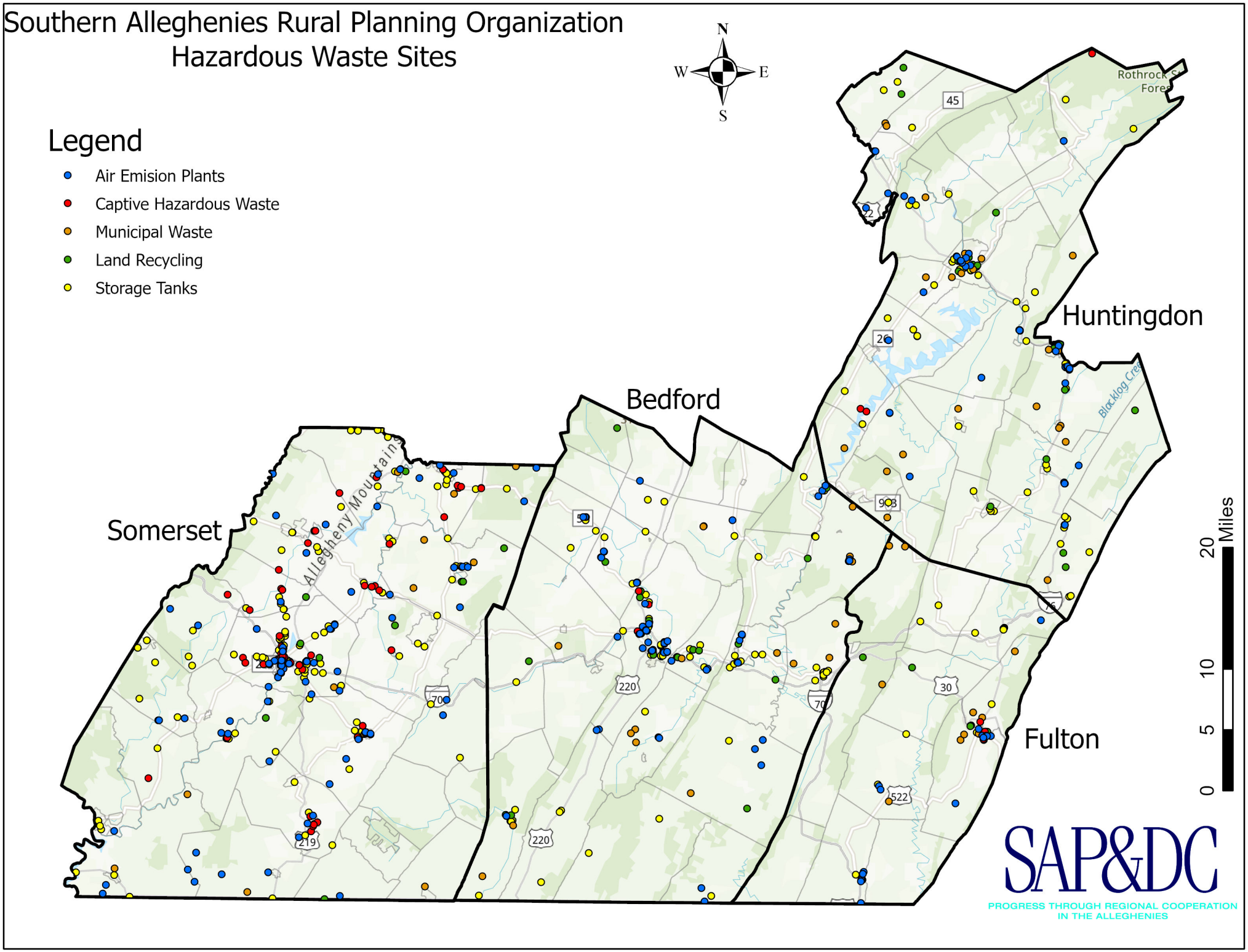
Southern Alleghenies Rural Planning Organization
Greenways and Environmental Resources



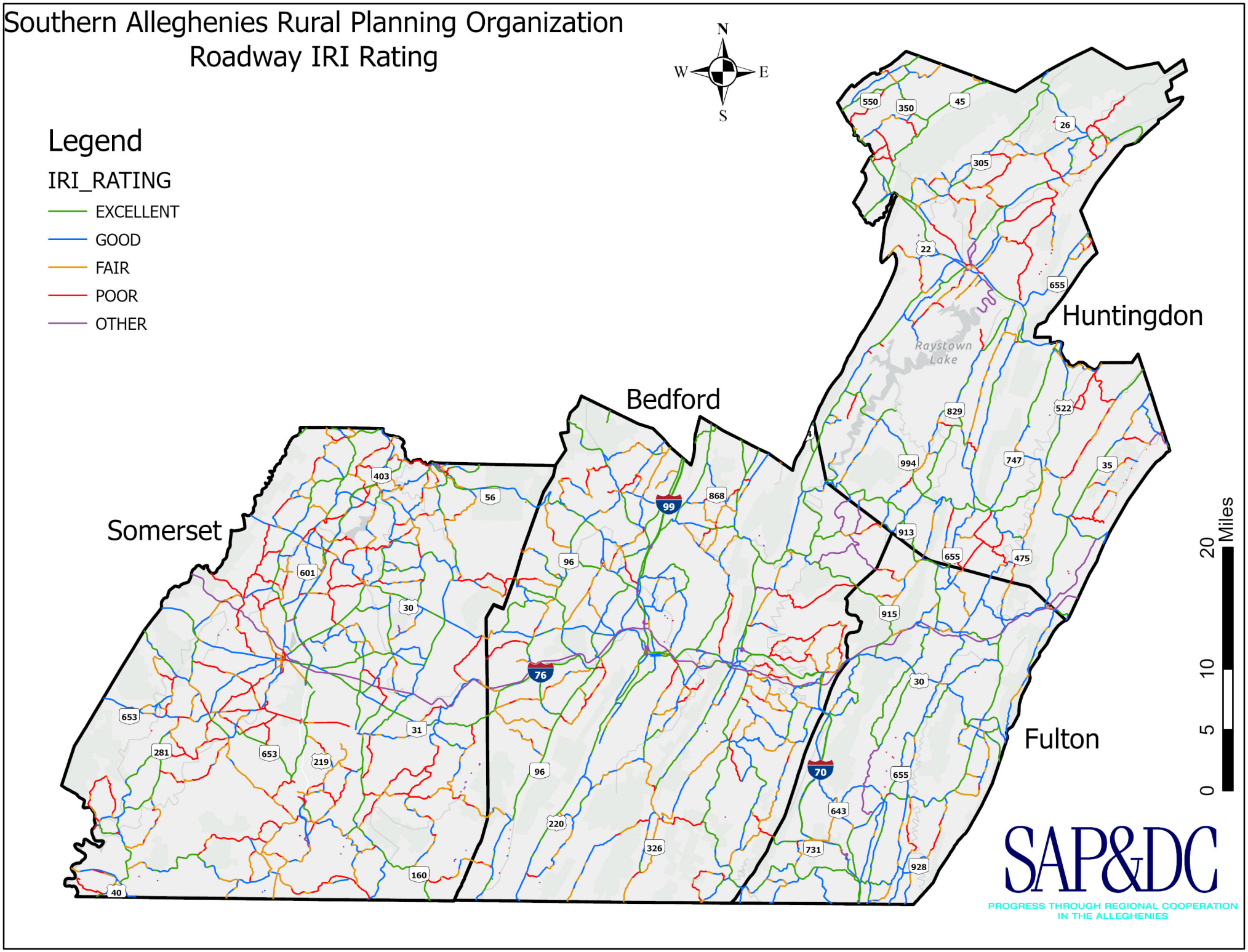
SAP&DC

PROGRESS THROUGH REGIONAL COOPERATION IN THE ALLEGHENIES

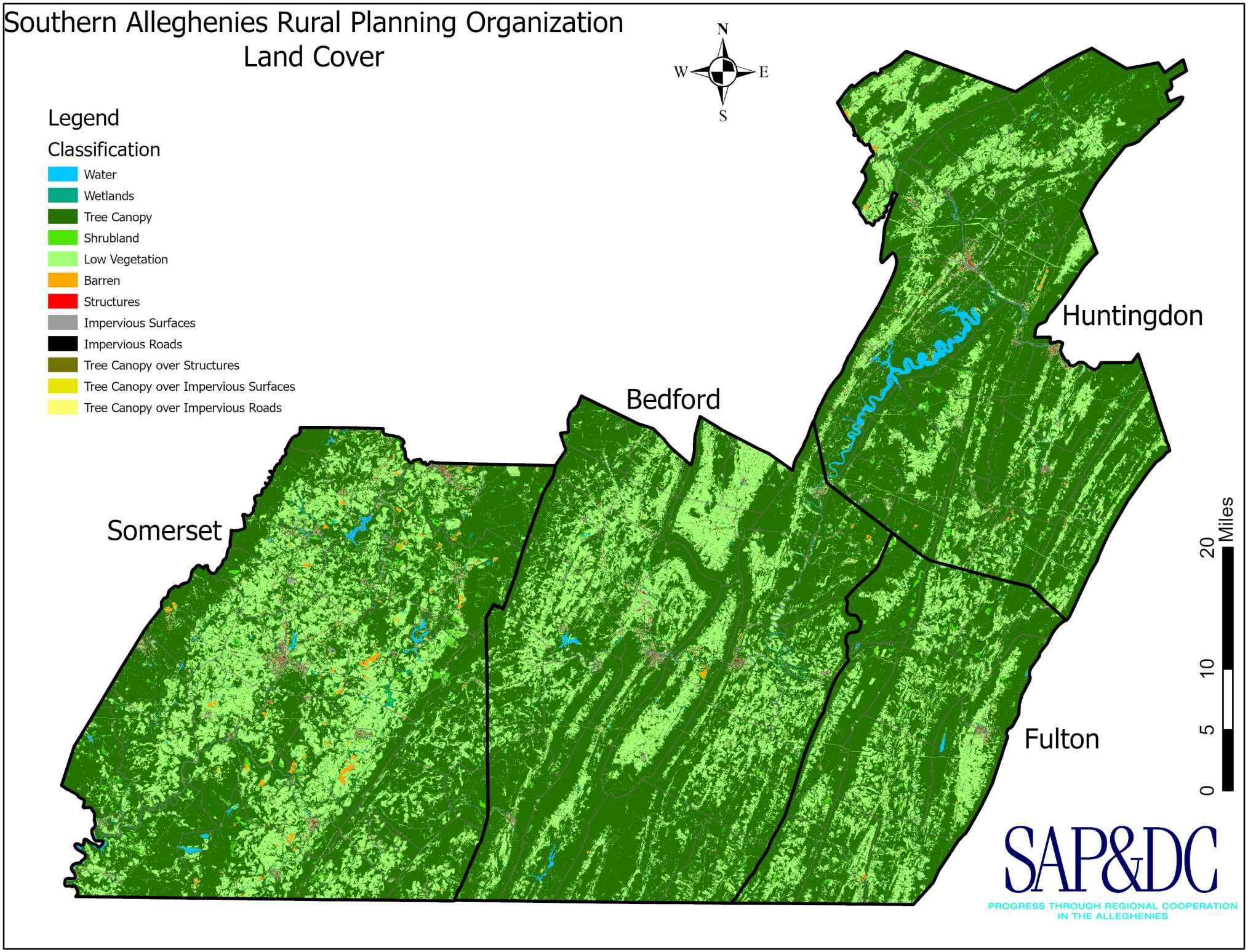
Southern Alleghenies Rural Planning Organization
Hazardous Waste Sites



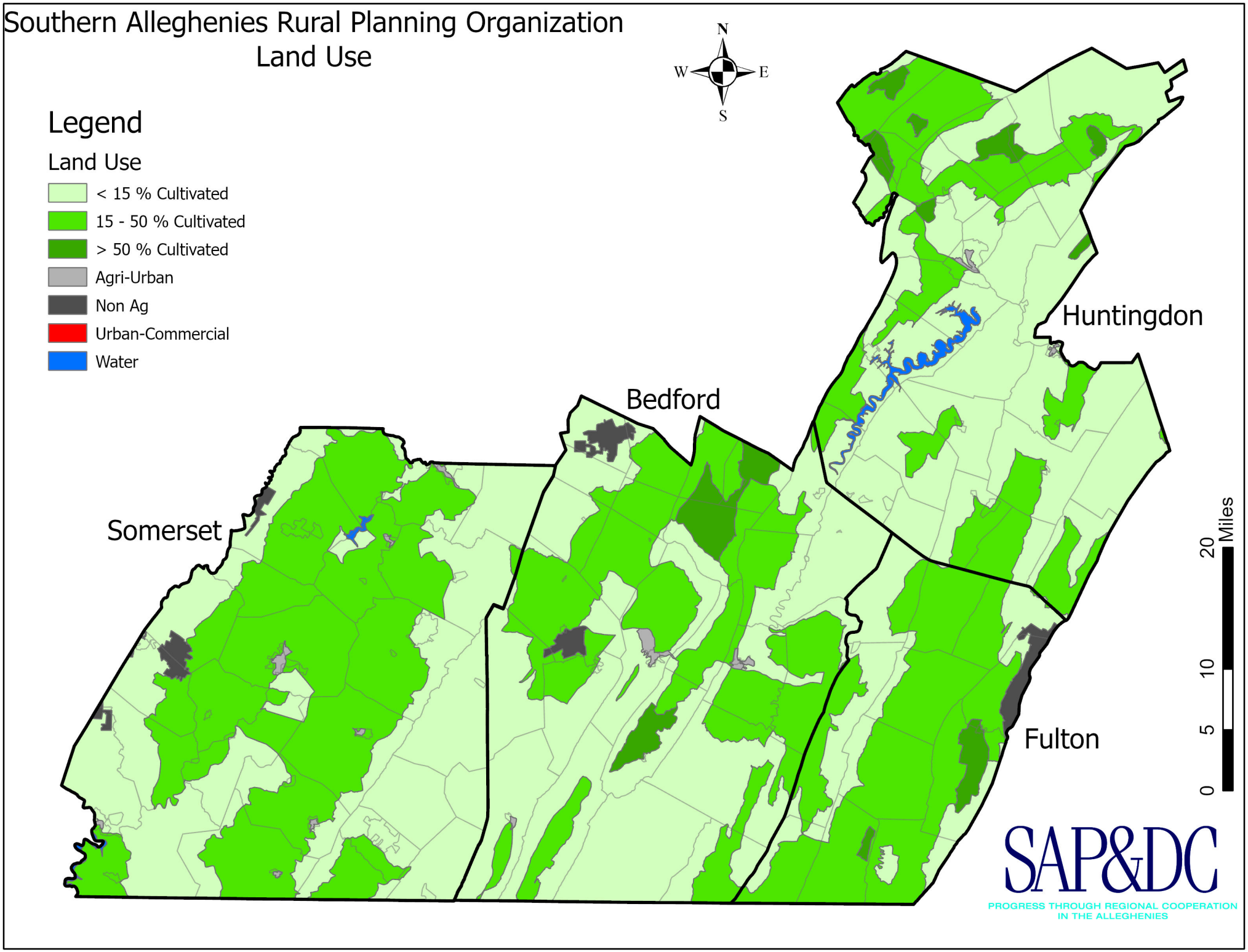
Southern Alleghenies Rural Planning Organization
Roadway IRI Rating



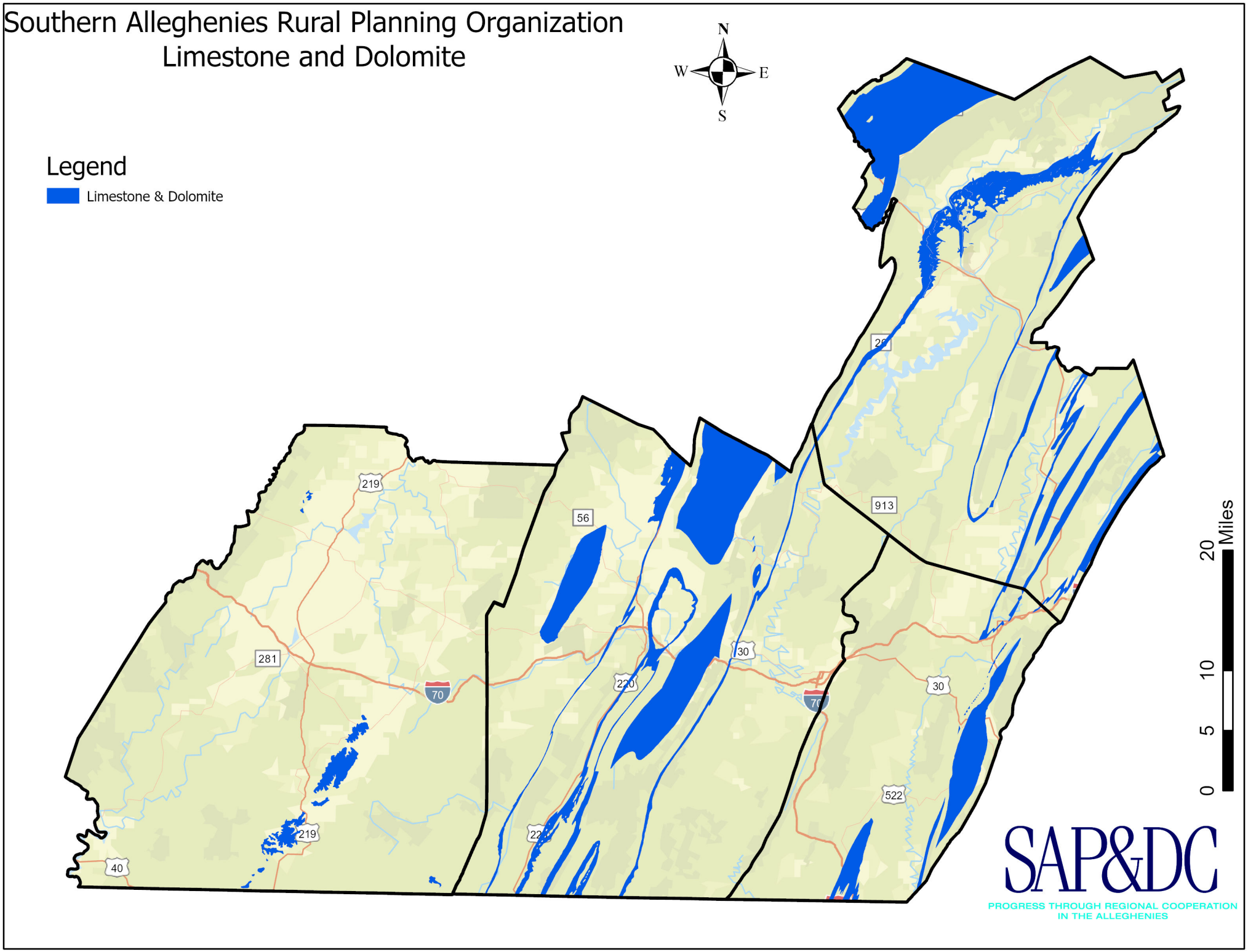
Southern Alleghenies Rural Planning Organization
Land Cover



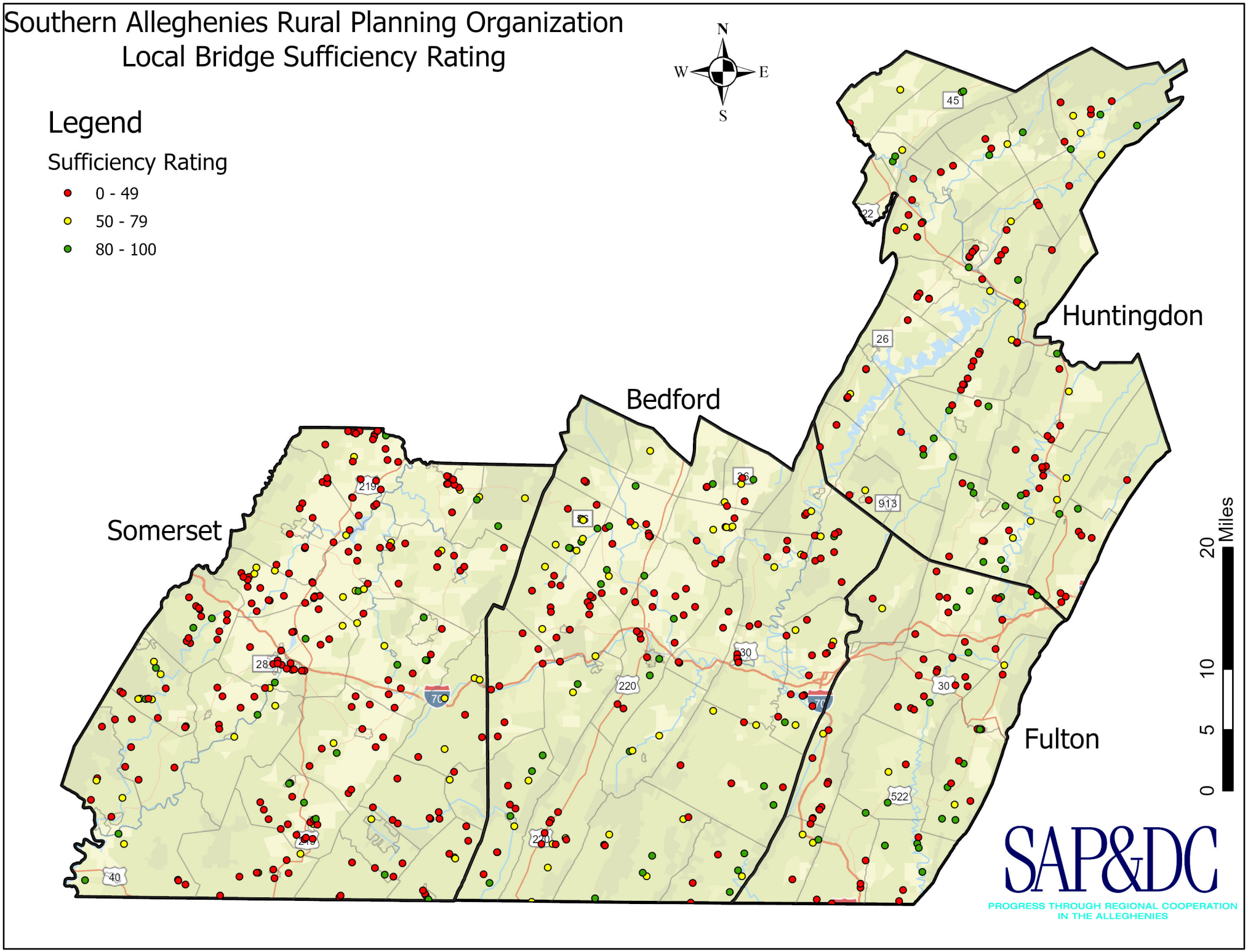
Southern Alleghenies Rural Planning Organization
Land Use



Southern Alleghenies Rural Planning Organization
Limestone and Dolomite

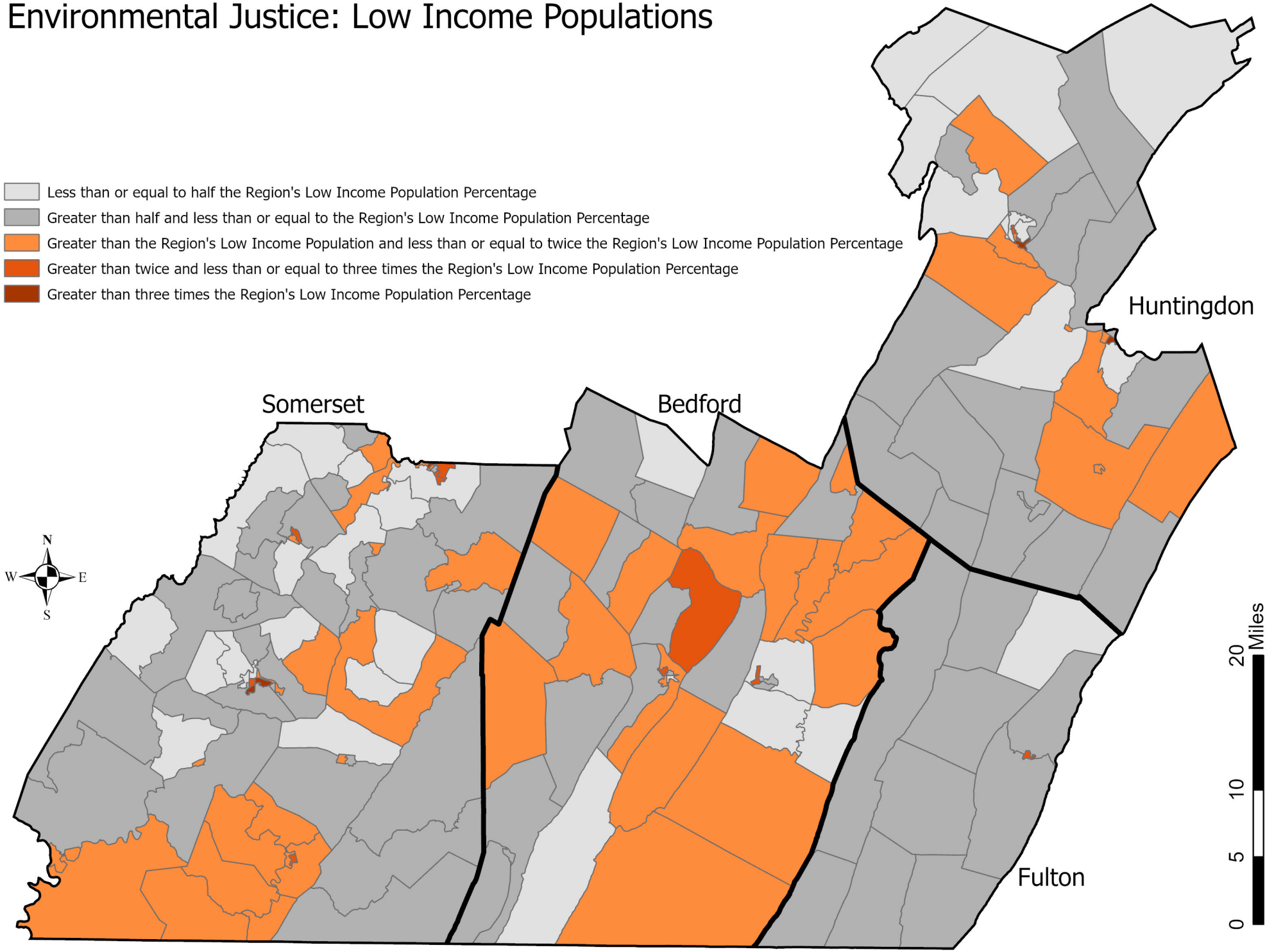


Southern Alleghenies Rural Planning Organization
Local Bridge Sufficiency Rating

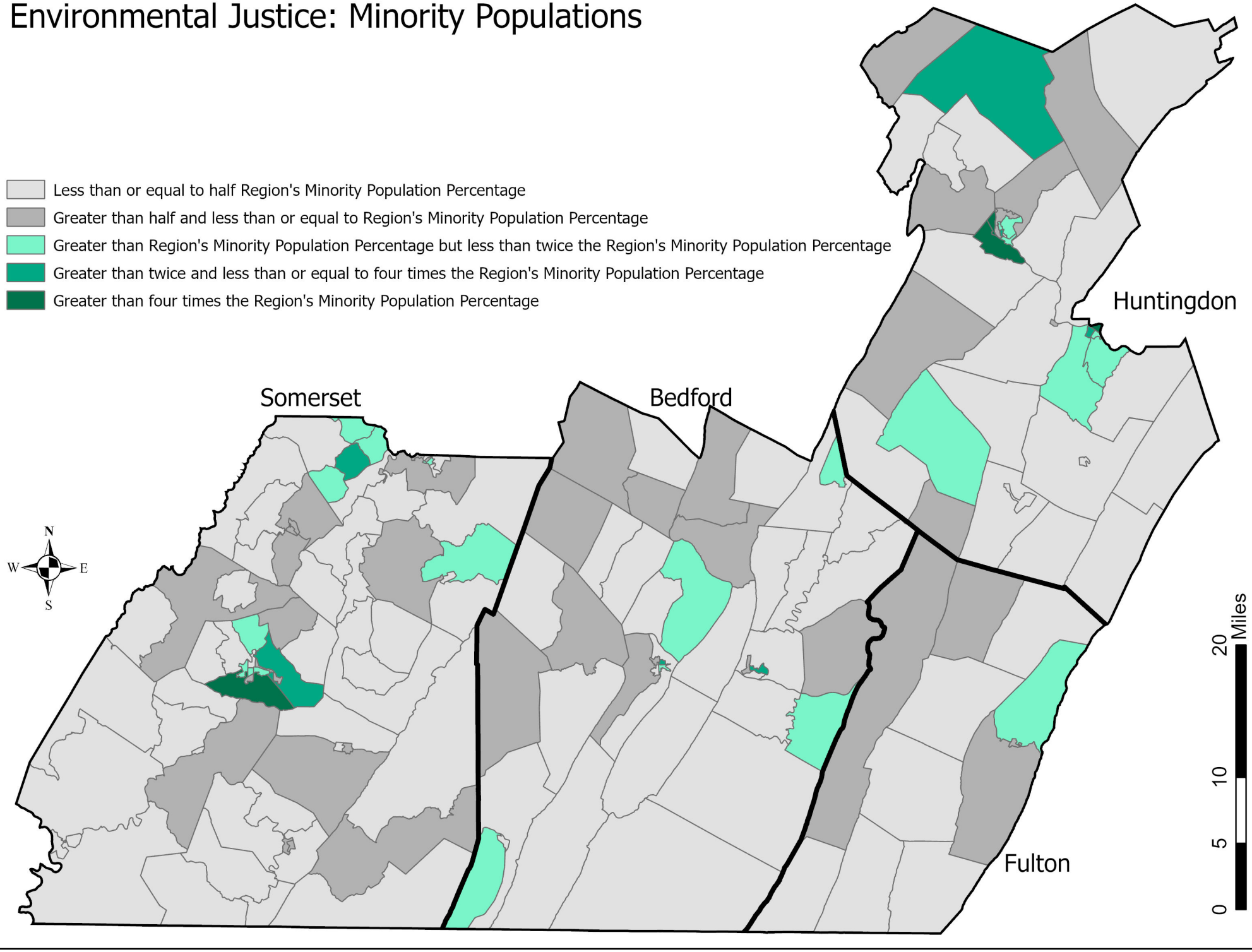


SAP&DC
PROGRESS THROUGH REGIONAL COOPERATION IN THE ALLEGHENIES

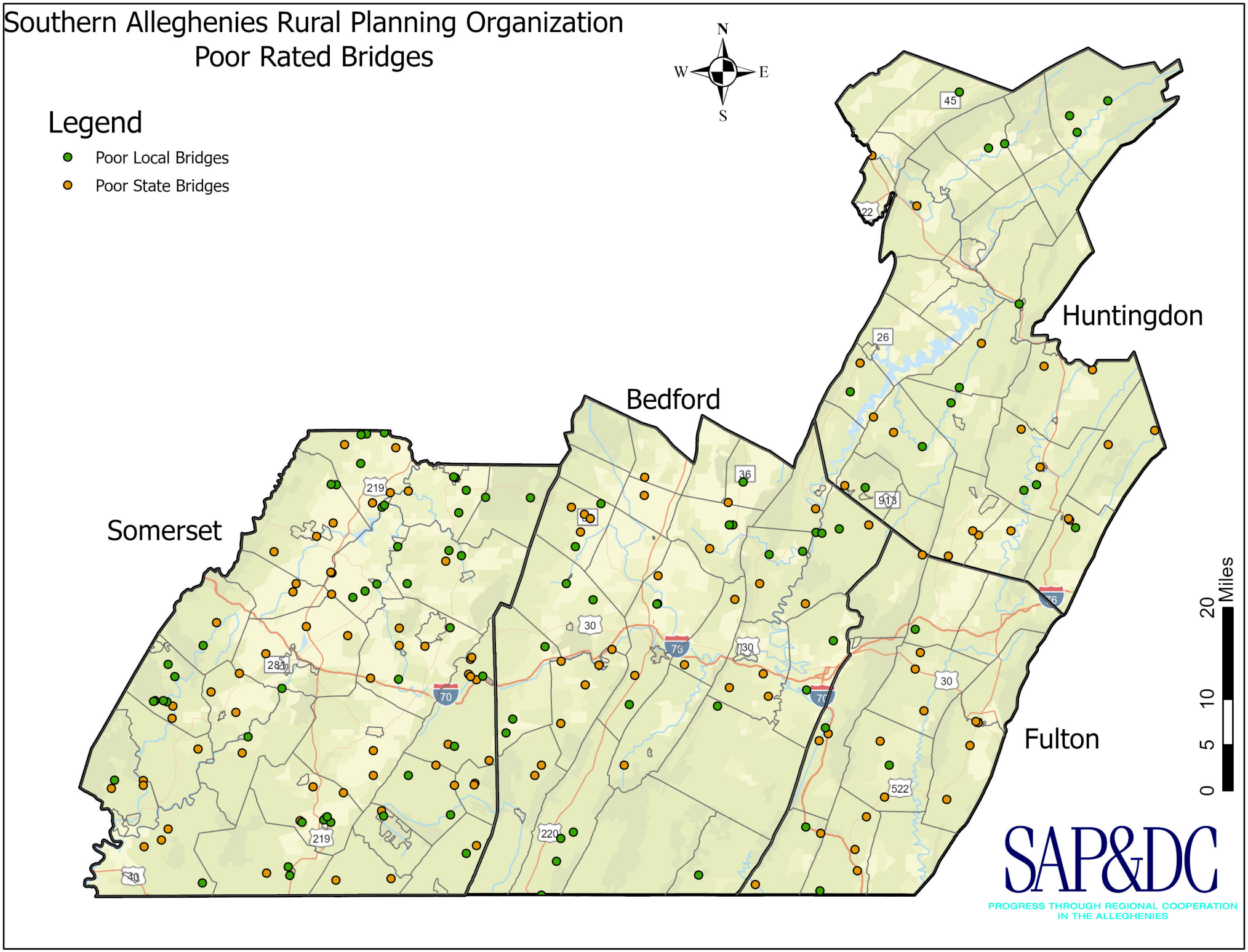
Environmental Justice: Low Income Populations



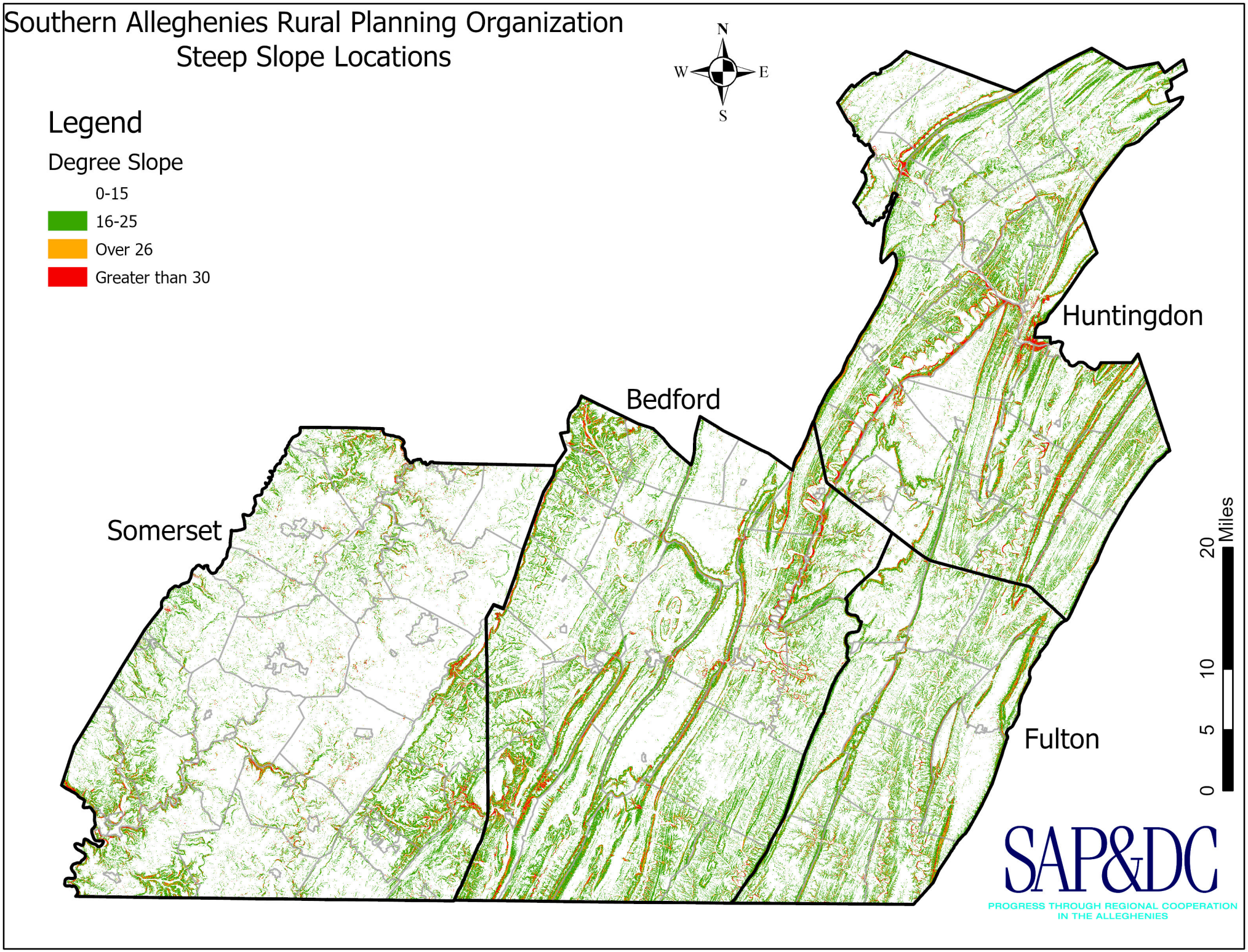
Environmental Justice: Minority Populations



Southern Alleghenies Rural Planning Organization
Poor Rated Bridges



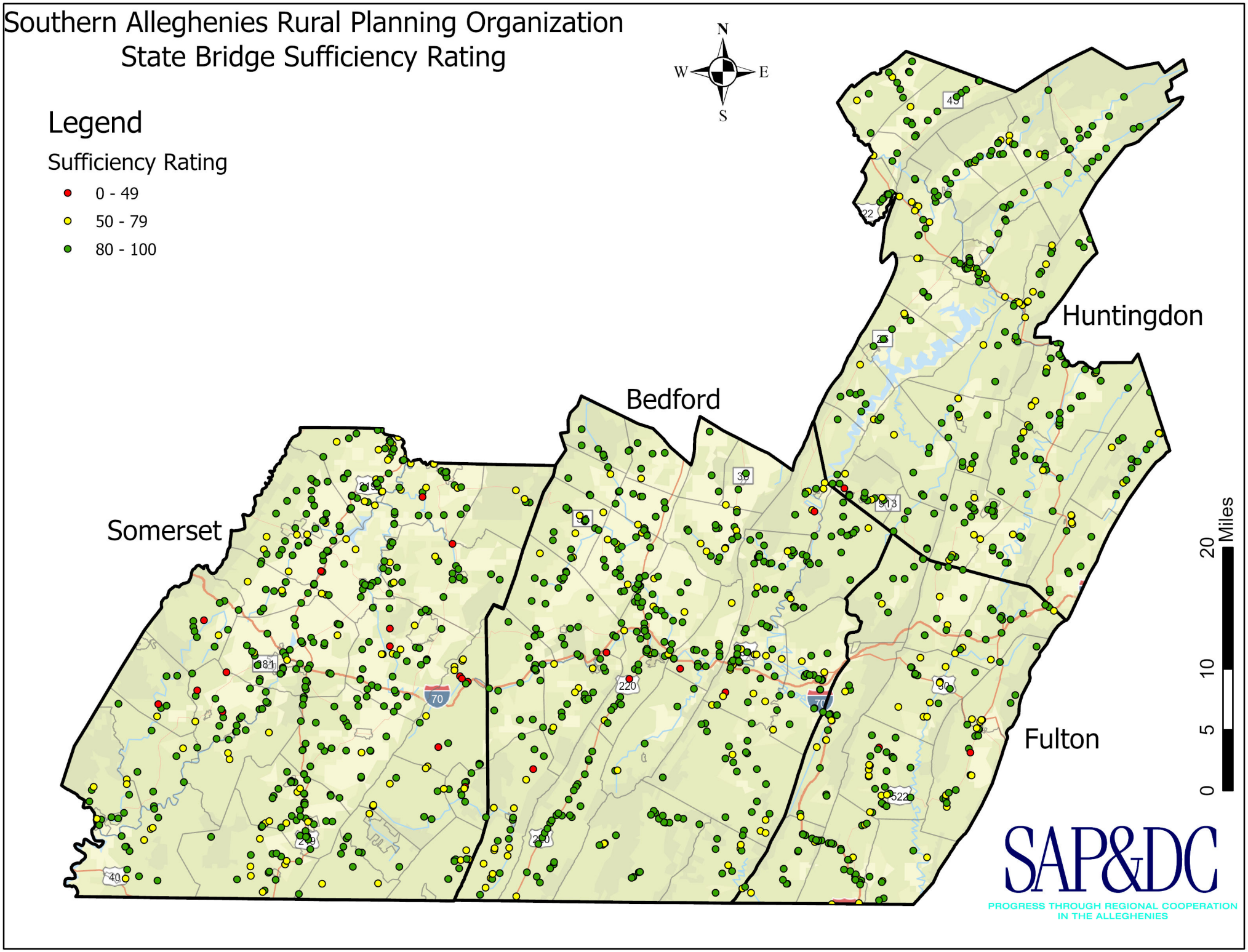
Southern Alleghenies Rural Planning Organization
Steep Slope Locations



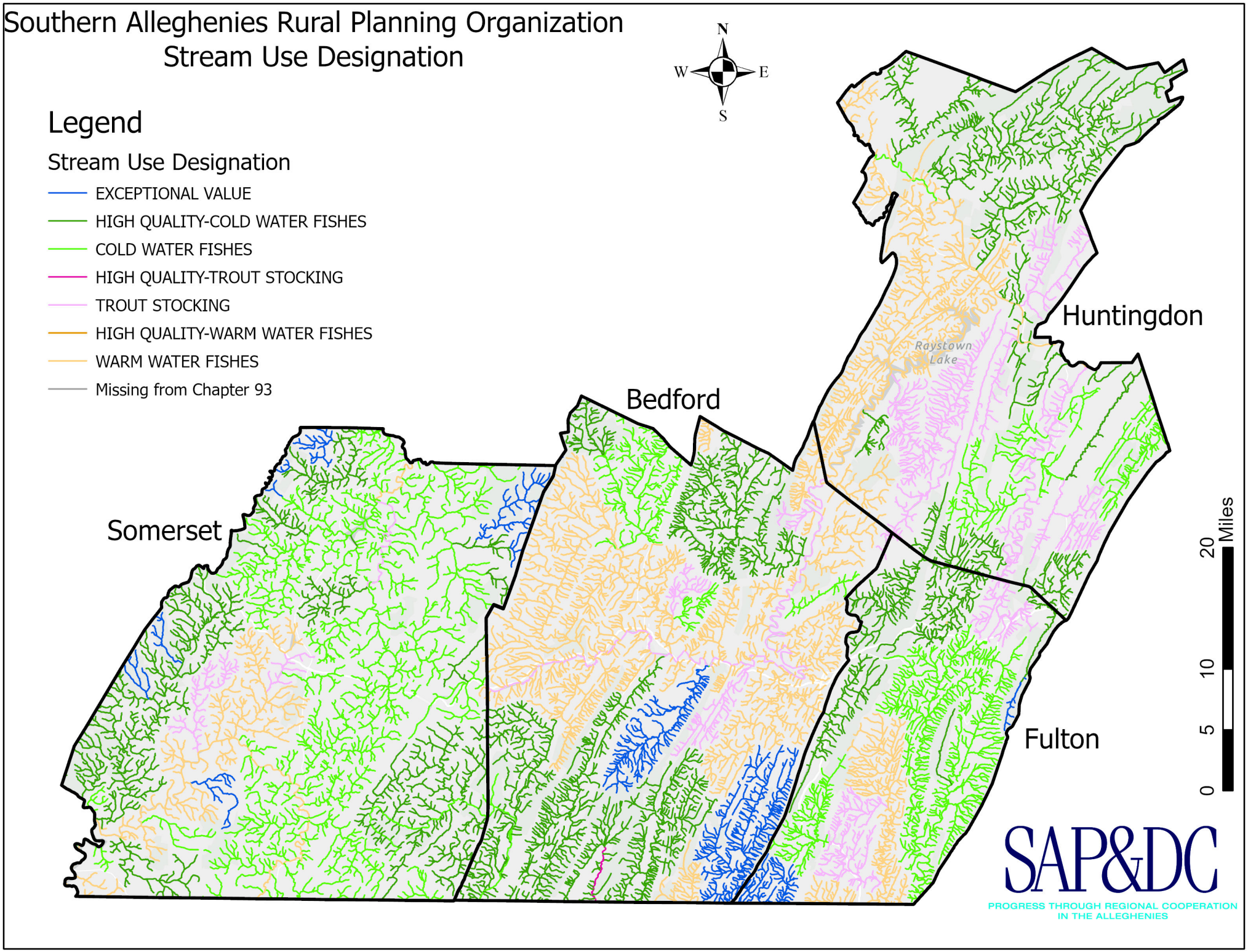
SAP&DC

PROGRESS THROUGH REGIONAL COOPERATION IN THE ALLEGHENIES

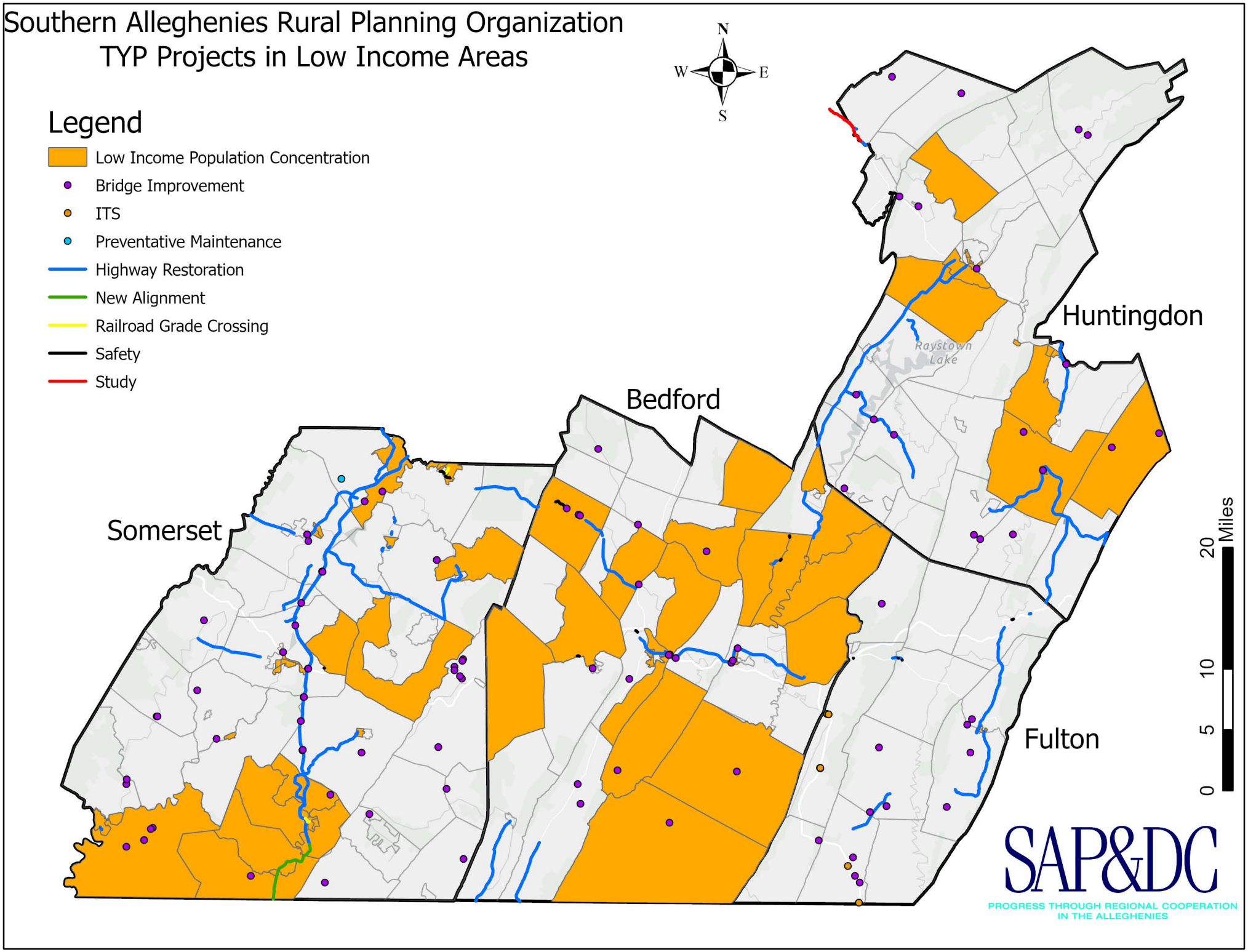
Southern Alleghenies Rural Planning Organization
State Bridge Sufficiency Rating



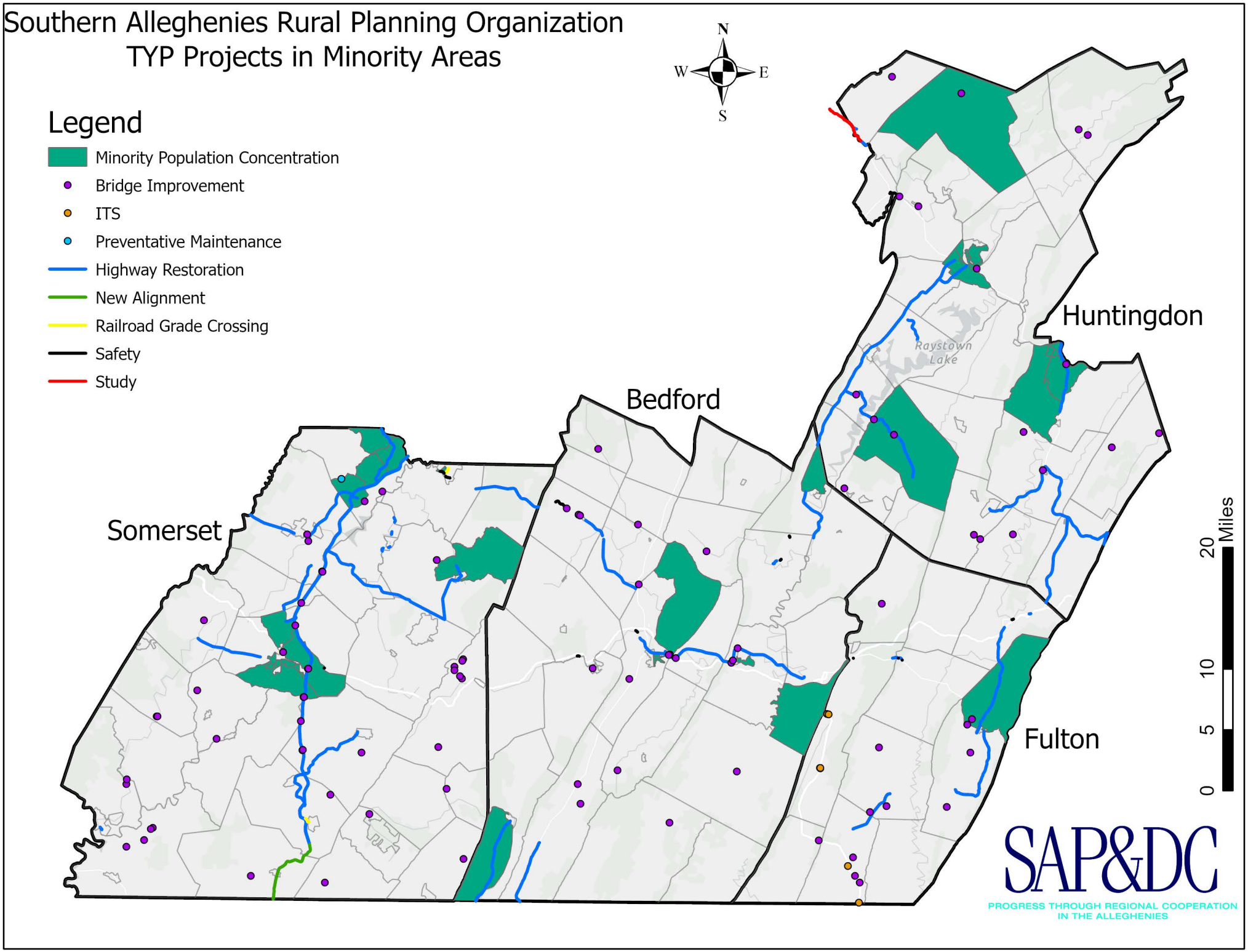
Southern Alleghenies Rural Planning Organization
Stream Use Designation



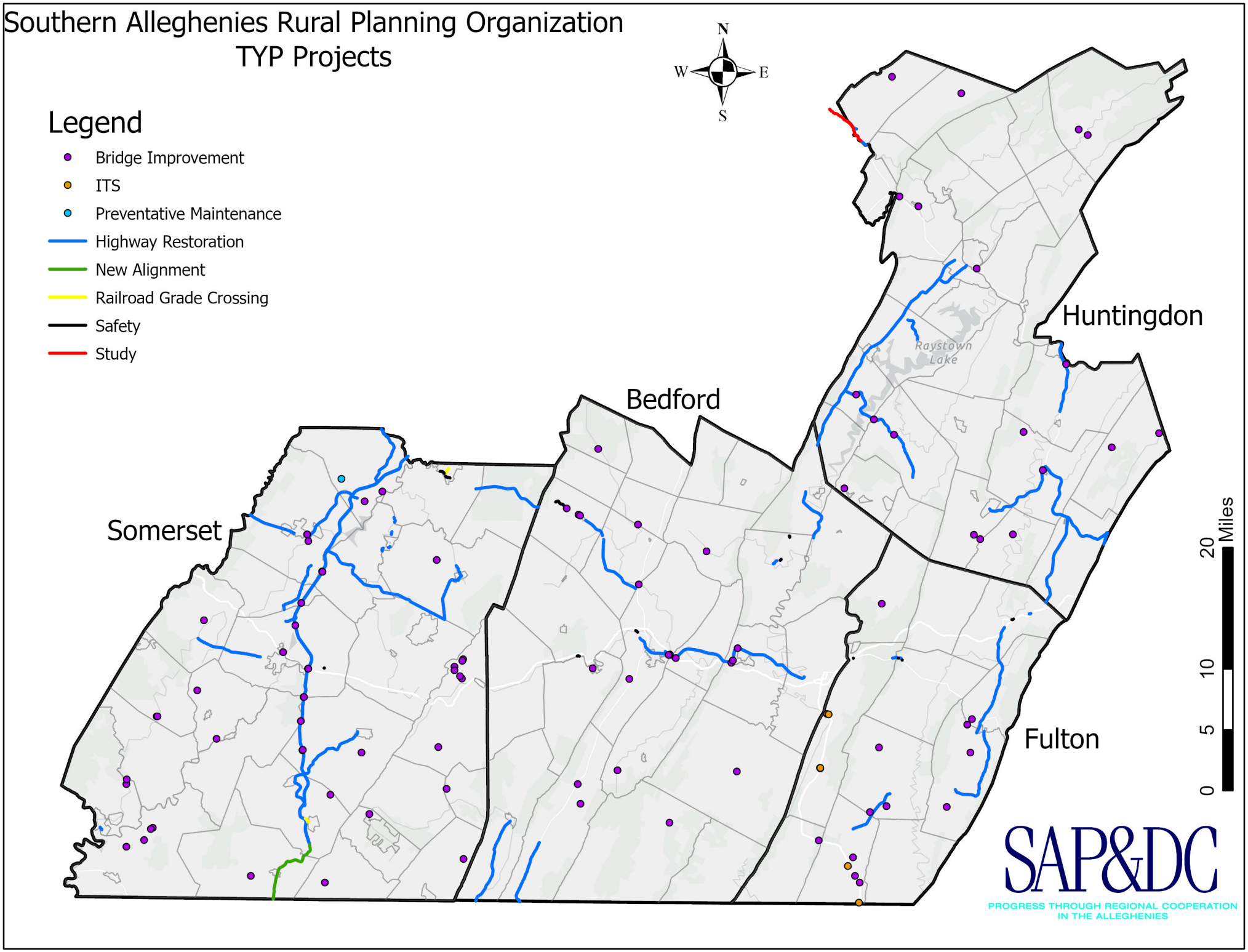
Southern Alleghenies Rural Planning Organization
TYP Projects in Low Income Areas



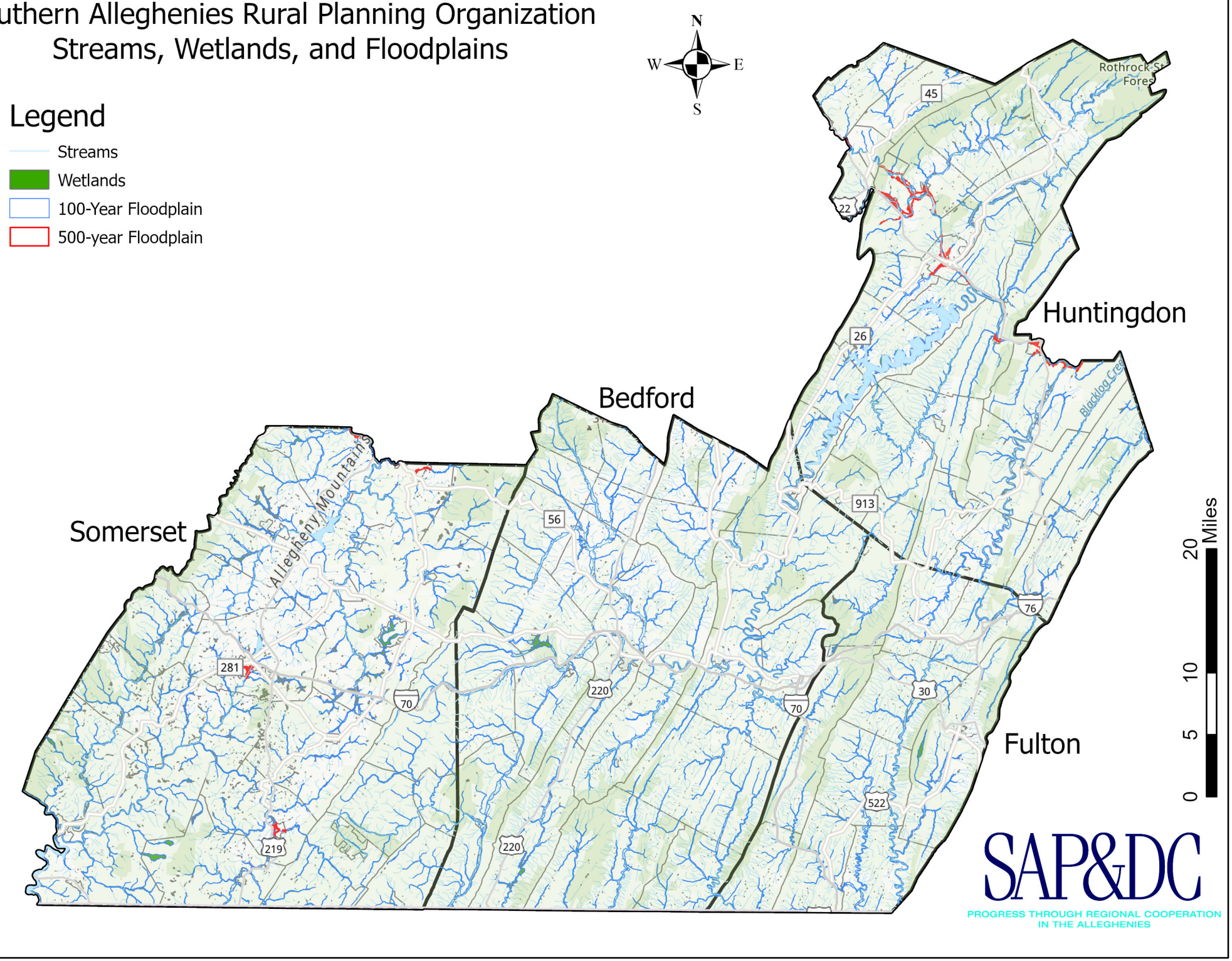
Southern Alleghenies Rural Planning Organization
TYP Projects in Minority Areas



Southern Alleghenies Rural Planning Organization
TYP Projects



Southern Alleghenies Rural Planning Organization
Streams, Wetlands, and Floodplains



SAP&DC

PROGRESS THROUGH REGIONAL COOPERATION IN THE ALLEGHENIES

APPENDIX C- DEMOGRAPHIC PROFILE

Population Change

The Southern Alleghenies RPO consists of the four rural counties of Bedford, Fulton, Huntingdon, and Somerset. Just under 190,000 people live in the Southern Alleghenies Region. Over the past 19 years, regional population trends have shown a decline totaling a -3.84% decrease in population. While Fulton and Huntingdon Counties were experiencing growth in the prior decade, the nine years since 2010 has found them in a population decline as well. Huntingdon County appears to be declining at a much slower rate than the rest of the RPO, while Somerset County appears to be declining much faster than the rest of the RPO. Somerset County maintains the largest population in the region, but its population has declined by -4.35% over the past nine years. While the full picture will remain to be seen until the 2020 Census data has emerged, it appears that the region as a whole is entering a trend of population decline.

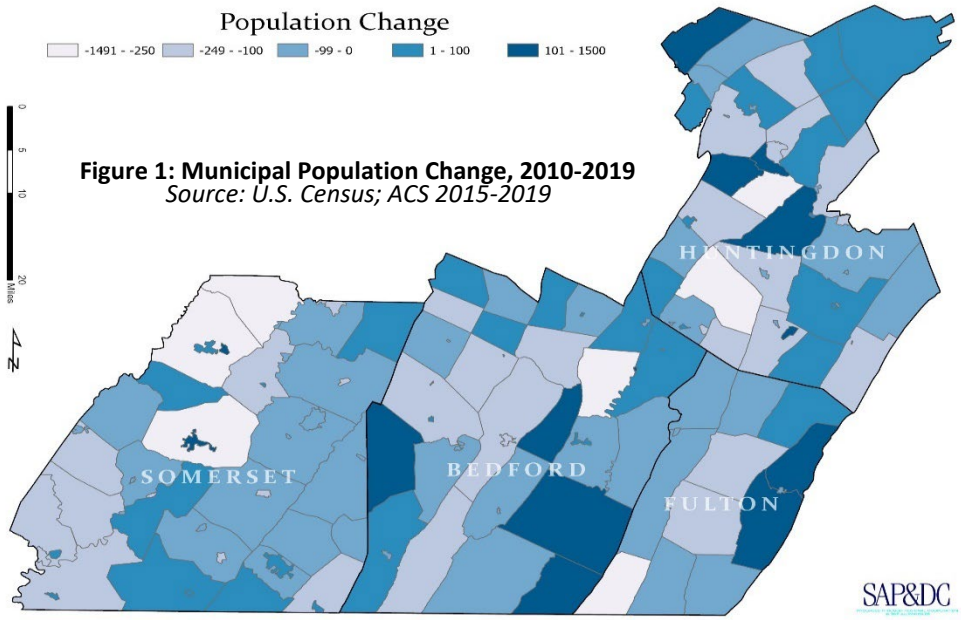


Figure 1: Municipal Population Change, 2010-2019
Source: U.S. Census; ACS 2015-2019

Population of the RPO Region, 2000-2019						
County	**2000**	**2010**	**2019 (Estimate)**	**Change 2000-2010**	**Change 2010-2019**	**Change 2000-2019**
Bedford	49,984	49,762	48,337	-0.44%	-2.86%	-3.3%
Fulton	14,261	14,845	14,506	4.1%	-2.28%	1.72%
Huntingdon	45,586	45,913	45,369	0.72%	-1.18%	-0.48%
Somerset	80,023	77,742	74,361	-2.85%	-4.35%	-7.08%
RPO	189,854	188,262	186,185	-0.84%	-3.02%	-3.84%
Pennsylvania	12,281,054	12,702,379	12,791,530	3.43%	0.7%	4.16%

Table 1: Population of the RPO Region, 2000-2019 *Source: U.S. Census, ACS 2015-2019*

Age

The Southern Alleghenies RPO population has been aging quite rapidly over the past 19 years. Between 2010 and 2019, the region's median age has grown at more than double the rate of the state average. The region's average median age grew from 38.9 years in 2000 to 45.4 years in 2019 (US Census Bureau). Over this same nine-year timeframe, the region has experienced a decrease in almost all age groups under 55 years of age, with the largest decrease experienced in the 40 – 44-year age range. Inversely, those age cohorts over the age of 55 years have been increasing over the past nine years with the largest increase experienced in the 65 – 69-year age range. The aging population will have a significant impact on the future transportation needs of the region.

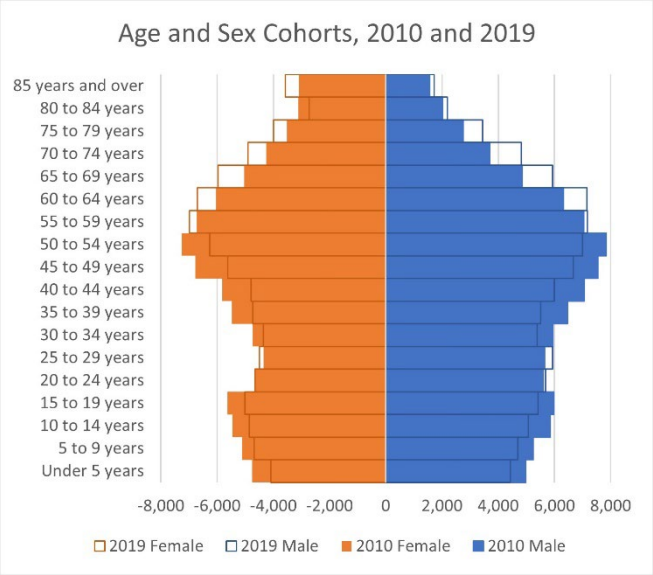


Figure 3: Age and Sex Cohorts

Sources: US Census, ACS 2015-2019

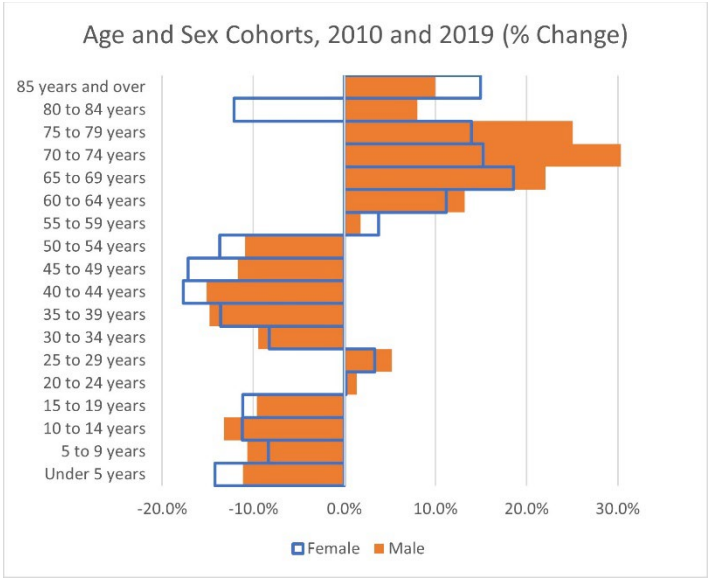


Figure 4: Change in Age and Sex Cohorts

Sources: US Census, ACS 2015-2019

County	Median Age			Growth Rate
	2000	2010	2019 (Estimate)	
Bedford	39.5	43.9	46.5	17.7%
Fulton	38.2	41.8	45.4	18.8%
Huntingdon	37.7	41.2	43.7	15.9%
Somerset	40.2	44.3	46.1	14.7%
RPO	38.9	42.8	45.4	16.7%
Pennsylvania	38	40.1	40.8	7.4%

Table 2: Median Age 2000-2019

Sources: US Census, ACS 2015-2019

Minority Population

The region is nearly 96% White. Blacks or African Americans make up approximately 2.7% of the population, and other minorities account for the remaining 2%. Higher concentrations of minority populations (mostly Black or African American) can be found in Mount Union Borough, Smithfield Township, and Huntingdon Borough in Huntingdon County, as well as in Somerset Township in Somerset County. The higher minority percentages in Somerset and Smithfield Townships can be attributed to the group quarter population in the Pennsylvania State Correctional Facilities located in these municipalities.

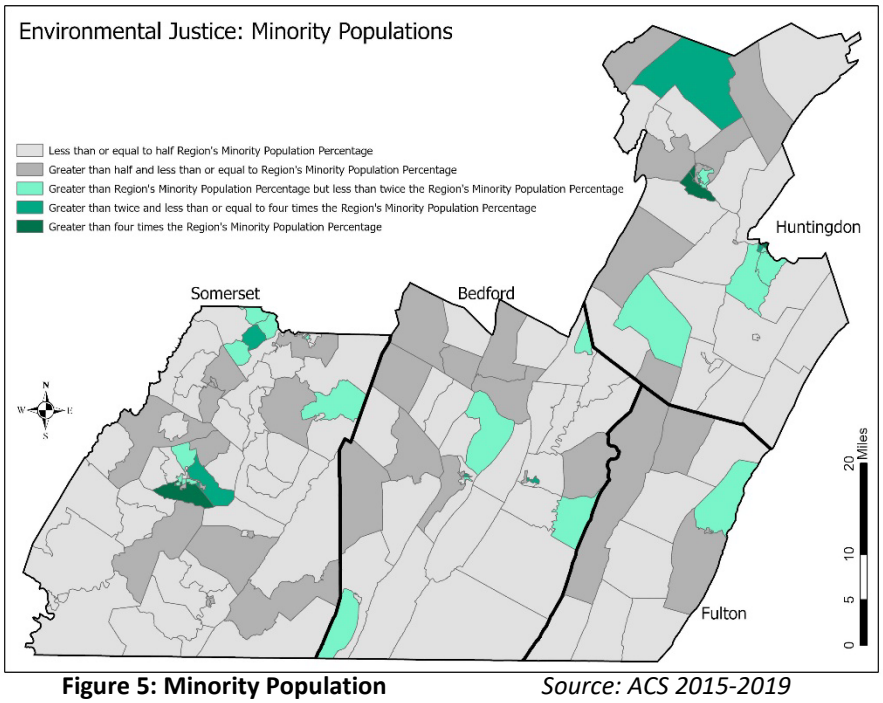


Figure 5: Minority Population *Source: ACS 2015-2019*

	Bedford County	Fulton County	Huntingdon County	Somerset County	Region Average
White alone	98.5%	96.6%	91.5%	95.2%	95.5%
Black or African American alone	1.2%	1.5%	5.6%	2.6%	2.7%
American Indian and Alaska Native alone	0.5%	0.3%	0.2%	0.1%	0.3%
Asian alone	0.6%	0.3%	0.6%	0.3%	0.5%
Native Hawaiian and Other Pacific Islander alone	0.0%	0.0%	0.0%	0.0%	0.0%
Some other race alone	0.3%	0.2%	0.4%	0.4%	0.3%
Two or more races	1.0%	1.1%	1.7%	1.4%	1.3%

Table 3: Race

Source: ACS 2015-2019

Income

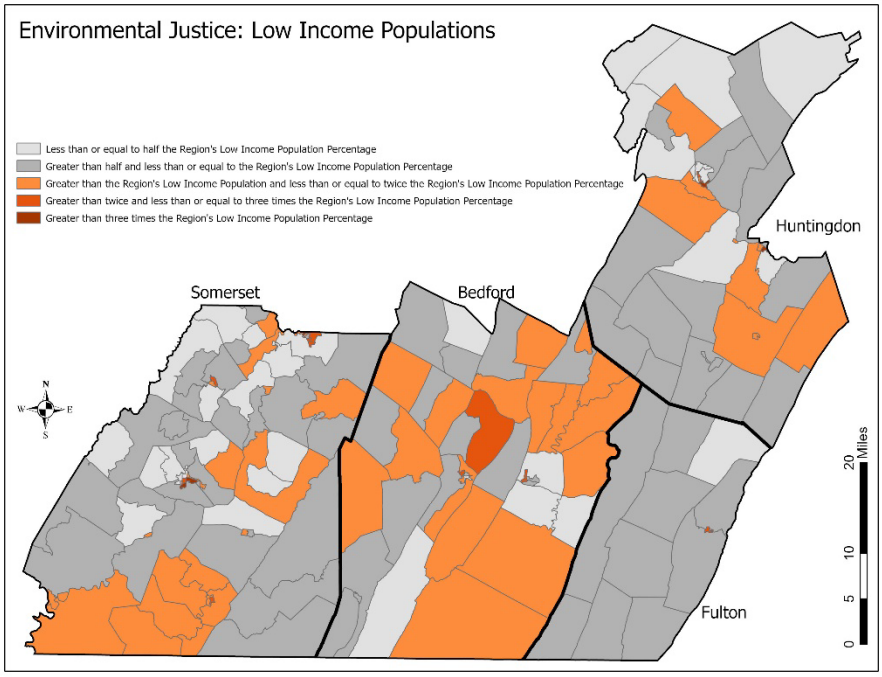


Figure 6: Low-income Populations
American Community Survey 2015-2019

While the average median family income from 2015-2019 in the region was $51,188 (in 2019 inflation-adjusted dollars) (*See table 5 on page 5*), approximately 8.5% of families in the region had incomes below the poverty level during that period. The regional percentage of families below poverty level is slightly above the Pennsylvania average of 8.4%, but below the United States average of 9.5%. Huntingdon County shows the largest increase of families below the poverty level, but the number of families is drastically lower in the 2019 estimates than the 2000 census numbers. Somerset and Fulton Counties are estimated to have a decrease in families below the poverty level.

	2000		2019 Estimates		
Region	**Total Families**	**Percent Below Poverty Level**	**Total Families**	**Percent Below Poverty Level**	**Change (2000-2019)**
Bedford County	15,542	7.7%	13,176	7.9%	0.2%
Fulton County	4,094	8.2%	4,020	8.0%	-0.2%
Huntingdon County	11,886	8.2%	11,555	9.0%	0.8%
Somerset County	22,142	9.1%	19,941	9.0%	-0.1%
RPO Region	53,664	8.3%	48,692	8.5%	0.2%
Pennsylvania	3,225,707	7.8%	3,236,352	8.4%	0.6%
United States	72,261,780	9.2%	79,114,031	9.5%	0.3%

Table 4: Families Below Poverty Level
Source: US Census 2000, ACS 2015-2019

Median Income

The median incomes in the region have increased since 2000, but still fall under Pennsylvania's median income by 19.3% (Household) and 22.3% (Family).

County	Year					
	2000 (Actual)		2000 (Adjusted to 2019 dollars)		2019 (Estimates)	
	Income Type		Income Type		Income Type	
	Household	Family	Household	Family	Household	Family
Bedford	32,731	37,741	48,728	56,186	50,509	61,989
Fulton	34,882	40,431	51,930	60,191	53,476	64,195
Huntingdon	33,313	40,388	49,594	60,127	51,678	63,692
Somerset	30,911	36,822	46,018	54,818	49,089	61,817
RPO Average	32,959	38,823	49,067	57,797	51,188	62,923
Pennsylvania	40,106	49,184	59,707	73,222	63,463	81,075

Table 5: Median Income

Source: US Census 2000, ACS 2015-2019

County	Percent Below PA Median (Household)		Percent Below PA Median (Family)		Percent Change (2000-2019)	
	2000	2019	2000	2019	Household	Family
Bedford	18.4	20.4	23.3	23.5	2.0	0.2
Fulton	13.0	15.7	18.0	20.8	2.7	2.8
Huntingdon	16.9	18.6	17.9	20.5	1.7	2.6
Somerset	22.9	22.7	25.0	20.4	-0.2	-4.6
RPO Average	17.8	19.4	21.0	21.3	1.6	0.3

Table 6: Percent of Households and Families' Median Income below the State Median Income

Source: US Census 2000, ACS 2015-2019

Disability

Approximately 16.9% of the region's civilian noninstitutionalized population has a reported disability. The percentage of the region's population with disabilities is slightly above the national and state averages of 12.6% and 14%, respectively.

	Bedford County	Fulton County	Huntingdon County	Somerset County	Region Average
Total population Noninstitutionalized	47,890	14,479	41,136	69,415	
% of population with a disability	16.5%	16.8%	17.2%	17%	16.9%
% of population with hearing difficulty	5.7%	5.8%	5.8%	6.5%	6.0%
% of population with a vision difficulty	2.5%	2.4%	2.7%	2.8%	2.6%
% of population with a cognitive difficulty	6.3%	6.1%	6.5%	6.8%	6.4%
% if population with an ambulatory difficulty	9.2%	8.6%	9.0%	8.5%	8.8%
% of population with a self-care difficulty	2.8%	2.6%	2.8%	3.2%	2.9%
% of population with an independent living difficulty	7.7%	7.8%	7.1%	7.2%	7.5%

Table 7: Noninstitutionalized Disabilities

Source: ACS 2015-2019

Educational Attainment

Half of all residents in the region aged 25 years and over are high school graduates or equivalent. Those with some form of higher education make up over one third of persons aged 25 years and over. Between 2000 and 2019, those persons with some form of higher education have increased over 10%.

	2000	2011-2015 Estimates	2015-2019 Estimates	Change (2000-2019)
Less than 9th grade	7.9%	4.1%	3.4%	-4.5%
9th to 12th grade, no diploma	15.3%	9.3%	8.2%	-7.1%
High school graduate (or equivalency)	49.6%	50.7%	50.5%	0.9%
Some college, no degree	11.8%	14.4%	14.2%	2.4%
Associate degree	4.6%	7.4%	8.2%	3.6%
Bachelor's degree	7.0%	8.9%	9.7%	2.7%
Graduate or professional degree	3.8%	5.1%	5.7%	1.9%

Table 8: Educational Attainment

Source: US Census 2000, ACS 2011-2015 & 2015-2019

Language

The region is largely an English-speaking population. Approximately one percent of the population aged five years and over speaks English less than "very well". Of those who speak English less than "very well", the most common language spoken is either Spanish or some other Indo-European language.

	Bedford County	Fulton County	Huntingdon County	Somerset County	Region Average
Population 5 years and over	46,004	13,810	43,340	70,906	
% Speak Only English	97.2% (±0.5%)	98.7% (±0.4%)	96.0% (±0.7%)	95.9% (±0.5%)	97.0%
% Speak English less than "very well"	0.9% (±0.2%)	0.3% (±0.2%)	1.3% (±0.3%)	1.5% (±0.2%)	1.0%
% Speak Spanish	0.8% (±0.2%)	0.7% (±0.3%)	1.6% (±0.3%)	1.4% (±0.2%)	1.1%
% Speak other Indo-European Languages	1.8% (±0.3%)	0.5% (±0.2%)	1.5% (±0.4%)	2.2% (±0.4%)	1.5%
% Speak Asian and Pacific Island Languages	0.3% (±0.2%)	0.1% (±0.1%)	0.7% (±0.3%)	0.2% (±0.1%)	0.3%
% Speak Other Languages	0.0% (±0.1%)	0.0% (±0.1%)	0.3% (±0.2%)	0.2% (±0.1%)	0.1%

Table 9: Languages Spoken

Source: ACS 2015-2019

APPENDIX D- COMMUTER PROFILE

Means of Travel to Work

Most workers residing in the Southern Alleghenies RPO drive to work alone. Over the past twenty years, the number of workers driving to work alone has increased while the percentage of those who carpooled has decreased 2.4%. The region is highly dependent on the automobile as a means of transportation. These trends are consistent with other rural areas in Pennsylvania. The percentage of workers who walk to work has decreased slightly since 2000. Those workers residing in boroughs are more likely to walk to work than are those living in townships. Huntingdon Borough, in Huntingdon County, has the highest percentage of workers who walk to work at nearly 23%, which is well above the regional average at 3.13%.

Percent of Workers 16 Years and Over in Households
Means of Travel to Work

Means	2000	2005-2009	2011-2015	2015-2019
Drove alone	77.86%	79.14%	79.90%	80.18%
Carpooled	13.23%	11.50%	11.45%	10.83%
Walked	3.57%	3.60%	3.38%	3.13%
Public Transportation	0.23%	0.15%	0.20%	0.23%
Taxicab, motorcycle, or other means	1.37%	1.50%	0.85%	1.18%
Bicycle	X	X	X	0.10%
Worked at Home	4.32%	4.10%	4.03%	4.40%

Source: US Decennial Census 2000; American Community Survey 2005-2009, 2011-2015, & 2015-2019 Estimates

Available Vehicles

The Region's dependence on the automobile is also reflected in the number of vehicles available per household. Most of the region's households have three or more vehicles available. Over the past twenty years the percentage of households that have no vehicles or one vehicle available has significantly decreased, while those that have three or more vehicles available have increased.

Percent of Households by Number of Vehicles Available

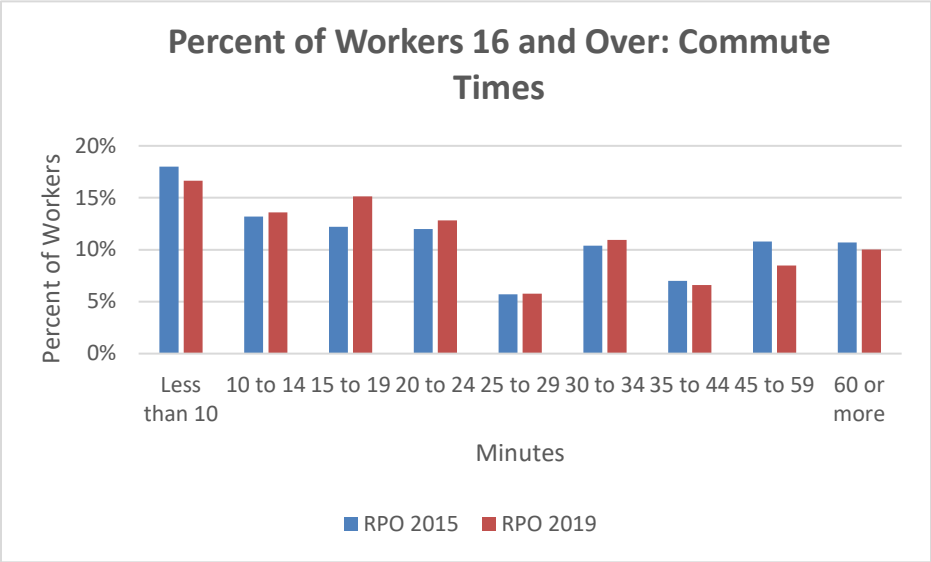
Number of Vehicles Available	2000	2005-2009	2011-2015	2015-2019
No vehicles	7.40%	6.50%	2.58%	2.52%
1 vehicle	30.60%	29.00%	13.70%	14.37%
2 vehicles	40.40%	39.20%	38.33%	39.37%
3 or more vehicles	21.50%	25.40%	45.45%	43.74%

Source: US Decennial Census 2000; American Community Survey 2005-2009, 2011-2015 & 2015-2019Estimates

Travel Time to Work

In 2011-2015:

- **61.5%** of workers 16 years and over who did not work at home traveled **less than 30 minutes** to work one way
- The average of the mean travel time to work for workers 16 years and over was **28 minutes**
- **36%** of workers 16 years and over who did not work at home left their homes between **6:30 AM and 8:00 AM** to travel to work
- About **9%** of workers 16 years and over who did not work at home leave for work between **12:00 AM and 5:00 AM**



American Community Survey 2011-2015 & 2015-2019 Estimates

Over the past 5 years, the mean travel time to work for workers sixteen years and has remained the same. Most workers living in the Southern Alleghenies RPO region travel between 5 and 24 minutes to work one way. During the past 15 years, those traveling 35 minutes or more to work has increased slightly.

Inflow and Outflow

In 2019:

- About **46%** of workers living in the region were employed in the region
- **45%** of those employed in the region lived outside of the region
- Most of those workers who lived outside of the region lived in **Blair or Cambria Counties**
- Most of those workers who lived in the region but worked outside of the region worked in **Blair or Cambria Counties**

In 2019, approximately 35,210 (about 46% of the region's workers) workers living in the Southern Alleghenies RPO region were employed in one of the counties in the region, and approximately 42,022 were employed outside of the region. Centers of employment immediately outside of the region where workers living in the region commute include Altoona, Johnstown, and State College to the north, Chambersburg to the east, Greensburg to the west, and Cumberland and Hagerstown Maryland to the south. In 2019, approximately 22,626 of those working in the region lived outside of the region. Of those workers, the majority resided in Blair and Cambria Counties.

Major centers of employment within the region include the areas in and around Huntingdon, Windber, Somerset, Bedford, Everett, and McConnellsburg. From 2009 to 2019 there was an increase in workers commuting to Fulton, Huntingdon, and Somerset Counties from neighboring counties. There was also an increase in workers traveling north or west to Cambria and Blair Counties, and south to Allegany County in Maryland. From 2009 to 2019, there has been a 22% increase in the net-outflow of workers from the RPO to other regions.

RPO Commuting Data

2019

County	Live and Employed in County	Inflow	Outflow	Flow +/-	Outflow to RPO Counties	Outflow to Non-RPO Counties
Bedford	8,707	6,376	12,842	-6,466	1,166	11,676
Fulton	2,354	3,808	4,388	-580	359	4,029
Huntingdon	6,517	6,237	10,635	-4,398	1,286	9,349
Somerset	14,187	9,650	17,602	-7,952	634	16,968
Total	31,765	26,071	45,467	-19,396	3,445	42,022

Source: US Census Bureau; Center for Economic Studies

2009

County	Live and Employed in County	Inflow	Outflow	Flow +/-	Outflow to RPO Counties	Outflow to Non-RPO Counties
Bedford	9,438	7,713	11,063	-3,350	1,000	10,063
Fulton	1,994	2,233	4,001	-1,768	370	3,631
Huntingdon	6,299	5,742	8,710	-2,968	928	7,782
Somerset	15,282	8,282	16,237	-7,955	661	15,576
Total	33,013	23,970	40,011	-16,041	2,959	37,052

Source: US Census Bureau; Center for Economic Studies

APPENDIX E- ECONOMIC PROFILE

Employment Industry (Southern Alleghenies WDA)

According to the Center for Workforce Information and Analysis, the average annual wage for a worker in the Southern Alleghenies Workforce Development Area, including Blair and Cambria counties, for all industries in 2020 was $35,360. The region's largest industry sectors in 2020 were Educational services; health care and social assistance and Manufacturing, which employed approximately 21.9% and 19.3% of workers respectively. Workers in the Management occupation earned the highest wages while workers in the Food Preparation & Serving Related occupation earned the lowest wages.

According to the US Census and American Community Survey, over the past five-years in the Southern Alleghenies RPO, employment in the Manufacturing industry sector has been growing while employment in Arts; entertainment; recreation; accommodation and food services has been decreasing.

2020 Annual Average Employment and Wages by Occupation (Southern Alleghenies WDA)

Occupation	Employment	Percent Employment	Average Wage
Total, All Industries	155,600	100%	$35,360
Management	5,430	3.5%	$86,890
Business & Financial Operations	4,780	3.1%	$58,970
Computer & Mathematical	1,910	1.2%	$64,770
Architecture & Engineering	2,250	1.5%	$68,080
Life, Physical & Social Science	960	0.6%	$54,630
Community & Social Services	4,320	2.8%	$37,930
Legal	420	0.3%	$47,180
Education, Training & Library	8,390	5.4%	$48,220
Arts, Design, Entertainment, Sports & Media	1,080	0.7%	$33,360
Healthcare Practitioners & Technical	12,450	8.0%	$60,000
Healthcare Support	9,900	6.4%	$28,020
Protective Service	4,070	2.6%	$48,400
Food Preparation & Serving Related	12,930	8.3%	$20,800
Building & Grounds Cleaning & Maintenance	4,690	3.0%	$25,920
Personal Care & Service	3,060	2.0%	$22,560
Sales & Related	14,520	9.3%	$25,510
Office & Administrative Support	21,410	13.8%	$32,570
Farming, Fishing & Forestry	230	0.2%	$29,910
Construction & Extraction	6,830	4.4%	$40,310
Installation, Maintenance & Repair	7,200	4.6%	$41,430
Production	12,430	8.0%	$37,450
Transportation & Material Moving	16,320	10.5%	$32,700

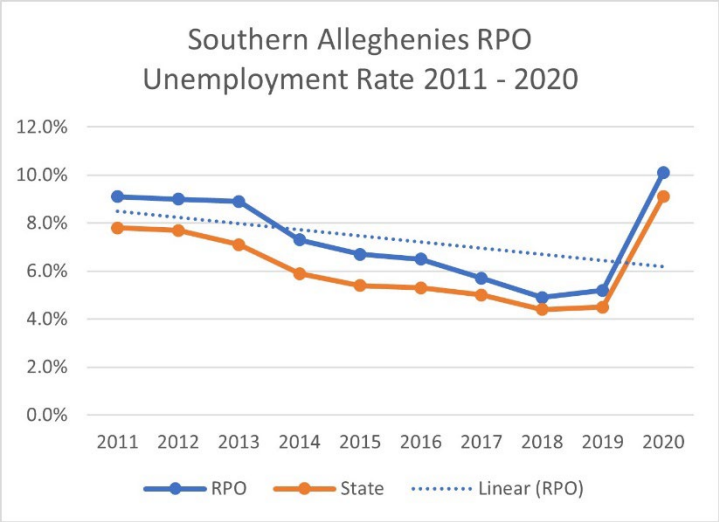
Source: PA Department of Labor and Industry; Center for Workforce Information and Analysis

Industry by Percentage of Workers 16 years and over (RPO)

Industry	2011-2015 Estimates	2015-2019 Estimates	Change
Agriculture; forestry; fishing and hunting; and mining	4.6%	4.3%	-0.3%
Construction	8.7%	9.5%	0.8%
Manufacturing	15.4%	19.3%	3.9%
Wholesale Trade	2.2%	2.8%	0.6%
Retail Trade	12.0%	9.8%	-2.2%
Transportation and warehousing; and utilities	6.5%	7.1%	0.6%
Information	1.2%	0.9%	-0.3%
Finance; insurance; real estate and rental and leasing	3.4%	3.9%	0.5%
Professional; scientific; management; administrative; and waste management services	5.7%	5.7%	0.0%
Educational services; health care and social assistance	22.7%	21.9%	-0.8%
Arts; entertainment; recreation; accommodation and food services	7.6%	4.2%	-3.4%
Other services (except public administration)	4.7%	4.2%	-0.5%
Public administration	5.8%	6.6%	0.8%

Sources: US Census Bureau, 2011-2015 & 2015-2019 American Community Survey Estimates

Unemployment



Source: PA Department of Labor and Industry, Center for Workforce Information and Analysis

Over the past decade, the average unemployment rate of the Southern Alleghenies RPO region has decreased. The region's unemployment rate experienced a significant increase between 2019 and 2020 due to the COVID-19 pandemic. Changes in the region's unemployment rate have been consistent with statewide figures; however, the region has consistently had a higher unemployment rate than the statewide average. The unemployment rate began to decrease around 2013-2014 and continued to decrease until 2020, where a large spike in unemployment rate is seen. The unemployment rate remains above the statewide average.

Income

While the average median family income from 2015-2019 in the RPO region was $51,188 (in 2019 inflation adjusted dollars), approximately 8.5% of families in the region had incomes below the poverty level during that time period. The regional percentage of families below poverty level is above the Pennsylvania average of 8.4%, but below the United States average of 9.5%. Over the past 19 years, the percentage of individuals and families below poverty level has decreased slightly for the RPO region.

From 2015-2019, household income and benefits have decreased in the less-than-$10,000 to $74,999 range and increased significantly in the $75,000 to $200,000-or-more range. However, the overall distribution of income and benefits remained similar throughout the past 5 years with the largest percentages of households receiving income and benefits in the $35,000 to $99,999 range.

Household Income and Benefits (RPO)			
	2011-2015 Estimates (in 2015 inflation-adjusted dollars)	2015-2019 Estimates (in 2019 inflation-adjusted dollars)	Change
Total households	**72,804**	**72,294**	**-510**
Less than $10,000	6.9%	5.9%	-1.0%
$10,000 to $14,999	6.2%	5.1%	-1.1%
$15,000 to $24,999	12.9%	11.2%	-1.7%
$25,000 to $34,999	12.4%	11.4%	-1.0%
$35,000 to $49,999	15.8%	15.2%	-0.6%
$50,000 to $74,999	21.0%	20.2%	-0.8%
$75,000 to $99,999	12.5%	14.3%	1.8%
$100,000 to $149,999	9.0%	11.9%	2.9%
$150,000 to $199,999	2.1%	3.1%	1.0%
$200,000 or more	1.3%	1.8%	0.5%

Sources: US Census Bureau, 2011-2015 & 2015-2019 American Community Survey Estimates

APPENDIX F- PROJECTED REVENUE

Available and Projected Yearly Revenue 2023-2042

	Base Amount*	Discretionary/ Spike	APD/Local/Other	Total
2023	$ 49,221,000	$ 647,500	$ 14,277,250	$ 64,145,750
2024	$ 49,528,000	$ 1,030,550	$ 9,770,588	$ 60,329,138
2025	$ 49,522,000	$ 2,000,000	$ 11,636,100	$ 63,158,100
2026	$ 50,326,000	$ 1,300,000	$ 15,346,250	$ 66,972,250
Short Range Total	*$ 198,597,000*	*$ 4,978,050*	*$ 51,030,188*	*$ 254,605,238*
2027	$ 49,450,000		$ 17,000,000	$ 66,450,000
2028	$ 48,794,000		$ 17,225,100	$ 66,019,100
2029	$ 48,790,000		$ 19,760,000	$ 68,550,000
2030	$ 48,781,000		$ 17,099,000	$ 65,880,000
Mid-Range Total	*$ 195,815,000*	*$ -*	*$ 71,084,100*	*$ 266,899,100*
2031	$ 48,774,000		$ 17,350,000	$ 66,124,000
2032	$ 48,764,000		$ 17,000,000	$ 65,764,000
2033	$ 48,759,000		$ 17,000,000	$ 65,759,000
2034	$ 48,750,000		$ 17,000,000	$ 65,750,000
2035	$ 49,121,583		$ 8,000,000	$ 57,121,583
2036	$ 49,121,583		$ 8,000,000	$ 57,121,583
2037	$ 49,121,583		$ 8,000,000	$ 57,121,583
2038	$ 49,121,583		$ 8,000,000	$ 57,121,583
2039	$ 49,121,583		$ 8,000,000	$ 57,121,583
2040	$ 49,121,583		$ 8,000,000	$ 57,121,583
2041	$ 49,121,583		$ 8,000,000	$ 57,121,583
2042	$ 49,121,583		$ 8,000,000	$ 57,121,583
Long-Range Total	*$ 588,019,667*	*$ -*	*$ 132,350,000*	*$ 720,369,667*
All Years Total	***$ 982,431,667***	***$ 4,978,050***	***$ 254,464,288***	***$ 1,241,874,005***

**Base amount for 2023-2034 from 2023 Program Financial Guidance. Remaining base amounts are averaged from years 2023-2034 and assume 0% growth per year.*

APPENDIX G- PROJECT LISTING

County	State Route	Project Number	Project Title	Area	Short Range (2023-2026)	Mid Range (2027-2030)	Long Range (2031-2034)	Long Range (2034-2042)	Totals
Region		117024	SA Bridge PM Reserve Line Item	BRDG	1,642,000				1,642,000
Region		117024	SA Bridge PM Reserve Line Item	BRDG	895,500				895,500
Region		117123	2023 RPM Installation - SA	HRST	200,000				200,000
Region		117124	2024 RPM Installation - SA	HRST	200,000				200,000
Region		22594	Local Bridge Reserve	BRDG	933,400	21,867,000	28,494,000		51,294,400
Region		72234	SA Bridge & Hwy Reserve	BRDG		26,511,000	55,329,712		81,840,712
Region		72234	SA Bridge & Hwy Reserve	SAMI	1,151,000	7,036,000	7,036,000		15,223,000
Region		72234	SA Bridge & Hwy Reserve	HRST	836,000	860,000	861,000		2,557,000
Region			Long Range Reserve	BRDG/HRST				392,972,333	392,972,333
Bedford	26	98773	PA26 Riddlesburg - Saxton	HRST	112,000	7,144,000			7,256,000
Bedford	26	116673	S Alleghenies Rumbles and HFST	SAMI	798,050				798,050
Bedford	30	108154	US 30 - Scenic Rd to SR 4010	HRST	4,150,000				4,150,000
Bedford	30	116801	US 30 - Breezewood to Everett	HRST	7,605,000	3,630,000			11,235,000
Bedford	30	116960	US 30 - SR 4010 to SR 8014	HRST	389,000	6,680,000			7,069,000
Bedford	30	116671	S Alleghenies HFST and Signal Enhancements	SAMI	1,634,000				1,634,000
Bedford	30	21561	US 30 Cliffs Br	BRDG	247,500	900,000			1,147,500
Bedford	30	114115	US30 Seg 370 o. Raystown Br Jnt Rvr	BRDG	247,500	1,210,000			1,457,500
Bedford	30	114117	US30 Seg 397 o. Raystown Br Jnt Rvr	BRDG	247,500	1,590,000			1,837,500
Bedford	30	21480	US 30 EB over Former RR	BRDG	1,200,000				1,200,000
Bedford	30	21481	US 30 EB over PA 26	BRDG	1,437,000				1,437,000
Bedford	30	117771	US 30 EB over SR 8014	BRDG	600,000				600,000
Bedford	31	96675	Manns Choice Buffalo Run	BRDG	3,358,000				3,358,000
Bedford	56	114118	PA 56 - Rouzer Rd to SR 4030	SAMI	8,692,000				8,692,000
Bedford	56	96517	Reynldsdale Rd-Red Oak Rd	HRST	5,026,000				5,026,000
Bedford	56	107205	PA 56 - PA 96 to SR 4032	HRST	2,206,000				2,206,000
Bedford	56	92559	Gordon Creek Bridge	BRDG	1,531,100				1,531,100
Bedford	56	110422	PA 56 Tributary to Barefoot Run Bridge	BRDG	1,261,000				1,261,000
Bedford	96	96349	PA 96 Mryland Ln-Washgtn St	HRST	75,000	7,452,000			7,527,000
Bedford	220	117770	2023 Bedford County Bridge Preservation	BRDG	750,000				750,000
Bedford	220	108163	US 220 - MD State Line to Narrow Lane	HRST	5,743,000				5,743,000
Bedford	869	21449	Osterburg Scrubgrass Crk	BRDG		2,190,000			2,190,000
Bedford	869	21570	Bobs Creek Bridge	BRDG	250,000	2,285,000			2,535,000
Bedford	1015	21465	SR 1015 Beaver Crk Bridge	BRDG	100,000	3,235,000			3,335,000
Bedford	1033	108153	SR 1033 - US 30 to SR 1001	HRST	130,000				130,000
Bedford	2010	116993	SR 2010 Chapmans Run Bridge	BRDG		1,150,000			1,150,000
Bedford	3011	74407	Evitts Creek Trib	BRDG	960,000				960,000
Bedford	3013	116996	SR 3013 Cole Trout Run Bridge	BRDG		1,350,000			1,350,000
Bedford	3021	88131	Cumberland Vlly Run Br	BRDG	814,350				814,350
Bedford	4019	117023	SR 4019 Oppenheimer Run Bridge	BRDG	713,000				713,000
Bedford	7216	88101	T-317 Mtn Road Bridge	BRDG	1,110,000				1,110,000
Bedford	7221	21611	T-705 Over Three Springs Run 1	BRDG	1,957,000				1,957,000
Bedford	7221	117087	T-705 Over Three Springs Run 2	BRDG	1,060,000				1,060,000
Fulton	30	114119	US 30 Truck Study Turnaround	HRST	1,056,000				1,056,000
Fulton	70	117633	I-70 Curve Warning System	IRST	230,000				230,000
Fulton	70	117634	I-70 Intelligent Transportation System (ITS) Gap	IRST	930,000				930,000
Fulton	522	22828	US 522/Kendall's Run	BRDG		200,000	2,070,000		2,270,000
Fulton	522	91650	Dott to Needmore Resurf	HRST	102,000	3,356,000			3,458,000
Fulton	522	96543	US522 - US 30 to Turnpike	HRST	8,250,000				8,250,000
Fulton	522	110123	US 522 White Oak Run	BRDG	998,000				998,000
Fulton	655	22830	PA 655/Barnett's Run	HRST	870,000				870,000
Fulton	915	22846	Sidlng Hll Ck Br 2	BRDG	250,000	1,750,000			2,000,000
Fulton	928	74377	S Big Cove Tannery Rd over Esther Run	BRDG	1,576,600				1,576,600
Fulton	1001	108198	SR 1001 - SR 1002 to PA 16	HRST	2,200,000				2,200,000
Fulton	1001	108197	SR 1001 - US 522 to SR 1002	HRST	2,000,000				2,000,000
Fulton	1003	117352	SR 1003 Peach Orchard Rd over US 30	BRDG	630,000				630,000
Fulton	1004	117004	SR 1004 Over US 30	BRDG	710,000				710,000
Fulton	3013	22802	Sipes Mill Bridge	BRDG	382,050	1,200,000			1,582,050
Fulton	3013	22790	Barnett's Run	BRDG	200,000	1,760,000			1,960,000
Fulton	7203	22812	T-313 Sawmill Hollow	BRDG	1,830,000				1,830,000
Fulton	7210	114179	T-330 Zachs Ridge Road	BRDG	1,387,000				1,387,000
Fulton	7210	110104	T-340 Fairview Rd over Indian Grave Run	BRDG	1,100,000				1,100,000
Huntingdon	26	91663	Bedford Co. Line-Mtn Rd	HRST	50,000	12,755,000			12,805,000
Huntingdon	26	96568	US 22 to Mtn Road	HRST	35,000	8,085,000	4,333,000		12,453,000
Huntingdon	35	88145	PA 35 Trough Spring Bridge	BRDG	1,361,250				1,361,250
Huntingdon	45	92714	PA45 Spruce Creek Bridge	BRDG		3,458,000			3,458,000
Huntingdon	103	23133	PA 103/Barnes Run	BRDG	1,426,000				1,426,000
Huntingdon	305	74436	Derry Run Bridge Seg 20	BRDG	1,090,000				1,090,000
Huntingdon	350	105999	Trib Warriors Mark Run	BRDG		600,000	1,418,288		2,018,288
Huntingdon	453	96573	SR 453 from SR 1017 to Blair Co. Line	HRST	571,000	2,318,000			2,889,000
Huntingdon	453	116806	PA 453 Corridor Study	HRST	250,000				250,000
Huntingdon	522	109604	US 522 - Cromwell St to PA 35	HRST			4,850,000		4,850,000
Huntingdon	522	116947	US 522 - Fulton County Line to PA 35	HRST		150,000	6,000,000		6,150,000
Huntingdon	522	108316	US 522 - Keystone Rd to Mifflin County Line	HRST	3,442,000				3,442,000
Huntingdon	641	116952	PA 641 - US 522 to Franklin County Line	HRST		150,000	4,500,000		4,650,000
Huntingdon	747	56686	TR Sugar Run Bridge	BRDG	785,000				785,000
Huntingdon	913	91441	PA 913 Sugar Camp Run	BRDG	1,012,250	580,000			1,592,250
Huntingdon	994	23109	PA 994/Jordans Creek	BRDG		1,860,000			1,860,000
Huntingdon	994	116939	PA 994 - SR 3031 to SR 3017	HRST		200,000	4,700,000		4,900,000
Huntingdon	994	116941	PA 994 - PA 26 to SR 3031	HRST		957,000	3,293,000		4,250,000
Huntingdon	994	116943	PA 994 - PA 747 to US 522	HRST			4,279,000		4,279,000
Huntingdon	994	88149	PA 994 Tatman Run	BRDG	1,400,000				1,400,000
Huntingdon	994	56687	PA 994 Trib to Great Trough Creek	BRDG	1,150,000				1,150,000
Huntingdon	2004	49336	Lick Run Bridge	BRDG	995,000				995,000
Huntingdon	2005	56689	Elliot's Run Bridge #1	BRDG	120,000	650,000			770,000
Huntingdon	2005	88152	Elliot's Run Bridge #2	BRDG	201,188	1,047,000			1,248,188
Huntingdon	2009	22963	Tuscarora Cr. Bridge	BRDG		200,000	2,070,000		2,270,000
Huntingdon	3005	110431	Entriken SR 3005 Coffee Run Bridge	BRDG	665,000				665,000
Huntingdon	3011	96587	Upper Crnr Rd-Trky Frm Rd	HRST		250,000	2,500,000		2,750,000

Huntingdon	3035	116919	SR 3035 - PA 26 to PA 26	HRST		250,000	3,000,000		3,250,000
Huntingdon	4012	116920	SR 4012 - PA 453 to T 537	HRST		700,000			700,000
Huntingdon	7206	114181	T-573 Wilson Road	BRDG	1,140,000				1,140,000
Huntingdon	7207	117085	T-316 Appleby Rd Shade Creek Bridge	BRDG	1,330,000				1,330,000
Huntingdon	7211	110100	T-529 Miller Rd over Laurel Run	BRDG	828,000				828,000
Huntingdon	7225	23009	T-368 Gr Trough Cr 1	BRDG	1,517,000				1,517,000
Somerset		103035	CSX Grade Xing Improvemnt	SAMI		2,760,000			2,760,000
Somerset		106261	Windber Borough 15th St Grade Crossing	SAMI		50,000	150,000		200,000
Somerset	30	116930	US 30 - PA 281 to PA 160	HRST		7,015,000			7,015,000
Somerset	30	116934	US 30 - Westmoreland County Line to PA 985	HRST		2,285,000	1,800,000		4,085,000
Somerset	30	110443	US 30 - US 219 to PA 281	HRST	4,485,000				4,485,000
Somerset	31	108263	PA 31 - Barn Swallow Road to Somerset Boro Line	HRST	3,254,000				3,254,000
Somerset	56	96600	SR1033 to Bedford Co Line	HRST		250,000	7,249,000		7,499,000
Somerset	160	110495	PA 160 - US 30 to State Route 1016	HRST		200,000	4,600,000		4,800,000
Somerset	160	110427	South Berlin PA 160 Buffalo Creek Bridge	BRDG	2,360,000				2,360,000
Somerset	219	116927	US 219 - S. Meyersdale Int to N. Meyersdale Int	HRST		450,000	9,000,000		9,450,000
Somerset	219	117913	US 219 - Meyersdale Bypass to Somerset	HRST		250,000	20,248,000		20,498,000
Somerset	219	105980	US 219 - MD line to Meyersdale Bypass	HRST	8,242,000				8,242,000
Somerset	219	23478	US 30 to N Somerset	HRST	15,268,000				15,268,000
Somerset	219	115845	US 219 Meyersdale to Old Salisbury Rd	HCON	50,000,000	68,000,000	68,000,000	64,000,000	250,000,000
Somerset	219	116802	US 219 - Jennerstown to Cambria County	HRST	9,505,000	6,725,000			16,230,000
Somerset	219	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	HRST	600,000	10,445,000			11,045,000
Somerset	219	114121	US 219 NB over T-685 Miller Road	BRDG	1,800,000				1,800,000
Somerset	219	114122	US 219 SB over T-685 Miller Road	BRDG	1,800,000				1,800,000
Somerset	219	117769	2023 SA Bridge Painting	BRDG	850,000				850,000
Somerset	219	117766	2023 SA Bridge Epoxy Overlay	BRDG	3,000,000				3,000,000
Somerset	403	113442	PA 403 - US 219 to PA 985	HRST	11,221,000				11,221,000
Somerset	601	110428	N Ferrellton PA 601 Trib Quemahoning Crk	BRDG		1,425,000			1,425,000
Somerset	601	116940	PA 601 - US 30 to US 219	HRST		200,000	6,705,000		6,905,000
Somerset	601	96609	PA601 - PA 985 to SR 4025	HRST		6,383,000			6,383,000
Somerset	601	23450	Hollsopple Bridge	BRDG	1,581,000				1,581,000
Somerset	601	117015	PA 601 Barclay Run Bridge	BRDG	560,000				560,000
Somerset	653	23462	PA653 Laurel Hill Crk Brg	BRDG	535,000	3,100,000			3,635,000
Somerset	985	116097	PA 985 Slide Correction	HRST	1,000,000				1,000,000
Somerset	1001	116670	Stutzmantown Rd Intrsctn Improvements	SAMI	300,000				300,000
Somerset	1017	23590	Breastwork Run Br#1	BRDG	2,060,000				2,060,000
Somerset	1017	23591	Breastwork Run Br #2	BRDG	2,117,000				2,117,000
Somerset	1017	116999	SR 1017 Segment 70 Over Breastwork Run	BRDG	560,000	950,000			1,510,000
Somerset	1017	117000	SR 1017 Segment 80 Over Breastwork Run	BRDG	560,000	1,050,000			1,610,000
Somerset	1017	117001	SR 1017 Segment 50 Over Tributary Breastwork Run	BRDG	1,090,000				1,090,000
Somerset	1017	117002	SR 1017 Over Wills Run	BRDG	1,260,000				1,260,000
Somerset	1021	74460	Miller Run BR	BRDG	1,280,000				1,280,000
Somerset	1033	106262	Somerset Ave Grade Crossing	SAMI		50,000	200,000		250,000
Somerset	2001	88159	SR2001 Laurel Crk Bridge	BRDG	1,115,000	320,000			1,435,000
Somerset	2004	106263	Mount Davis Road Grade Crossing	SAMI		225,100			225,100
Somerset	2010	74469	Little Piney Run BR	BRDG	350,000	807,000			1,157,000
Somerset	2013	74470	Gladdens Run BR	BRDG	1,305,000				1,305,000
Somerset	2017	88162	Hillegas Run Bridge	BRDG	585,000	1,000,000			1,585,000
Somerset	2017	91448	Mance Trib Wills Crk	BRDG	585,000	1,000,000			1,585,000
Somerset	2020	74481	Poorbaugh Run BR	BRDG	585,000	900,000			1,485,000
Somerset	2026	23596	Blue Lick Ck Trib Br	BRDG	1,423,000				1,423,000
Somerset	2047	113884	Meyersdale Bypass to Garrett Curve	HRST	16,000	7,033,000			7,049,000
Somerset	2047	113885	Garrett Curve to Berlin	HRST		3,165,000	10,711,000		13,876,000
Somerset	3001	74483	Whites Creek Trib	BRDG	593,000				593,000
Somerset	3001	74484	Cucumber Run Br	BRDG	1,033,000				1,033,000
Somerset	3001	74485	Casselman River Trib 80	BRDG	586,000				586,000
Somerset	3001	88164	SR 3001 Cassleman Rvr Br	BRDG	533,000				533,000
Somerset	3006	117003	SR 3006 Over South Glade Creek	BRDG	100,000	735,000			835,000
Somerset	3007	74487	Smith Run Br	BRDG	1,070,000				1,070,000
Somerset	3007	91446	Humbert Red Run 1	BRDG	1,067,000				1,067,000
Somerset	3029	23458	Middle Creek Bridge	BRDG	2,220,000				2,220,000
Somerset	4001	23316	Schaffer Run Bridge	BRDG	988,000				988,000
Somerset	4023	110129	Black Hills Rd Beaver Dam Crk	BRDG	903,250				903,250
Somerset	4035	105604	SR4035 Trib Quemahoning Crk Bridge	BRDG	100,000	2,560,000			2,660,000
Somerset	4102	116995	SR 4102 over US 219	BRDG	2,482,000				2,482,000
Somerset	7209	23460	T-364 Gardner Bridge	BRDG	1,464,000				1,464,000
Somerset	7216	23508	T-719 Over Brush Creek	BRDG	1,507,000				1,507,000
Somerset	7220	72477	T-712 Rockingham Bridge	BRDG	1,729,750				1,729,750
Somerset	7224	23357	T-504 Fike Bridge	BRDG	1,050,000				1,050,000
Somerset	7422	23534	S. 22nd Street Brdg	BRDG	438,000				438,000
Somerset	7422	23532	24th Street Bridge	BRDG	1,157,000				1,157,000
Total					254,605,238	266,899,100	263,397,000	456,972,333	1,241,873,671

APPENDIX H- ILLUSTRATIVE LIST

Illustrative List

The illustrative list for the Southern Alleghenies RPO 2022-2042 Long Range Transportation Plan was modeled off the illustrative lists of RPOs and MPOs in Pennsylvania and neighboring states. The list is comprised of a substantial list of projects that were either recognized as a need or were submitted as a county priority to PennDOT District 9 within the last 6 TIP cycles.

The following projects fall on the illustrative list of regionally significant projects that fall outside of the financial constraints of this plan and are therefore currently unfunded. It is recognized that counties, municipalities, and other regional agencies may be eligible for state and nationally competitive funding programs, and projects on the Illustrative List may be advanced to address unfunded needs, if additional money becomes available.

County	Mapping	Cnt	SR	Beg_Seg	Beg_Off	End_Seg	End_Off	BrKey	MPMS	Title	Location	Improvement Type	Improvement	Local Comments	Lat/Long	Lat/Long3	2013 Update County Priority	2015 Update County Priority	2017 Update County Priority	2019 Update County Priority	2021 Update County Priority	2023 Update County Priority	Status	First Identified	Advocate
Bedford	Road	5	96	150	0	160	1100			Hyndman Railroad Crossings	CSX grade crossings with PA 96, Hogback Road, and Market Street in Hyndman Borough	Rail Crossing	Rail Crossing	Trains block three roads. Seek a possible access solution. Trains frequently block access for EMS and to medical facilities. 10-15 minutes delays are common and are getting longer, in some cases 4-8 hour delays have occurred.	39.820293	-78.719668					1		Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5								Hyndman Railroad Crossings	CSX grade crossings with PA 96, Hogback Road, and Market Street in Hyndman Borough	Rail Crossing	Rail Crossing	Trains block three roads. Seek a possible access solution. Trains frequently block access for EMS and to medical facilities. 10-15 minutes delays are common and are getting longer, in some cases 4-8 hour delays have occurred.	39.819057	-78.719518					*1		Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5								Hyndman Railroad Crossings	CSX grade crossings with PA 96, Hogback Road, and Market Street in Hyndman Borough	Rail Crossing	Rail Crossing	Trains block three roads. Seek a possible access solution. Trains frequently block access for EMS and to medical facilities. 10-15 minutes delays are common and are getting longer, in some cases 4-8 hour delays have occurred.	38.826391	-78.72205					*1		Unfunded	2021 Update	Bedford County
Bedford	Road	5	30	560	0	560	3990			US 30 and Bunker Hill Road (T-474) Intersection	Intersection of US 30 and Bunker Hill Road (T-474) in West Providence Township	Intersection Improvements	Intersection Improvements	Sight distance from T-474 coming onto Route 30 is limited by the above terrain to the east							3		Unfunded	2021 Update	Bedford County
Bedford	Road	5	30	561	0	561	3899			US 30 and Zion Road (T-618) Intersection	Intersection of US 30 and Zion Road (T-618) in West Providence Township	Intersection Improvements	Intersection Improvements	Sight distance from T-618 coming onto Route 30 is limited by the above terrain to the east							4		Unfunded	2021 Update	Bedford County
Bedford	MPMS	5	96	170	0	180	3764		21447	PA 96 Hyndman Curve	On PA 96 north of Hyndman on the S curve at the intersection with Tiger Valley Road (T-315) in Londonberry Township	Safety Improvements	Safety Improvements	Remove/east "S" curve north of Hyndman. 90-degree turn is experiencing near miss accidents.							5		Unfunded	2021 Update	Bedford County
Bedford	Road	5	1004	90	0	90	1100			Black Valley and Ashcom Road Intersection	Intersection of Black Valley Road (SR 2015) and Ashcom Road (SR 1004) in West Providence Township	Intersection Improvements	Intersection Improvements	Sight distance an issue since truck have to rely on mirrors to see oncoming traffic. Trucks also angle across both lanes to see. Road is used by trucks to access quarry. Consider possible "T" intersection with ample width and turning radius to accommodate trucks.							6		Unfunded	2021 Update	Bedford County
Bedford	Road	5	2019	60	1700	60	2400			Lutzville Road Curve	SR 2019 at the Juniata Woolen Mill near the intersection of Gristmill Road in Snake Spring Township	Safety	Roadway realignment	Remove/ease roadway curve. Dangerous blind curve on Lutzville Road between historic properties is causing roadway departures and near miss accidents. There are also flooding issues here south of the mill. Water flows back through the pipe during periods of heavy rainfall, cutting off access to the residential development. The County indicated that there had been discussions with the Township who is agreeable to allowing construction of a gravel access road on their waterline ROW that would be gated off but could be used during flooding events. The developer would have to pay for the roadway. Advocate - Proposed realignment of Lutzville Road. Pavement is within 1 foot of the corner of the building on a curve in the roadway making safe sight distance non-existant. Continued residential development of Juniata Mill Subdivision in conjunction with truck traffic from New Enterprise Stone & Lime Company Aschom Plant caused increased traffic demands and					5			7	1	Unfunded	2013 Update	Bedford County
Bedford	Coordinates	5	7205					4475	88102	T-337 Narrow Lane Evitts Creek	On T-337 Narrow Lane over Evitts Creek in Cumberland Valley Township	Local Bridge	Local Bridge	Township Bridge 6	39.799367	-78.637205					2		Unfunded	2019 Update	Cumberland Valley Township
Bedford	Coordinates	5	7221					4538	21611	T-705 Three Springs Run Bridge	On T-705 Pine Hill Road over Three Springs Run in South Woodbury Township	Local Bridge	Local Bridge	Township Bridge 4. Bridge is SD and posted for 20 ton. Consider bridge removal. Consider bundle with BRKEY 4539 Businesses - One vehicle/equipment garage and one excavator. Trucks must use entrance/exit nearest Route 36. Farms - Tanker trucks pick up milk to take to plan, must use same entrance/exit. School Buses - None, but one van twice daily. Consider removal with Twp Bridge No. 5 Rehab	40.17124	-78.38565					3	1	Unfunded	2019 Update	Bedford County
Bedford	Coordinates	5	7221					4539		T-705 Three Springs Bridge #2	On Pine Hill Road (T-705) over Three Springs Run in South Woodbury Township	Local Bridge	Local Bridge	Township Bridge 5. Rehabilitation or replacement. Consider bundle with BRKEY 4538.	40.17258	-78.38226					3	1	Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	7218					4526		T-525 Hammer Road Bridge	On T-525 Hammer Road over Adams Run in Napier Township	Local Bridge	Local Bridge	Township Bridge 12. Bridge is SD, FO, and posted for 15 ton. Farms - There are a few in area, but are limited from using the bridge due to its condition and weight limit. School Buses - Condition of bridge and wight limit prohibit use by school buses	40.08103	-78.06505					4	2	Unfunded	2019 Update	Napier Township
Bedford	Coordinates	5	7201					4462		T-408 Sweetroot Road Bridge	On T-408 Sweetroot Road over Shobers Run in Bedford Township	Local Bridge	Local Bridge	Inadequate guiderail. Grass/gravel shoulders not adequate. Narrow approach. Cracking. Rust. Bridge Replacement Businesses - provides access to Omni Bedford Springs from the north and south. School Buses - Use the bridge do not know the exact number. Loggers also used the bridge 2014 and 2017. Identified by PennDOT as substandard in width. Weight reduced from 20 tons to 14 tons. 4" gas line runs parallel to bridge & rests on top of upstream wingwalls, just outside of guiderail & just below surface elevation. Gas main to be relocated under the new bridge	39.954564	-78.549484					5	3	Unfunded	2019 Update	Bedford Township
Bedford	Coordinates	5	7205					4473		T-301 Hazen Road	On Hazen Drive (T-301) over Evitts Creek in Cumberland Valley Township	Local Bridge	Local Bridge	Township Bridge 33 Bedford County wants bundled with 3 other bridges	39.72314	-78.688101					6	4	Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	868					4117		PA 868 Trib Potter Creek Bridge	PA 868 over Trib to Potters Creek in Bloomfield Township	Bridge Rehabilitation	Widen bridge to two lanes	Bridge needs widened, cannot accommodate wide loads, bridge is too narrow, two vehicles cannot use at the same time.	40.23323	-78.41567					2		1	Unfunded	2019 Update	Bloomfield Township
Bedford	Coordinates	5	2025					4276		SR 2025 Milk and Water Creek Bridge	On Milk and Water Road (SR 2025) over Milk and Water Creek in West Providence Township	Bridge Rehabilitation/Intersection Improvement	Widen bridge to two lanes. Raise SR 2025 and realign Pittman Hollow Road (T-380) to a T-Intersection.	Bridge cannot accommodate wide loads. Sight distance issues at intersection.	39.96988	-78.394866					3		Unfunded	2019 Update	West Providence Township
Bedford	Coordinates	5	3005					54163		Wildcat Run Culvert Replacement	On Beans Cove Road (SR 3005) over Wildcat Run near intersection with Bear Gap Road (T-336) in Southampton Township	Bridge Replacement	Culvert Replacement		39.803398	-78.559199							Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	4013					54631		Crissman Road over Dunning Creek	On Crissman Road (SR 4013) over Dunning Creek in West St. Clair Township	Bridge Replacement	Replace bridge	Bridge Replacement	40.133177	-78.632731			1				Unfunded	2015 Update	Bedford County
Bedford	Road	5	30	600	0	720	2262			Breezewood Corridor Congestion Improvements	On PA 30 and I-70 in East Providence Township	Corridor Improvements	Corridor Improvements	Possible long-term improvements from the DRAFT 2005 Breezewood Corridor Congestion Report: (1) develop a collector roadway system north of SR 30 and align SR 1013/T-411 intersection; (2) realign the I-70 ramps to intersect SR 30 opposite of SR 1013 and (3) interstate-to-interstate connection								Unfunded	2021 Update	Bedford County
Bedford	Road	5	70	1470	0	1474	2784			Breezewood Corridor Congestion Improvements	On PA 30 and I-70 in East Providence Township	Corridor Improvements	Corridor Improvements	Possible long-term improvements from the DRAFT 2005 Breezewood Corridor Congestion Report: (1) develop a collector roadway system north of SR 30 and align SR 1013/T-411 intersection; (2) realign the I-70 ramps to intersect SR 30 opposite of SR 1013 and (3) interstate-to-interstate connection								Unfunded	2021 Update	Bedford County

Bedford		5	36	140	0	140	2177			Main Street Improvements	Main Street (PA 36) Woodbury Borough	Highway Rehabilitation	Highway Rehabilitation	Advocate - Main Street, especially at the northern end of town, is in poor condition, the road is washout out in places, drainage problems on the road, and road shoulder si washing away. County - Problems are identified on the Project Development Screening form under "Roadway Preventative Maintenance". We recommend that PennDOT Maintenance first review the project to identify the issues and to determine the whether it is within their realm of work.								3	Unfunded	2023 Update	Woodbury Borough
Bedford	Road	5	26	490	880	490	1500			PA 26 / West 3rd St Intersection	Intersection of PA 26 and West 3rd Street in Everett Borough	Intersection Improvements	Intersection Improvements				2							Unfunded	2013 Update	Bedford County
Bedford		5	1005	210	1900	220	100			SR 1005 Dip Across Road	SR 1005 in South Woodbury Township	Drainage Improvements	Drainage Improvements	Advocate - On churchview Road approximately 50 yards south of Holsinger Welding, a dip is across the road in an area where a drain was fixed or replaced. County - We recommend that the issue be forwarded to PennDOT Maintenance								5	Unfunded	2023 Update	Southern Cove Fire Company
Bedford	Road	5	26	470	225	470	675			Route 26 interesection improvements	On State Street (PA 26) at the intersection with Fifth Avenue (SR 1004) in West Providence Township	Intersection Improvements	Intersection Improvements	Intersection and safety improvements near Sleighter Furniture Store									Unfunded	2021 Update	Bedford County
Bedford	Road	5	220	400	0	410	2374			US 220 and Sarah Furnace Road Intersection	Intersection of US 220 and Sarah Furnace Road (SR 4034) in King Township	Intersection Improvements	Advanced warning flashers				3						Unfunded	2013 Update	Bedford County
Bedford	Road	5	220	50	0	50	2523			US 220 Lake Gordon Road Intersection	US 220 and Lake Gordon Road (SR 3003) intersection in Cumberland Valley Township	Intersection Improvements	Intersection Improvements	Cannot see far enough down the road when turning.				2					Unfunded	2015 Update	Cumberland Valley Township Supervisors
Bedford	Road	5	220	100	0	110	1200			US 220 Narrow Lane (T-337) Intersection	US 220 Narrow Lane (T-337) intersection in Cumberland Valley Township	Intersection Improvements	Intersection Improvements	Cannot see far enough down the road when turning.				2					Unfunded	2015 Update	Cumberland Valley Township Supervisors
Bedford	Road	5	867	190	1600	200	1267			PA 867 / SR 1042 Intersection	Intersection of PA 867 and Sproul Mountain Road (SR 1042) in Bloomfield Township	Intersection Improvements	Intersection Improvements				4						Unfunded	2013 Update	Bedford County
Bedford	Road	5	867	120	0	120	2567			PA 867 Twin Ridge Road (T-634) Intersection	PA 867 Twin Ridge Road (T-634) Intersection in Bloomfield Township	Intersection Improvements	Intersection Improvements	Cannot see far enough down the road when turning.				3					Unfunded	2015 Update	Bloomfield Township
Bedford	Road	5	868	70	720	70	820			SR 868/T-609 Intersection Improvements	On Potter Creek Road (SR 868) at the intersection of Snyder Creek Road (T-609) in Bloomfield Township	Intersection Improvements	Intersection Improvements	Remove embankment to increase sight distances including horse and buggy traffic at T-609 intersection. Project was also submitted for horse & carriage warning sign installations (sign installations were completed).									Unfunded	2021 Update	Bedford County
Bedford	Road	5	1042	40	2600	40	3059			PA 867 / SR 1042 Intersection	Intersection of PA 867 and Sproul Mountain Road (SR 1042) in Bloomfield Township	Intersection Improvements	Intersection Improvements				4						Unfunded	2013 Update	Bedford County
Bedford	Road	5	2025	40	0	40	630	4276		Milk and Water Road and Pittman Hollow Road Intersection	Intersection of Milk and Water Road (SR 2025) and Pittman Hollow Road (T-380) in West Providence Township	Intersection Improvements	Intersection Improvements	Alignment and sight distances are leading to safety issues. T-380 connects to Milk and Water Road at two locations. A dip in the road exists just north of the one lane bridge. T-380 should be reconfigured to a "T" intersection and the elevation of Milk and Water Road at hte dip should be raised to match the elevation of the bridge.									Unfunded	2021 Update	West Providence Township
Bedford	Road	5	3003	0080	0000	0080	0500			SR 3003/SR 3009 Intersection	Structure at Lake Gordon	Intersection Improvements	Intersection Improvements							3			Unfunded	2017 Update	Cumberland Valley Township
Bedford	Road	5	3009	0010	0000	0010	0500			SR 3003/SR 3009 Intersection	Structure at Lake Gordon	Intersection Improvements	Intersection Improvements							3			Unfunded	2017 Update	Cumberland Valley Township
Bedford	Road	5	4031	160	1972	160	2072			Queen Station Intersection	Intersection of Beaver Dam Road (SR 4031) and Imler Valley Road (SR 4019) in Kimmel Township	Intersection Improvements	Intersection Improvements										Unfunded	2021 Update	Bedford County
Bedford	Road	5	4034	80	0	90	2164			US 220 and Sarah Furnace Road Intersection	Intersection of US 220 and Sarah Furnace Road (SR 4034) in King Township	Intersection Improvements	Advanced warning flashers				3						Unfunded	2013 Update	King Township
Bedford		5	4034	50	0	50	50			SR 4019 and SR 4034 Intersection Widening	Intersection of Imler Valley Road (SR 4019) and Sarah Furnance Road (SR 4034)	Intersection Improvements	Widening	Advocate - Widen intersection to allow truck movements. Delivery trucks coming from the south on I-99 heading to Corle Building Systems are failing to exit at the Imler Interchange but are instead directed to the Sproul Interchange in Blair County according to their commercial GPS. Trucks then come south on North Imler Valley Road to the 4-way stop intersection in Imler and must make a left turn onto Sarah Furnance Road to reach Corle Building Systems. Intersection is also used by Blacks located north of Imler (we understand an excavating and trucking business) County - All possible non-structural solutions should be considered first such as having Corle's inform their brokers to use the Imler interchange and not Sproul, PennDOT investigate the feasibility of placing signage on I-99 for Corle Building Systems approaching the Imler interchange.								2	Unfunded	2023 Update	Bedford Coutny
Bedford	Coordinates	5	7201					53254		T-506 Belden Road Bridge	Over Dunning Creek near intersection of SR 1001 in the Village of Belden in Bedford Twp	Local Bridge	Local Bridge	Replace bridge with widened precast concrete box culvert. Widened structure will increase turning radius at Belden Road (T-506) and Chalybeate Road (SR 1001) intersection. There have been crashes at the structure where trucks are unable to navigate the bridge and intersection.	40.075831	-78.505726			8	2			Unfunded	2017 Update	Bedford Township
Bedford	Coordinates	5	7203					4466		T-577 Riverview Road Bridge	Over Six Mile Run in Riddlesburg in Broad Top Twp	Local Bridge	Local Bridge	Township Bridge #2 Bridge was turned into a Share the Road for the rails to trails project in 2019. One lane makes it dangerous crossing with traffic. Only means of access (dead-end road)	40.1624	-78.254276			4	4		5	Unfunded	2017 Update	Broad Top Township
Bedford	Coordinates	5	7203					4468		T-587 Kay Farm Road	Over Six Mile Run near the intersection of SR 1036 in Broad Top Twp	Local Bridge	Local Bridge	Township Bridge #3 Single lane structure, poor access turning. Bituminous overlaid timber deck. Poor hydraulic alignment	40.161678	-78.244234			5	5		6	Unfunded	2017 Update	Broad Top Township
Bedford	Coordinates	5	7204					4471	21505	T-373 Sherry Road Bridge	Over Cove Creek near intersection of PA 326 in Colerain Twp	Local Bridge	Local Bridge	Bridge Replacement. Township Bridge #1. Businesses - Cove Creek Salvage, 1 truck twice a day. Farms - 4 farms use bridge, Supervisors feel bridge is too narrow. School Buses - One school bus twice a day.	39.922366	-78.493876	3	5	6	6		7	Unfunded	2013 Update	Colerain Township
Bedford	Coordinates	5	7205					4474		T-337 Narrow Lane Beavers Run	On T-337 Narrow Lane over Beavers Run in Cumberland Valley Township	Local Bridge	Local Bridge	Township Bridge 5	39.792132	-78.657491							Unfunded	2019 Update	Cumberland Valley Township
Bedford	Coordinates	5	7206					4481		T-419 McDaniel's Covered Bridge	On Bennett Road (T-419) over Brush Creek in East Providence Township	Local Bridge	Local Bridge	Township Bridge 17; Bridge replacement or remove from BMS. Closed: Burned down in 1988	39.979309	-78.305847							Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	7206					4482	67075	T-444 Tub Mill Run Bridge	On Ridge Road (T-444) over Tub Mill Run in East Providence Township	Local Bridge	Local Bridge	Township Bridge 3 Township reported the road surface is in poor condition (cracks, potholes) and drainage problems are obvious on road.	40.022611	-78.234211						8	Unfunded	2021 Update	Bedford County

Bedford	Coordinates	5	7206					4483		T-446 Butler Road Bridge	On Butler Road (T-446) over French Creek in East Providence Township	Local Bridge	Local Bridge	Township Bridge 4	40.049258	-78.283681							Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	7207					4486	67109	T-494 Pigeon Hill Road	On Pigeon Hill Road (T-494) over Adams Run in East St Clair Township	Local Bridge	Local Bridge	Township Bridge 13 Bedford County wants bundled with 3 other bridges	40.111953	-78.573619						4	Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	7207					4489	22104	T-570 Pine Knob Road Bridge	On Pine Knob Road (T-570) over Bobs Creek in East St Clair Township	Local Bridge	Local Bridge	Township Bridge 5	40.17272	-78.533997							Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	7209					4495		T-526 Polecat Hollow Road	On Polecat Hollow Road (T-526) over Yellow Creek in Hopewell Township	Local Bridge	Local Bridge	Township Bridge 5; Timber deck bridge (most critical bridge by the County) Bedford County wants bundled with 3 other bridges	40.139507	-78.275899						4	Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	7209					4497	67119	T-557 Yellow Creek Bridge	On Yellow Creek Drive (T-557) over Yellow Creek in Hopewell Township	Local Bridge	Local Bridge	Township Bridge 7 Bedford County wants bundled with 3 other bridges Rehabilitation of 4-steel I-beam structures to include removal of the deck, repair or modification of the substructure (as needed), replacement of existing beams, construction of a reinforced concrete deck.	40.135785	-78.328438						4	Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	7216					4511		T-305 Bennett Road Bridge	Over Fifteen Mile Run near the intersection of Creek Rd (T-312) in Mann Twp	Local Bridge	Local Bridge	Bridge Replacement	39.723766	-78.443176		4	7	7			Unfunded	2015 Update	Mann Township
Bedford	Coordinates	5	7218					4521	21487	T-418 Turner Covered Bridge	On Faupel Road (T-418) over Raystown Branch Juniata River in Harrison and Napier Townships	Local Bridge	Local Bridge	Township bridge 18; Safety improvements as needed. Consideration should be made to seek alternate funding sources	40.009699	-78.648491							Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	7221					4537	67043	T-704 Old Mill Road Bridge	On Old Mill Road (T-704) over Three Spring Run in South Woodbury Township	Local Bridge	Local Bridge	Township Bridge 3	40.171612	-78.393056							Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	7403					4553	21547	First Street Bridge	On First Street over Bloody Run in Everett Borough	Local Bridge	Local Bridge	Township Bridge 1	40.012911	-78.372419							Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	7403					41694		Second Street Bridge	On Second Street over Bloody Run in Everett Borough	Local Bridge	Local Bridge	Township Bridge 2	40.013306	-78.372601							Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	7403					41692		Third Street Bridge	On Third Street over Bloody Run in Everett Borough	Local Bridge	Local Bridge	Township Bridge 3	40.014505	-78.373207							Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5							67115	Foundry Street Bridge	On Foundry Street over Bloody Run in Everett Borough	Local Bridge	Local Bridge	Township Bridge 4	40.012344	-78.371887							Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5								T-499 Dively Road Bridge	On T-499 Dively Road over Pleasant Valley Run in Bedford Township	Local Bridge	Local Bridge	Roadway is washed out in places. Bridge piers showing age. Road shoulders are not wide enough. Guiderail lacking/inefficient. >8' and <20', first-time bridge inspection, awaiting Risk Score but received Rating Codes and information from PennDOT the is NOT in Poor Condition.	40.060418	-78.481616						9	Unfunded	2019 Update	Bedford Township
Bedford	Coordinates	5							21507	T-608 Potter Creek Bridge	On Furry Road (T-608) over Tributary to Potter Creek in Bloomfield Township	Local Bridge	Local Bridge		40.219379	-78.423112							Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5							67116	Water Street Bridge	On Water Street over Bloody Run in Everett Borough	Local Bridge	Local Bridge	Township Bridge 5	40.014171	-78.372825							Unfunded	2021 Update	Bedford County
Bedford		5								T-323 Blues Gap Road	On Blues Gap Road (T-323) in Southampton Township	Roadway Improvements	Roadway Improvements	Advocate - Road surfaces are in poor condition (cracks, potholes). The roads are used by loggers. County - Locally owned roads are generally no eligible for TIP funding. Municipal roads maintained by local governments are funded through municipal revenues or Liquid Fuels Funds (state gas tax dollars passed directly to local governments)								6	Unfunded	2023 Update	Chaneysville Fire Company
Bedford		5								T-331 Elbinsville Road	On Elbinsville Road (T-331) in Southampton Township	Roadway Improvements	Roadway Improvements	Advocate - Road surfaces are in poor condition (cracks, potholes). The roads are used by loggers. County - Locally owned roads are generally no eligible for TIP funding. Municipal roads maintained by local governments are funded through municipal revenues or Liquid Fuels Funds (state gas tax dollars passed directly to local governments)								6	Unfunded	2023 Update	Chaneysville Fire Company
Bedford		5								T-404 Lake Gordon Road	On Lake Gordon Road (T-404) in Cumberland Valley Township	Guiderail Improvements	Guiderail Improvements	Advocate - Install about 3,000 LF of guide rail to protect traffic from rolling steep slope into Lake Gordon. LTAP completed an assessment and concluded the existing post (mix of metal and wooden posts) and cable guide rail is in various stages of deterioration and is an older system no longer used for new installations. County - Locally owned roads are generally no eligible for TIP funding. Municipal roads maintained by local governments are funded through municipal revenues or Liquid Fuels Funds (state gas tax dollars passed directly to local governments)								7	Unfunded	2023 Update	Cumberland Valley Township
Bedford		5	869	390	2200	400	100			PA 869 & SR 1026 Intersection Improvement	At the intersection of Brumbaugh Road (PA 869) and Salemville Road (SR 1026)	Drainage Improvements/Safety	Drainage Improvements/Safety	Advocate - The intersection is in bad condition due to a drain under the road. Also, drainage problems are obvious on road, paint lines are not clearly visible, and bike & pedestrian interaction with vehicles is unsafe. County - We recommend that PennDOT Maintenance first review the project to identify the issues and to determine the whether it is within their realm of work.								4	Unfunded	2023 Update	Southern Cove Fire Company
Bedford	Coordinates	5	26							Everett Business Park Access Road	On PA 26 near Industrial Park in West Providence Township	New Roadway	New Roadway	Construct 1/4 mile of new 2-lane road from Route 26 to the Industrial Park. Sumbitted long ago by BCDA and West Providence Twp Supervisors	40.043606	-78.364284							Unfunded	2021 Update	Bedford County
Bedford	Road	5	56	180	1670	210	2110			Chesnut Ridge Schools Bypass	Around Chesnut Ridge Schools in East St Clair Township	New Roadway	New Roadway	Construct a new roadway around the Chesnut Ridge Schools as recommended from older Route 56 Study from Cessna to Windber									Unfunded	2021 Update	Bedford County
Bedford	Road	5	56	130	0	140	675			Pleasantville Borough Bypass	Around Pleasantville Borough in West St Clair Township	New Roadway	New Roadway	Construct a new roadway around Pleasantville Borough as recommended from older Route 56 Study from Cessna to Winder									Unfunded	2021 Update	Bedford County
Bedford	BRKEY	5	96	160	0	170	1750	46155		New North Access Road	On PA 96 over Wills Creek and CSX Tracks from S cuve north of Hyndman to Schellsburg Street in Hyndman Borough and Londonberry Township	New Roadway	New Roadway	New, relocated Route 96 with new bridge over Wills Creek and CSX Tracks from S curve north of Hyndman to Schellsburg Street									Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	913							Broad Top Industrial Park Access Road	New road from PA 913 to Industrial Park in Liberty Township	New Roadway	New Roadway	Construct a new 3000' 2-lane access road from PA 913 to the Industrial Park. Submitted long ago by BCDA, Broad Top Chamber, Liberty Twp Supervisors	40.215667	-78.261714							Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	96							Overpass Structure over the CSX Tracks	On PA 96 over the CSX tracks in Hyndman Borough	New Structure	New Structure	Build a structure (bridge) over the CSX Tracks	39.820316	-78.719695							Unfunded	2021 Update	Bedford County
Bedford	Road	5	30	435	0	445	2390			US 30 Lutzille Road	On US 30 near the intersection of Lutzville Road	Ordinance	Ordinance	Excessive jake braking is becoming a nuisance to residents. Municipality must request writen approval from PennDOT to regulate the use of engine retarding devices.									Unfunded	2021 Update	Bedford County
Bedford	Road	5	867	10	0	210	2114			Lafayette Road Improvements	On Lafayette Road in Bloomfield Township	Roadway Improvements	Roadway Improvements	Make improvments to Lafayette Road									Unfunded	2021 Update	Bedford County
Bedford	MPMS	5	2015	200	0	260	2544		102471	Black Valley Road Improvements	On SR 2015 from SR 1004 to SR 2025 in West Providence Township	Roadway Improvements	Roadway Improvements	Beginning at SR 1004 intersection ending south at SR 2025 intersection									Unfunded	2021 Update	Bedford County
Bedford	Road	5	2016	10	0	120	2516			West Mattie Road Improvements	On SR 2016 from SR 26 to SR 2029 in West and East Providence Townships	Roadway Improvements	Roadway Improvements	Beginning and SR 26 in West Providence Township and ending at SR 2029 at Mattie in East Providence Township									Unfunded	2021 Update	Bedford County
Bedford	Road	5	2017	140	0	170	1556			Main Road Improvements	On SR 2017 from SR 2019 to Egolf Park in Snake Spring and Colerain Townships	Roadway Improvements	Roadway Improvements	SR 2019 Improvements from Route 30 extending to SR 2017 ending near Egolf Park. Prior submission as an alternate way around Route 30 and the Narrows Bridge									Unfunded	2021 Update	Bedford County
Bedford	Road	5	2019	80	1493	10	0			Lutzville Road Improvements	On SR 2019 from Route 30 to SR 2017 in Snake Spring and Colerain Townships	Roadway Improvements	Roadway Improvements	SR 2019 Improvements from Route 30 extending to SR 2017 ending near Egolf Park. Prior submission as an alternate way around Route 30 and the Narrows Bridge									Unfunded	2021 Update	Bedford County
Bedford	Road	5	30	10	0	30	880			Shot Factory Curve	On US 30 just East of Somerset County Line in Juniata Township	Safety Improvement	Safety Improvement	Improve/eliminate mountain curve									Unfunded	2021 Update	Bedford County

Bedford	Road	5	2019	60	0	60	1650			Lutzville Road and Mill Ridge Road	On Lutzville Road (SR 2019) from Mill Ridge Road (T-491) to the bridge over the Raystown Branch Juniata River in Snake Spring Township	Safety Improvement	Safety Improvement	Significant flooding occurs due to backflow from river through a drainage pipe. River overtops Lutzville Road, sometimes closing the road for several days and cutting off access to 50 homes.									Unfunded	2021 Update	Bedford County
Bedford	Road	5	31	10	0	130	2793			Mountain Safety Improvements	On Alleghey Road from Somerset County Line to Diehl Road in Juniata Township	Safety Improvements	Safety Improvements	Reduce eastbound truck speed limit and construct two truck pull-off areas									Unfunded	2021 Update	Bedford County
Bedford	Road	5	36	40	0	54	940			Roadway Safety Improvements East of Loysburg	On PA 36 east of Loysburg to Yellow Creek Bridge in South Woodbury and Hopewell Townships	Safety Improvements	Safety Improvements	Safety improvements through a narrow, winding corridor from Loysburg east to about Jacks Corner Road/Yellow Creek Bridge in Hopewell Township									Unfunded	2021 Update	Bedford County
Bedford	Road	5	56	70	1970	80	3299			Horizontal Curve Improvement	On PA 56 near Mountainside Drive and Calvary Hollow Road in West St Clair Township	Safety Improvements	Sight distance Improvements	Implement Mountainside Drive/ Calvary Hollow Road Horizontal Curve Sight Distance Improvement from the August 2017 Route 56 Safety Study									Unfunded	2021 Update	Bedford County
Bedford	Road	5	56	10	0	170	1350			Passing Zone Improvement	On PA 56 in West St Clair Township	Safety Improvements	Safety Improvements	Implement short-term passing zone improvement recommended from the August 2017 route 56 Safety Study									Unfunded	2021 Update	Bedford County
Bedford	Road	5	2003	70	2500	70	2949			Fairview Church Intersection	On Crooked Run Road (SR 2003) at the intersection with Clear Ridge Road (PA 26) in Mann Township	Safety Improvements	Safety Improvements	Intersection and safety improvements near Fairview Church									Unfunded	2021 Update	Bedford County
Bedford	Road	5	2007	180	700	210	2962			Big Creek Road Improvements	On Big Creek Road (SR 2007) from Piney Creek Road (SR 2009) to Mills Store Road (T-360) in Monroe Township	Safety Improvements	Safety Improvements										Unfunded	2021 Update	Bedford County
Bedford	Coordinates	5	2027							Roadway Safety Improvements SR 2027	On Hollars Extension (SR 2027) from Fifth Avenue (SR 1004) to Milk and Water road (SR 2025) in West Providence Township	Safety Improvements	Safety Improvements	About .9 miles	40.003322	-78.378934							Unfunded	2021 Update	Bedford County
Bedford	Road	5	2029	10	450	10	750			Rock Hill Church Road Curve Improvements	On Rock Hill Church Road (SR 2029) east of the Post Office in Clearville in Monroe Township	Safety Improvements	Safety Improvements	Curve Improvements									Unfunded	2021 Update	Bedford County
Bedford	Road	5	3005	10	0	210	1767			Improvements over Tussey Mountain	On Beans Cove Road (SR 3005) from Black Valley Road (SR 3007) to Maryland State Line over Tussey Mountain in Southampton Township	Safety Improvements	Safety Improvements	Guide Rail Installation									Unfunded	2021 Update	Bedford County
Bedford	Road	5	4009	450	2962	460	350			Intersection with SR 4029 Improvements	On SR 4009 in Village of King at intersection with SR 4029 in Kimmel Township	Safety Improvements	Safety Improvements	Increase sight distances and safety									Unfunded	2021 Update	Bedford County
Bedford	Road	5	4023	82	0	140	2768			Lovely Road Improvements	On Lovely Road (SR 4023) in Lincoln Township	Safety Improvements	Safety Improvements	Make safety and sight improvements to Lovely Road									Unfunded	2021 Update	Bedford County
Bedford	Road	5	9404	10	0	10	605			US 30 Westbound on-ramp at Hospital	On US 30 westbound on-ramp near the Hospital in Snake Snake Spring Township.	Safety Improvements	Safety Improvements	Extend acceleration lane to safetly merge into traffic and improve sight distance.									Unfunded	2021 Update	Bedford County
Bedford	Road	5	26	930	1052	520	0			PA 26 Feasibility/ Needs Study	On PA 26 from US 22 in Huntingdon County to Everett in Bedford County	Study	Study							4			Unfunded	2019 Update	Huntingdon County
Bedford	Road	5	30	380	0	470	960			Alternate Route Needs Analysis	Off of US 30 in Snake Spring Township as an alternate route	Study	Study	Submitted during Route 30 widening project, an alternate, off-alignment route was believed to still be needed in the future									Unfunded	2021 Update	Bedford County
Bedford	Road	5	30	230	0	240	1849			US 30 Traffic Study	On US 30 from PA 31 to Old Route 30 in Napier Township	Study	Study												
Bedford	Road	5	220	410	2204	10	0			Highway Capacity Needs Analysis	On US 220 from end of existing 4-lane in Bedford to Maryland Line in Bedford and Cumberland Valley Townships	Study	Study	Conduct a needs analysis for a 4-lane improvement from Bedford to the Maryland Line									Unfunded	2021 Update	Bedford County
Bedford	Road	5	26	930	1052	520	0			PA 26 Widening- US 22 to Everett	On PA 26 from US 22 in Huntingdon County to Everett in Bedford County	Widening	Roadway Widening	Widen to 24 ft cartway, shoulders and safety improvements						5			Unfunded	2019 Update	Huntingdon County
Bedford	Road	5	56	210	0	280	3674			Highway Capacity Improvements	On PA 56 from Fishertown to west of I-99 exit in East St Clair Township	Widening	Widening	Widen and improve roadway baginning at Fishertown and ending just west of the Cessna/Fishertown Exit to I-99									Unfunded	2021 Update	Bedford County
Bedford	Road	5	4009	200	0	250	3260			Bus Route 220 Improvements	On Bus Route 220 from Turnkpike area to PA 56/SR 4009 in Bedford Township	Widening	Widen to 3+ lanes	Widen to 3 lanes or more from (1) Turnkpike are north to the intersection with Country Ridge Road (2) Country Ridge Road north to PA 56/4009 signalized intersection at WalMart									Unfunded	2021 Update	Bedford County
Fulton	Road	29	2005	150	1717	160	400			SR 2005 - Dent Road (T-343) Intersection	Intersection of Timber Ridge Road (SR 2005) and Dent Road (T-343) in Thompson Township	Intersection Improvements	Intersection Improvements	Upgrade and realignment of intersection for emergency vehicles. Emergency vehicles have trouble turning onto Dent Road from SR 2005. Vehicles have made their own turn north of the intersection.						4	3		Unfunded	2017 Update	Fulton County
Fulton	Road	29	484	250	2211	260	350			PA 484 - Buck Valley Rd (SR 3001) Intersection	Intersection of Buck Valley Road (SR 3001) and Great Cove Road near the I-70 Warfordsburg Interchange in Bethel Township	Intersection Improvements	Intersection Improvements	Intersection improvement. Sight and safety issues. Steep embankment causes site distance issues.			2	3	1	2			Unfunded	2013 Update	Fulton County
Fulton	Road	29	3001	0040	0000	0040	1000			PA 484/Buck Valley Road (SR 3001) Intersection	Intersection of Buck Valley Road (SR 3001) and Great Cove Road near the I-70 Warfordsburg Interchange in Bethel Township	Intersection Improvements	Intersection Improvements	Sight and safety issues			2	3	1	2	4		Unfunded	2013 Update	Fulton County
Fulton	Road	29	655	0560	2000	0570	1000			PA 655/Frick Road Intersection	Intersection of PA 655 and Frick Rd (T-450) in Taylor Twp	Intersection Improvements	Intersection Improvements	Intersection Improvements									Unfunded	2017 Update	Fulton County
Fulton	Coordinates	29	7207					17990	22767	T-428 Pump Station Road Bridge	On T-428 Pump Station Road over Wooden Bridge Creek in Taylor Township	Local Bridge	Local Bridge	Bridge replacement	40.045629	-78.097554	2	5			8		Unfunded	2013 Update	Fulton County
Fulton	Road	29	655	390	0	480	2006			PA 655 Drainage	On PA 655 in Dublin and Licking Creek Townships	Drainage Improvements	Drainage Improvements	Flooding									Unfunded	2021 Update	Dublin and Licking Creek Townships
Fulton	Road	29	16	30	250	30	890			Buchanan Trail and Horton Drive Intersection	Intersection of Buchanan Trail (PA 16) and Horton Drive (T-505) intersection in Ayr Township	Intersection Improvements	Intersection Improvements	With repaving on PA 16, make sure this intersection is safe									Unfunded	2021 Update	Ayr Township
Fulton	Road	29	475	0010	2000	0030	1000			PA 475/Battle Ridge Rd Intersection	Intersection of PA 475 and Battle Ridge Rd (T-426) in Dublin Twp	Intersection Improvements	Intersection Improvements										Unfunded	2017 Update	Fulton County
Fulton	Road	29	475	0060	1200	0070	1000			PA 475/Taylor Rd Intersection	Intersection of PA 475 and Taylor Rd (T-432) in Dublin Twp	Intersection Improvements	Intersection Improvements	Intersection Improvements									Unfunded	2017 Update	Fulton County
Fulton	Road	29	484	200	0	210	1800			SR 484 and Mays Chapel Road Intersection	SR 484 and Mays Chapel Road (T-321) intersection in Belfast Township	Intersection Improvements	Intersection Improvements	Sight distance issues									Unfunded	2017 Update	Belfast Township
Fulton	Road	29	522	100	2000	110	1300			US 522 and West Alpine Road Intersection	US 522 and Alpine Road intersection in Bethel Township	Intersection Improvements	Intersection Improvements	Sight distance - difficult to see to pull out. Accidents and close calls.									Unfunded	2017 Update	Bethel Township
Fulton	Road	29	643	110	0	120	1300			PA 643 and Spring Road Intersection	Intersection of PA 643 and Spring Road (T-354) in Bethel Township	Intersection Improvements	Intersection Improvements	Sight distance due to trees									Unfunded	2017 Update	Bethel Township
Fulton	MPMS	29	655	550	0	560	3168		96548	PA 655 and North Hess Road (SR 4007) Intersection	Intersection improvements at PA 655 and North Hess Road (SR 4007) in Taylor Township	Intersection Improvements	Intersection Improvements	Sight distance and safety issues			1	2					Unfunded	2013 Update	Fulton County
Fulton	Road	29	1006	10	1000	10	1900			Lincoln Way East and Horton Drive Intersection	Intersection of Lincoln Way East (SR 1006) and Horton Drive	Intersection Improvements	Intersection Improvements	Transition onto Township road - Sharp pavement drop off									Unfunded	2021 Update	Fulton County
Fulton	Road	29	3002	0060	1500	0070	1000			SR 3002/Lehman Rd Intersection	Intersection of SR 3002 and Lehman Rd (T-308) in Union Twp	Intersection Improvements	Intersection Improvements	Intersection Improvements									Unfunded	2017 Update	Fulton County
Fulton	Road	29	3002	0040	1200	0050	0300			SR 3002/Stahle Rd Intersection	Intersection of SR 3002 and Stahle Rd (T-314) in Union Twp	Intersection Improvements	Intersection Improvements	Intersection Improvements									Unfunded	2017 Update	Fulton County
Fulton	Road	29	3003	0010	0000	0020	0750			SR 3003/Hill Rd Intersection	Intersection of SR 3003 with Hill Rd (T-313) and Black Oak Rd (T-302)	Intersection Improvements	Intersection Improvements	Sight and safety issues					2				Unfunded	2017 Update	Fulton County

Fulton	Coordinates	29	7203					17982	22812	T-301 Sawmill Hollow	On T-301 over trib to Sawmill Hollw Run	Local Bridge	Local Bridge	Bridge Replacement	39.728499	-78.247986							Unfunded	2017 Update	Fulton County
Fulton	Coordinates	29	7206					17989	22764	T-417 Bridge Replace	On T-417 over Licking Creek in Licking Township	Local Bridge	Local Bridge	Bridge Replacement	40.017123	-78.039289							Unfunded	2017 Update	Fulton County
Fulton	Coordinates	29	7209					17996	69120	T-415 Narrows Road Bridge	T-415 Narrows Road Bridge over Licking Creek	Local Bridge	Local Bridge	Bridge Replacement	40.008466	-77.959187							Unfunded	2017 Update	Fulton County
Fulton	Coordinates	29	7211					18000	22762	T-439 Laurel Bridge	On T-439 over Laurel Fork Creek	Local Bridge	Local Bridge	Bridge Replacement	40.075949	-78.149118							Unfunded	2017 Update	Fulton County
Fulton	Coordinates	29								T-302 Black Oak Road Bridge	Over Minnow Run in Bethel Township	Local Bridge	Local Bridge	Bridge Rehabilitation	39.749866	-78.218161							Unfunded	2017 Update	Fulton County
Fulton	Coordinates	29								T-325 Delancy Road Bridge	Over Tonoloway Creek in Thompson Township	Local Bridge	Local Bridge	New Bridge	39.771404	-78.127548							Unfunded	2017 Update	Fulton County
Fulton	Coordinates	29								T-343 Dent Road Bridge	Over Tonoloway Creek in Thompson Township	Local Bridge	Local Bridge	New Bridge	39.807998	-78.138212							Unfunded	2017 Update	Fulton County
Fulton	Coordinates	29								T-359 Cider Mill Road Bridge	Over Cove Run in Bethel Township	Local Bridge	Local Bridge	Bridge Replacement	39.775136	-78.173097							Unfunded	2017 Update	Fulton County
Fulton	Coordinates	29								T-388 Creek Road Bridge	Over Licking Creek in Licking Creek Township	Local Bridge	Local Bridge	New Bridge	39.921929	-78.08435							Unfunded	2017 Update	Fulton County
Fulton	Coordinates	29								T-402 Schooley Road Bridge	Over Licking Creek in Licking Creek Township	Local Bridge	Local Bridge	Bridge Replacement	39.971016	-78.084102							Unfunded	2017 Update	Fulton County
Fulton	Coordinates	29								T-416 Johnston Drive Bridge	Over Licking Creek in Todd Township	Local Bridge	Local Bridge	Bridge Replacement	39.997566	-77.962611							Unfunded	2017 Update	Fulton County
Fulton	Coordinates	29								T-467 Long View Road Bridge	Over Black Run in Ayr Township	Local Bridge	Local Bridge	Currently a double tile that gets clogged. Suggesting larger tile or box culvert	39.894525	-78.029626						1	Unfunded	2017 Update	Fulton County
Fulton	Road	29	0070	1702	0000	1702	1567			I-70/SR 3001 Interchange	New interchange at SR 3001	New Interchange	New Interchange	New exit needed									Unfunded	2017 Update	Fulton County
Fulton	Road	29	70	1703	0000	1703	1568			I-70/SR 3001 Interchange	New interchange at SR 3001	New Interchange	New Interchange	New exit needed									Unfunded	2017 Update	Fulton County
Fulton	Road	29	3001	0010	0000	0010	3491			I-70/SR 3001 Interchange	New interchange at SR 3001	New Interchange	New Interchange	New Interchange									Unfunded	2017 Update	Fulton County
Fulton	Road	29	655	0010	0000	0160	3136			PA 655 - Md Line to Needmore	PA 655 from Md State Line to Village of Needmore	Reconstruction	Resurface and Widening	Resurface and widen					4				Unfunded	2017 Update	Fulton County
Fulton	Road	29	915	0250	0000	0250	3731			PA 915 Turnaround	PA 915 from Slabtown Drive to SR 4013 in Wells Twp	Relocate Turnaround	Relocate School Bus Turnaround	Relocate school bus turaround					3				Unfunded	2017 Update	Fulton County
Fulton	Road	28	30	10	0	10	2846			RT 30 & Franklin Co. Line Brake Check	On US 30 near the Franklin County Line	Safety	Safety	Trucks are ignoring the brake check area near the Fulton County line and then losing their brakes further down the road Pull off needed to alleviate truck traffic and address truck runoff concerns								1	Unfunded	2021 Update	Ayr/Todd Township
Fulton	Road	29	30	10	0	50	1900			US 30 HFST	On US 30 near the Beford/Fulton County Line	Safety	Safety	High Friction Surface Treatment									Unfunded	2021 Update	Brush Creek Township
Fulton	Road	29	522	0250	1500	0250	3112			PA 522 Curve Improvements	Curve between Mtn Ridge Rd and Whipporwill Lane	Safety	Safety Improvements	Curve Improvements									Unfunded	2017 Update	Fulton County
Fulton	Road	29	4003	0010	0000	0010	2000			SR 4003 Turn Improvements	SR 4003 turn near PA 278 Black Bear Road	Safety	Sight distance Improvements	Bank Needs Cut Back									Unfunded	2017 Update	Fulton County
Fulton	MPMS	29	16	0040	0000	0080	2979		22778	PA 16 Runaway Truck Ramp	PA 16 from Pyle Drive (T-503) to Franklin Co Line in Ayr Twp	Safety Improvements	Runaway truck ramp	Ruanaway truck ramp and/or pull off									Unfunded	2017 Update	Fulton County
Fulton	Road	29	655	30	2225	40	975			PA 655 Curve Improvements	On PA 655 approximately 0.25 miles south of Johnsons Mill Road (SR 2004) in Thompson Township	Safety Improvements	Safety Improvements	Improvements to turn in road									Unfunded	2021 Update	Fulton County
Fulton	Road	29	655	150	2350	160	600			PA 655 Embankment	PA 655 south of Gordon Lane	Safety Improvements	Embankment Improvements	Cut back embankment to improve sight distance									Unfunded	2017 Update	Belfast Township
Fulton	Road	29	30	0150	0000	0280	0543			US 30 Corridor Improvements	US 30 from Village of Saluvia to McConnellsburg bypass	Study	Study	Widen lanes to 12 ft, straighten curves, add climbing lanes. Study needed									Unfunded	2017 Update	Fulton County
Fulton		29	7208					61776		Bridge on (T311) Landers Rd	On Landers Rd (T-311) over Ditch Run in Thompson Twp.	Local Bridge	Local Bridge	Too narrow and 75+ years old	39.74006	-78.11503						1	Unfunded	2023 Update	Fulton County
Fulton		29	522	610	590	610	750			Intersection of Breezy Point Rd and US 522	On Great Cove Road (US 522) at the intersection with Breezy Point Road (SR 1007) in Dublin Twp.	Intersection Improvements	Intersection Improvements	Line of sight pulling onto RT 522	40.013337	-77.967804						1	Unfunded	2023 Update	Fulton County
Fulton		29	522	610	140	610	250			Intersection Rt. 522 & Narrows Rd	On Great Cove Road (US 522) at the intersection with Narrows Road (T-415) in Todd Township	Intersection Improvements	Intersection Improvements	Line of sight issue pulling onto Rt. 522 from Narrows Rd. The bank has been cut back once before, but asking it to be cut back further to increase sight distance	40.012726	-77.967046						1	Unfunded	2023 Update	Fulton County
Fulton		29	1003					17877		Peach Orchard Rd over RT 30 Bypass	On Peach Orchard Road (SR 1003) over US 30 in Todd Twp	Safety	Safety	Guard maintenance or replacement on bridge approach	39.94418	-78.00916						1	Unfunded	2023 Update	Fulton County
Fulton		29	4013	10	0	90	3689			SR 4013 Wells Valley Rd Resurfacing	Wells Valley Road (SR 4013), entire length	Resuracing	Resurfacing	The entire length of Wells Valley Road needs resurfaced. The bridge approaches over Roaring Run are just as rough as what was there before. Drainage pipe crossings need built up. The bridge approaches are like speed bumps									Unfunded	2023 Update	
Fulton		29	1007	130	2175	140	150			Breezy Point Rd & Peach Orchard Rd	Intersection of Breezy Point Road (SR 1007) and Peach Orchard Road (SR 1003) in Todd Twp.	Intersection Improvements	Intersection Improvements	Cut bank back to allow for proper placement of STOP sign								1	Unfunded	2023 Update	Fulton County
Fulton		29	16	10	0	10	550			RT 16 Traffic Light Replacement	Intersection of Lincoln Way East (PA 16) and 2nd Street and 3rd Street	Safety	Traffic Signal Replacement	Traffic light replacement at intersections								1	Unfunded	2023 Update	Fulton County
Fulton		29	3007					17911		Bridge on Pleasant Grove Rd	On Pleasant Grove Rd (SR 3007) over Palmer Run in Belfast Twp	Bridge Replacement	Bridge Replacement	Bridge is too narrow to allow 2 cars to pass	39.85285	-78.14908						1	Unfunded	2023 Update	Fulton County
Huntingdon	Road	31	22	290	0	370	2214			Old William Penn Highway Multimodal Connector	On old ROW of US 22/William Penn Highway between Huntingdon Borough and Mill Creek, various municipalities	Multimodal Improvements	Multimodal Improvements	Reconstruction and rehabilitation of old roadway for use as a multi-modal connector. County would like to see multi-modal trail developed between Huntingdon and Mount Union that would be part of the 9-11 Memorial Trail. Huntingdon Borough to the underpass under US 22 would be the first phase; it is believed that PennDOT still owns the ROW. Still need to determine how to get from Huntingdon to the old ROW. Ownership and maintenance are still being determined. There are also multiple problem areas beyond this first phase, including a "choke point" outside of Mill Creek between the road and railroad. Also looking at potential for an at-grade crossing at the new signal at the PA 829/US 22 intersection.								2	Unfunded	2021 Update	Huntingdon County
Huntingdon	Road	31	22	390	0	490	1303			US 22 - Mount Union to Mill Creek Reconstruction	On US 22 from Mount Union to Mill Creek	Reconstruction	Reconstruction	4-lane reconstrction and shoulder improvements. Any widening that can be done on the portion of roadway between Oriskany Road and the Thousand Steps parking area would help; people walk or ride their bikes along the roadway to get to the trail. Roadway does not drain well in area of rock fence.								2	Unfunded	2021 Update	Huntingdon County
Huntingdon	Road	31	4004	60	0	60	2963			SR 4004 Stormwater Improvements	On SR 4004 in village of Barree in Porter Township	Drainage Improvements	Drainage Improvements	Storm sewer cannot handle heavy rains. Basements being flooded and driveways are washed out.									Unfunded	2019 Update	Barree Township
Huntingdon	Road	31	26	430	0	790	3200			PA 26 2-Lane Reconstruction	On PA 26 from Huntingdon to State College	Highway Rehabilitation	Reconstruction						6				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Road	31	26	640	2900	650	713			Ennisville Intersection	Intersection of PA 305 and PA 26 in the village of Ennisville in Jackson Township	Intersection Improvements	Intersection Improvements						2				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Road	31	26	710	0	720	800			N McAlveys Fort and T-537	Intersection of N McAlverys Fort (PA 26) and T-537	Intersection Improvements	Intersection Improvements		40.666308	-77.866203			4				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Road	31	45	250	0	250	2355			PA 45 and SR 4031 Intersection	Intersection of PA 45 and SR 4031 in Franklin Township	Intersection Improvements	Intersection Improvements		40.701728	-77.999525			9				Unfunded	2017 LRTP	Huntingdon County

Huntingdon	Road	31	305	230	0	240	1306			PA 305 Intersection with SR 1008	Intersection of PA 305 and Myton Road (SR 1008) at Cottage in West Township	Intersection Improvements	Intersection Improvements		40.620884	-77.984682			6				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Road	31	913	180	2450	190	800			PA 913 Intersection with SR 3019	Intersection of PA 913 and Cooks Road (SR 3019)	Intersection Improvements	Intersection Improvements		40.187557	-78.115035			5				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Road	31	3011	120	0	120	1009			SR 3011 and T-429 Intersection	SR 3011 and Race Track Road (T-429) Intersection in Penn Township	Intersection Improvements	Intersection Improvements		40.427441	-78.117635			3				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Coordinates	31	7211					18920	69123	T-517 Davis RD Bridge	On Davis Rd in Jackson Township	Local Bridge	Local Bridge	Bridge Replacement	40.620506	-77.791664			3			1	Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Coordinates	31	7211					18922		T-526 Peachey Rd Bridge	On Peachey Rd over Laurel Run in Jackson Township	Local Bridge	Local Bridge		40.643567	-77.842133			10				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Coordinates	31	7211					18925	23014	T-544 Stone Creek Bridge	On Silver Pines Road over Stone Creek in Jackson Township	Local Bridge	Local Bridge		40.681186	-77.771015			5				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Coordinates	31	7213					18927	88106	T-400 Entriken Cemetery Rd Bridge	On Entriken Cemetery Rd over Coffee Run in Lincoln Township	Local Bridge	Local Bridge		40.331498	-78.192995			9				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Coordinates	31	7225					18946	22940	T-377 Baker's Bridge	On Newburg Park Road over Great Trough Creek in Todd Township	Local Bridge	Local Bridge		40.28585	-78.108084			6				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Coordinates	31	7226					18948	23021	T-392 Harmony Church Rd Bridge	On Harmony Church Road over Little Trough Creek in Union Township	Local Bridge	Local Bridge		40.342674	-78.02293			8				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Coordinates	31	7229					18954	23022	T-521 Globe Run Bridge	On Eberle Rd over Globe Run in West Township	Local Bridge	Local Bridge	Bridge Replacement	40.635845	-77.97995			4			2	Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Coordinates	31								9/11 Memorial Trail Multimodal Improvements	Various roadway and municipalities	Multimodal Improvements	Multimodal Improvements										Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Coordinates	31								Cassville Borough Resurfacing	Main Street and Cherry Street in Cassville Borough	Resurfacing	Resurface	Pot holes. Black top separating. Roadway uneven. Poor drainage.	40.296348	-78.048377							Unfunded	2019 Update	Cassville Borough
Huntingdon	Coordinates	31								Puttstown Local Roads	T-402 Hotnisky Road, T-364 Baker Road and T-362 Sherlock Road in the village of Puttstown in Hopwell Township	Resurfacing	Resurface and sidewalk	Roadway in poor condition. Poor drainage. No sidewalk for pedestrians.	40.223612	-78.241888							Unfunded	2017 LRTP	Huntingdon County
Huntingdon	MPMS	31	26	600	0	700	814		50725	McAlevys Fort Improvements, Jackson Corner Slide	On McAlevys Fort Road from SR 1019 to T-527 in Jackson Township	Safety Improvements	Safety										Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Coordinates	31	553							Cold Springs Road Improvements	Cold Springs Road (SR 553) between College Avenue and SR 1009/Huntingdon Boroug Line	Safety Improvements	Intersection improvements and traffic calming	Intersection improvement and traffic calming between College Avenue and Huntingdon Borough Line/SR 1009. College Ave Rd on incline. Traffic going southbound on Cold Springs Rd speeding. Limited site distance to pull out of College Ave. Middle School and High School bus students through here.	40.510174	-78.021723				1			Unfunded	2019 Update	Huntingdon County
Huntingdon	Road	31	655	430	0	440	1239			Alternative exit from Mapleton	Improve Tire Trail/Hill Street in Union Borough as an alternate exit from Mapleton Borough	Safety Improvements	Safety						8				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	MPMS	31	3033	10	0	140	0		96592	Piney Ridge Road Improvements	On Piney Ridge Road from SR 3035 to T-503 in Smithfield Township	Safety Improvements	Safety	Realign curves, resurface and widen to 18 ft cartway					7				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Road	31	3039	10	0	130	1009			Harstlog Valley Road Safety Improvements	Hartslog Valley Rd in Walker Township	Safety Improvements	Safety						12				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Coordinates	31								Pennsylvania Avenue Safety Improvements	Pennsylvania Avenue between Washington St and Franklin St in Mount Union Borough	Safety Improvements	Safety		40.387061	-77.85012			11				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Coordinates	31								Standing Stone Trail	Standing Stone Trail at Hill Street to main Street in Mapleton Borough	Safety Improvements	Safety		40.391744	-77.94395							Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Road	31	26	350	960	10	0			PA 26 Feasibility/ Needs Study	On PA 26 from US 22 in Huntingdon County to Everett in Bedford County	Study	Study						4				Unfunded	2017 LRTP	Huntingdon County
Huntingdon		31	1009							SR 1009/PA 26 Intersection Improvements	Intersection of Cold Springs Road (SR 1009) and Standing Stone Road (PA 26)	Intersection Improvements	Intersection Improvements		40.556246	-77.955466						1	Unfunded	2023 Update	Huntingdon County
Huntingdon	Road	31	22	0010	0000	0490	1303			US 22 Corridor	US 22 from Blair Co Line to Mifflin Co Line	Widening	Widen to 4 lanes				1	1	1				Unfunded	2013 Update	Huntingdon County
Huntingdon	Road	31	26	350	960	10	0			PA 26 Widening- US 22 to Everett	On PA 26 from US 22 in Huntingdon County to Everett in Bedford County	Widening	Roadway Widening	Widen to 24 ft cartway, shoulders and safety improvements					5				Unfunded	2017 LRTP	Huntingdon County
Huntingdon	Road	7	453	40	0	80	663			PA 453 Widening - Huntingdon Furnace Road (SR 4013) to I-99	On PA 453 from Huntingdon Furnace Road (SR 4013) to I-99 in Huntingdon and Blair Counties	Widening	Roadway Widening	Preliminary engineering and reconstruction to 24 ft cartway. Vehicles use PA 453 to connect US 22 and I-99. PA 453 has one of highest ADT in Huntingdon County. PA 453 important for commerece and freight/economic generators in county.						1		2	Unfunded	2019 Update	Huntingdon County
Somerset	MPMS	55	219	0020	0000	0114	3603		48071	US 219 Meyersdale to I-68	Relocation of US 219 from the Maryland State Line to the Meyersdale Bypass	New Alignment	New Alignment	Preliminary engineering - construction of limited access four-lane highway	40.031637	-79.181156	1		1	1	1	1	Unfunded	2013 Update	Somerset County
Somerset	Coordinates	55	281							Somerset Borough Truck Bypass	Somerset Borough - SR 281 Pleasant Avenue from SR 31 to SR 3015 (Edegwood Avenue)	Study	Study	Traffic relief study and construction of truck bypass to reroute truck traffic around uptown business district and residential areas.	40.008546	-79.080726						3	Unfunded	2017 Update	Somerset Borough
Somerset	Road	55	1001	0100	1000	0110	0500			Flight 93 Memorial Chapel Intersection (SR 1001 and SR 1003)	Intersection of Stutzmantown Road (SR 1001) and Coleman Station Road (SR 1003) in Stonycreek Township	Safety Improvement	Safety Improvement	Intersection improvement. High accident location with multiple fatalities, serious accidents, and near misses. Fire Department has responded to many incidents at intersection, including several fatalities. Vehicles run stop sign on Coleman Station Road. County would like additional information on the Township refusing maintenance of signals/flashing lights and would like other engineering alternatives explored.	39.862868	-79.362495			1	1	1	2	Unfunded	2017 Update	Somerset County
Somerset	Road	55	281	550	2440	550	3056			PA 281 - Sechler Road (T-546) Intersection	Intersection of PA 281 and Sechler Road (T-546) in Somerset Township	Intersection Improvements	Intersection Improvements	Intersection improvement. High accident location with multiple fatalities, serious accidents, and near misses.	40.031637	-79.181156				3	2	1	Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	7216					31874	23512	T-713 Philson Bridge	Bridge over Wills Creek just south of intersection with Wills Creek Road (T-801) in Northampton Township	Local Bridge	Local Bridge		40.2047	-78.776633					*3		Unfunded	2021 Update	Somerset County
Somerset	Coordinates	55	7220					31889	23359	T-706 Breastworks	On T-706 Barta Road over Oven Run in Shade Township	Local Bridge	Local Bridge		40.100587	-78.900612					*4		Unfunded	2021 Update	Somerset County
Somerset	Coordinates	55	7216					31875	23508	T-719 Brush Creek Br	On School House Rd (T-719) over Brush Creek in Northampton Township	Local Bridge	Local Bridge		40.100587	-78.900612					*6	2	Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	7222					31899	23511	T-515 Brady Bridge	On Yonai Rd (T-515) over Stonycreek River 3 miles south of Shanksville in Stonycreek Township	Local Bridge	Local Bridge		39.985	-78.914043					*7		Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	7210					31857	48650	T-542 Roaring Run Bridge (Stuft Bridge)	Over Roaring Run in Jenner Township	Local Bridge	Local Bridge		39.908933	-78.997691					*8		Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	7225					31907	73027	T-318 Sandy Run Bridge	On T-318 over Sandy Run in Uppder Turkeyfoot Township	Local Bridge	Local Bridge		39.9333	-79.336533					*10		Unfunded	2021 Update	Somerset County
Somerset	Coordinates	55	7220					31891	72479	T-798 Laurel Run Bridge (Beaver Dam Bridge)	On Number 1 Road over Laurel Run in Shade Township	Local Bridge	Local Bridge		40.117033	-78.8045					*11		Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	7221					31849	72484	T-325 Piney Run Bridge (Engle Bridge)	On Engles Mill Rd (T-325) over Piney Run in Elk Lick Township	Local Bridge	Local Bridge		39.753713	-79.064204					*12		Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	7213					31868	72480	T390 Little Glade Rn Brdg	Over Little Glade Run in Lower Turkeyfoot Township	Local Bridge	Local Bridge		39.862868	-79.362495					*13		Unfunded	2021 Update	Somerset County
Somerset	Coordinates	55	7219					31888	23355	T-666 Deaner Bridge	On Lenhart Road (T-666) over Stonycreek River in Quemahoning Township	Local Bridge	Local Bridge		40.100042	-78.947983					*14		Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	7411					31911	88094	North Street Bridge	North Street over Flaugherty Creek near the intersection of 1st St in Meyersdale Boro	Local Bridge	Local Bridge		39.814481	-79.031891					*15		Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	7212					31864		T-678 Berkey Mine Bridge	Over North Br Quemahoning Creek in Lincoln Township	Local Bridge	Local Bridge		40.105733	-79.132433					*16		Unfunded	2021 Update	Somerset County

Somerset	Road	55	30	280	0	280	1099			Dollar General Turn Lane	On US 30 near the northbound off ramp of PA 281 Stoystown Road in Quemahoning Township	Add turning lanes	Add turning lanes	Turning lane	40.006673	-79.086124							Unfunded	2021 Update	Quemahoning Township
Somerset	Coordinates	55	31	211	0	211	1724			West Main Street Bridge 1	On 300 block of West Main Street (PA 31) over unnamed creek in Somerset Borough	Bridge	Bridge		39.9333	-79.336533							Unfunded	2021 Update	Somerset Borough
Somerset	Coordinates	55	31	211	1724	211	2564			West Main Street Bridge 2	On 400 block of West Main Street (PA 31) over unnamed creek in Somerset Borough	Bridge	Bridge		39.862868	-79.362495							Unfunded	2021 Update	Somerset Borough
Somerset	Coordinates	55	2010					31602	74469	Little Piney Run BR		Bridge	Bridge		39.908933	-78.997691							Unfunded	2021 Update	Somerset County
Somerset		55	56	50	700	60	200			PA 56/PA 160 Intersection	On Clear Shade Drive (PA 56) at the intersection with 21st Street (PA 160) in Windber Borough	Intersection Improvements	Intersection Improvements	Intersection and Hillside Exit Reconstruction									Unfunded	2023 Update	Somerset County
Somerset	Coordinates	55	3003							Groff Road Bridge over Licking Creek	Over Licking Creek on Groff Road about 100ft west of the turn to Jersey Hollow Rd in Ursina Borough	Bridge Rehabilitation	Bridge Improvements	The bridge is in poor condition with the roadway washing away. Multiple school busses and freight trucks use this route	40.105733	-79.132433							Unfunded	2019 Update	Ursina Borough
Somerset	Coordinates	55	653					31487	23462	PA653 Laurel Hill Crk Brg	Scullton Rd (PA 653) over Laurel Hill Creek near the intersection of Mcquire Rd (T-342)	Bridge Replacement	Bridge Replacement		40.031637	-79.181156							Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	985					31505	23576	PA 985/Bens Run	PA 985 over N. Fork of Bens Run in Conemaugh Twp	Bridge Replacement	Bridge Replacement		40.105733	-79.132433							Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	1004					31523	74450	East Shanksville Bens Run	Corner Stone Road (SR 1004) over Bens Run near the intersection of PA 160	Bridge Replacement	Bridge Replacement		39.9333	-79.336533							Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	3015							S Edgewood Ave Bridge	On S Edgewood Ave (SR 3015) over Parson Run in Somerset Borough	Bridge Replacement	Bridge Replacement	600 block of S Edgewood Avenue. Culvert is undersized for amounts of water and precipitation received in the area and is responsible for the stream overflowing its banks.	40.031637	-79.181156							Unfunded	2019 Update	Somerset Borough
Somerset	Road	55	601	0290	0000	0310	1630			Penn Ave Improvements	PA 601 in Boswell Borough	Corridor Improvements	Corridor Improvements	Resurface, drainage, deliniation, congestion reduction, safety concerns	40.2047	-78.776633							Unfunded	2017 Update	Boswell Borough
Somerset	Road	55	31	210	870	210	1744			PA 31 Drainage Improvements	On the 300 Block of PA 31/Main Street from Columbia Ave to N Rosina Ave in Somerset Borough	Drainage Improvements	Drainage Improvements		40.100587	-78.900612							Unfunded	2021 Update	Somerset Borough
Somerset	Road	55	160	690	0	700	1755			Route 160 Drainage	SR 160 in Central City Borough	Drainage Improvements	Drainage and Roadway Improvements	Drainage/Resurface	40.218976	-79.815049							Unfunded	2017 Update	Central City Borough
Somerset	Road	55	1015	220	1900	220	2306			Juniata Street / Findlay Street Intersection	Intersection of Juniata Street (SR 1015) and Findlay Street in New Baltimore Borough	Drainage Improvements	Drainage Improvements	There is a drainage problem at the intersection of SR 1015/Juniata St and Findlay Street in the Borough of New Baltimore. After a rain event or melting snow, there is a large puddle that forms and does not drain for several days.	40.031637	-79.181156							Unfunded	2019 Update	New Baltimore Borough
Somerset	Road	55	3035	10	0	60	2668			SR 3035 - PA 653 to SR 3033	On Ream Road from PA 653 to Barron Church Road (SR 3033) in Middlecreek Township	Drainage Improvements	Drainage Improvements	Resurfacing and Drainage Improvements	40.2047	-78.776633							Unfunded	2021 Update	Middlecreek Township
Somerset	Road	55	1015	0220	0000	0240	0932			Juniata St Drainage	Juniata St (SR 1015) from Club Rd to Bedford Co Line in New Baltimore Boro	Highway Reconstruction	Drainage Improvements	Reconstruction/drainage	40.218976	-79.815049							Unfunded	2017 Update	New Baltimore Borough
Somerset	Road	55	281	490	0	490	1337			Pleasant Avenue	PA 281 - SR 4030 to PA 31 in Somerset Borough	Highway Restoration	Widen and Sidewalk	Widenig and sidewalk	39.908933	-78.997691							Unfunded	2019 Update	Somerset Borough
Somerset		55	160	570	0	610	2539			Route 160 Drainage	SR 160 in Indian Lake Borough	Drainage Improvements	Drainage Improvements	Drainage									Unfunded	2023 Update	Somerset County
Somerset	Road	55	160	270	0	270	2937			Distillery Road Intersection	On PA 160 Cumberland Highway at the intersection of Distillery Road in Brothersvalley Township	Intersection Improvements	Intersection Improvements	Intersection improvement	39.862868	-79.362495							Unfunded	2021 Update	Brothersvalley Township
Somerset	Road	55	281	650	3150	650	3935			Pine Ave Intersection	On PA 281 at the intersection with Pine Avenue in Stoystown Borough and Quemahoning Township	Intersection Improvements	Intersection Improvements	Intersection improvement	40.006673	-79.086124							Unfunded	2021 Update	Stoystown Borough
Somerset	Road	55	2047	260	0	270	689			Upper Diamond Intersection	On Broadway Street (SR 2047/Old US 219) at the intersection ofMain Street (SR 2030) in Berlin Borough	Intersection Improvements	Intersection Improvements	Traffic Calming/Roundabout	39.862868	-79.362495							Unfunded	2021 Update	Berlin Borough
Somerset	Coordinates	55	7000							T-773 Sugar Maple Drive Bridge	On T-773 Sugar Maple Drive over Seese Run in Paint Township	Local Bridge	Local Bridge		40.218976	-79.815049							Unfunded	2021 Update	Paint Township
Somerset	Coordinates	55	7000							T-860 Laurel Run Road Bridge	On T-860 Laurel Run Road over Laurel Run in Jefferson Township	Local Bridge	Local Bridge		40.031637	-79.181156							Unfunded	2021 Update	Jefferson Township
Somerset	Coordinates	55	7000							West Church Street Coxes Creek Bridge	On West Church Street over Coxes Creek in Somerset Borough	Local Bridge	Local Bridge		40.006673	-79.086124							Unfunded	2021 Update	Somerset Borough
Somerset		55	7201							Cramer Bridge	T-319 over White's Creek in Addison Township	Local Bridge	Local Bridge										Unfunded	2023 Update	Somerset County
Somerset	Coordinates	55	7202					41563		T-469 Miller Road Bridge	T-469 Miller Road over Hillegas Run in Allegheny Township	Local Bridge	Local Bridge	Rehabilitate bridge	40.2047	-78.776633							Unfunded	2019 Update	Allegheny Township
Somerset	Coordinates	55	7204					31840		T-618 Old Mill Road Bridge	Over Miller Run in Brothersvalley Township	Local Bridge	Local Bridge		39.908933	-78.997691							Unfunded	2021 Update	Brothersvalley Township
Somerset	Coordinates	55	7205					31845		T-743 Quemahoning Dam Rd Bridge	On Quemahoning Dam Road (T-743) over trib to Quemahoning Creek in Quemahoning Township	Local Bridge	Local Bridge		40.218976	-79.815049							Unfunded	2017 Update	Conemaugh Township
Somerset	Coordinates	55	7212					31863		T-675 Maggie Road Bridge	On Maggie Road (T-675) over N Branch Quemahoning Creek in Lincoln Township	Local Bridge	Local Bridge		40.105733	-79.132433							Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	7212					31865		T-679 Belltown Rd Bridge	On Belltown Road (T-679) over N Branch Quemahoning Creek in Lincoln Township	Local Bridge	Local Bridge		39.862868	-79.362495							Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	7213					31866		T-312 Covered Bridge Road	On Covered Bridge Road (T-312) over Laurel Hill Creek in Lower Turkeyfoot Township	Local Bridge	Local Bridge		39.9333	-79.336533							Unfunded	2017 Update	Somerset County
Somerset	Coordinates	55	7217					31880	23487	T-835/Roaring Fork Bridge	On T-835 over Roaring Fork Creek in Ogle Township	Local Bridge	Local Bridge		40.2047	-78.776633	1						Unfunded	2013 Update	Ogle Township
Somerset	Coordinates	55	7220					31889	23359	T-706 Breast Works	On Barta Road (T-706) over Oven Run in Shade Township	Local Bridge	Local Bridge		40.100603	-78.90557							Unfunded	2017 Update	Somerset County
Somerset		55	7409					56720		Clark Street Bridge	On Clark St (7409) over Fallen Timber Run in Hooversville Borough, Somerset County	Local Bridge	Local Bridge		40.1452	-78.91521							Unfunded	2023 Update	Somerset County
Somerset	Road	55	31	0300	0000	0300	1147			US 219/PA 31 Interchange	US 219 over PA 31	New Interchange	New Interchange		40.218976	-79.815049							Unfunded	2017 Update	Somerset County
Somerset	Road	55	219	0540	1300	0550	2000			US 219/PA 31 Interchange	US 219 over PA 31	New Interchange	New Interchange		40.006673	-79.086124							Unfunded	2017 Update	Somerset County
Somerset	Road	55	219	0541	1300	0551	2000			US 219/PA 31 Interchange	US 219 over PA 31	New Interchange	New Interchange		40.006673	-79.086124							Unfunded	2017 Update	Somerset County
Somerset		55	1033	170	675	170	1300			SR 1033 - Somerset Ave to Railroad St.	On 17th Street (SR 1033) from Somerset Avenue (18th Street) to Railroad Street (SR 1033) in Windber Borough, Somerset County	Resurfacing	Resurfacing	Resurfacing									Unfunded	2023 Update	Somerset County
Somerset		55								North Pike View Road Bridge	On North Pike View Road (T-711) over Tributary to the Stonycreek River in Stonycreek Township, Somerset County	Local Bridge	Local Bridge		39.975425	-78.894259							Unfunded	2023 Update	Somerset County
Somerset	Road	55	31	0234	0000	0240	1943			Patriot Street Extension	PA 31 from S Pleasant Ave to Plank Road (SR 3041)	Reconstruction	Roadway Reconstruction	Roadway Reconstruction in area of Railroad Crossing	40.2047	-78.776633							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	30	10	0	80	2443		110491	US 30 - Westmorland Co Line to PA 985	On US 30 from Westmoreland County Line to PA 985, Jenner Township and Jennerstown Borough	Resurfacing	Resurfacing	Resurface	39.862868	-79.362495							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	56	0094	0000	0180	3587		96600	SR 1033 to Bedford Co Line	PA 56 from approx 0.25 miles west of the Paint/Ogle Twp Line to Bedford Co Line	Resurfacing	Resurfacing	Resurfacing	40.2047	-78.776633							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	160	620	0	710	3355		110495	PA 160 - US 30 TO SR 1016	On PA 160 from Lincoln Highway (US 30) to Dark Shade Drive (SR 1016) in Shade Township and Central City Borough	Resurfacing	Resurfacing	Resurface	40.105733	-79.132433							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	219	0520	0000	0790	2389		23478	US 30 to N Somerset	US 219 from SR 3041 (Berlin Plank Rd) through the US 30 Interchange	Resurfacing	Resurfacing	Resurfacing	40.218976	-79.815049							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	281	0060	0000	0090	3178		96602	Laurel Creek Bridge to Humbert Rd	PA 281 from Beggs Street to Humbert Road (SR 3007) in Lower Turkeyfoot Twp	Resurfacing	Resurfacing		39.862868	-79.362495							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	281	0070	0000	0240	3020		93144	PA 281 - Groff Rd to humbert Rd	PA 281 from Groff Road (SR 3003) to PA 653	Resurfacing	Resurfacing		39.9333	-79.336533							Unfunded	2017 Update	Somerset County
Somerset		55	601	290	1600	300	200			SR 601/Atkinson/Main St. Intersection	At the intersetion of Atkinson Way (SR 601) and Main Street in Boswell Bourgh, Somerset County	Intersection Improvements	Intersection Improvements	Resurface, Drainage, Line Painting, Congestion, and Safety Concerns	40.162285	-79.031256							Unfunded	2023 Update	Somerset County
Somerset	MPMS	55	601	0120	0000	0220	1938		96609	PA601 - PA 985 to SR 4025	PA 601 from PA 985 to SR 4025 in Lincoln and Jenner Townships	Resurfacing	Resurfacing		40.218976	-79.815049							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	653	0010	0000	0140	2115		96610	Fayette Co Line to PA 281	PA 653 from Fayette Co Line to PA 281 in Upper Turkeyfoot and Middlecreek Twps	Resurfacing	Resurfacing		40.006673	-79.086124							Unfunded	2017 Update	Somerset County

Somerset	MPMS	55	0669	0010	0000	0120	2866		96614	Md State Line to US 219	PA 669 from Maryland State Line to US 219 in Salisbury Borough and Elk Lick Township	Resurfacing	Resurfacing		39.908933	-78.997691							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	1006	0010	0000	0090	1940		96623	Bridge Street to PA 160	North Street (SR 1006) from Bridge Street (SR 1001) to PA 160	Resurfacing	Resurfacing		40.100587	-78.900612							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	1017	10	0	120	3182		108275	SR 1017 - SR 1015 to US 30	On New Baltimore Road (SR 1017) from Wambaugh Hollow Road (SR 1015) to US 30 in Allegheny Township	Resurfacing	Resurfacing		40.031637	-79.181156							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	1018	10	0	100	2866		105983	SR 1018 - PA 160 to SR 1035	On Shaffer Mountain Road (SR 1018) from PA 160 to Fleegle Road (SR 1035) in Central City Borough and Shade Township	Resurfacing	Resurfacing		40.105733	-79.132433							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	1025	10	0	150	3789		110516	SR 1025 - SR 1021 School Rd to PA 403	On Ridge Road (SR 1025) from School Road (SR 1021) to PA 403 in Benson Borough, Paint and Shade Townships	Resurfacing	Resurfacing		40.100587	-78.900612							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	1029	10	0	120	1875		110517	SR 1029 - PA 160 to PA 403	On Blough Road (SR 1029) from PA 160 to PA 409 in Paint Township	Resurfacing	Resurfacing		40.2047	-78.776633							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	1031	10	0	130	3045		110524	SR 1031 - Ridge Road to PA 601	On Horn Road/Camp Drive (SR 1031) from Ridge Road to PA 601 in Paint Township	Resurfacing	Resurfacing		40.218976	-79.815049							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	2001	10	0	60	3020		110515	SR 2001 - PA 669 to SR 2003 St	On Oakdale Road (SR 2001) from PA 669 to Saint Paul Road (SR 2003) in Elk Lick Township	Resurfacing	Resurfacing		39.862868	-79.362495							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	2003	10	0	60	3414		110525	SR 2003 - PA 669 to Mt Davis Rd	On Saint Paul Road (SR 2003) from PA 669 to Mt Davis Road (SR 2004) in Elk Lick Township	Resurfacing	Resurfacing	Reconstruction/Drainage	39.9333	-79.336533							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	2004	0180	0000	0400	3377		96631	Savage Rd to Rockdale Rd	Mount Davis Road (SR 2004) from Savage Road (SR 2002) to Rockdale Road (SR 2016)	Resurfacing	Resurfacing	Resfacing	40.2047	-78.776633							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	2004	410	0	440	1205		110472	SR 2004 - Rockdale Rd to Mason Dixon Hwy	On Mount Davis Road (SR 2004) from Rockdale Road to Mason Dixon Highway, Meyersdale Borough and Summit Township	Resurfacing	Resurfacing		40.100587	-78.900612							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	2005	10	0	60	3170		110505	SR 2005 - Mt Davis Rd to Summit Mills	On Matlick Road (SR 2005) from Mount Davis Road to Summit Mills in Elk Lick and Summit Townships	Resurfacing	Resurfacing		40.006673	-79.086124							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	2006	10	0	150	15		110501	SR 2006 - Grant St to Warrens Mill	On Glade City Road (SR 2006) from Grant Street to Warrens Mill Road, Meyersdale Borough, Summit and Greenville Townships	Resurfacing	Resurfacing		39.862868	-79.362495							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	2016	10	0	0200	2787		110511	SR 2016 - SR 2037 to SR 2004	Rockdale Rd (SR 2016) from SR 2037 to SR 2004	Resurfacing	Resurfacing		40.218976	-79.815049							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	2017	30	0	80	2569		110476	SR 2017 - PA 160 to SR 2020	On Brush Creek Road (SR 2017) from PA 160 to Glencoe Road (SR 2020) in Larimer and Northampton Townships	Resurfacing	Resurfacing		40.218976	-79.815049							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	2020	10	0	150	1346		110506	SR 2020 - PA 160 to Glen Savge Rd	On Poorbaugh Road (SR 2020) from PA 160 to Glen Savage Road (SR 2019) in Northampton and Fairhope Townships	Resurfacing	Resurfacing		39.862868	-79.362495							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	2023	100	0	190	3364		110523	SR 2023 - PA 160 ro PA 31	On White Horse Road (SR 2023) from PA 160 to PA 31 in Berlin Borough and Brothersvalley Township	Resurfacing	Resurfacing		40.100587	-78.900612							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	2023	10	0	90	845		110520	SR 3023 - Cumberland Hwy to White Horse Rd	On Salco Road (SR 3007) from Cumberland Highway to White Horse Road in Berlin Borough and Brothers Valley Township	Resurfacing	Resurfacing		40.2047	-78.776633							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	2026	0010	0000	0030	3415		96636	Pine Hill Rd-Maple Vly Rd	Berkleys Mill Rd (SR 2026) from Pine Hill Rd (SR 2027) to Maple Valley Rd (SR 2025)	Resurfacing	Resurfacing		40.031637	-79.181156							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	2035	10	0	20	2627		110450	SR 2035 - St Paul Rd to Mount Davis Rd	On Rock Station Road (SR 2035) from Saint Paul Road (SR 2003) to Mount Davis Road (SR 2004) in Elk Lick Township	Resurfacing	Resurfacing		39.9333	-79.336533							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	2037	0010	0000	0050	2758		96640	Rockdale Rd to PA 653	SR 2037 from Rockdale Rd (SR 2016) to PA 653 in Garrett Boro and Summit Twp	Resurfacing	Resurfacing		40.006673	-79.086124							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	3003	0190	0000	0190	1750		92712	Confluence Resurface	PA 3003 from Fair Oak Road to Ross Street in Confluence Borough	Resurfacing	Resurfacing		40.2047	-78.776633							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	3003	10	0	180	2864		110514	SR 3003 - Ursina to Fairview Ave	On Jersey Hollow Road (SR 3003) from PA 281 in Ursina to Fairview Ave in Confluence in Lower Turkeyfoot Township and Ursina and Confluence Boroughs	Resurfacing	Resurfacing		40.100587	-78.900612							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	3005	10	0	10	1582		107215	SR 3005 - PA 281 to Dead End	On River Road (SR 3005) from Dead End to PA 281 in Addison Township	Resurfacing	Resurfacing		39.862868	-79.362495							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	3006	0010	0000	0060	2656		96643	PA281 to Casselman Rd	Leaphart Road (SR 3006) from PA 281 to Casselman Road (SR 3007)	Resurfacing	Resurfacing		40.031637	-79.181156							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	3007	10	0	200	3448		110519	SR 3007 - PA 281 to SR 3006 Casselman Rd	On Humbert Road (SR 3007) from PA 281 to Casselman Road (SR 3006) in Upper Turkeyfoot Township	Resurfacing	Resurfacing		39.9333	-79.336533							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	3011	10	0	170	1562		110473	SR 3011 - PA 281 to SR 2016	On Markleton School Road (SR 3011) from Kingwood Road (PA 281) to Rockdale Road (SR 2016) in Upper Turkeyfoot and Black Townships	Resurfacing	Resurfacing		40.031637	-79.181156							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	3015	80	0	150	3604		110493	SR 3015 - Mud Pike to Main St	On Water Level Road (SR 3015) from Mud Pike to Main St in Somerset Borough, Milford and Somerset Townships	Resurfacing	Resurfacing		40.100587	-78.900612							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	3017	10	0	140	2662		105990	SR 3017 - SR 3008 to SR 3015	On Chicken Town Road (SR 3017) from Mud Pike Road (SR 3008) to Edgewood Avenue (SR 3015) in Somerset Borough and Somerset and Milford Townships	Resurfacing	Resurfacing		39.908933	-78.997691							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	3019	10	0	140	2105		108293	SR 3019 - SR 3008 to SR 3010	On Gebhardt Road (SR 3019) from West Mud Pike Road (SR 3008) to Mud Pike Road (SR 3010) in Ursina Borough and Lower Turkeyfoot Township	Resurfacing	Resurfacing		40.105733	-79.132433							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	3021	0010	0000	0040	2275		96645	PA 653 to SR 3019	Walker Road (SR 3021) from PA 653 to SR 3019 in Black Township	Resurfacing	Resurfacing		40.006673	-79.086124							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	3033	10	0	90	2463		110508	SR 3033 - PA 653 to Copper Kettle Hwy	On Barron Church Road (SR 3033) from PA 653 to Copper Kettle Highway in Middlecreek Township	Resurfacing	Resurfacing		39.908933	-78.997691							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	4007	10	0	20	1820		110500	SR 4007 - W Patriot to Felgar Rd	On N Franklin Avenue (SR 4007) from West Patriot Street to Felgar Rd in Somerset Borough	Resurfacing	Resurfacing		40.100587	-78.900612							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	4015	10	0	130	1784		105276	SR4009 to SR4023 Resurfac	On Casebeer Church Road (SR 4015) from Husband Road (SR 4009) to Million Dollar Highway (SR 4023) in Lincoln and Jenner Townships	Resurfacing	Resurfacing		39.9333	-79.336533							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	4018	10	0	60	2623		110521	SR 4018 - Northfork Rd to Cambria Co Line	On Ligonier Pike and Saylor School Road (SR 4018) from Northfork Road to Cambria County Line in Conemaugh Township	Resurfacing	Resurfacing		39.9333	-79.336533							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	4022	10	0	100	1366		108280	SR 4022 - PA 403 to PA 601	On Carpenter Park Road (SR 4022) from PA 403 to PA 601 in Conemaugh and Paint Townships and Paint Borough	Resurfacing	Resurfacing		39.862868	-79.362495							Unfunded	2021 Update	Somerset County
Somerset	MPMS	55	4023	10	0	90	2298		108289	SR 4023 - PA 985 to PA 601	On Million Dollar Highway (SR 4023) from PA 985 to PA 601 in Jenner Township and Boswell and Jennerstown Boroughs	Resurfacing	Resurfacing		40.105733	-79.132433							Unfunded	2021 Update	Somerset County
Somerset	Road	55	4025	0100	0000	0110	1598			SR 4025 - SR 4010 to PA 601	SR 4025 from Green Ridge Rd (SR 4010) to PA 601 in Boswell Borough	Resurfacing	Resurfacing	RESURFACE, DRAINAGE, LINE PAINTING	39.862868	-79.362495							Unfunded	2017 Update	Boswell Borough
Somerset	MPMS	55	4025	100	0	110	1598		105939	SR 4025 Resurface	Main Street (SR 4025) from Green Bridge Road (SR 4010) to Atkinson Way in Boswell Borough	Resurfacing	Resurface, drainage upgrades, sidewalk Improvements, Line Painting		39.9333	-79.336533							Unfunded	2019 Update	Boswell Borough
Somerset	MPMS	55	4029	0010	0000	0060	1286		96652	Roarng Rn Rd-Sylr Schl Rd	SR 4029 from Roaring Run Rd (SR 4027) to Saylor School Rd (SR 4031)	Resurfacing	Resurfacing		40.100587	-78.900612							Unfunded	2017 Update	Somerset County
Somerset	MPMS	55	4037	10	0	10	1402		107211	SR 4037 - PA 601 to PA 403	On Veteran's Street (SR 4037) from PA 601 to PA 403 in Conemaugh Township	Resurfacing	Resurfacing		39.908933	-78.997691							Unfunded	2021 Update	Somerset County
Somerset	Road	55	3029	70	0	190	2689			SR 3029 - County Line Rd to Ream Road	On Copper Kettle Highway/County Line Road from Fayette County to Ream Road in Middlecreek Township and Seven Springs Borough	Safety	Safety	TRUCK LANES; SAFETY IMPROVEMENTS; REALIGNMENTS; WEIGHT LIMIT INCREASE	39.862868	-79.362495							Unfunded	2021 Update	Middlecreek Township
Somerset	Road	55	31	510	0	530	3522			Allegheny Township Curves	On PA 31 Glades Pike east of White Horse Road (SR 2023) in Allegheny Township	Safety Improvement	Safety Improvement	Curve sight distances	40.105733	-79.132433							Unfunded	2021 Update	Allegheny Township
Somerset	Road	55	1003	0130	2800	0140	0500			Flight 93 Memorial Chapel Intersection (SR 1001 and SR 1003)	Intersection of Stutzmantown Road (SR 1001) and Coleman Station Road (SR 1003) in Stonycreek Township	Safety Improvement	Safety Improvement	Intersection improvement. High accident location with multiple fatalities, serious accidents, and near misses. Fire Department has responded to many incidents at intersection, including several fatalities. Vehicles run stop sign on Coleman Station Road. County would like additional information on the Township refusing maintenance of signals/flashing lights and would like other engineering alternatives explored.					1	1			Unfunded	2017 Update	Somerset County

Somerset		55	56	40	0	50	1000			PA 56 Sound Wall	On PA 56 from the 17th Street Bridge to the 21st Street (SR 160) intersection in Windber Borough, Somerset County.	Sound Wall	Sound Wall										Unfunded	2023 Update	Somerset County
Somerset	Road	55	56	20	2650	30	1498			PA 56/12th Street Turne Lane Upgrades	On PA 56 near the intersection with 12th Street	Safety Improvements	Safety Improvements	Turning Lane safety upgrades	40.031637	-79.181156							Unfunded	2021 Update	Windber Borough
Somerset	Road	55	31	201	0	231	1210			Somerset Area Traffic Study	On PA 601 from Main Street (PA 31) in Somerset Borough to the US 219 Ramp in Somerset Township and on PA 31 from Harrison Ave to Pleasant Ave in Somerset Borough	Study	Study	Comprehensive traffic relief analysis	40.031637	-79.181156							Unfunded	2021 Update	Somerset County
Somerset	Road	55	601	10	0	80	1018			Somerset Area Traffic Study	On PA 601 from Main Street (PA 31) in Somerset Borough to the US 219 Ramp in Somerset Township and on PA 31 from Harrison Ave to Pleasant Ave in Somerset Borough	Study	Study		40.006673	-79.086124							Unfunded	2021 Update	Somerset County

APPENDIX I- ENVIRONMENTAL JUSTICE

Environmental Justice (EJ) Summary

Introduction

As a PennDOT Planning Partner, Southern Alleghenies Planning & Development Commission (SAP&DC) is required to follow federal Environmental Justice (EJ) mandates for transportation planning and programming. EJ ensures that disproportionately high and adverse effects on minority and low-income populations are avoided. Low-income and minority communities, who have historically been underserved by transportation investment decisions, are actively engaged in the transportation planning process.

Environmental Justice mandates address people belonging to any of the following groups:

- **Minority**
  - **Black** - A person having origins in any of the black racial groups of Africa.
  - **Hispanic** - A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
  - **Asian** - A person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands.
  - **American Indian and Alaskan Native** - A person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
- **Low-Income** - A person whose income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.

Regional Population Overview

Minority Population Composition

According to the U.S. Census Bureau Population Estimate Program, the population of the Southern Alleghenies Region is 94.1% White, as compared to the Pennsylvania average, which is 80.5% and the United States average of 72.5%. Blacks or African Americans make up approximately 2.7% of the regional population, and other minorities account for the remaining 3.2%. These minority averages are considerably lower than the Pennsylvania and United States averages, indicating that the region has a relatively low amount of racial diversity. In Pennsylvania, African Americans make up approximately 11.1%; other minorities account for 7.8% of the population. Across the United States, there is a 12.7% African American population; other minorities account for 14.8%. **Table 10** shows the distribution of racial minorities in the Southern Alleghenies Region.

Table 10: Racial composition of the Southern Alleghenies Region. (U.S. Census Bureau, 2019 Population Estimates)

Race	Bedford County	Fulton County	Huntingdon County	Somerset County	Regional Totals
White alone	47,175	14,009	41,519	70,757	173,460
Black or African American alone	310	221	2,548	1,913	4,992
American Indian and Alaskan Native alone	72	42	75	67	256
Asian alone	191	38	269	251	749
Native Hawaiian and Other Pacific Islander alone	0	0	7	5	12
Two or more races	484	161	751	1,073	2,469
Some other race	105	35	200	295	635
Total	48,337	14,506	45,369	74,361	182,573

Low Income Population Distribution

According to the U.S. Census Bureau's 2019 America Community Survey on Poverty 12.28% of individuals in the region are living below the poverty level. This was lower than the Pennsylvania average of 12.5% and lower than the United States average of 13.4 % during that same time period.

Table 11: Percent of individuals living in poverty, by county. (U.S. Census Bureau, 2019)

	Bedford County	Fulton County	Huntingdon County	Somerset County	Regional Average
% of population for whom poverty status is determined	13.6%	11.5%	13.6%	12.7%	12.3%

Table 12 shows county and regional income statistics. According to the U.S. Census Bureau American Community Survey (ACS) 2019 5-Year Estimates, the average median household income in the region was approximately $50,443 in 2019 inflation adjusted dollars. This was lower than the Pennsylvania median of $61,744 and United States median of $62,843 the for the same timeframe. Fulton County had the highest estimated median household income, while Somerset County had the lowest. Per capita income for the region averaged $25,979, which was lower than the Pennsylvania average of $34,352 and the United States average of $34,103. Fulton County had the highest estimated per capita income followed by Bedford County, while Huntingdon County had the lowest. All counties in the region had lower median household incomes and per capita incomes than both Pennsylvania and the United States estimates.

Table 12: Median household and per capita income, by county in 2019 Inflation-Adjusted Dollars. (U.S. Census Bureau, 2019, American Community Survey, 5-Year Estimates)

	Bedford County	Fulton County	Huntingdon County	Somerset County
Median Household Income	$50,509	$53,476	$51,678	$49,089
Per Capita Income	$26,078	$27,396	$25,746	$25,781

Identification of Environmental Justice Communities

The threshold approach was employed to identify potentially marginalized communities. This method involves identifying whether the population of a chosen geography meets or exceeds an established threshold for a specific demographic attribute, in which case the area is considered a potentially marginalized community. SAP&DC individually mapped Census Block Groups with high concentrations of minority and impoverished populations using 2019 American Community Survey (ACS) estimates from the U.S. Census Bureau. Copies of these maps are included in the Appendix.

Both minority-related and poverty-related data were included in the 2019 American Community Survey (ACS) estimates and available for all four RPO counties. Therefore, the most recently available ACS 5-Year Estimates at the chosen geography level were used. Data compiled at the smallest geography level, the Census Block, were not available from the American Community Survey, so Census Block Group level data were used to identify EJ areas.

Minority Communities

Minority populations were mapped at the Census Block Group level using 2019 ACS 5-Year estimates from the U.S. Census Bureau. A regional approach to determine a minority threshold was established. The classification of a community's minority status was determined by the percentage of the RPO's total population that identifies as minority. Minorities represent 5.87% of the RPO's total population, therefore, any Census Block Group that superseded the regional average was considered.

As shown in **Table 13**, there are 33 Block Groups located in all four Counties of the RPO that meet or exceed the 5.87% minority population threshold. It is important to note that the minority populations in Somerset (Somerset 208.4 and 209.3) and Smithfield Townships (Huntingdon 9503.4) are due in large part to the state correctional facility group quarters population located there.

Table 13: Census Block Groups with at least an 5.87% minority population. (U.S. Census Bureau, 2019, American Community Survey Estimates)

County	Census Tract	Census Block Group	Minority Population Percentage
Bedford	9601	1	8.05%
Bedford	9605	3	10.1%
Bedford	9606	2	14.7%
Bedford	9607	1	14.3%

Bedford	9607	4	5.9%
Bedford	9608	1	8.2%
Bedford	9611	4	6.1%
Fulton	9601	1	11.5%
Huntingdon	9502	1	14.8%
Huntingdon	9503	4	59.9%
Huntingdon	9503	5	44.4%
Huntingdon	9504	1	8.0%
Huntingdon	9504	3	10.2%
Huntingdon	9504	4	10.1%
Huntingdon	9504	6	14.2%
Huntingdon	9508	4	6.2%
Huntingdon	9509	1	34.7%
Huntingdon	9509	2	15.1%
Huntingdon	9509	3	11.4%
Huntingdon	9510	2	6.4%
Huntingdon	9510	3	7.3%
Somerset	201.01	2	7.7%
Somerset	201.02	1	9.2%
Somerset	201.02	3	12.2%
Somerset	201.02	4	6.3%
Somerset	203	3	6.7%
Somerset	204	3	9.0%
Somerset	208	1	8.6%
Somerset	208	4	44.2%
Somerset	209	3	23.4%
Somerset	210	2	6.5%
Somerset	210	3	9.3%
Somerset	211	2	8.9%

Low Income Communities

Low-income populations in the region were identified using Census Block Group level poverty data from the ACS 5-Year Estimates. Block Group level data were available for the 2019 ACS Estimates, so it was also used to identify low-income populations.

To identify communities where individuals living in poverty reside, a threshold of 12.14% of the total population was established based on the average percentage of persons below poverty across the RPO. All communities at or above that threshold were considered low-income populations. Regionally, 64 of the 165 block groups (38.8%) in the RPO were at or above this threshold. Bedford County had the highest percentage of Block Groups meeting the threshold, with 47.6%. Thirty five percent of Block Groups in Huntingdon County, 9% of Block Groups in Fulton County, and 40.2% of Block Groups in Somerset County met or exceeded the threshold.

FY 2022-2042 Long Range Transportation Plan (LRTP) Evaluation

An evaluation was performed to assess the equitable distribution of planned LRTP projects across the RPO. A Geographic Information Systems (GIS) analysis was conducted to evaluate potential impacts on the minority and low-income populations that were noted in the previous sections of this document. Projects were divided into eight categories: Bridge Improvements, Highway Restorations, Safety, Intelligent Transportation System (ITS), Preventative Maintenance, Railroad Grade Crossings, New Alignments, and Study. Projects that do not have a specific location, such as line items and public transit vehicle purchases, were not included in the analysis. The GIS was used to determine whether each project was located partially or completely within one or more of the identified communities.

Potential Impacts to Minority Communities

The percentages of projects located within minority EJ communities are shown in **Table 14**. Based on 2019 ACS estimates, 22.2% of the total regional population lives in a minority community. Overall, 20.9% of projects are located either partially or completely within areas that meet or exceed the minority threshold. Given the relatively proportionate distribution of projects located both inside and outside of minority communities, it is unlikely that projects would have a disproportionate effect on these communities. The types of projects that are being planned in and around minority communities will be more likely to provide positive impacts to these regions.

Table 14: 2022-2042 LRTP projects partially or fully located within areas of at least an 5.58% minority population. (U.S. Census Bureau, 2019 American Community Survey Estimates)

Project Type	Total Projects	Number in Minority Areas	Percent in Minority Areas
Bridge Improvements	81	10	10.6%
Highway Restoration	44	18	40.9%
Safety	6	2	33.3%
ITS	2	0	0%
Preventative Maintenance	1	1	100%
Railroad Grade Crossing	4	1	25%
New Alignment	1	0	0%
Study	1	0	0%
Total	153	32	20.9%

Bridge Condition and IRI in Minority Communities

An evaluation was performed to assess the bridge conditions (state and locally owned), and the International Roughness Index (IRI) and the Overall Pavement Index (OPI) of Federal Aid System roads located in the identified minority communities. A new analysis approach was incorporated for the 2022-2042 LRTP. The region was broken into five Minority Population Concentration Intervals. **Table 15** shows the methodology used to create the Minority Population Concentration Intervals. **Table 16** shows the population breakdown of the Minority Population Concentration Intervals in the Southern Alleghenies RPO. **Table 17** shows the location of bridges based on the Minority Population Concentration Intervals. The table also provides a breakdown of the condition of the bridges and deck area, providing a count of the “poor” rated bridges/deck area and their location relative to minority populations. Of the 2,652 bridges in the RPO, 368 bridges are located within areas where the percentage of minority population is

greater than the regional average (Interval 3 or greater). Only 22 of these bridges, or 5.97%, are rated as poor or worse. There is a total of 1,078,561.09 square feet of bridge deck area in areas with a minority population concentration that is greater than the regional average. 60,975.9 square feet, or 5.65%, of that bridge deck area is rated poor or worse.

Table 15: Definition of Minority Population Concentration Intervals.

Minority Intervals	Ratio of Minority Population Percentage in Census Block Group to Planning Partner Minority Population Percentage
1	Census Block Minority Population Percentage/County or Planning Partner Minority Population Percentage <= 0.5 (Census block group minority population percentage less than or equal to half of countywide or regional minority population percentage)
2	Census Block Minority Population Percentage/County or Planning Partner Minority Population Percentage > 0.5 and <= 1 (Census block group minority population percentage greater than half and less than or equal to countywide or regional minority population percentage)
3	Census Block Minority Population Percentage/County or Planning Partner Minority Population Percentage > 1 and <= 2 (Census block group minority population percentage greater than County minority population percentage and less than or equal to twice the countywide or regional minority population percentage)
4	Census Block Minority Population Percentage/County or Planning Partner Minority Population Percentage > 2 and <= 4 (Census block group minority population percentage greater than twice and less than or equal to four times the countywide or regional minority population percentage)
5	Census Block Minority Population Percentage/County or Planning Partner Minority Population Percentage > 4 (Census block group minority population percentage greater than four times the regional minority population percentage)

Table 16: Population statistics of Minority Population Intervals in the Southern Alleghenies RPO.

Minority Population Interval	Total Population	Minority Population	Percent Minority
1	96,237	1,190	1.24%
2	45,692	1,874	4,10%
3	22,650	1,888	8.34%
4	9,165	1,565	17.08%
5	8,829	4,207	47.65%
TOTAL	182,573	10,724	5.87%

Table 17: Bridge and Deck Area Condition based on Minority Population Concentration Interval.

Minority Population Interval	Total Bridges	Bridges in Poor Condition or Worse (%)	Bridges in Fair Condition or Better (%)	Total Bridge Deck Area	Deck Area in Poor Condition or Worse (%)	Deck Area in Fair Condition or Better (%)
1	1,565	173 (11.05%)	1,392 (88.95%)	3,333,008.1	185,431.41 (5.56%)	3,147,576.6 (94.44%)
2	719	69 (9.6%)	650 (90.4%)	1,792,563.06	89,004.8 (4.97%)	1,703,558.26 (95.03%)
3	226	16 (7.08%)	210 (92.92%)	537,250.47	39,890.6 (7.42%)	497,359.87 (92.58%)
4	99	5 (5.05%)	94 (94.95%)	322,207.71	19,283.5 (5.98%)	302,924.2 (94.02%)
5	43	1 (2.33%)	42 (97.67%)	219,102.91	1,801.8 (0.82%)	217,301.11 (99.18%)
TOTAL	2,652	264 (9.95%)	2,388 (90.05%)	6,204,132.15	335,412.11 (5.41%)	5,868,720.03 (94.59%)

The IRI evaluation was conducted by breaking down the mileage of Federal Aid roadways based on their location relative to Minority Population Intervals. **Table 18** shows the miles of roadways for each IRI quality range (rated as Excellent, Good, Fair, Poor, or other) and the percentage of each quality that occurs in the minority Block Group intervals. **Table 19** shows the miles of roadways for each OPI quality range (rated as Excellent, Good, Fair, Poor, or other) and the percentage of each quality that occurs in the minority Block Group intervals. A total of 168.41 miles (17.16%) of Federal Aid System roads are located within areas where the percentage of minority population is greater than the regional average (Interval 3 or greater). A total of 4.82 miles (2.86%) of Federal Aid System roadways in minority communities are rated to have a poor IRI. A total of 9.83 miles (5.83%) of Federal Aid System roadways in minority communities is rated to have a poor OPI.

Table 18: IRI of Federal Aid System road segments by Minority Population Interval.

Minority Population Interval	Total Federal Aid Segment Miles	Excellent IRI Miles (%)	Good IRI Mile (%)	Fair IRI Miles (%)	Poor IRI Miles (%)	Other IRI Miles (%)
1	499.98	255.8 (51.16%)	152.53 (30.51%)	31.25 (6.25%)	5.72 (1.14%)	54.68 (10.94%)
2	312.92	138.1 (44.13%)	112.5 (35.95%)	11.19 (3.58%)	2.23 (0.71%)	48.89 (15.63%)
3	104.35	37.55 (35.99%)	40.13 (38.46%)	9.29 (8.9%)	2.57 (2.46%)	14.8 (14.19%)
4	47.93	26.85 (56.02%)	10.16 (21.19%)	2.44 (5.09%)	1.1 (2.28%)	7.39 (15.42 %)
5	16.13	5.23 (32.41%)	6.59 (40.86%)	3.16 (19.61%)	1.15 (7.12%)	0 (0%)
TOTAL	981.3	463.53 (47.2%)	321.91 (32.8%)	57.33 (5.84%)	12.76 (1.3%)	125.77 (12.82%)

Table 19: OPI of Federal Aid System Road Segment by Minority Population Interval.

Minority Population Interval	Total Federal Aid Segment Miles	Excellent OPI Miles (%)	Good OPI Mile (%)	Fair OPI Miles (%)	Poor OPI Miles (%)	Other OPI Miles (%)
1	499.98	146.46 (29.09%)	240.24 (48.05%)	51.36 (10.27%)	8.23 (1.65%)	54.68 (10.94%)
2	312.92	60.36 (19.29%)	169.04 (54.02%)	21.95 (10.21%)	5.13 (1.64%)	46.43 (14.84%)
3	104.35	13.22 (12.67%)	54.22 (51.97%)	19.4 (18.59%)	5.16 (4.94%)	12.34 (11.83%)
4	47.93	16.45 (34.33%)	18.59 (38.78%)	3.19 (6.65%)	2.31 (4.83%)	7.39 (15.42 %)
5	16.13	3.89 (24.11%)	8.14 (50.48%)	1.74 (10.77%)	2.36 (14.64%)	0 (0%)
TOTAL	981.3	239.39 (24.4%)	490.23 (49.96%)	107.64 (10.97%)	23.19 (2.36%)	120.85 (12.31%)

Bicycle and Pedestrian Crash Data in Minority Communities

Motor vehicle and Bicycle/Pedestrian crash data from 2015-2019 was obtained through PennDOT's Pennsylvania Crash Information Tool (PCIT). **Table 20** shows the total crashes involving bicycles and/or pedestrians in the Southern Alleghenies RPO for each Minority Population Interval over the five-year period. A total of 2,381 (19%) reportable crashes occurred within areas where the percentage of minority population is greater than the regional average (Interval 3 or greater), with a total of 25 (14.6%) fatalities. Minority concentration areas saw a total of 9 (33.3%) crashes involving bicycles and 30 (31.6%) crashes involving pedestrians. There were no bicycle or pedestrian involved crash fatalities in minority concentration areas. The crash data analysis shows that there is not a disproportionate number or rate of crashes in areas with higher minority concentrations.

Table 20: Southern Alleghenies RPO Crash Statistics 2015-2019.

Minority Population Interval	Total Reportable Crashes	Crash Fatalities	Bicycle Involved Crashes	Bicycle Involved Crash Fatalities	Pedestrian Involved Crashes	Pedestrian Involved Crash Fatalities
1	6,232	95	12	2	39	5
2	3,866	51	6	0	26	2
3	1,495	11	5	0	21	0
4	600	9	1	0	6	0
5	286	5	3	0	3	0
TOTAL	12,479	171	27	2	95	7

Potential Impacts to Low-Income Communities

A similar analysis was conducted to determine the percentage of projects within low-income communities, shown in **Table 21**. **Table 22** shows the methodology used to create the Minority Population Concentration Intervals. Note, none of the Census Block Groups met the criteria to be placed in Interval 5. Based on 2019 ACS estimates, approximately 37% of the total regional population lives in a low-income community. Overall, 34.6% of LRTP projects are located, either partially or completely, in one or more low-income community. Although it appears that projects are disproportionately located within areas that do not meet or exceed the low-income thresholds, this is due to the strong focus on asset management activities.

Table 21: 2022-2042 LRTP projects partially or fully located within areas of at least a 12.14% low-income population. (U.S. Census Bureau, 2019 American Community Survey Estimates)

Project Type	Total Projects	Number in Low-Income Areas	Percent in Low Income Areas
Bridge Improvement	94	21	22.3%
Highway Restoration	44	26	59%
Safety	6	3	50%
ITS	2	0	0%
Preventative Maintenance	1	0	0%
Railroad Grade Crossing	2	1	50%
New Alignment	1	1	100%
Study	1	0	0%
Total	153	53	34.6%

Table 22: Definition of Low-Income Population Concentration Intervals.

Low-Income Intervals	Ratio of Low-Income Population Percentage in Census Block Group to Planning Partner Low-Income Population Percentage
1	Census Block Low-Income Population Percentage/County or Planning Partner Low-Income Population Percentage <= 0.5 (Census block group low-income population percentage less than or equal to half of regional low-income population percentage)
2	Census Block Low-Income Population Percentage/County or Planning Partner Low-Income Population Percentage > 0.5 and <= 1 (Census block group low-income population percentage greater than half and less than or equal to regional low-income population percentage)
3	Census Block Low-Income Population Percentage/County or Planning Partner Low-Income Population Percentage > 1 and <= 2 (Census block group low-income population percentage greater than County low-income population percentage and less than or equal to twice the regional minority population percentage)
4	Census Block Low-Income Population Percentage/County or Planning Partner Low-Income Population Percentage > 2 and <= 4 (Census block group low-income population percentage greater than twice and less than or equal to four times the regional low-income population percentage)
5	Census Block Low-Income Population Percentage/County or Planning Partner Low-Income Population Percentage > 4 (Census block group low-income population percentage greater than four times the regional low-income population percentage)

Bridge Condition and IRI in Low-Income Communities

An evaluation was performed to assess the bridge conditions (state and locally owned), and the International Roughness Index (IRI) and the Overall Pavement Index (OPI) of Federal Aid System roads located in the identified low-income communities. Similar to the minority community analysis, the region was broken into four Low-Income Population Concentration Intervals. **Table 22** shows the methodology used to create the Low-Income Population Concentration Intervals. **Table 23** shows the location of bridges based on the percentage of low-income residents in the Census Block Group. The table also provides a breakdown of the condition of the bridges, providing a count of the "poor" rated bridges and their location relative to low-income populations. Of the 2,682 bridges in the region, 862 bridges are located in areas where the percentage of low-income population is greater than the regional average of 12.14%. Only 83 of these bridges, or 9.6%, are rated as poor. There is a bridge deck area total of 6,265,419 square feet in the region. A total of 2,451,870 (39.1%) square feet of bridge deck area is located in low-income areas. A total of 91,371 (3.72%) square feet of bridge deck area in low-income areas is rated as poor.

Table 23: Bridge and Deck Area Condition based on Low-Income Population Concentration Interval.

Low-Income Population Interval	Total Bridges	Bridges in Poor Condition or Worse (%)	Bridges in Fair Condition or Better (%)	Total Bridge Deck Area	Deck Area in Poor Condition or Worse (%)	Deck Area in Fair Condition or Better (%)
1	547	53 (9.69%)	494 (90.31%)	1,133,912	105,467 (9.3%)	3,147,576.6 (94.44%)
2	1,273	134 (10.53%)	1,139 (89.47%)	2,679,636	134,000 (5%)	1,703,558.26 (95.03%)
3	777	73 (9.4%)	704 (90.6%)	2,214,882	81,989 (3.7%)	497,359.87 (92.58%)
4	85	10 (11.76%)	75 (88.24%)	236,988	9,382 (3.96%)	302,924.2 (94.02%)
TOTAL	2,682	270 (10.07%)	2,412 (89.93%)	6,265,419	330,838 (5.28%%)	5,868,720.03 (94.59%)

The IRI evaluation was conducted by breaking down the mileage of Federal Aid roadways based on their location relative to Low-Income Population Intervals. **Table 24** shows the miles of roadways for each IRI quality range (rated as Excellent, Good, Fair, Poor, or other) and the percentage of each quality that occurs in the low-income Block Group intervals. **Table 25** shows the miles of roadways for each OPI quality range (rated as Excellent, Good, Fair, Poor, or other) and the percentage of each quality that occurs in the low-income Block Group intervals. A total of 259.03 miles (26.28%) of Federal Aid System roads are located within areas where the percentage of low-income population is greater than the regional average (Interval 3 or greater). A total of 9.28 miles (3.79%) of Federal Aid System roadways in low-income communities is rated to have a poor IRI. A total of 7.74 miles (2.98%) of Federal Aid System roadways in low-income communities is rated to have a poor OPI.

Table 24: IRI of Federal Aid System Road Segments by Low-Income Population Interval.

Low-Income Population Interval	Total Federal Aid Segment Miles	Excellent IRI Miles (%)	Good IRI Mile (%)	Fair IRI Miles (%)	Poor IRI Miles (%)	Other IRI Miles (%)
1	237.98	123.02 (51.69%)	72.28 (30.37%)	11.41 (4.8%)	2.09 (0.88%)	29.17 (12.26%)
2	488.61	229.07 (46.88%)	179.04 (36.64%)	21.13 (4.32%)	2.48 (0.51%)	56.89 (11.64%)
3	230.14	95.29 (41.4%)	66.33 (28.82%)	22.59 (9.82%)	5.65 (2.46%)	40.28 (17.5%)
4	28.89	12.17 (42.13%)	6.53 (22.59%)	4.04 (13.97%)	2.63 (9.09%)	3.53 (12.22 %)
TOTAL	985.62	459.55 (46.63%)	324.17 (32.89%)	59.17 (6%)	12.85 (1.3%)	129.87 (13.18%)

Table 25: OPI of Federal Aid System Road Segment by Low-Income Population Interval.

Low-Income Population Interval	Total Federal Aid Segment Miles	Excellent OPI Miles (%)	Good OPI Mile (%)	Fair OPI Miles (%)	Poor OPI Miles (%)	Other OPI Miles (%)
1	237.98	78.08 (32.81%)	103.44 (43.46%)	23.75 (9.98%)	6.01 (2.52%)	26.71 (11.22%)
2	488.61	105.07 (21.5%)	263.81 (53.99%)	56.31 (11.52%)	8.98 (1.84%)	54.43 (11.14%)
3	230.14	46.2 (20.07%)	113.69 (49.4%)	24.45 (10.62%)	5.52 (2.4%)	40.28 (17.5%)
4	28.89	8.46 (29.29%)	10.69 (37%)	3.99 (13.8%)	2.22 (7.69%)	3.53 (12.22%)
TOTAL	985.62	237.81 (24.13%)	491.63 (49.88%)	108.49 (11.01%)	22.73 (2.31%)	124.95 (12.68%)

Bicycle and Pedestrian Crash Data in Low-Income Communities

Motor vehicle and Bicycle/Pedestrian crash data from 2015-2019 was obtained through PennDOT's Pennsylvania Crash Information Tool (PCIT). **Table 26** shows the total crashes involving bicycles and/or pedestrians in the Southern Alleghenies RPO for each Low-Income Population Interval over the five-year period. A total of 4,328 (34.38%) total reportable crashes occurred within areas where the percentage of low-income population is greater than the regional average (Interval 3 or greater), with a total of 41 (23.83%) fatalities. Low-income concentration areas saw a total of 18 (66.6%) crashes involving bicycles and 57 (59.4%) crashes involving pedestrians. There were no bicycle involved crash fatalities in low-income concentration areas, and there were 3 (37.5%) pedestrian involved fatalities. The crash data analysis shows that there is not a disproportionate number or rate of crashes in areas with higher low-income concentrations, but there are disproportionate amount of bicycle and pedestrian involved crashes.

Table 26: Southern Alleghenies RPO Crash Statistics 2015-2019.

Low-Income Population Interval	Total Reportable Crashes	Crash Fatalities	Bicycle Involved Crashes	Bicycle Involved Crash Fatalities	Pedestrian Involved Crashes	Pedestrian Involved Crash Fatalities
1	2,775	38	4	1	16	2
2	5,484	93	5	1	23	3
3	3,609	40	13	0	35	3
4	719	1	5	0	22	0
TOTAL	12,587	172	27	2	96	8

Project Specific Benefits and Burdens

The majority of projects on the LRTP are highway or bridge improvement projects, which were not analyzed for potential benefits or burdens. Only non-asset management projects were reviewed for potential benefits and burdens. There are seven safety related projects on the 2022-2042 Southern

Alleghenies LRTP that are near communities that are above the minority and/or low-income thresholds. One of the projects is located in a low-income community, and two projects are located in both a low-income and minority community.

Project number 114118 is a safety improvement project on PA 56 in West St. Clair Township, Bedford County. The project on PA 56 runs from Rouzer Road to Calvary Hollow Road (SR 4030). The project involves making general safety improvements along the PA 56 corridor and will benefit a low-income area in Bedford County.

Project 116670 is a safety improvement project at the intersection of Stutzmantown Road (SR 1001) and Pleasant Hill Road (T-546)) in Somerset Township, Somerset County. This project will involve safety improvements at the intersection including flashing beacons and flashing stop signs and will benefit both a minority and low-income area.

The final safety projects are a grouping of projects (116671) on PA 56 in Windber Borough, Somerset County. The safety improvements will be at the PA 56 and PA 160 intersection, the PA 56 and 24th Street intersection, and the curve east of 12th Street on PA 56. This project will involve signal upgrades, pavement markings, and delineation. This project will benefit both a minority and low-income area.

Interstate Management Program

There are currently two Interstate Management projects in the Southern Alleghenies RPO. The I-70 EB Amaranth to Bedford County Line, project number 91537, involves mill/overlay and bridge work from the I-70 Amaranth interchange east bound to the Bedford County line. The second project, titled I-70 Amaranth Interchange to Maryland State Line, project number 112244, will involve mill and resurface, and bridge preservation from the Amaranth interchange east bound to the Maryland state line. Both projects are located entirely within Fulton County and do not directly affect any minority or low-income areas. A low-income and a minority area exist west of the project in East Providence Township, Bedford County. This project will have a secondary effect on these communities. The highway restoration and bridge work on I-70 will increase the safety of travel on the highway and maintain the mobility of populations in the area.

Future Analysis

In the future, SAP&DC will continue to refine the EJ analysis presented in this document. Additional refinement could expand the data sources and methods used for determining benefits and burdens. Some potential techniques for further refinement are outlined in the remainder of this section.

Identification of Minority Communities

To further refine the analysis on minority populations, an additional review of the group quarters populations could be conducted. This would help clarify the racial composition of the group quarters populations located in the region's correctional facilities. This information could be used to factor out group quarters populations from the minority composition, as they do not provide an accurate representation of the racial makeup of the communities in which they are housed.

Outreach and Involvement

SAP&DC distributed letters and information on the 2022-2042 LRTP to the county human services agencies as well as the municipalities identified in the EJ analysis. The letters explained the region's LRTP, provided a link to the SAP&DC website where LRTP documentation and maps could be reviewed, and provided information on public hearings, as well as how to provide comments.

As an additional effort to meet federal EJ requirements, SAP&DC also distributed informational letters to representatives from tribal groups that once resided in various areas of the Southern Alleghenies Region.

Those tribes identified include:

- Absentee-Shawnee Tribe of Oklahoma
- Delaware Nation
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Seneca-Cayuga Tribe of Oklahoma
- Seneca Nation of Indians
- Shawnee Tribe
- Tonawanda Band of Seneca

Conclusion

SAP&DC used data from the United States Census Bureau combined with GIS data to identify Environmental Justice communities in the region. An analysis was conducted to assess the equitable distribution of planned LRTP projects across all communities in the region. Areas of potential impacts to identified EJ populations were reviewed further to determine where there may be burdens imposed or benefits realized by these communities. While there were few communities that met the minority threshold, a significant number of Census Block Groups were identified as low-income communities. That being said, due to the nature of the projects impacting these communities, SAP&DC has concluded that the FY 2022-2042 LRTP will have minimal, if any, negative impacts. However, it will provide many positive benefits such as increased safety, mobility, access, and economic opportunity for the region. SAP&DC will continue to engage and involve these communities in all regional transportation initiatives.

APPENDIX J- PUBLIC INVOLVEMENT SUMMARY

Southern Alleghenies Long Range Transportation Plan (LRTP)
Public Involvement Summary

Public Involvement Activities for the Long-Range Transportation Plan (LRTP) are outlined in the Southern Alleghenies RPO Public Participation Plan (PPP). The following public involvement activities were conducted as part of the LRTP update.

Listening Sessions

Public and stakeholder input was gathered early in the LRTP planning process through a series of listening sessions in the Summer of 2021. One session was held in each of the four rural counties to gather input on local transportation priorities. All meetings were advertised in the public notice sections of the four rural county newspapers, the SAP&DC website, and SAP&DC social media outlets. Invites were also widely distributed to stakeholders and other interested parties in the region. A virtual option was provided for each of the four meetings. The meeting dates and locations were:

- Somerset County Commissioners Office- 7/19/21, 1-3 PM.
- Fulton County Planning Commission – 7/26/21, 1-3 PM.
- Bedford County Planning Commission- 8/5/21, 1-3 PM.
- Huntingdon County Planning Commission- 8/10/21, 1-3 PM.

The input was used to refine the existing LRTP goals and objectives and to help develop a new vision and goals for the Plan update. Input was also used in developing the LRTP project list. A more detailed summary and documentation follows this summary. Several comments were received during the public stakeholder meetings, and are included in the documentation.

LRTP 2042 Survey

An extensive public survey, which started in July 2021, and ended on August 20, 2021, solicited feedback from a broad group of the region's transportation system users. This method sought to reach those that could not be present at a listening session or otherwise were not able to provide input. There were over 200 respondents throughout the RPO as well as neighboring Blair and Cambria counties. Respondents were asked to prioritize the LRTP's goals and objectives. Additionally, the survey allowed the opportunity to highlight specific transportation issues throughout the RPO.

Agency Coordination Meeting

The Southern Alleghenies RPO and PennDOT District 9 participated in an Agency Coordination Meeting (ACM) on June 22, 2022, to discuss the Southern Alleghenies 2022-2042 Draft LRTP. The Southern Alleghenies RPO received various comments from the DCNR, DCED, FHWA, and other state and federal agencies. The majority of the comments were related to the biodiversity of the Southern Alleghenies region. There are numerous species of flora and fauna that thrive in the region. It is a primary concern to ensure that the projects involved in the LRTP do not endanger these species directly or threaten their habitats. There is a strong emphasis on the removal of invasive species in project areas, and the replanting native species. A new state-wide emphasis has been the consideration of pollinator habitat. The Southern

Alleghenies RPO and PennDOT District 9 will make all efforts to ensure that the biodiversity of the region is not affected by LRTP projects, that invasive species in project areas are removed and replaced with native species, and that pollinator habitats are considered in the planning and construction phases of all projects. All comments made during the ACM were recorded by the RPO and PennDOT District 9.

APPENDIX K- PUBLIC PARTICIPATION PLAN

Southern Alleghenies Rural Planning Organization
Public Participation Plan

Adopted: December 16, 2020

SAP&DC
SOUTHERN ALLEGHENIES PLANNING & DEVELOPMENT COMMISSION

Southern Alleghenies Rural Planning Organization (RPO)
Public Participation Plan (PPP)

Prepared By

Southern Alleghenies Planning & Development Commission (SAP&DC)
3 Sheraton Drive
Altoona, PA 16601

Prepared For

Southern Alleghenies Rural Planning Organization (RPO)

Table of Contents

Figures and Tables

Table of Contents

Appendices

This work was sponsored by the Pennsylvania Department of Transportation and Federal Highway Administration. The contents of this plan reflect the views of the author(s), who is (are) responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Commonwealth of Pennsylvania, The United States Department of Transportation, or the Federal Highway Administration at the time of publication. This plan does not constitute a standard, specification, or regulation.

Southern Alleghenies RPO Public Participation Plan

I. Plan Purpose

The purpose of the Southern Alleghenies Rural Planning Organization (RPO) Public Participation Plan (PPP) is to outline a series of standard procedures for informing the public and involving them in the transportation planning process. The PPP ensures that the Southern Alleghenies RPO has a proactive and meaningful public involvement process that provides complete information, timely public notice, and full public access by all segments of the population to key decisions. It serves as a guide to outline public participation activities for transportation-related public meetings, project-level outreach, the Long Range Transportation Plan (LRTP), and the Transportation Improvement Program (TIP).

II. Southern Alleghenies Planning and Development Commission Background

The Southern Alleghenies Planning and Development Commission (SAP&DC) is a Local Development District (LDD) that serves Bedford, Blair, Cambria, Fulton, Huntingdon, and Somerset Counties. Under contract with the Pennsylvania Department of Transportation (PennDOT), SAP&DC is responsible for transportation planning for the Southern Alleghenies RPO, which consists of Bedford, Fulton, Huntingdon, and Somerset Counties.

The Southern Alleghenies RPO is comprised of the following committees: Rural Transportation Coordinating Committee (RTCC) and the Rural Transportation Technical Committee (RTTC). The RTTC's role is to provide input and expertise to inform the RTCC and recommend specific development of regional transportation policy and priorities, including adoption of planning documents like the Southern Alleghenies Regional TIP. The diverse RTTC membership results in expanded regional involvement and ensures that the issues of the region are addressed. The RTCC serves as the policy committee for the RPO and reviews recommendations from the RTTC. The RTCC and RTTC, at a minimum, meet four (4) times a year in separate or joint meetings.

Representatives on the RTCC include:

- (4) County Commissioners, one from each rural county
- (1) PennDOT District 9-0 District Executive
- (1) Representative from SAP&DC (Executive Director)
- (1) Representative from PennDOT Central Office
- (1) RTTC Chairperson
- TOTAL: 8 voting members

Representatives on the RTTC include:

- (4) County Planning Directors, one from each rural county
- (4) At-large representatives, one from each RPO county
- (4) Municipal representatives, one from each RPO county
- (1) Representative from PennDOT District 9-0
- (1) Representative from PennDOT Central Office

(2) Representatives from SAP&DC
(1) Representative from public transportation/transit
(2) Representatives from aviation, rail, or freight
(1) Representative from non-motorized transportation
TOTAL: 20 voting members

III. State and Federal Regulations and Requirements

Public Laws

Public involvement in the transportation planning and programming process has been a priority for federal, state, and local officials since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; and public involvement has remained a hallmark of the transportation planning process in INSTEA's successors: The Transportation Efficiency Act for the 21st Century (TEA-21), SAFETEA-LU, and MAP-21.

Sunshine Law

Act 84 of 1986 (as amended in 1993, 1996, and 1998) established that all official actions and deliberations of municipal or agency governing bodies held for the purpose of making a decision take place at meetings that are open to the public. The openness keeps residents more informed and allows for increased public confidence in our governing bodies. The General Assembly of Pennsylvania finds that secrecy in public affairs undermines the faith of the public of government. Major provisions of the original Act are:

- All meetings or hearings of every agency at which formal action is taken are public meetings and shall be open to the public. The board or council has the option to accept all public comment at the beginning of the meeting.
- No formal action shall be valid unless formal action is taken during a public meeting.
- No public meeting of any agency shall be begun, adjourned, recessed, or interrupted for the purpose of an executive session except for labor negotiations and certain disciplinary actions.
- The minutes of a public meeting of an agency shall be promptly recorded and open for examination and inspection by citizens of the Commonwealth. A person attending a meeting of an agency shall have the right to use recording devices to record all the proceedings.
- Every agency shall hold public meetings at specified times and places of which previous notice must be given by posting notice of the public meetings at the principal office of the agency or the building where the meeting is to be held.
- Public notice of meeting times and locations shall be published in a newspaper of general circulation at least once each year.

Pennsylvania Human Relations Act

The Pennsylvania Human Relations Act prohibits certain practices of discrimination because of race, color, religious creed, ancestry, age or national origin by employers, employment agencies, labor organizations and others as herein defined; creating the Pennsylvania Human Relations Commission in the Governor's Office; defining its functions, powers and duties; providing for procedure and enforcement; providing for formulation of an educational program to prevent prejudice; providing for judicial review and enforcement and imposing penalties.

Title VI of the Civil Rights Act

Title VI prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance. Programs that receive Federal funds cannot distinguish among individuals on the basis of race, color or national origin, either directly or indirectly, in the types, quantity, quality or timeliness of program services, aids or benefits that they provide or the manner in which they provide them. Persons with limited English proficiency must be afforded a meaningful opportunity to participate in programs that receive Federal funds. Policies and practices may not deny or have the effect of denying persons with limited English proficiency equal access to Federally-funded programs for which such persons qualify.

Section 504, Rehabilitation Act of 1973 and Americans with Disabilities Act of 1990 (ADA)

Section 504 of the 1973 Rehabilitation Act was the first disability civil rights law to be enacted in the United States. It prohibits discrimination against people with disabilities in programs that receive federal financial assistance and set the stage for enactment of the Americans with Disabilities Act. Section 504 works together with the ADA and IDEA to protect children and adults with disabilities from exclusion, and unequal treatment in schools, jobs, and the community.

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination on the basis of disability. Public entities are required to make services, programs, and activities accessible to individuals with disabilities. This includes conducting meetings and hearings in ADA-compliant buildings and providing special accommodations to ensure communications are equally effective for persons with disabilities in order to allow for full participation in meetings, planning, and programming activities.

Environmental Justice

Public involvement must also consider Presidential Executive Order 12898, Environmental Justice. The U.S. Environmental Protection Agency defines Environmental Justice as the "fair treatment of people of all races, cultures and income with respect to development, implementation and enforcement of environmental laws, regulations, programs and policies." Fair treatment means that no racial, ethnic, or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from the operation of industrial, municipal, and commercial enterprises and from the execution

of federal, state, local, and tribal programs and policies. As stated in 23 CFR § 450.316, "(1) The RPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for: (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services."

The Southern Alleghenies RPO has conducted a thorough Environmental Justice Analysis by completing various core activities: Identify EJ Populations, Assess Conditions and Identify Needs, and Evaluate Benefits and Burdens of the Program. Communities identified as having high minority and poverty concentrations will be engaged throughout the entire outreach process. The results of the analysis determine the equity of project investments throughout the region.

IV. Southern Alleghenies RPO Profile

Regional Overview

The Southern Alleghenies RPO Region is home to 149 municipalities across four rural counties that equates to approximately 3,425 square miles of land area. Within this region, there are 1,430 bridges on the State System of 8 feet or greater in length and 262 bridges on the Local System of 20 feet or greater in length, as well as roughly 5,753 miles of roadway. Among these miles of roadway are major transportation corridors such as: I-76 (PA Turnpike), US 219, US 22, US 220, US 522, and US 30. These corridors are a critical part of the transportation network of the region. Services provided by Human Services Agencies include Somerset County Transportation System, Fulton County Family Partnership, and Huntingdon, Bedford, Fulton Area Agency on Aging.

Population Change

According to the 2010 Decennial Census and the 2014-2018 American Community Survey 5-Year Estimates, just under 190,000 people live in the RPO region. **Figure 1** shows population change in each county between 1980 and 2010, as well as the ACS Estimates. Between the time period of 1980 to 2010 the region experienced a slight growth in total population, increasing by 1.68%. Fulton, Bedford, and Huntingdon Counties have experienced population growth since 1980, with Fulton County having the highest growth rate of 15.6%. However, according to the 2014-2018 ACS 5-Year Population Estimates, all four counties experienced decreases in population between 2010 and 2018. Somerset County experienced the largest loss in population with a rate of -3.59% or 2,793 individuals.

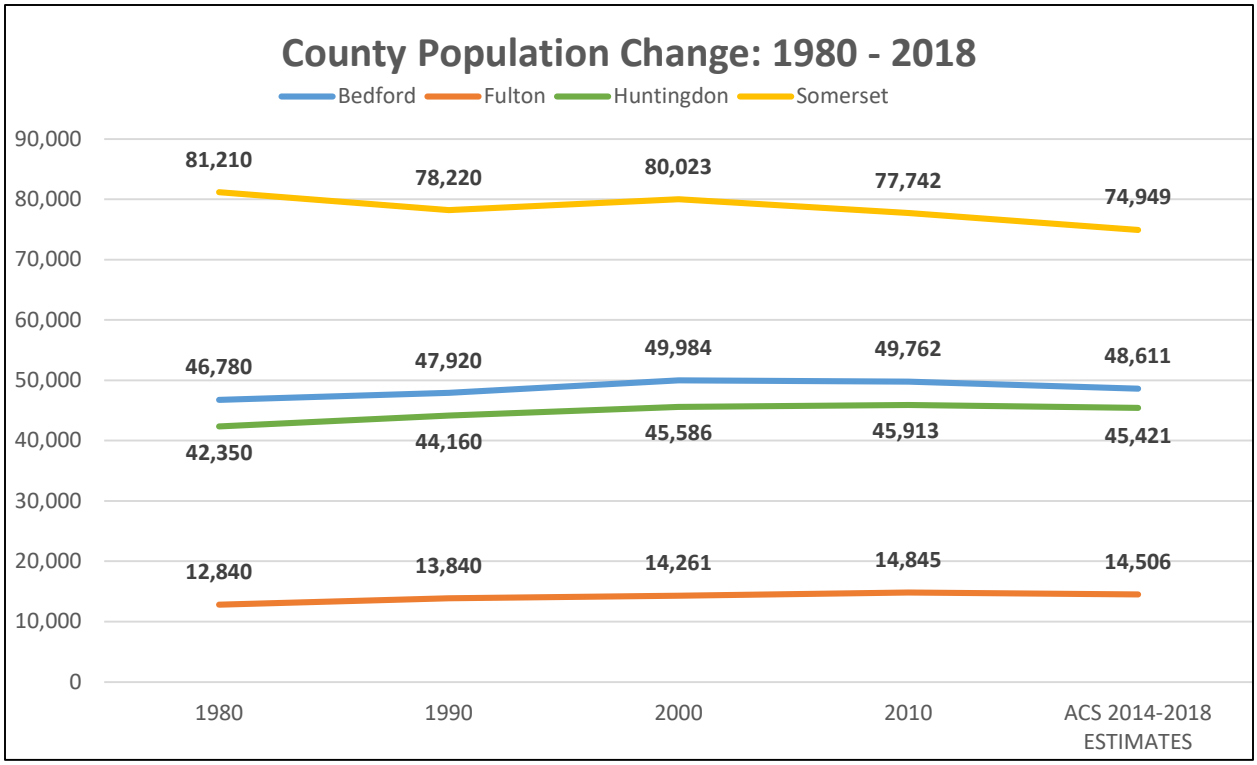


Figure 1: Population change by county, 1980-2018; *Source(s): U.S. Decennial Census 1980, 1990, 2000, 2010 / 2014-2018 ACS 5-Year Estimates*

Age

The population of the RPO region has been aging in recent decades. The region's average median age has grown from 38.9 years in 2000 (US 2000 Decennial Census) to 42.8 years in 2010 (US 2010 Decennial Census) and to 45.1 years according to the 2014-2018 ACS 5-year Estimates. **Table 1** illustrates the region's age composition. The U.S. Decennial Census indicates that between 1990 and 2010, the region has experienced a decrease in all age groups less than 45 years of age, with the largest decrease experienced in the 25 – 34-year age range. Conversely, those age cohorts over the age of 45 years have been increasing. The 2014-2018 ACS 5-year Estimates indicate that this trend has changed slightly among certain age groups since 2010. Individuals between the age of 20 and 34 have shown an increase, while individuals between 45 and 54 have started to decrease. However, the region is still trending towards an aging population. This aging population will have a significant impact on the future transportation needs of the region, including increased demand on transit and human services transportation providers.

Table 1. Regional Age Cohorts 1990 to 2018

	<5 years	5-19 years	20-24 years	25-34 years	35-44 years	45-54 years	55-64 years	65-74 years	75-84 years	85 and over
1990	6.44%	21.31%	6.42%	15.12%	14.38%	10.71%	10.24%	9.17%	4.89%	1.31%
2000	5.65%	19.43%	5.73%	12.72%	15.55%	13.93%	10.39%	8.80%	5.94%	1.87%
2010	5.43%	18.08%	5.38%	10.90%	13.33%	15.45%	13.68%	9.65%	5.88%	2.23%
ACS Estimates	4.78%	16.75%	5.70%	10.98%	11.65%	14.25%	15.05%	11.70%	6.65%	2.65%
Change ('90-'10)	(1.01%)	(3.23%)	(1.04%)	(4.22%)	(1.05%)	4.74%	3.44%	0.48%	0.99%	0.92%
Change ('10-'18)	(0.65%)	(1.33%)	0.32%	0.08%	(1.68%)	(1.20%)	1.37%	2.05%	0.77%	0.42%

Source(s): U.S. Decennial Census 1990, 2000, 2010 / 2014-2018 ACS 5-year Estimates

Figure 2 shows elderly population (age 65+) by municipality. Approximately 62% of the municipalities in the region have significant elderly populations (20% or greater). Notably, at least 40% of the residents of Paint and Seven Springs Boroughs in Somerset County, and Valley-Hi Borough in Fulton County were in the 65+ age range.

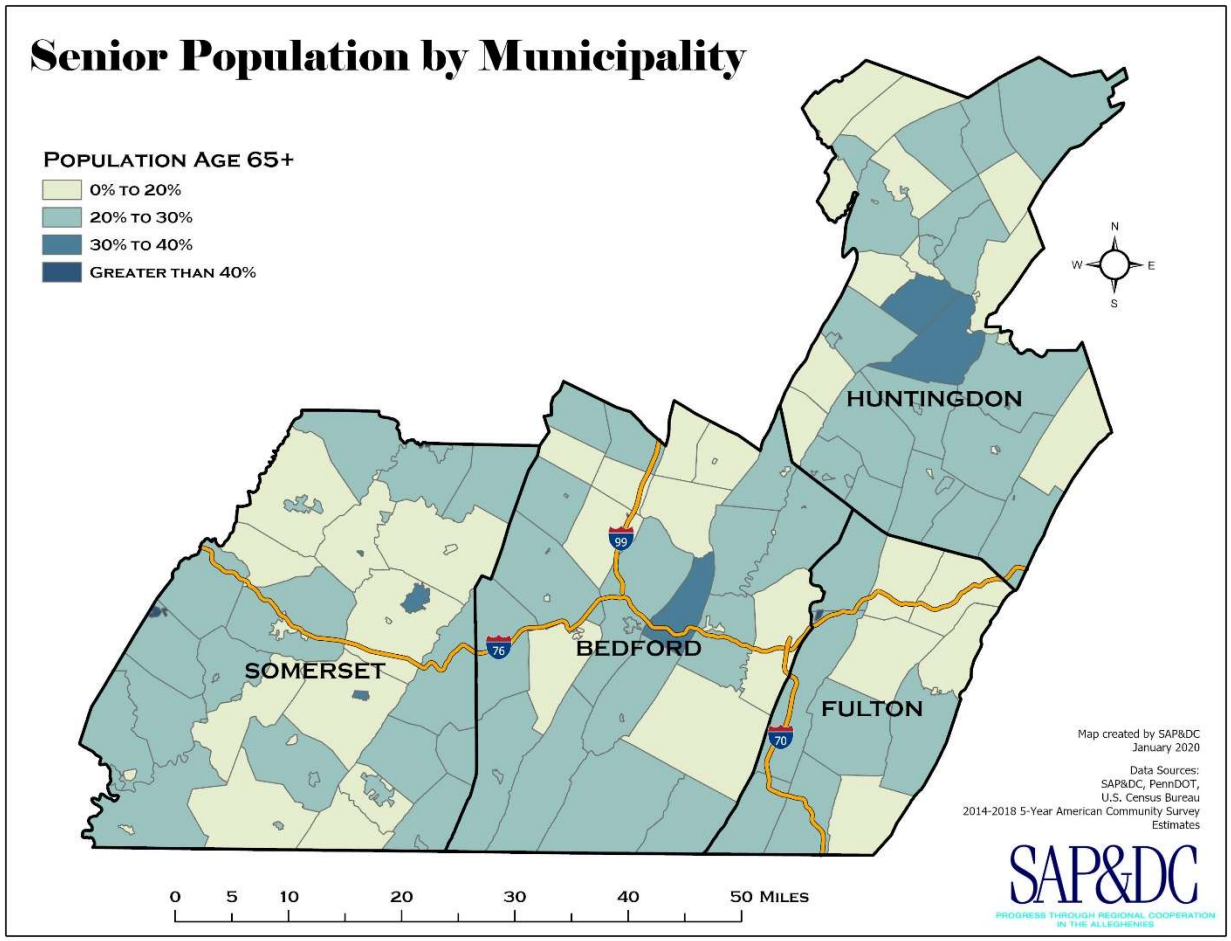


Figure 1: Regional elderly population by municipality; *2014-2018 American Community Survey 5-year Estimates*

Minority Population

The region is composed of nearly 96% White individuals. Black individuals, or African Americans, make up slightly more than 2.5% of the population. Other minorities, which include American Indian, Alaskan Native, Asian, Native Hawaiian, Other Pacific Islanders, Other Races, and Two or More Races, account for just over 2% of the regional population. The largest minority groups found in the region are Black/African American and those identifying as Two or More Races. **Table 2** details the racial composition of the region.

Table 2. Population by Race

	Bedford County	Fulton County	Huntingdon County	Somerset County	Regional Average
White alone	97.6%	96.4%	91.7%	95.2%	95.23%
Black or African American alone	0.5%	2.1%	5.5%	2.6%	2.68%
American Indian and Alaska Native alone	0.1%	0.3%	0.1%	0.1%	0.15%
Asian alone	0.4%	0.3%	0.5%	0.4%	0.4%
Native Hawaiian and Other Pacific Islander alone	0.0%	0.0%	0.02%	0.03%	0.01%
Some other race alone	0.2%	0.1%	0.5%	0.5%	0.33%
Two or more races	1.1%	0.9%	1.7%	1.2%	1.23%

Source: 2014-2018 5-Year American Community Survey Estimates

Among municipalities, the highest concentrations of minority populations are located in Mount Union Borough and Smithfield Township in Huntingdon County, as well as in Somerset Township in Somerset County and Todd Township in Fulton County. This can be seen on **Figure 3**.

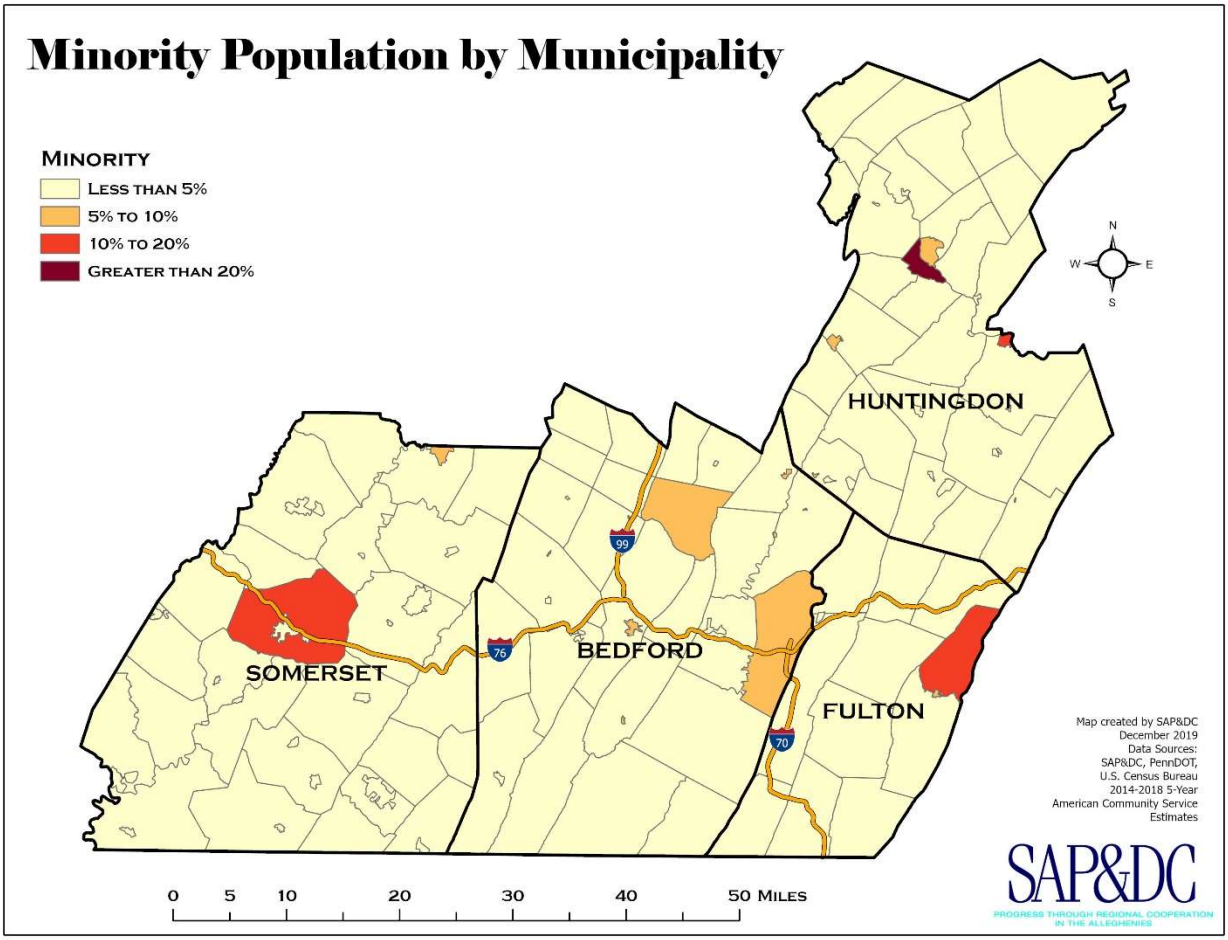


Figure 2: Regional minority population by municipality; *2014-2018 5-Year American Community Survey Estimates*

Income

The Environmental Protection Agency defines low-income as "a reference to populations characterized by limited economic resources." Although the EJ Core Elements guidance focuses on the federal poverty level, the RPO has also employed regional averages to enhance the analysis.

According to the 2014-2018 ACS 5-Year Estimates, the average median household income in the RPO region was $49,640 (2018 inflation adjusted dollars), which was 16.5% below the Pennsylvania median of $59,445 and 17.7% below the United States median of $60,293. During this time period, Fulton was the only county to exceed the average median income for the region, at $51,259. **Table 3** lists median household income by county and the percentage of municipalities within those counties that had median household incomes below the regional average.

Table 3. Median Household Income

	Bedford County	Fulton County	Huntingdon County	Somerset County	Regional Average
Median Household Income	$49,146	$51,259	$48,597	$48,224	$49,307`
Percent of Municipalities Below Regional Median	57.9%	33.3%	51.1%	46.9%	47.3%

Source: 2014-2018 American Community Survey 5-year Estimates

The ACS Estimates indicate that about 67% of municipalities in Fulton County had a household median income exceeding the regional average. In contrast, only 42% of municipalities in Bedford County had a median household income above the regional average. **Figure 4** shows the distribution of municipalities within the region where the average median household income is below the regional average.

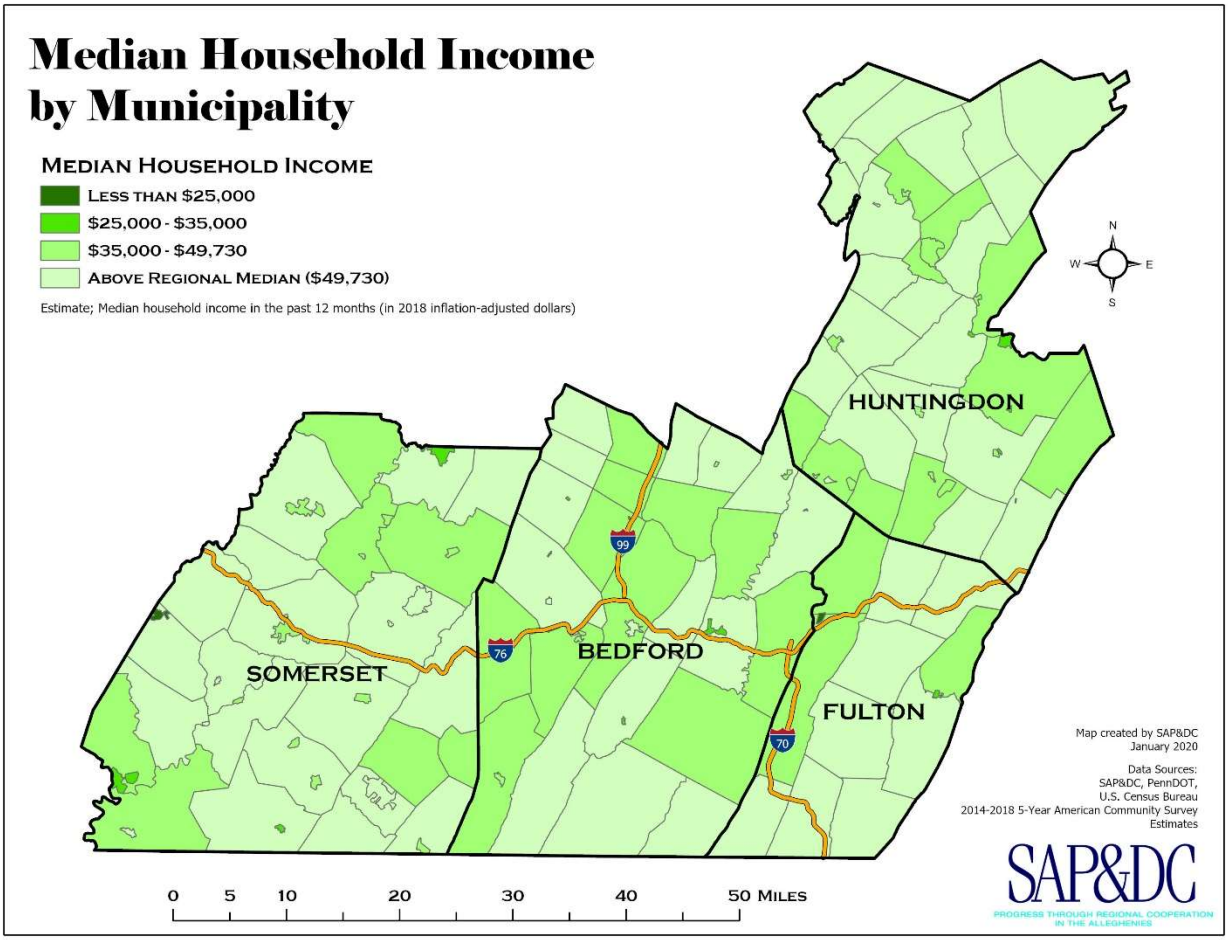


Figure 3: Median household income by municipality; *2014-2018 American Community Survey 5-year Estimates*

Disability

Approximately 16.7% of the region's civilian non-institutionalized population has a reported disability, which is higher than the Pennsylvania average of 13.9% and the United States average of 12.6%. These disabilities include difficulty with hearing, vision, cognitive ability, ambulatory function, self-care, or independent living. **Table 4** shows the distribution of the disabled populations by county. The total percentage of disabled populations in Bedford and Huntingdon Counties exceeds the regional average.

Table 4. Disability Status of the Civilian Non-Institutionalized Population

	Bedford County	Fulton County	Huntingdon County	Somerset County	RPO Region
Total Population	48,611	14,506	45,421	74,949	**183,487**
Population with A Disability	8,403	2,342	6,904	11,538	**29,187**
Percent with A Disability	17.4%	16.2%	16.7%	16.5%	**16.8%**

Source: 2014-2018 American Community Survey 5-year Estimates

Among municipalities, nearly 78% of the region's communities have disabled populations exceeding the Pennsylvania average of 13.9%. **Figure 5** shows the distribution of the municipalities reporting total disabled individuals in excess of the state average. As many of the communities in the region are very rural in nature, residents with disabilities are presented with significant transportation challenges, and their participation in public meetings is likely to be very limited.

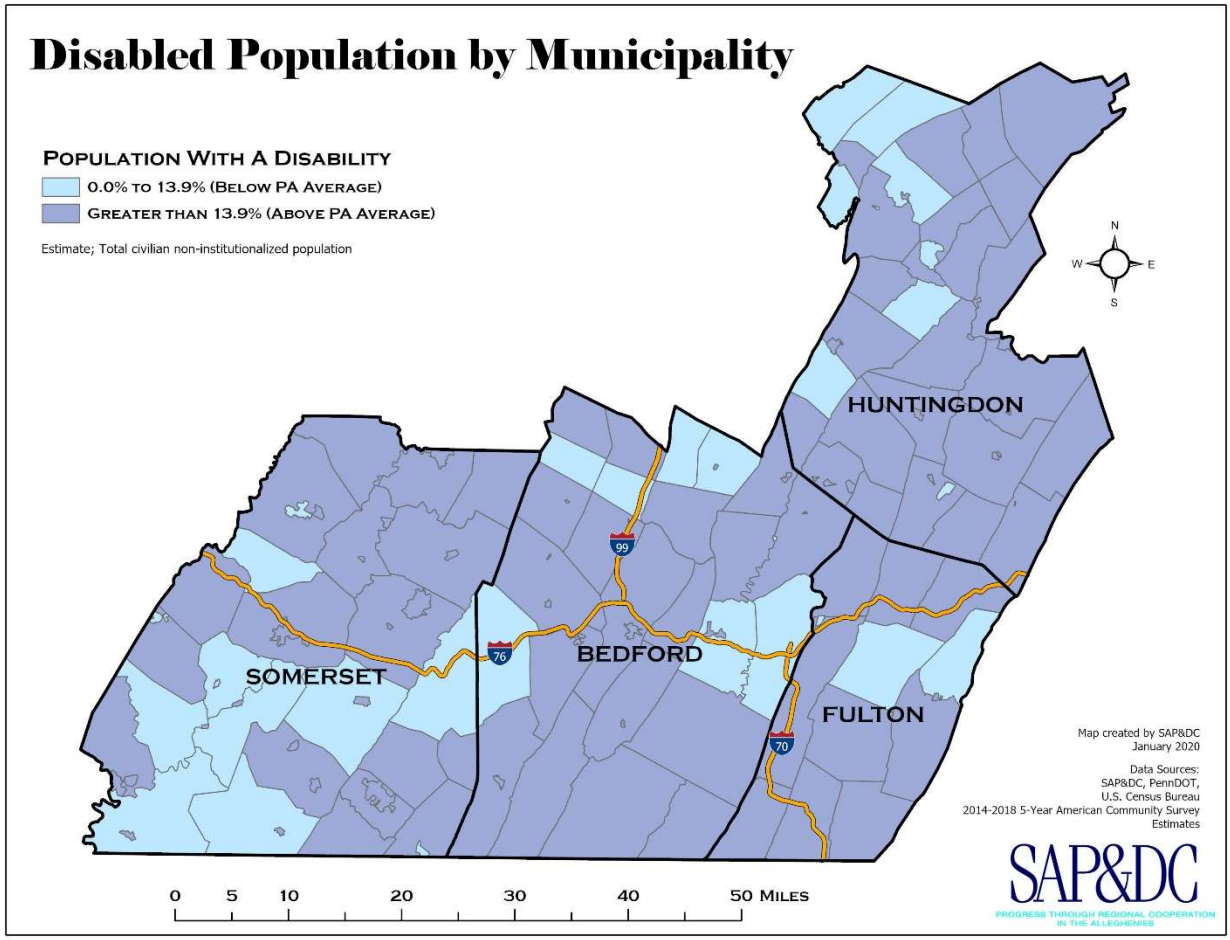


Figure 4: Disabled population by municipality; *2014-2018 American Community Survey 5-year Estimates*

Language

The region is largely an English-speaking population (97%). The most common Non-English languages spoken at home are Other Indo-European Languages (1.5%), such as Dutch, Italian, Portuguese, French, or German, and Spanish (1.1%). **Table 5** summarizes the language spoken at home as a percentage of the population age five and older. Approximately one percent of the population aged five years and over speaks English less than "very well". Of those who speak English less than "very well", the most common language spoken is Spanish or Other Indo-European Languages. The RPO has a Limited English Proficiency (LEP) Plan and procedures in place to facilitate the needs of the LEP populations and afford them the opportunity to give meaningful input to the transportation planning process.

Table 5. Language Spoken at Home

	Bedford County	Fulton County	Huntingdon County	Somerset County	Regional Average
Population 5 years and over	46,187	13,783	43,388	71,515	
% Speak only English	97.4%	98.7%	96.3%	95.7%	97%
% Speak English less than "very well"	0.8%	0.2%	1.2%	1.6%	1%
% Speak Spanish	0.7%	0.5%	1.6%	1.4%	1.1%
% Speak Other Indo-European Languages	1.6%	0.6%	1.4%	2.5%	1.5%
% Speak Asian and Pacific Island Languages	0.3%	0.2%	0.6%	0.1%	0.3%
% Speak Other Languages	0.0%	0.0%	0.2%	0.3%	0.1%

Source: 2014-2018 American Community Survey 5-year Estimates

Figure 6 shows English proficiency trends among the region's municipalities. The highest concentrations of individuals who speak English less than "very well" are found in Elk Lick and Greenville Townships in Somerset County. Over 75% of the region's municipalities have less than 1% of residents that speak English less than "very well".

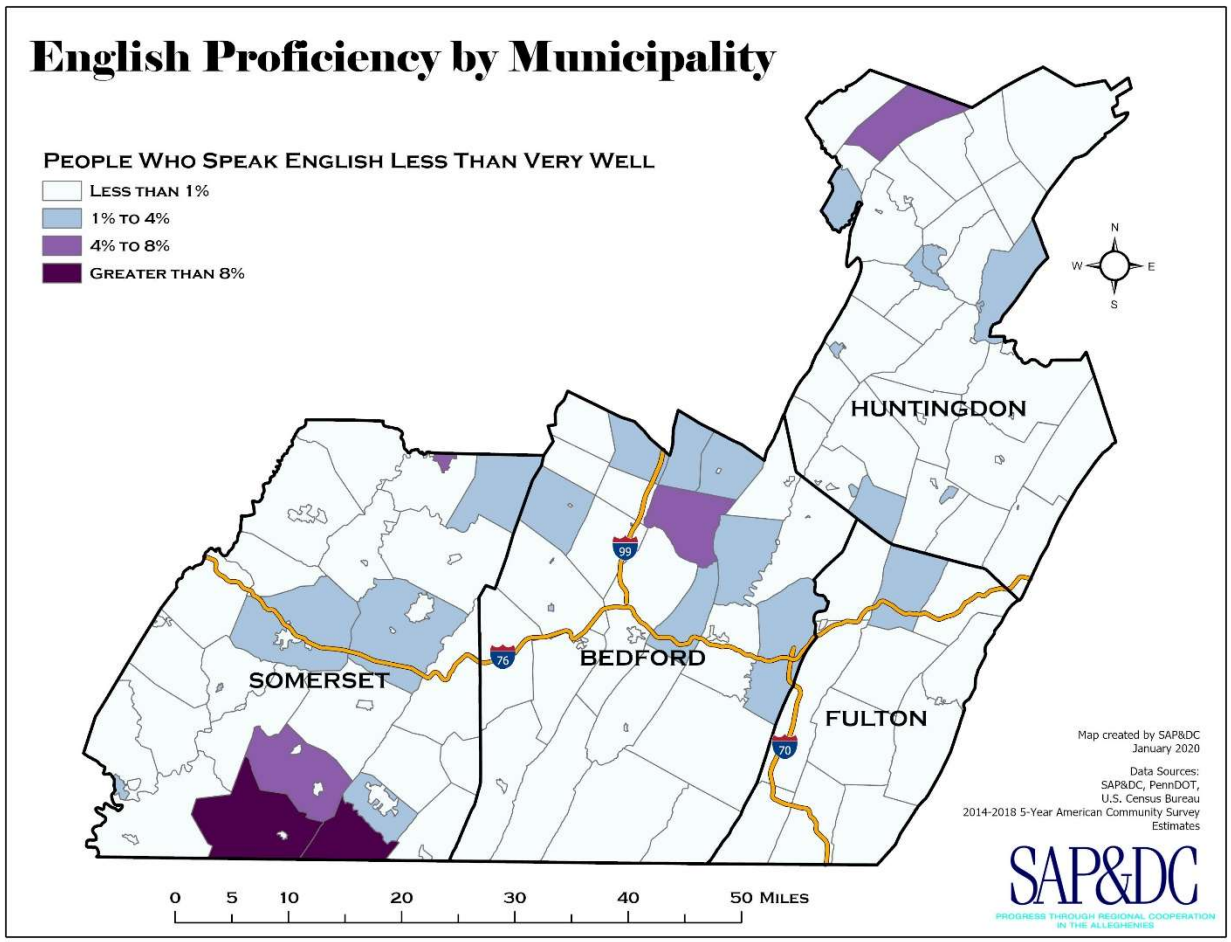


Figure 5: Percentage of individuals who speak English less than very well by municipality; *2014-2018 American Community Survey 5-year Estimates*

VI: Outreach Methodology

Objectives

The Southern Alleghenies RPO shall ensure that public participation is consistent with the following objectives during the development of all transportation plans and programs:

- Seek the active participation, consultation, and involvement of all interested parties in the transportation planning process. Interested parties are to include citizens, affected public agencies, representatives of public transportation employees, freight shippers and providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties.
- Hold all public meetings at convenient and accessible locations and times to encourage the participation of all interested parties as well as underrepresented groups including minorities, low income, and persons with disabilities.
- Ensure that all interested parties have reasonable opportunities to comment on all transportation plans and programs.
- Employ visualization techniques to present transportation plans and programs including charts, graphs, and Geographic Information Systems (GIS) technology.

Advertisement Methods

During the development of all transportation plans and programs, the Southern Alleghenies RPO will employ some or all of the following advertisement methods consistent with the objectives outlined above. The specific methods used for each activity will be outlined in Appendix II: Public Participation Guidelines.

- **Social Media:** Various social media platforms will be used to make the public aware of upcoming meetings, plan displays, or public comment opportunities. This method can be used to distribute information on a regional RPO-wide level or on a more granular level like individual communities. This method allows for advertisement of planning activities to be more detailed than traditional methods.

- **Newsletter:** The RPO will utilize the SAP&DC newsletter platform to distribute advertisements broadly to pre-determined and new contact lists. Newsletters usually cover several topics and afford the opportunity to provide information and solicit feedback from a reader originally seeking out an unrelated topic.

- **Email:** This method allows for the greatest ability to target advertisements to make the public aware of upcoming meetings, plan displays, or public comment opportunities. It's ubiquity and reliability ensure the target receives the advertisement and allows for follow up for all parties.

- **Mobile Digital Messaging Systems (DMS):** PennDOT District offices typically employ DMS boards to make the public aware of project specific information. These boards will also be used to make the public aware of upcoming meetings, plan displays, or public comment opportunities.

- **Local and Regional Newspaper:** Regional distributed newspapers like the Altoona Mirror and the Tribune Democrat, and locally distributed newspapers in each of the RPO counties, like the Bedford Gazette, the Fulton County News, the Huntingdon Daily News, and the Somerset Daily American may be used to announce public meetings for recurring transportation committee meetings and public meetings and comment periods for draft and final plans.

Public Participation Methods

During the development of all transportation plans and programs, the Southern Alleghenies RPO will employ some or all following public participation activities consistent with the objectives outlined above. The specific methods used for each activity will be outlined in Appendix II: Public Participation Guidelines. All comments obtained through the methods outlined will be reviewed by the RTTC and RTCC at a scheduled quarterly meeting and included in an appendix of a final plan.

- **Public Comment Period:** These periods will be provided for a minimum of 30-45 calendar days, depending on the plan, to allow for review and comment by all interested parties. Any major amendments or updates to the plan must adhere to this requirement. Minor revisions, such as periodic data updates, are not subject to a public comment requirement. As stated above, all comments received through the public comment period(s) will be reviewed and considered by the RTTC and RTCC at a scheduled quarterly meeting and will be incorporated in an appendix within the final plan.

- **Supplemental Comment Period:** If the final plan differs significantly from the original document that went out for public comment, a supplemental comment period of 14 days will be provided for additional public input. Any minor revisions to these documents will not result in a supplemental comment period.

- **Public Display:** During any given public comment period, a final draft of the plan being reviewed will be made available to review at the four RPO county planning commissions, SAP&DC's website (www.sapdc.org) and at SAP&DC's office in Altoona, PA, as well as at PennDOT District 9-0's office in Hollidaysburg, PA. Additionally, the website will allow for comment via a webform on the page where the final draft plan is posted.

- **Public Meeting:** Public meetings to collect public input may be held at various stages during the development of a plan. Initial public meetings will be held to obtain input to help shape the plan in its formative stages, while meetings held during the public comment period may be used to identify plan improvements. Public meetings may also be scheduled on an as needed basis determined throughout the plan development process. These meetings may be held in each of the RPO counties or at SAP&DC's office in Altoona, PA. All additions, corrections, or deletions to the scheduled meeting will

be published using the method determined by the public involvement matrix at least seven calendar days prior to the scheduled meeting time. Every effort will be made to accommodate persons with disabilities and to ensure that all meeting locations are handicapped accessible.

- **Email, Mail, or Phone:** Comments will continue to be accepted via these more traditional methods. The ubiquity of these methods makes them the most common and easiest way to submit and receive public comments.

- **Virtual Public Involvement (VPI):** VPI meetings will take place in similar fashion to traditional public meetings, except they will be conducted on a web-based platform. The platform will be chosen based on the needs of the specific planning effort. A simple platform with video, screensharing and conferencing capability when the feedback required is more general. A more robust platform maybe employed for projects or plans requiring more specific feedback.

- **Environmental Justice (EJ) Outreach:** High minority and poverty concentrations within communities identified through the Environmental Justice analysis will be engaged throughout the entire outreach process. A final draft of plans for which EJ analysis is required will be mailed to each municipal government with high minority and poverty concentrations, the human service agencies in RPO counties, and representatives for Native American Tribes that once resided in the region.

- **Online Survey Tools:** These tools will allow for more targeted and in-depth feedback. These tools also allow for the respondent to give as little or as much feedback as they like.

- **Mobile Texting/SMS Participation Platforms:** Mobile phone texting and SMS systems allow public involvement more spontaneously than traditional public involvement methods have allowed in the past. These platforms will provide a number that a participant can use to text comments or general suggested improvements. Those comments will be collected by the platform and incorporated in the planning activity being conducted.

VI. Plan Evaluation and Update Procedures

The Southern Alleghenies RPO will regularly evaluate the procedures outlined in the Public Participation Plan to assess their validity and efficacy. The Public Participation Plan (PPP) will be updated on a five-year cycle, concurrent with the Long Range Transportation Plan (LRTP) update. Additionally, the necessity of minor revisions, such as updates to data and maps, will be evaluated periodically. These minor revisions will not be subject to the public comment period and public meeting requirements of major plan updates or amendments and may take place more regularly than a full update of the plan.

Appendix I: Interested Parties

1. Area Agencies on Aging
2. Agricultural/Farming Interests
3. Airport Authorities
4. Ambulance Associations
5. Automobile Associations
6. Bicycle and Trail Interests
7. Citizens Groups
8. Community Action Organizations
9. County Partnerships
10. Economic Development Agencies
11. Emergency Management Agencies
12. Environmental Agencies
13. Fire Departments
14. Head Start Organizations
15. Highway Heritage Corridors
16. Local and State Elected Officials
17. MH/MR
18. Municipal Engineers
19. Municipalities
20. Old Order Mennonite Community – Horse and Carriage Transportation
21. Local Planning Commissions
22. School Districts
23. Solid Waste Authorities
24. State Police
25. Tribal Contacts
26. Trucking Agencies

Appendix II: Public Participation Guidelines

Public Involvement Matrix					Public Meeting		
Plan or Meeting Type	**Potential Advertisement Methods** *Bolded selection indicates method(s) that will be used	**Advertisement Notice**	**Potential Public Participation Methods** *Bolded selection indicates method(s) that will be used	**Public Comment Period**	**Initial**	**During Public Comment Period**	**Regularly Occurring**
Long Range Transportation Plan (LRTP)	**Social Media** **Newsletter** **Email** DMS Boards Local Newspaper Regional Newspaper	Prior to public meeting	**Public Comment Period(s)** **Public Display** **Public Meeting** **Email/Mail/Phone** VPI **EJ Outreach** Online Survey Mobile Texting	30 Days	One meeting in each RPO County	One meeting may coincide with RPO committee meeting	N/A
Transportation Improvement Program (TIP)	**Social Media** **Newsletter** **Email** DMS Boards Local Newspaper Regional Newspaper	Prior to public meeting	**Public Comment Period(s)** **Public Display** **Public Meeting** **Email/Mail/Phone** VPI **EJ Outreach** Online Survey Mobile Texting	30 Days	One meeting may coincide with RPO committee meeting	One meeting in each RPO County	N/A
Public Participation Plan (PPP)	**Social Media** **Newsletter** **Email** Local Newspaper	Prior to public meeting	**Public Comment Period(s)** **Public Display** **Public Meeting** **Email/Mail/Phone** VPI EJ Outreach Online Survey Mobile Texting	45 Days	N/A	One meeting may coincide with RPO committee meeting	N/A
Other Plans	**Social Media** **Newsletter** **Email** Local Newspaper	Prior to public meeting	**Public Comment Period(s)** **Public Display** Public Meeting **Email/Mail/Phone** VPI EJ Outreach Online Survey Mobile Texting	30 Days	As needed	One meeting may coincide with RPO committee meeting	N/A
Technical and Coordinating Committee Meetings	**Social Media** **Newsletter** **Email** Regional Newspaper	Before January 31	**Public Meeting** **Email/Mail/Phone** VPI	N/A	N/A	N/A	Quarterly meetings typically held at SAP&DC

APPENDIX L- BICYCLE AND PEDESTRIAN PLAN

Southern Alleghenies
Bicycle and Pedestrian Plan

Adopted December 16, 2021

SAP&DC

This plan was sponsored by the Pennsylvania Department of Transportation and the Federal Highway Administration.

Contents

Acknowledgements

The Southern Alleghenies Planning and Development Commission extends its thanks to those who participate in the Commission's regional transportation planning program, including those involved in maintaining the currency of our long range transportation plan, and associated products, such as the regional bicycle and pedestrian transportation plan.

Rural Transportation Technical Committee

Brandon Carson (Chairman), Southern Alleghenies Planning & Development Commission
Vince Greenland (Vice Chair), PennDOT District 9-0
Frank Hampton, PennDOT Central Office
Brandon Peters, Southern Alleghenies Planning & Development Commission
Donald Hedge, Broad Top Township
Gary Decker, Licking Creek Township
Stew Neff, Warriors Mark Township
Tom Glessner, Berlin Borough
Don Schwartz, Bedford County Planning Commission
Rick Suder, Bedford County Planning Commission
Justin Evans, Fulton County Planning Commission
Julia Dovey, Fulton County Family Partnership, Inc.
Jim Lettiere, Huntingdon County Planning Commission
Debra Clark, Huntingdon County Business and Industry
Brad Zearfoss, Somerset County Planning Commission
Lindsay Pyle, Somerset County
Karl King, Central PA Rails to Trails
Mike Villeneuve, Somerset County Transportation System
Jeff Eisaman, CLI Transport
Ronald Rabena, Huntingdon County Rail Authority

Rural Transportation Coordinating Committee

Tom Prestash (Chairman), PennDOT District 9-0
Brandon Carson, Southern Alleghenies Planning & Development Commission (RTTC Chair)
Barry Dallara, Bedford County Commissioner
Steve Howsare, Southern Alleghenies Planning & Development Commission
Randy Bunch, Fulton County Commissioner
Mark Tobin, PennDOT Central Office
Jeff Thomas, Huntingdon County Commissioner
Colleen Dawson, Somerset County Commissioner

Other Partners
Gene Porochniak, Federal Highway Administration
Vince Greenland, PennDOT District 9-0
Anne Stich, PennDOT District 9-0
Brandon Peters, Southern Alleghenies Planning & Development Commission

Bicycle and Pedestrian Plan Steering Committee

Lindsay Pyle, Somerset County

Karl King, Central PA Rails to Trails

Anne Stich, PennDOT District 9-0

Chris Hull, PennDOT District 9-0

Frank Hampton, PennDOT Central Office

Don Schwartz, Bedford County Planning Commission

Brandon Peters, Southern Alleghenies Planning & Development Commission

Roy Gothie, PennDOT Central Office

Ed Donahoe, Central PA Rails to Trails

Jim Lettiere, Huntingdon County Planning and Development Department

Justin Evans, Fulton County Planning Commission

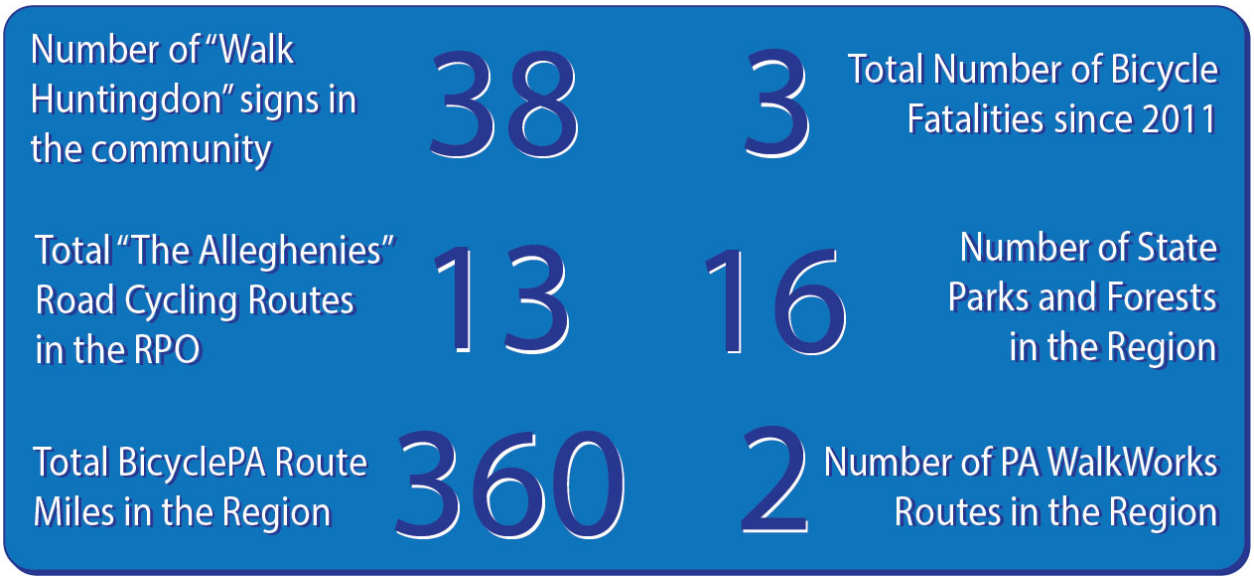
Executive Summary

Plan Overview

The Southern Alleghenies Rural Planning Organization (RPO) is charged with administering a multimodal transportation program, addressing not only the region's highway and bridge infrastructure, but also the elements that support walking and bicycling. Through the 2021 update of the **Bicycle and Pedestrian Plan**, the RPO is placing a higher premium on planning for walking and bicycling for transportation and recreational purposes. The following sections provide information on the region's bicycle and pedestrian networks and the ongoing efforts to maximize the investment of public funds into these facilities.

Biking and Walking, By the Numbers

While rates of bicycling and walking as means of travel to work are low, the region demonstrates opportunities for improved bicycle and pedestrian transportation through existing facilities and ongoing programs.



Public Outreach

The Bicycle and Pedestrian Plan update included a two-pronged public participation strategy to garner feedback from the region.

Project Steering Committee

At the project outset, the RPO identified an 11-member steering committee to assist with the development of a regional vision for the plan and guide the overall planning process.

User Survey

A digital survey was distributed throughout the Region to capture additional input. In total, 238 individuals completed the survey.

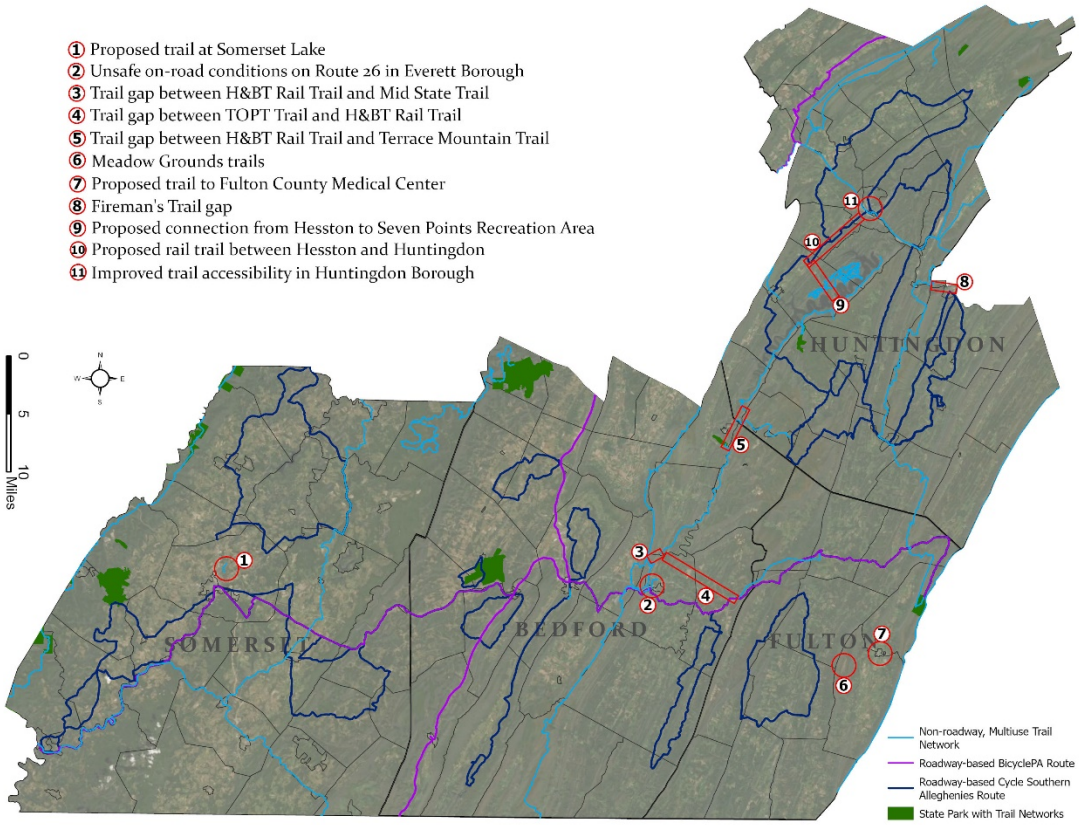
Plan Directions

The plan's goals, objectives, and performance measures/progress indicators were developed through a series of technical meetings and steering committee meetings where members identified, discussed, and refined the region's most critical bicycle and pedestrian transportation priorities and determined how to measure progress toward meeting them. A summary of plan goals is presented below.

- Goal 1: Bolster the Region's bicycle and pedestrian infrastructure so that it is safe to use and enjoy.
- Goal 2: Ensure our Region's bicycle and pedestrian infrastructure is well maintained.
- Goal 3: Continue planning for bicycle and pedestrian initiatives.
- Goal 4: Educate our Region's stakeholders, elected officials, and public at-large of key regional initiatives involving bicycle and pedestrian transportation.
- Goal 5: Maximize the benefits of transportation investments in the Region.

Trail Gaps and Proposed Bicycle and Pedestrian Improvements

The plan also began to develop an inventory of trail gaps within the existing bicycle and pedestrian network. Shown below, these gaps were identified through discussions with the steering committee and bicycle and pedestrian user survey responses.



Letter from the RPO Chairman

The Southern Alleghenies Rural Planning Organization, or RPO, serves as the Federally-designated group charged with developing and maintaining a transportation planning program for the four-county region that includes Bedford, Fulton, Huntingdon, and Somerset Counties.

The RPO administers a *multimodal* program, addressing not only our region's highway and bridge infrastructure, but also the elements that support walking and bicycling. Transportation is more than moving people and goods across a system of infrastructure – it is getting products and people to where they need to go.

Through this planning effort, the Southern Alleghenies RPO is seeking to place a higher premium on planning for walking and bicycling for transportation and recreational purposes. Ongoing changes in our region's demographics, public preferences, and public health suggest that this issue is a timely one, and one that needs to receive a greater focus in our transportation planning and programming work.

This update of our bicycle and pedestrian plan is just one element as part of a continuous process at the Southern Alleghenies RPO in planning for the transportation needs of our region. The role of bicycle and pedestrian infrastructure as an important element in meeting our region's transportation challenges will continue to grow. As the demand for bicycle and pedestrian accommodation increases, the RPO must be ready to meet those challenges with the proper facilities and level of accommodation that the region expects.

The Bicycle and Pedestrian Transportation Plan provides you with information on the region's bicycle and pedestrian networks, and our ongoing efforts to maximize the investment of public funds into these facilities. Bicycle and pedestrian modes are important elements of our overall transportation program; this plan will help us in taking advantage of the opportunities we have in front of us to further position our region as one that offers a favorable operating environment for bicyclists and pedestrians.

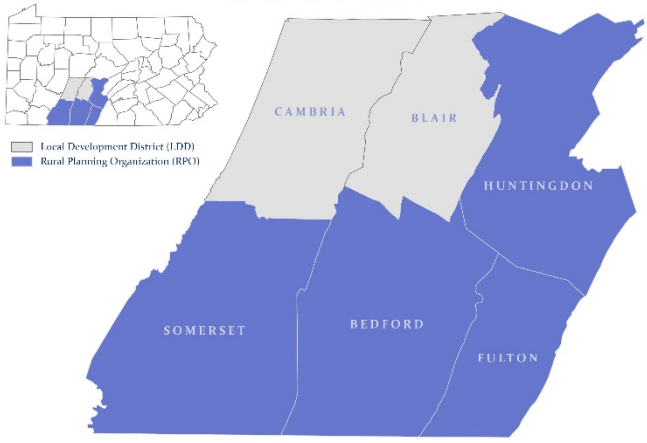
Sincerely,

Thomas A. Prestash, P.E., Chairman
Southern Alleghenies Rural Planning Organization

Introduction

The Southern Alleghenies Planning and Development Commission (SAP&DC) is a non-profit regional economic and community development organization serving Bedford, Blair, Cambria, Fulton, Huntingdon, and Somerset Counties and is a designated Local Development District (LDD) by the Appalachian Regional Commission (ARC). Through various programs and funding sources, SAP&DC provides a broad range of services to member counties through its mission to address human resource development, encourage the creation and retention of jobs, and to improve the quality of life for residents of the Alleghenies.

Figure 1: Southern Alleghenies
LDD and RPO Counties



The Pennsylvania Department of Transportation (PennDOT) and SAP&DC signed an Intergovernmental Agreement on April 2, 2003, designating SAP&DC as a Rural Planning Organization (RPO). As a result, SAP&DC implements a Rural Transportation Work Program for the counties of Bedford, Fulton, Huntingdon, and Somerset. This designation as an RPO has made the SAP&DC responsible for the planning and programming of transportation projects for the region. Part of the duties of an RPO is to develop a project-specific plan referred to as the Long Range Transportation Plan (LRTP), which sets the direction for transportation in the region for a minimum of 20 years. The Southern Alleghenies RPO region covers a broad expanse of over 3,425 square miles of land area, approximately 2,600 miles of state-owned roadway, and is home to over 180,000 residents (**Figure 1**).

Planning Architecture

SAP&DC has established a Rural Transportation Technical Committee and a Rural Transportation Coordinating Committee to oversee the development and implementation of the regional long range transportation plan. The Technical Committee is responsible for the development and analyses of transportation plans and programs and makes recommendations to the Coordinating Committee. The Coordinating Committee establishes transportation policy and makes final decisions on courses of action.

The Southern Alleghenies RPO, in cooperation with its member counties, will continue to ensure the quality and integrity of rural transportation issues and projects within the region. This will be accomplished by working closely with PennDOT, elected officials, and local leadership. The RPO will continue the comprehensive planning process that will result in programs and plans that consider all transportation modes. The conclusion will be a transportation planning and programming process that includes an inter-modal regional transportation system that facilitates the efficient, safe, and economical movement of people and goods. Transportation projects that focus on improving safety, enhancing mobility, moving goods, and preserving the existing system are key objectives of the transportation

planning goals of the RPO. Furthermore, the RPO will coordinate transportation activities with surrounding planning agencies as needed. These include the Altoona Metropolitan Planning Organization (MPO), which serves Blair County, and the Johnstown Metropolitan Planning Organization (MPO), which serves Cambria County.

The Long Range Transportation Plan

As an RPO, SAP&DC is responsible for developing a project specific Long Range Transportation Plan (LRTP) with a minimum 20-year planning horizon. The LRTP is financially constrained and serves as a springboard for identifying and recommending projects for inclusion in the state's Twelve Year Program (TYP) and the Statewide Transportation Improvement Program (STIP). The Transportation Improvement Program (TIP) is subordinate to the STIP and is derived from the LRTP. The TIP is a listing of fiscally constrained projects to be completed during the first four-year period of the LRTP and the TYP.

SAP&DC will be adopting the 2022-2042 Long Range Transportation Plan in November 2022. The LRTP outlines the vision for future transportation in the Southern Alleghenies Region through a series of goals and objectives (shown in **Table 1**). These goals and objectives are broad, with the expectation that they will address the myriad of transportation needs of the entire Southern Alleghenies RPO region. Additionally, the LRTP provides a framework for the community to make decisions about its overall transportation system.

Table 1: SAP&DC Long Range Transportation Plan Vision and Goals

LRTP Vision: Provide a safe, efficient, and sustainable multi-modal transportation system that fosters economic development, protects the environment, and meets the needs of all residents in the region.	
	GOALS
1	Develop a reliable and resilient transportation network, which links the region with the nation's markets and provides regional access for industrial, commercial, educational, and recreational growth areas in an effort to support tourism and the economic vitality of the region.
2	Increase the safety of the transportation system for all modes and all users to exceed approved safety performance targets.
3	Improve quality of life through enhanced and equitable community access to public transportation, including passenger rail, regional transit, and medical assistance transportation.
4	Maximize the benefits of transportation investments in the region with a focus on federal, state, and local collaboration as well as sound highway and bridge asset management practices designed to exceed identified performance measures.

LRTP Vision: Provide a safe, efficient, and sustainable multi-modal transportation system that fosters economic development, protects the environment, and meets the needs of all residents in the region.	
5	Inform and educate the public, stakeholders, and elected officials on key regional transportation initiatives and innovations.

Background/Overview

The broad nature of the LRTP goals and objectives present an opportunity for the regional Bicycle and Pedestrian Plan to further refine objectives, strategies, and performance measures specific to bicycle and pedestrian modes of transportation, and to help advance a strategic direction to move non-motorized modes of transportation forward in the Southern Alleghenies Region.

Federal

Since the ISTEA era began in 1991, federal surface transportation policy has acknowledged the need to plan for bicycle and pedestrian modes of transportation. The passage of the Fixing America's Surface Transportation Act in December 2015 has continued this emphasis, with a set-aside for bicycle and pedestrian projects under the Transportation Alternatives Program, or TAP. The FAST Act is an improvement over its predecessor legislation (MAP-21) in that it includes an increase in funding for bicycling and walking and makes nonprofits eligible for that funding. The bill also created a new safety education program and, for the first time, includes complete streets language. Regarding the latter, the FAST Act directs the US DOT to encourage states and Metropolitan Planning Organizations to set design standards to accommodate all road users. It also requires the US DOT to produce a report on implementation and best practices within two years.

The five-year Fixing America's Surface Transportation Act (FAST Act) authorized federal spending on highways and public transportation for FY2016-FY2020. A one-year FAST Act extension, through September 30, 2021, was enacted as part of the Continuing Appropriations Act, 2021, and other Extensions Act.

State

Planning for bicycle and pedestrian modes of transportation in Pennsylvania is guided by the statewide bicycle and pedestrian master plan. Pennsylvania was one of the first such states in the nation to develop such a plan, in 1996. PennDOT completed an update to the 2007 Statewide Bicycle and Pedestrian Master Plan in 2019 to produce its first Active Transportation Plan, which outlines a vision and framework for improving conditions for walking and bicycling across Pennsylvania, most notably for those Pennsylvanians who walk and bicycle out of necessity rather than for leisure and recreation.

As part of statewide implementation of its original statewide bicycle and pedestrian plan, PennDOT offered technical assistance to each of its planning partners in developing regional bicycle and pedestrian plans. The Southern Alleghenies Regional Planning and Development Commission adopted its first such plan, in 2002.

Bicycle and pedestrian planning is again enjoying a renaissance in Pennsylvania, thanks to the General Assembly's adoption of Act 89 of 2013, which created a statewide multimodal fund and provides a minimum of $2 million a year for bicycle and pedestrian projects statewide.

In addition to this dedicated funding stream, other hallmarks of progress that has been made include:

- **Safe Passing Law** - Several states have passed laws requiring a 3-foot buffer of bicyclists by passing motorists. Pennsylvania's law goes further, as the passage of Act 3 of 2012 (the "Bicycle Safety Act") created a 4-foot passing requirement.

- **Strategic Highway Safety Plan** – Bicycle and pedestrian safety is emphasized within the state's SHSP. Pedestrian safety in fact is specifically targeted by one of the plan's six priority Safety Focus Areas (SFAs).

- **Pennsylvania Statewide Comprehensive Outdoor Recreation Plan (2020-2024)** – This plan provides a five-year blueprint for state and local governments and other providers on how to best deliver and invest in outdoor recreation.

- **Pennsylvania Land and Water Trail Network Strategic Plan (2020-2024)** – Pennsylvania's 2020 Trail Plan provides a five-year blueprint for state and local governments, trail providers, and other stakeholders to guide Pennsylvania's trail stewardship and expansion for the next five years.

- **Statewide Bicycle and Pedestrian Coordinator** – The Commonwealth in 2015 hired a new statewide coordinator, a position that had been vacant since 2008.

- **Trail Gaps Identified** – The Pennsylvania's Priority Trail Gaps Map developed and maintained by DCNR displays missing sections of trail that are less than 5 miles, are along trails that have been identified in an official planning document and connect existing land-based trails. According to DCNR, closing the identified trail gaps is a priority. For the Southern Alleghenies RPO region, there are several trail gaps:
    - Mid State Trail (Everett North) – This gap will eliminate an on-road section of trail from Lower Snake Spring Road to Tenley Park in Everett Borough.
    - Standing Stone Trail (US Route 22 Crossing) – The gap will connect the Standing Stone Trail over US 22 near Mapleton Borough.
    - Mid State Trail (Link Mid State Trail with Whipple Dam State Park) – The gap will connect the Mid State Trail to Whipple Dam State Park and Rothrock State Forest.

The independent state Transportation Advisory Committee (TAC) developed a bicycle and pedestrian policy study, which was adopted by the State Transportation Commission (STC) in May 2016. The effort noted that the state still suffers from a lack of sufficient transportation funding (which makes it difficult for stand-alone bicycle and pedestrian projects to compete against road and bridge infrastructure needs), inconsistencies in the completeness of bicycle and pedestrian checklists, challenges with local coordination, and limited staffing.

Southern Alleghenies Region

Southern Alleghenies' most recent policy document involving bicycle and pedestrian transportation includes its **2022-42 Draft Long Range Transportation Plan** (LRTP). The anticipated adoption date for this

plan is November 2022. Action strategies from this plan involving bicycle and pedestrian transportation and recreation include the following:

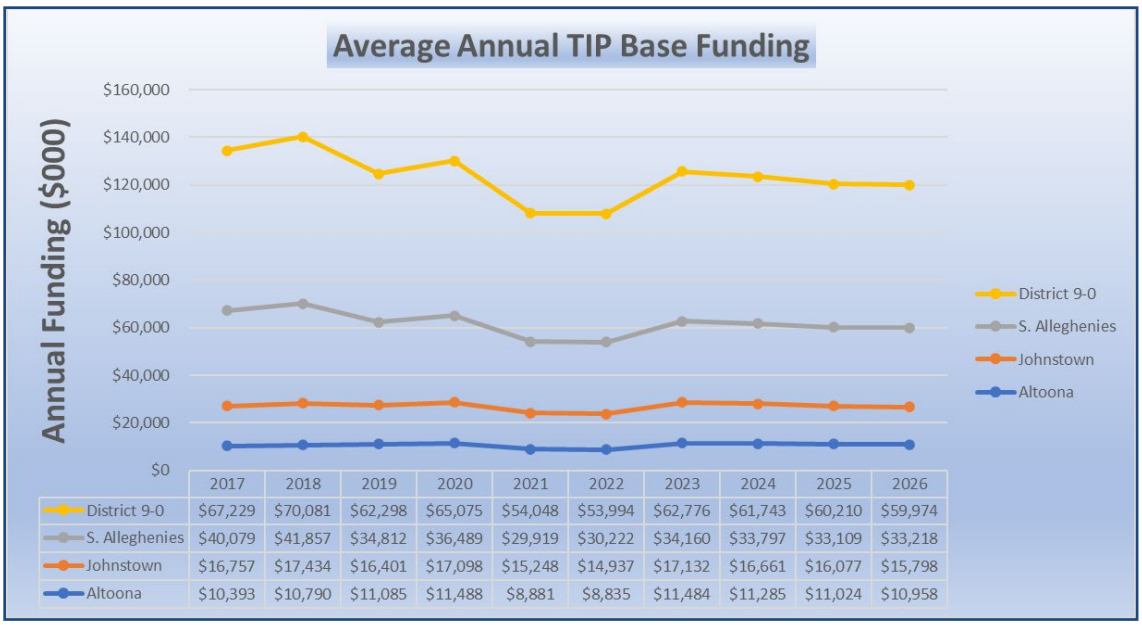
- Encourage the incorporation of sidewalks and bicycle lanes where appropriate into planned transportation improvements.
- Implement the recommended actions from Southern Alleghenies' 2021 Bicycle and Pedestrian Plan.
- Continue to implement the recommendations from Southern Alleghenies' Greenways and Open Space Network Plan.
- Coordinate with the Pennsylvania Department of Conservation and Natural Resources on bicycle and pedestrian projects in the region.
- Continue to encourage communities to apply for Transportation Alternatives funds for streetscape improvements in community centers.

Tourism is one of the region's most important industries, second only to Agriculture in importance in driving the economy. Bicycle and pedestrian modes provide recreational, as well as transportation benefits, and as such, are promoted through tourism marketing efforts within the Southern Alleghenies Region. Pennsylvania's website, VisitPA.com, highlights opportunities for residents and visitors to enjoy various forms of bicycle and pedestrian-related travel through a mix of hiking trails, rail trails, greenways, and roadway-based facilities. Interest in the region's many cultural and historical assets are also motivators for bicycle and pedestrian travel, in addition to purely recreational impulses.

One of the state's newest long-distance trails – the Great Allegheny Passage – formally opened entirely in June 2013, linking Pittsburgh with Washington, D.C. using former right-of-way from the Western Maryland Railroad and others to link with the Chesapeake and Ohio Canal towpath in Cumberland, Md. The economic benefits of this trail have already been experienced in communities such as Confluence, Meyersdale, and Rockwood, even prior to the trail's formal completion. Moreover, DCED has suggested that every dollar in state tourism promotion funding has a return on investment of at least $25 in state and local tax revenues derived from tourism-related spending.

Funding

The Southern Alleghenies RPO 2021 four-year Transportation Improvement Program (TIP) includes a base funding allocation of $134 million in maintaining its highways and bridges. While the RPO's TIP typically funds projects related to highway and bridge facilities, some of those projects may include components that are bicycle and pedestrian in nature. Those components generally are funded through the TIP as a part of their larger project.



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
District 9-0	$67,229	$70,081	$62,298	$65,075	$54,048	$53,994	$62,776	$61,743	$60,210	$59,974
S. Alleghenies	$40,079	$41,857	$34,812	$36,489	$29,919	$30,222	$34,160	$33,797	$33,109	$33,218
Johnstown	$16,757	$17,434	$16,401	$17,098	$15,248	$14,937	$17,132	$16,661	$16,077	$15,798
Altoona	$10,393	$10,790	$11,085	$11,488	$8,881	$8,835	$11,484	$11,285	$11,024	$10,958

Other statewide funding suitable for bicycle and pedestrian type projects is distributed across a variety of funding "buckets". Moving Ahead for Progress in the 21st Century (MAP-21) introduced fundamental changes to the administration of local programs, including those that previously existed as separate programs in the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) legislation. Transportation Enhancements (TE), Safe Routes to School (SRTS), Scenic Byways (Byways) and the Recreational Trails Program (RTP) were previously consolidated into the Transportation Alternatives Program (TAP). With the exception of the RTP, which is managed by the Pennsylvania Department of Conservation and Natural Resources (DCNR), many of the previously eligible activities from the SAFETEA-LU programs are now funded under the TA Set-Aside (TASA) program. As an RPO, Southern Alleghenies does not receive any TASA funds directly. Approximately $8 million per year is awarded to large MPOs (those with population greater than 200,000), while the rest are available on a competitive basis to all the state's planning partners[1]. Approximately $5 million per year is distributed through a statewide competitive process for selection of projects. Projects within both large and small MPOs, as well as RPOs, may compete for this funding.

On the state level, Act 89 of 2013 was a landmark transportation bill that boosted funding for Pennsylvania transportation. A hallmark of the Act included the creation of a Multimodal Transportation Fund. The Multimodal Transportation Fund (MTF) provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of this commonwealth. The MTF program was established under Section 2104(a)(4) of the Act of November 25, 2013 (P.L. 974, No. 89) (74 Pa.C.S. § 2104(a)(4)), as amended. It is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies and rail and freight ports in order to improve public transportation assets that enhance communities, pedestrian safety, and transit revitalization. MTF is jointly administered by the Department

[1] Federal regulations prohibit the regional distribution of these funds.

of Community and Economic Development (DCED) and the Department of Transportation (PennDOT), under the direction of the Commonwealth Financing Authority (CFA).

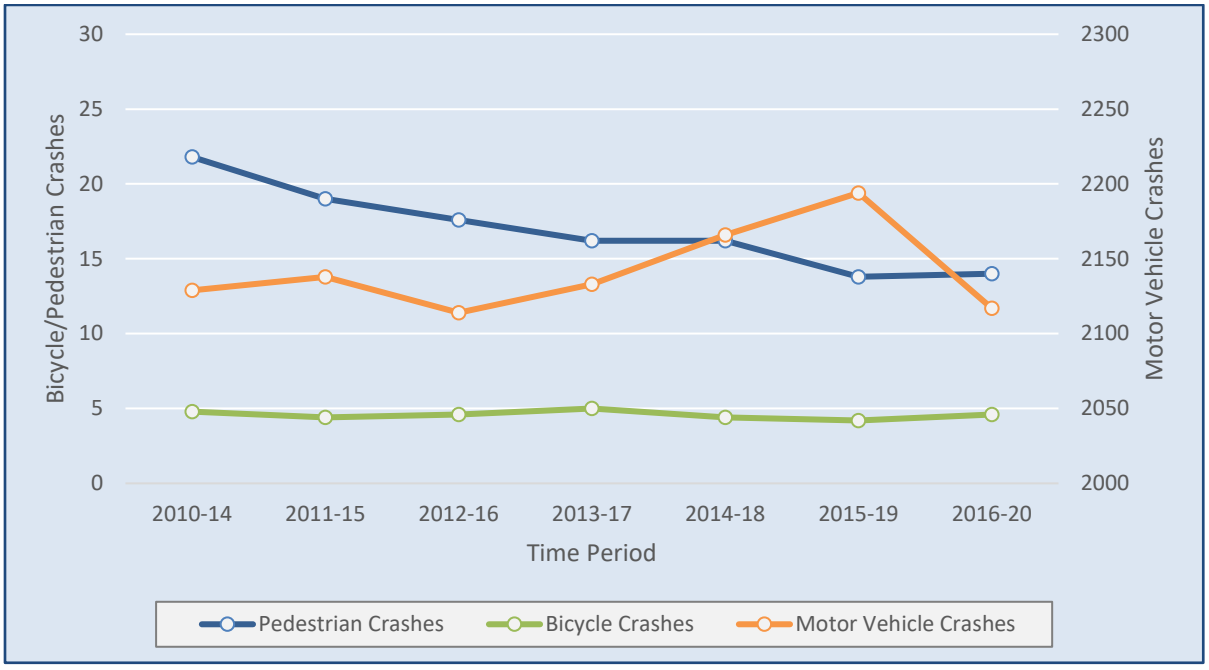
The aforementioned are only a few of the programs intended to provide funding for bicycle and pedestrian initiatives. Project sponsors that are interested in any grant program designed to support bicycle and pedestrian projects are encouraged to contact the RPO for guidance regarding the respective processes. Through its Unified Planning Work Program (UPWP) agreement with PennDOT, the RPO is charged with assisting potential applicants understand the nuances of the particular programs.

Crashes and Fatalities

Pedestrian-related crashes in Pennsylvania represent 2.6% of the total reported traffic crashes; however, they account for 12.9% of traffic crash fatalities. Over the past decade within the Southern Alleghenies Region, 5% of all roadway-related fatalities were pedestrian fatalities. For the decade ending 2020, the region averaged 1.7 pedestrian fatalities per year. As PennDOT and the RPO continue to make advances in highway safety, the rate of pedestrian crashes continues to decline, as shown in **Figure 2**.

Bicycle crashes represent less than 1.0% of the total reported crashes, and 2% of all traffic deaths in Pennsylvania. For the decade ending 2020, there were three recorded bicycle-related fatalities within the region – two were within Bedford County and one in Huntingdon County.

Figure 2: Southern Alleghenies: Average Annual Crash Trends, by Mode, 2010-20

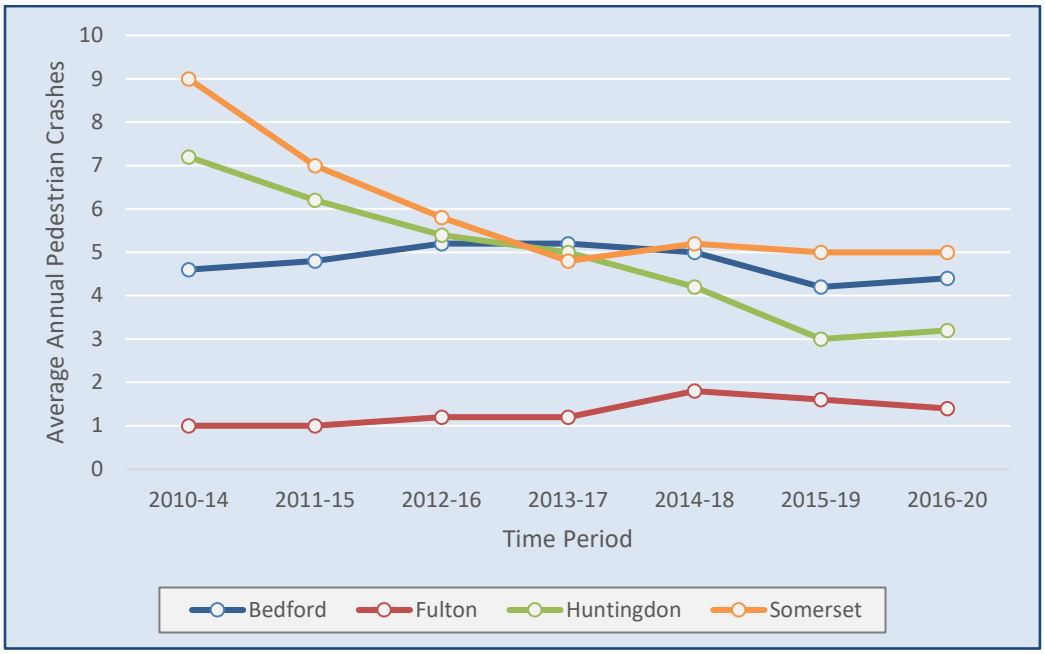


Source: PennDOT Crash Information Tool

The total number of pedestrian crashes corresponds to total county size. For the five-year period ending 2020, Somerset County led the region in the average annual number of pedestrian crashes, with five. The

counties have not exhibited much variation from year to year in pedestrian crash activity, although total pedestrian crashes in Somerset and Huntingdon Counties have been trending in a favorable direction in recent years. **Figure 3** shows how the counties have compared historically in the number of average annual pedestrian crashes.

Figure 3: Southern Alleghenies: Average Annual Pedestrian Crashes, by County, 2010-20



Source: PennDOT

Table 2 provides more detailed information on regional trends in bicycle and pedestrian fatalities and crashes.

Table 2: Southern Alleghenies: Bicycle and Pedestrian Crash and Fatality Trends, 2011-20

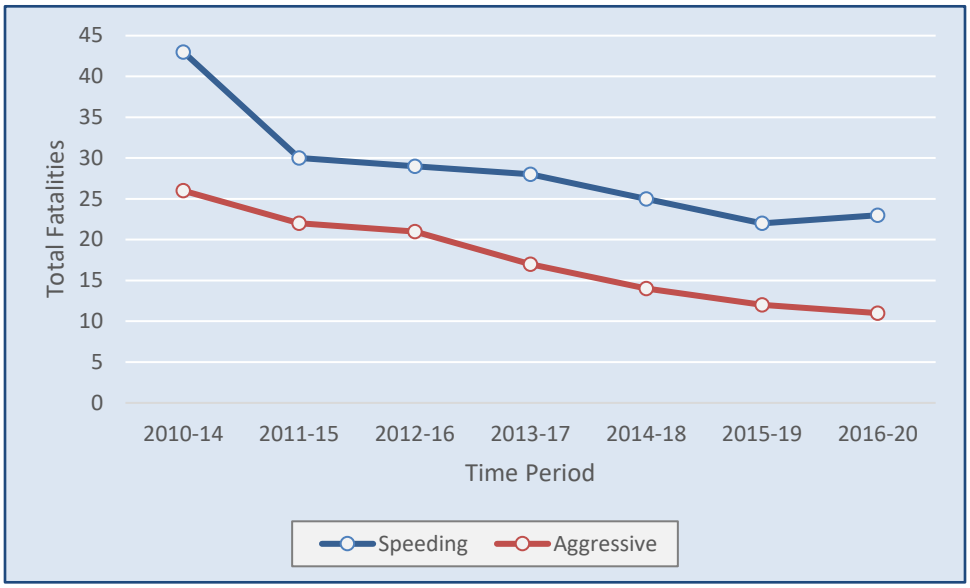
		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Pedestrian	Crashes	26	20	14	24	11	19	13	14	12	12
	Fatalities	0	2	3	4	1	3	1	2	0	1
Bicycle	Crashes	3	6	4	4	5	4	8	1	3	7
	Fatalities	1	0	0	0	0	0	1	0	1	0

Source: PennDOT

Speeding and Aggressive Driving

Driver behaviors such as speeding and aggressive driving are of concern to the bicycle and pedestrian community. **Figure 4** demonstrates how roadway-related fatalities across the region have been trending with regard to these two crash types. From the 2010-2014 period to the 2016-2020 period, fatalities from speeding decreased by 53.5%, while fatalities from aggressive driving crashes decreased by 42.3%.

Figure 4: Southern Alleghenies: Fatalities from Speeding and Aggressive Driving Crashes, 2010-20

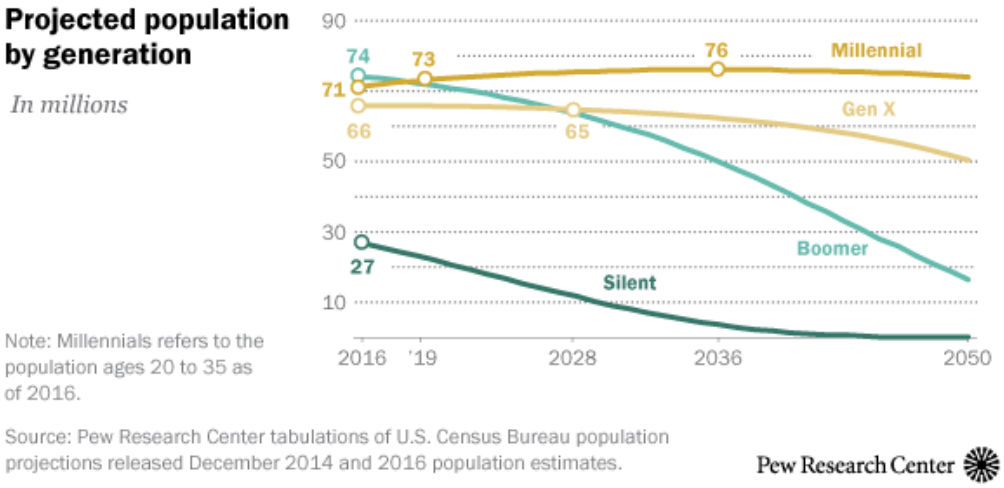


Source: PennDOT

Demographics

The update of the region's bicycle and pedestrian plan comes at a time of notable demographic change. Millennials, or those born between the years of 1980 and 1995, are abandoning the settlement patterns of their parents and grandparents in gravitating toward life in urban centers and use of forms of transportation other than the private automobile. Millennials now for the first time outnumber the baby boomers and figure to be a demographic force of their own in influencing how the region plans for bicycle and pedestrian forms of transportation. Compared to preceding generations, they are more racially diverse, technically savvy, and more flexible in terms of how they are communicated with. **Figure 5** shows the composition of the nation's population, by generation group over the next 34 years.

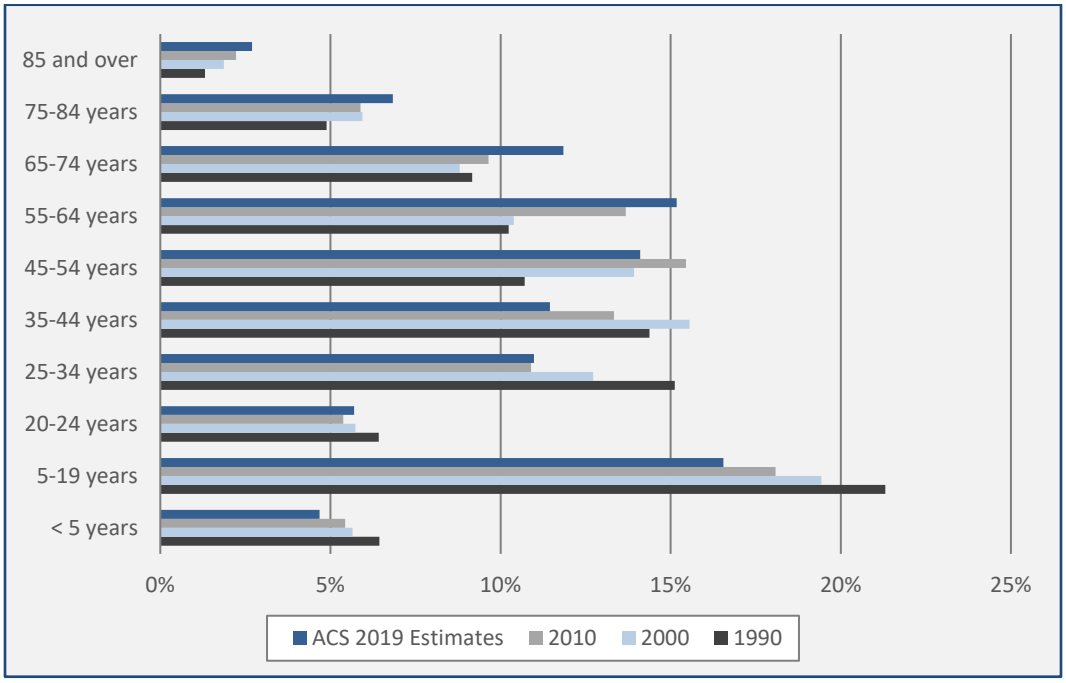
Figure 5: Projected Population by Generation in the United States, 2016-50



The aforementioned baby boomers are a demographic that has become accustomed to a high degree of mobility. This has historically been a highly influential demographic group, influencing everything from politics and economics to transportation. Baby boomers began turning 65 in 2010. The region's seniors are living longer and – on balance – are enjoying better health than their predecessors. As a greater number of seniors move into their retirement years, the combination of more leisure time and greater levels of disposable income will translate into a need for a transportation system that can better accommodate *all* users, both vehicular and non-motorized, on-road and off-road.

The regional trend of aging in place is demonstrated in **Figure 6**, which shows the percentage of population in age groups in the Southern Alleghenies from 1990 to 2019. Since 1990, the percentage of population in younger age groups, particularly age 34 and younger, has contracted, while the percentage of residents aged 45 and older has increased. As the population ages, it is important to consider mobility options outside of personal automobiles for improved health, safety, and livability.

Figure 6: Population Change, by Age Group, 1990, 2000, 2010, and 2019

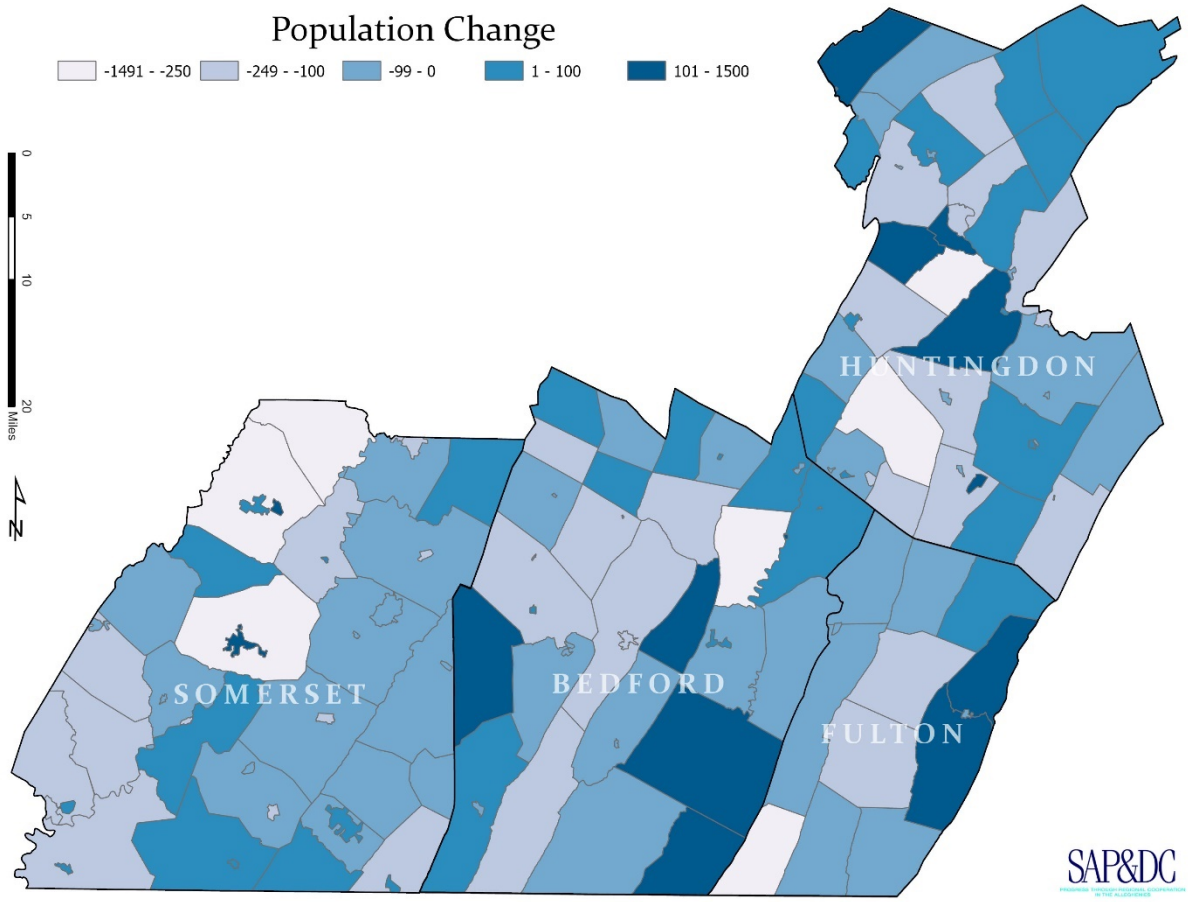


Source: U.S. Census 1990, 2000, and 2010; American Community Survey (ACS) 2015-2019 5-Year Estimates

Total population within the RPO remained relatively stable between 2000 and 2019, with a slight decrease of 3.8% occurring in the 20-year period. The population decrease occurring in the RPO counties is not as great as that experienced within the LDD, where population decreased by 7%. This trend reflects a continuing population outflow from the more urbanized areas within Blair and Cambria counties, as identified in the 2020-2024 Southern Alleghenies Comprehensive Economic Development Strategy (CEDS) update.

Figure 7 illustrates population change between 2010 and 2019 at the municipal level for the counties within the RPO. The townships of Juniata (Huntingdon Co.), Todd (Huntingdon Co.), and Hopewell (Bedford Co.) experienced the most significant population decline in the region, registering decreases of 542, 581, and 1,491 residents, respectively over the 10-year period. Conversely, Hopewell Borough in Bedford County and Todd Township in Fulton County registered the greatest gains in total population, with increases of 1,302 and 765 residents, respectively.

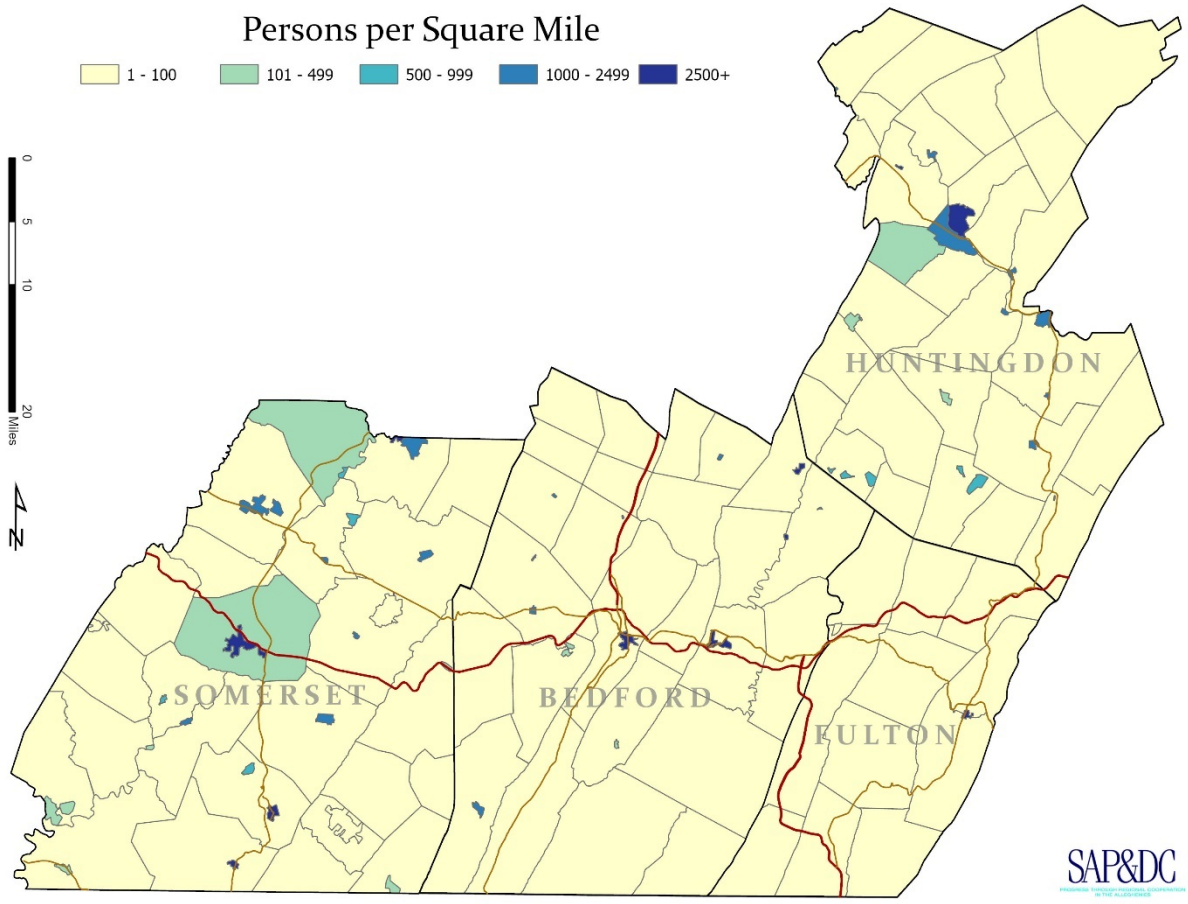
Figure 7: Municipal Population Change, 2010-19



Source: U.S. Census 2010; American Community Survey (ACS) 2015-2019 5-Year Estimates

Population is widely dispersed throughout the RPO region, with over half of the region's municipalities having a population density of fewer than 100 people per square mile, as shown in **Figure 8**. Greater population density is more prevalent within larger communities such as Bedford, Somerset, and Huntingdon, with densities greater than 2,500 people per square mile; however, some boroughs such as Saxton and Orbisonia, can possess densities greater than 4,000-5,000 people per square mile due to their small size in area. Population density is an important consideration when planning for efficient and cost-effective transportation systems. In rural areas with low population densities, multi-use paths can provide bicyclists and pedestrians with a safe place to travel and enhance the quality of life by providing recreational space for leisure activities.

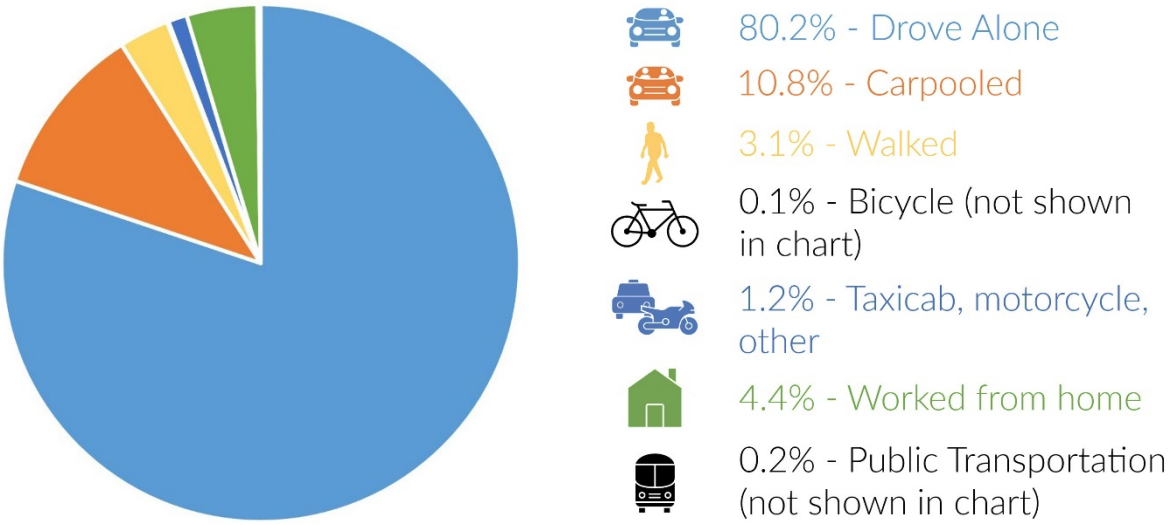
Figure 8: Municipal Population Density



Source: American Community Survey (ACS) 2015-2019 5-Year Estimates

In addition to population estimates, travel information was analyzed to identify mode split and evaluate travel time to work. The term "mode split" refers to the type of transportation a worker chooses to complete their journey to work, e.g., walking, bicycling, bus, driving, etc. According to the 2015-19 American Community Survey, there are 77,909 workers in the RPO region 16 years or older. Of these, 62,483 (or 80.2%) drove alone to work (shown in **Figure 9**). This percentage has increased steadily since 1990, when 72% of workers drove alone. In 2010, according to the American Community Survey, 78.7% of workers drove alone. Bicycling and walking comprise a much smaller portion of commuting activity in the region. While the region is reliant on the private automobile for travel, there are still opportunities for making infrastructural improvements that support bicycling and walking.

Figure 9: Means of Travel to Work for Workers Age 16 or Older in the RPO Region, 2019



Source: American Community Survey (ACS) 2015-2019 5-Year Estimates

Transportation planning and public health efforts are becoming increasingly interrelated. Transportation systems shape how communities are designed and can have a profound influence, both positive and negative, on public health. According to Center for Disease Control and Prevention health data, an estimated 34% of adult residents in the Southern Alleghenies RPO region are obese and 12.9% have been diagnosed with diabetes. This increase is consistent with the statewide average, shown in **Figure 10**. Among students in grades 9-12, the state obesity rate is 15.4%, less than half of the adult rate. Active transportation presents an opportunity for planners and public health officials to leverage limited resources towards significant community health benefits. Obesity is one of the biggest drivers of preventable chronic diseases and health care costs.

Figure 10: Adult Obesity and Overweight Classification in Pennsylvania, 2011-2019

PA WalkWorks Program

To increase opportunities for physical activity, the Pennsylvania Department of Health has partnered with the Pennsylvania Downtown Center to create a network of fun, fact-filled, community-based walking routes and walking groups. WalkWorks:

- Identifies and promotes safe walking routes;
- Offers social support through guided, community-based walking groups;
- Helps schools develop walk-to-school programs and;
- Addresses local policies to increase safe walking routes.

In addition to walking routes, the WalkWorks Program is also able to provide funding to assist municipal entities with the development of active transportation plans and policies. By helping to fund these efforts, WalkWorks continues its aim to establish new or improved pedestrian, bicycle, and public transit transportation systems, thereby, furthering its objective of increasing activity-friendly routes and connectivity to everyday destinations.

For the Southern Alleghenies RPO region, there are two WalkWorks routes found in Windber Borough and Mount Union Borough. More information on the PA WalkWorks Program can be found on the Department of Health's website, health.pa.gov.

Trail Counters

Since 2018, SAP&DC has implemented TRAFx Infrared Trail Counters throughout the Southern Alleghenies Region to collect data and monitor trail usage. The goal of the program is to quantify how many people are utilizing the natural recreational opportunities in the region. Capturing trail use data is essential for future decision making at these trails and can be used to bolster future grant applications, making them more competitive. SAP&DC has deployed trail counters to major trails in the region, and has taken requests from organizations, trail authorities, etc. to collect usage data. Data from the counters is collected on a monthly basis throughout the year and uploaded into an ArcGIS Online Dashboard.

The program expanded in 2019 when additional counters were deployed along the H&BT Trail in Bedford County, Thousand Steps in Huntingdon County, James Mayer Riverswalk in Johnstown, and the Path of the Flood trail in South Fork. An additional ten counters were purchased in 2020 and deployed along various trails and within parks throughout the region. There are currently 15 active counters in the field, with reserve counters available for temporary pedestrian counting projects. For more information on the trail counters or the ArcGIS Online Dashboard, please see "**Appendix A: Southern Alleghenies Trails Report**".

Existing Regional Bicycle and Pedestrian System

Prior to implementing new programs, policies, and infrastructure, a thorough analysis of existing conditions for bicycle and pedestrian facilities is needed. This inventory served as a baseline for stakeholders in identifying and prioritizing new projects. The analysis included a review of bicycle and pedestrian facilities that are currently in use and gaps in the non-motorized transportation network. A summary of this is shown in **Figure 11**, **Figure 12**, and **Figure 13**.

Figure 11: Existing Roadway-Based Bicycle Routes

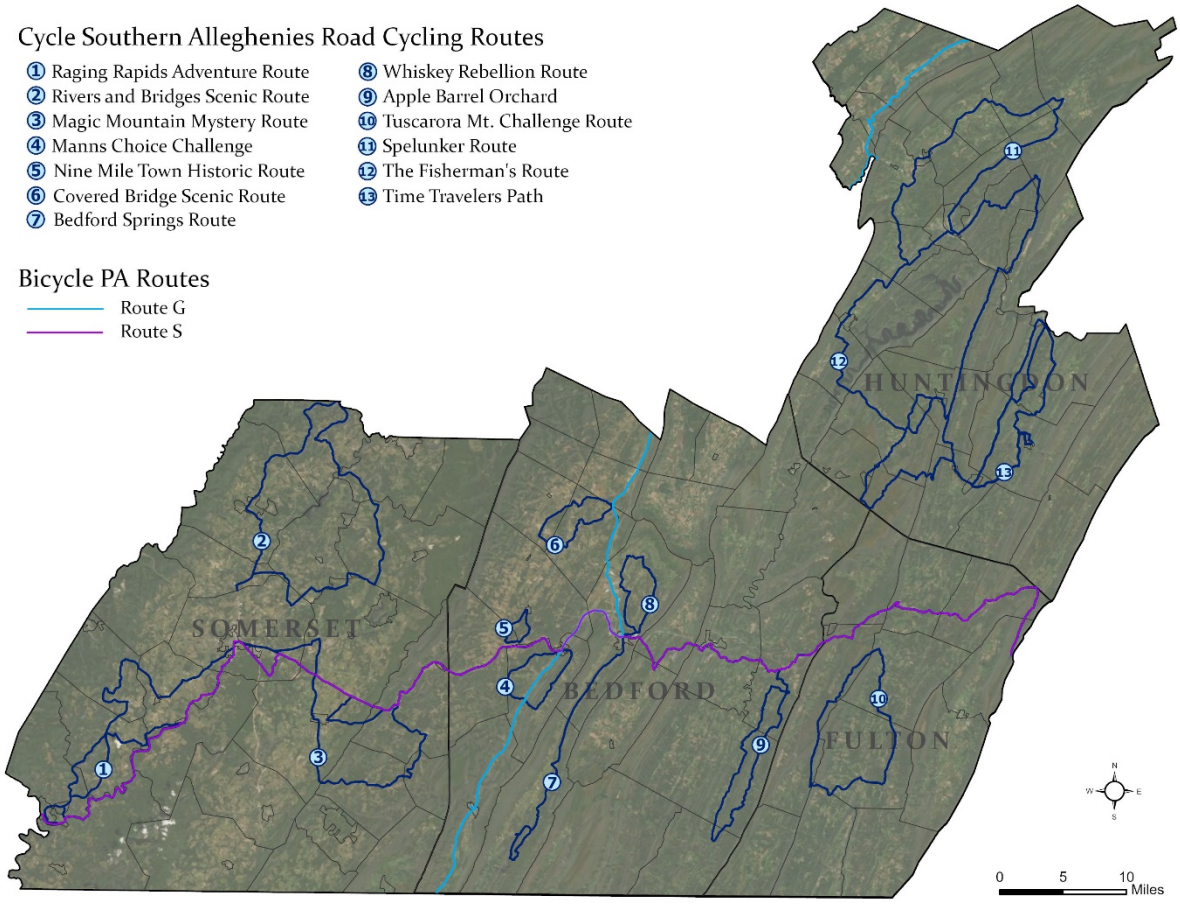


Figure 12: Existing Non-Roadway, Multi-use Trail Network

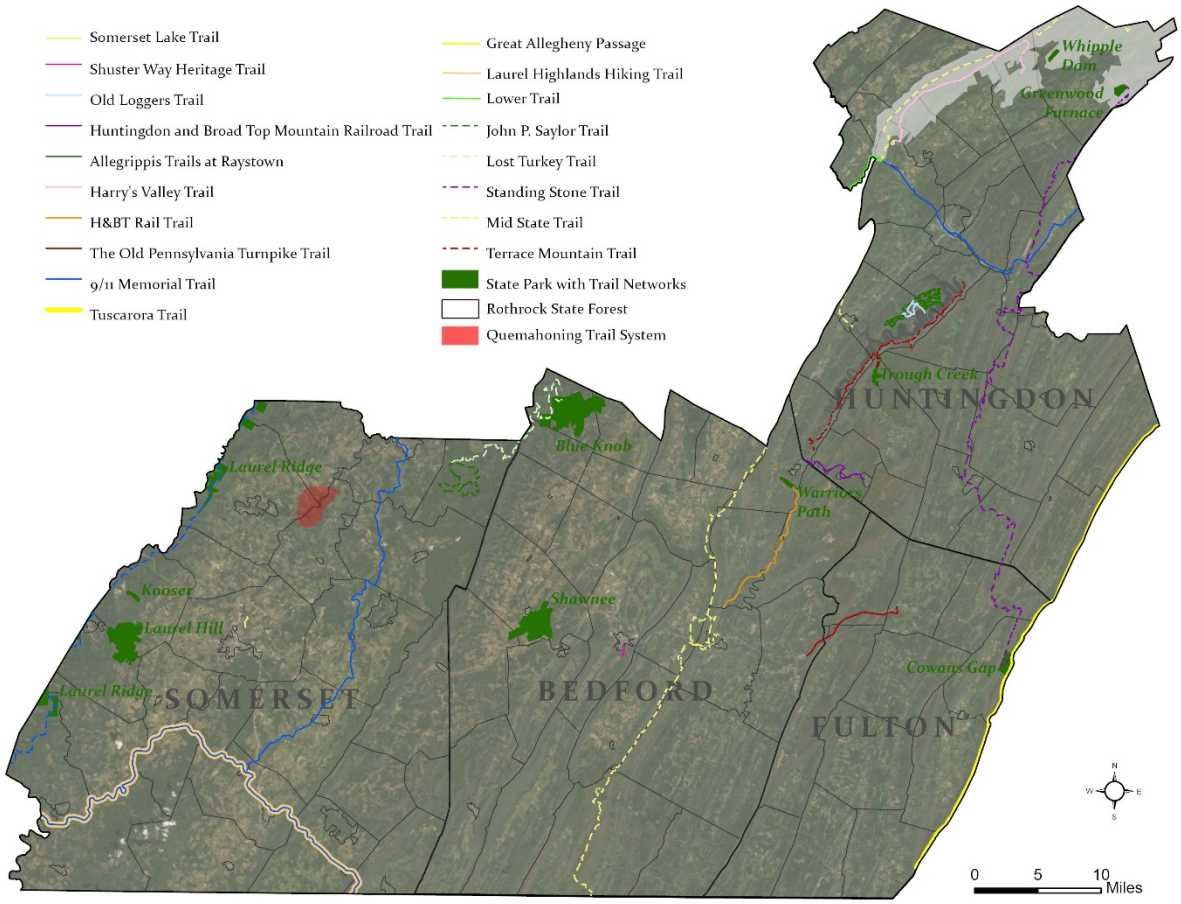
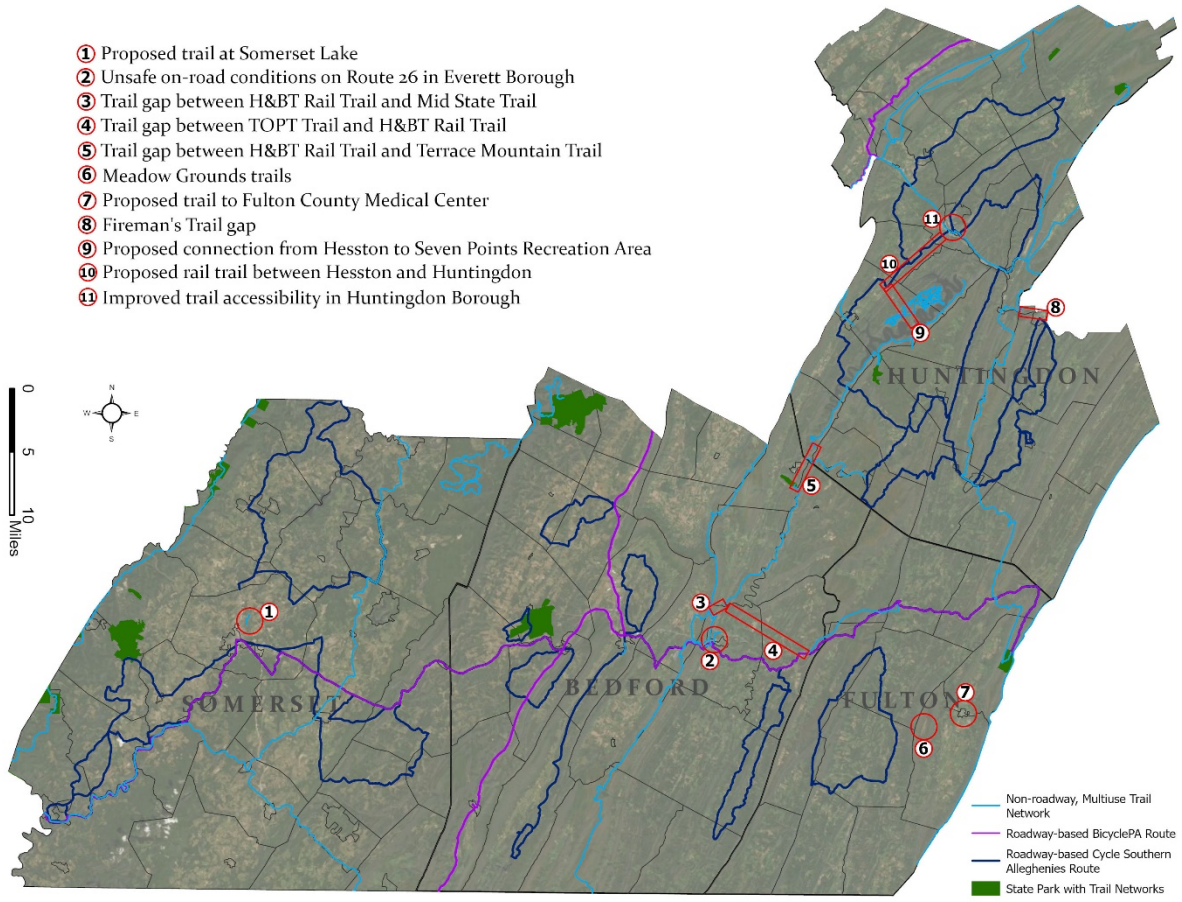


Figure 13: Trail Gaps and Proposed Improvements



County Profiles

While the Southern Alleghenies Region is quite distinct from the rest of Pennsylvania, there are aspects to the region that are not uniformly distributed – each county within the region exhibits its own challenges and possibilities regarding planning for bicycle and pedestrian modes of transportation.

By way of introduction, the plan begins with a summary of each county within the planning region and the unique environment it offers within the realm of planning for bicycle and pedestrian modes of transportation.

Bedford County

The county is favored with several trails, and opportunities for additional mileage to be added. Two notable trails include the Shuster Way Heritage Trail in Bedford, which currently connects the Bedford Springs Resort to downtown Bedford through a series of off- and on-road trails and sidewalks. Local businesses and property owners played a crucial role by donating right-of-way easements. The Bedford Fulton Joint Recreation Authority anticipates additional development of the trail and connecting it to more attractions in the future. There are current efforts underway for the trail to be extended further north to connect to Old Bedford Village – one of the county's marquis tourist destinations. A second trail includes the Huntingdon and Broad Top Rail Trail (H&BT), which currently extends from the Village of Tatesville in Hopewell Township to Warriors Path State Park in Liberty Township. A long-range goal would be to connect the trail from its terminus in Tatesville to The Old Pennsylvania Turnpike Trail.

Pedestrians walk along South Juliana Street in downtown Bedford

The Old Pennsylvania Turnpike Trail (TOPT), formerly known as the Pike2Bike Trail, is an 8.2-mile trail that utilizes the Abandoned Pennsylvania Turnpike and is located near Waterfall, PA. A study conducted in 2016 investigated the potential of incorporating the turnpike tunnels as part of a bicycle and pedestrian trail and economic studies of the project have suggested that improvements to the tunnels could pay for themselves within just a few years. Current efforts underway for the TOPT Trail include the addition of a 10-mile, single lane asphalt surface for biking and walking, as well as the submission of an application to the Transportation Alternatives Set-Aside Program.

Bedford County is also criss-crossed by two cross-state bicycle routes, including BicyclePA Route S and Route G. Route S uses PA 31 through Manns Choice before following US 30 through Bedford. The route follows a series of four-digit state routes – including Main Street in Everett – before joining US 30 in Breezewood before ascending Sideling Hill into Fulton County. Route G has a north-south orientation and follows PA 96 from the Mason-Dixon Line north before taking US 30 and Pitt Street into Bedford. From the county seat, the route continues north using North Richard Street (SR 4009) to the Village of King, and then Business Route 220 (SR 3013) into Blair County.

Bedford has the region's highest rate of senior population, with more than 1 in 5 older than the age of 65. This rate is expected to grow to become one in three by 2040, according to data from the independent long-term county economic and demographic projection forecasting firm of Woods & Poole.

Area: 1,012 square miles, ranking ninth in the state in size

Potential projects/initiatives: TOPT Trail; extension of the Shuster Way Heritage Trail to Old Bedford Village; extension of the H&BT Trail to TOPT Trail

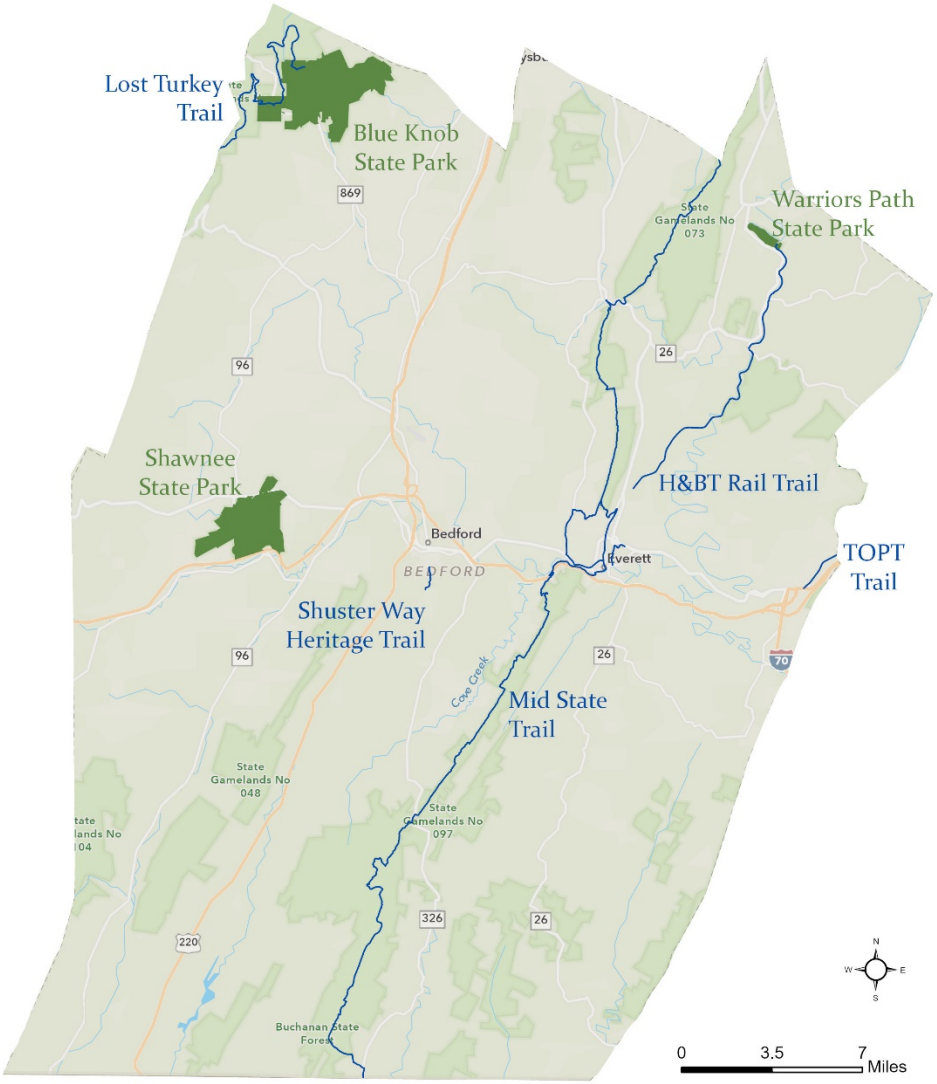
Pedestrian Crashes (2011-20): 46

Pedestrian Fatalities (2011-20): 6

Bicycle Crashes (2011-20): 12

Bicyclist Fatalities (2011-20): 2

Figure 14: Bedford County Existing Trail Network and State Parks



Fulton County

Fulton is one of the smallest counties in Pennsylvania when measured by both land area and total population. At the 2010 census, the county had a total population of only 14,845, making it the fourth least-populous county in the state. One of the county's two boroughs – Valley Hi – has the distinction of being the smallest borough in Pennsylvania, with a total population of 15. The county is bounded by Dickey's Mountain and Tuscarora Mountain to the east, and Sideling Hill to the west. These physiographic features make navigating the county challenging for motorists and bicyclists alike. The county leads the state in the number of registered vehicles, per capita.

Pedestrian crossing of US 522 at the Fulton County Courthouse

Fulton County also has the distinction of being the only county in the state to never have had active rail freight service (despite the presence of coal fields in its northwestern corner). This fact puts the county at a disadvantage in any efforts at turning abandoned rail lines into walking and hiking trails. Cowans Gap State Park is a 1,085-acre park, with 11 miles of hiking trails. The county is also characterized by large acreages of state game lands (30,791 acres, in all), and the presence of Buchanan State Forest.

Cross-state BicyclePA Route S traverses the county. From the west, the route follows PA 915 to a series of four-digit state routes to the Village of Hustontown, where it then follows PA 475 and Forbes Road to US 522 at Fort Littleton. The route proceeds to Burnt Cabins before turning south onto Allens Valley Road (SR 1005) to Cowans Gap State Park.

Area: 437 square miles

Potential projects/initiatives: TOPT Trail; a connection from McConnellsburg to the new hospital; connection to the C&O Canal in Hancock, Md.

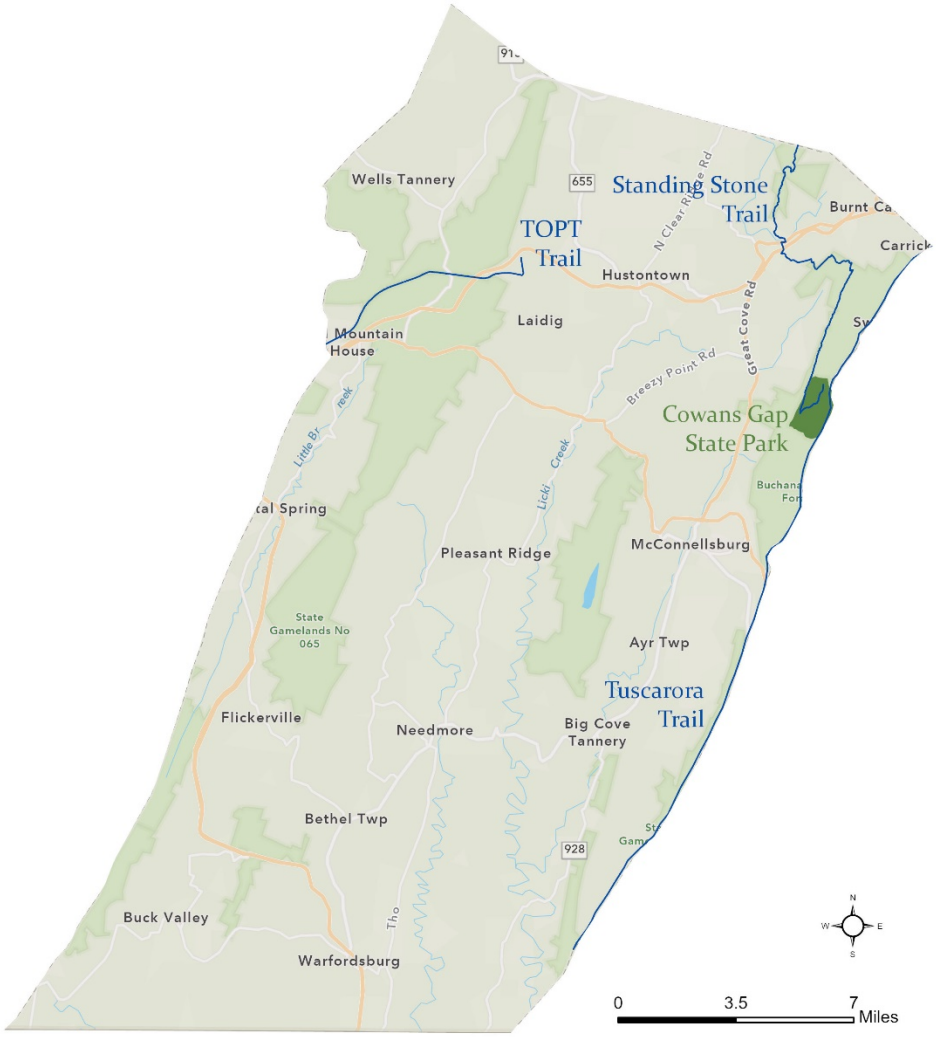
Pedestrian Crashes (2011-20): 12

Pedestrian Fatalities (2011-20): 2

Bicycle Crashes (2011-20): 3

Bicyclist Fatalities (2011-20): 0

Figure 15: Fulton County Existing Trail Network and State Parks



Huntingdon County

Bicycling has been driving much of Huntingdon County's growth in tourism, particularly since the completion and grand opening of the Allegrippis Trail system in 2009. The network currently includes 36 miles of trail, with more being planned. Bicycling is an important element of the county's tourism promotion efforts, as the county has taken steps to designate three scenic routes: the Fisherman's Loop, Spelunker's Loop, and Time Traveler's Path. These routes have been approved by PennDOT and range in length from 40 to 70 miles. A small portion of BicyclePA Route G traverses the northwestern corner of the county, using portions of the Lower Trail to Alfarata, PA 453 from Water Street to PA 45 through Spruce Creek, Seven Stars, and on to the county line.

Pedestrians in Mt. Union Borough

While the county boasts of award-winning trails, there are missing links within its system of on- and off-road trails. A prime example includes the Standing Stone Trail. The "trail of the year" includes two designated Trail Towns in Three Springs and Mapleton, yet connections are needed to Huntingdon and Mt. Union. The trail links Greenwood Furnace State Park to Cowans Gap State Park through Rothrock State Forest, Rocky Ridge Natural Area, several state game lands, and Buchanan State Forest. Elsewhere, there is interest in extending the Lower Trail from Alfarata to Huntingdon Borough, and the Canoe Creek State Park. In Mt. Union, community leaders are also working to get a trail system blazed along the River Trail.

Within the college town of Huntingdon Borough, "Walk Huntingdon" is an example of local implementation of a national initiative. Over three dozen signs have been posted around the borough to direct pedestrian traffic and raise awareness of various attractions throughout the community.

Huntingdon is also the home of Juniata College, the planning region's largest institution of higher learning. The campus of this four-year school is located over a mile north of the central business district, and even experienced bicyclists are not comfortable navigating the borough's streets to and from the college. Such "town/gown" issues represent opportunities for the county, school, and region to address in improving non-motorized transportation and community vitality.

An important potential intermodal connection of note includes Amtrak's *Pennsylvanian* passenger rail service stop in Huntingdon Borough. There is no baggage car available west of Harrisburg, so bicyclists must find alternatives to getting their bicycles to and from the area.

A bicyclist rides the Lower Trail in Morris Township. The trail is part of the Pittsburgh-to-Harrisburg Main Line Canal Greenway and is recognized as a National Recreation Trail.

Area: 889 square miles

Potential projects/initiatives: Lower Trail extension to Huntingdon Borough; connections from Juniata College to downtown; proposed trail linking Mapleton to Mt. Union; improved connections between Huntingdon Borough and Lake Raystown

Pedestrian Crashes (2011-20): 47

Pedestrian Fatalities (2011-20): 4

Bicycle Crashes (2011-20): 14

Bicyclist Fatalities (2011-20): 1

Figure 16: Huntingdon County Existing Trail Network and State Parks

Somerset County

With a total land area of over 1,074 square miles, Somerset County is one of the largest counties in Pennsylvania, ranking seventh in size. Unlike the other three counties, Somerset is situated within the Appalachian Plateau at the eastern edge of the Allegheny Front. The Plateau surface has been carved by rivers and streams into a patchwork of valleys and hills which makes bicycling challenging.

Bicycle signing in Berlin Borough

More than a century ago, railroads acquired rights-of-way along the more gentle grades offered by bodies of water such as the Casselman and Youghiogheny Rivers in their quest to connect to the rich coal areas of western Pennsylvania. These rivers offered the railroads with a favorable gradient as they challenged the rugged Allegheny mountains for access into the nation's interior and the raw materials it afforded.

The Western Maryland Railroad was one of those railroads that once served Somerset County industry. By the mid-1970s however, it had ceased operations (a victim of excess capacity), but its legacy lives on in the guise of the Great Allegheny Passage (GAP), which formally opened completely between Pittsburgh and Cumberland, Md. in 2013. The GAP uses former right-of-way of the Western Maryland and several other railroads and is perhaps the county's marquis bicycle and pedestrian facility. The county's portion of the trail includes several of its signature features, including the 3,295-foot Big Savage Tunnel, Salisbury Viaduct, and Pinkerton High Bridge. Communities such as Confluence, Rockwood, and Meyersdale have been revitalized and continue to benefit economically from this historically important corridor. The GAP connects Pittsburgh with the C&O Canal in Cumberland, Md. The Somerset communities along the GAP are thus part of a broader 334.5-mile-long corridor between Pittsburgh and Washington, D.C.

Somerset Lake Trail

Somerset County is also served by BicyclePA Route S, which from the west uses the GAP to Rockwood, then SR 3015 (Water Level Road) to Somerset, then Plank Road (SR 3041) to Menser Road, then PA 31 to the Village of Dividing Ridge, where it then takes Wambaugh Hollow Road (SR 1015) to the Borough of New Baltimore.

Bicycle parking at the Flight 93 National Memorial in Stoney Creek Township.

The Flight 93 National Memorial, which opened in 2015 near Shanksville, has been the inspiration for the September 11th National Memorial Trail that connects all three 9/11 sites, including Shanksville, Washington, D.C., and New York City. The trail utilizes on-road and off-road trail segments between Windber and the Flight 93 National Memorial site and continues towards the Great Allegheny Passage in the Borough of Garrett. Current efforts are being made to connect a missing segment of trail under the Buffalo Creek Bridge (US 219) just northeast of the borough.

Area: 1,074 square miles, ranking seventh in size among Pennsylvania counties

Potential projects/initiatives: Somerset Lake Trail; linking Somerset Borough to Somerset Lake to the north, and to the Great Allegheny Passage in Rockwood to the south; Continental Divide Loop Trail

Major Bicycle and Pedestrian Assets: Great Allegheny Passage, linking the boroughs of Confluence, Rockwood, and Meyersdale to the C&O Canal in Cumberland, Md.

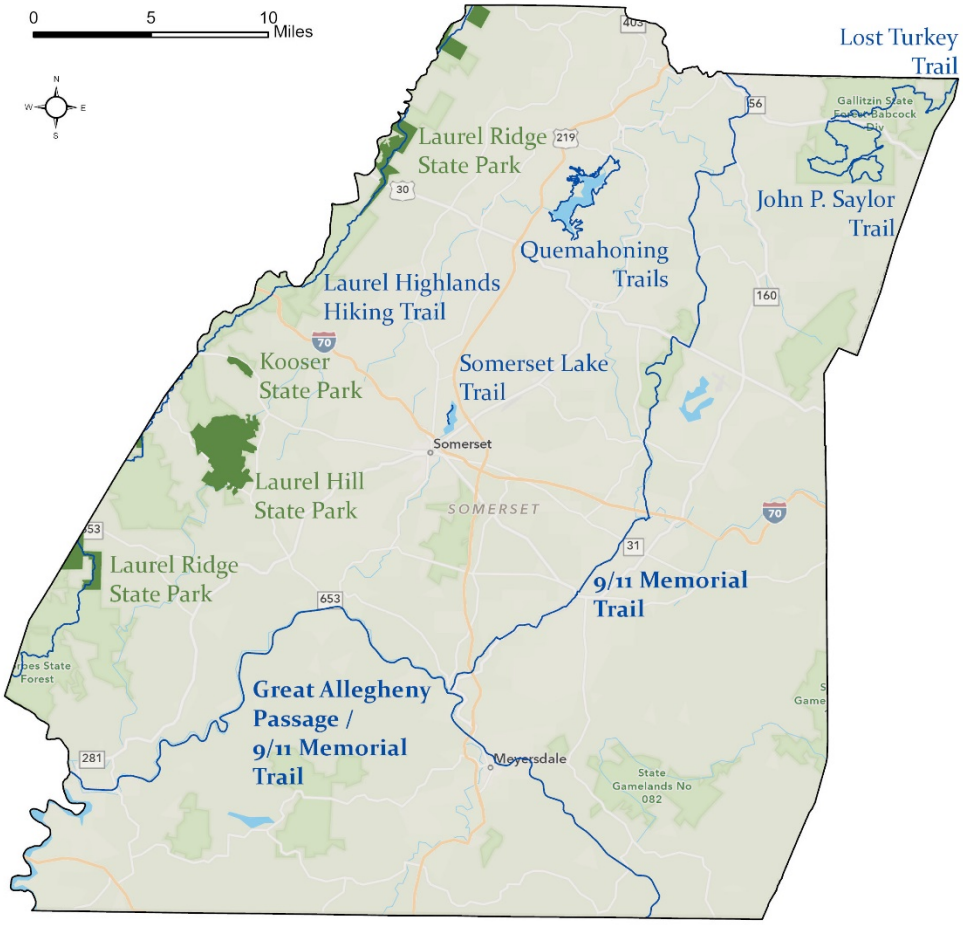
Pedestrian Crashes (2011-20): 60

Pedestrian Fatalities (2011-20): 5

Bicycle Crashes (2011-20): 16

Bicyclist Fatalities (2011-20): 0

Figure 17: Somerset County Existing Trail Network and State Parks



Public and Stakeholder Participation and Results

At the project outset, the RPO identified an 11-member steering committee to assist with the development of a regional vision for updated bicycle and pedestrian plan and guide the overall planning process. Steering committee members represented a broad spectrum of bicycle and pedestrian interests. In the 10-month plan update timeframe, the steering committee met on five occasions with the following objectives:

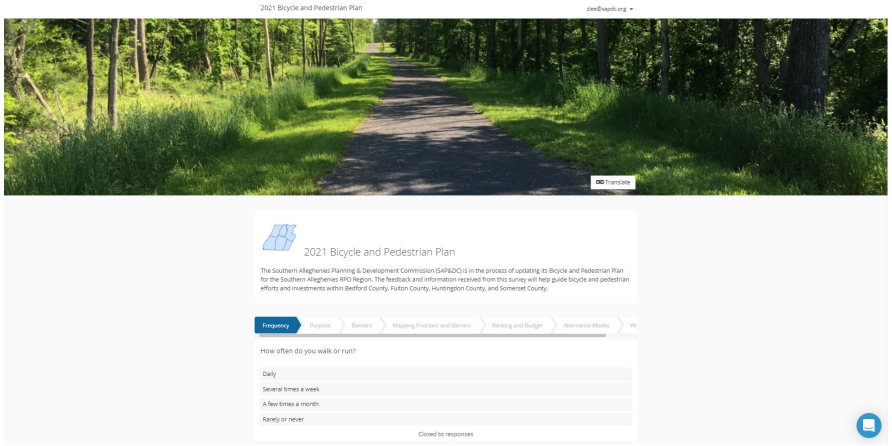
- **Meeting 1 – March 18, 2021**: Review timeline and existing plan(s), discuss the plan vision, and discuss public participation strategies.
- **Meeting 2 – April 12, 2021**: Review goals, objectives, and strategies and update candidate project listing, review data analysis, and to discuss public participation strategies.
- **Meeting 3 – May 25, 2021**: Review the PublicInput.com Survey and discuss public participation strategies.
- **Meeting 4 – July 29, 2021**: Review the results of the PublicInput.com Survey and discuss next steps for developing the draft plan.
- **Meeting 5 – October 1, 2021**: Review and discuss the draft Plan.

Input and guidance from the steering committee was critical in defining a future vision for planning for bicycle and pedestrian modes of transportation across the region and identifying actions for improving mobility for all residents.

For this plan update, a one survey approach was used:

- **PublicInput.com** is a web-based, interactive survey tool that can be accessed via desktop or laptop computer, tablet, or mobile phone. The survey has multiple steps that collect a variety of responses. PublicInput.com surveys have mapping capabilities, which provide a spatial component in assessing public feedback. The PublicInput.com survey was heavily marketed throughout the region using graphic flyers, newsletters and press releases, email marketing to County Planning Directors and others, and information presented on the SAP&DC website. **Figure 18** presents a screen capture of the PublicInput.com Bicycle and Pedestrian Survey.

Figure 18: PublicInput.com Survey



PublicInput.com Survey

During summer 2021, SAP&DC conducted an online, interactive survey through PublicInput.com to solicit feedback from the community on bicycle and pedestrian issues in the region. The survey questions were developed with input from the steering committee to ensure meaningful responses from the general public. Once live, the survey was promoted through social media, newsletters, press releases, and the SAP&DC website. Promotional survey flyers, shown in **Figure 19**, were provided to steering committee members and sent out to municipalities and libraries throughout the region.

Figure 19: PublicInput.com Promotional Flyer

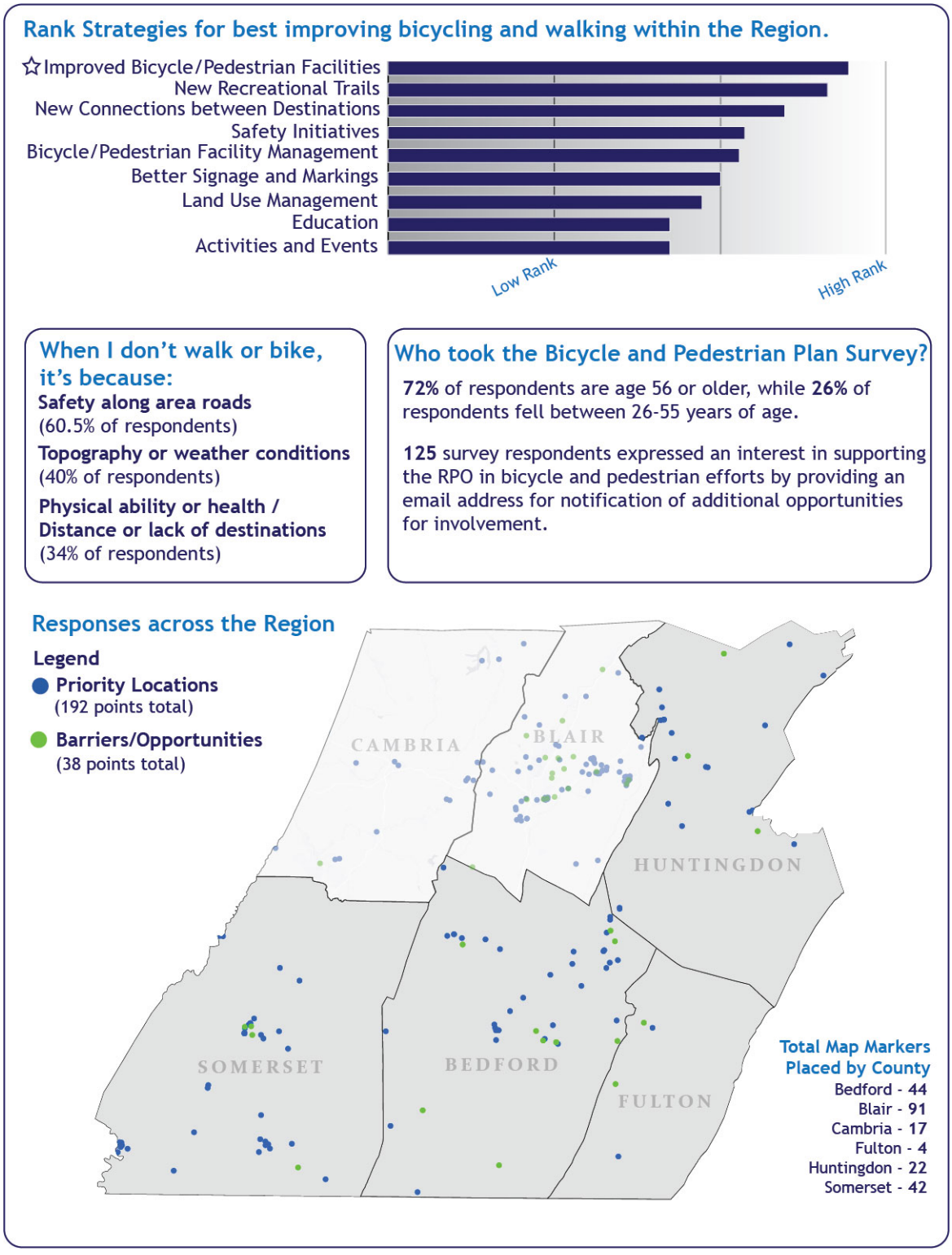
The online survey was available from June 1, 2021, to July 29, 2021, and through a series of seven steps, the survey asked respondents to:

- Complete a series of standard survey questions about bicycle and pedestrian issues and interests (e.g., “how often do you walk/run or bike?”, “what discourages you from walking/running or biking?”, etc.);
- Prioritize bicycle and pedestrian improvement strategies that would be beneficial to the Southern Alleghenies Region;
- Identify bicycle and pedestrian destinations, safety concerns, and potential new infrastructure improvements on two maps;
- Provide basic demographic information.

There were over 600 people who visited the survey link and of those, 238 provided input. Along with the data collected from responding to standard survey prompts, each screen offered additional space for

comments and additional feedback. Over 300 comments were received. **Figure 20** provides a summary of survey responses.

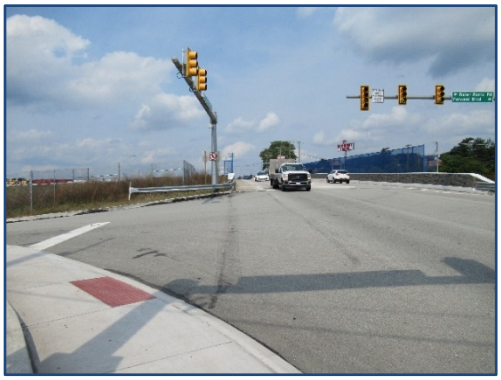
Figure 20: Summary of PublicInput.com Survey Responses



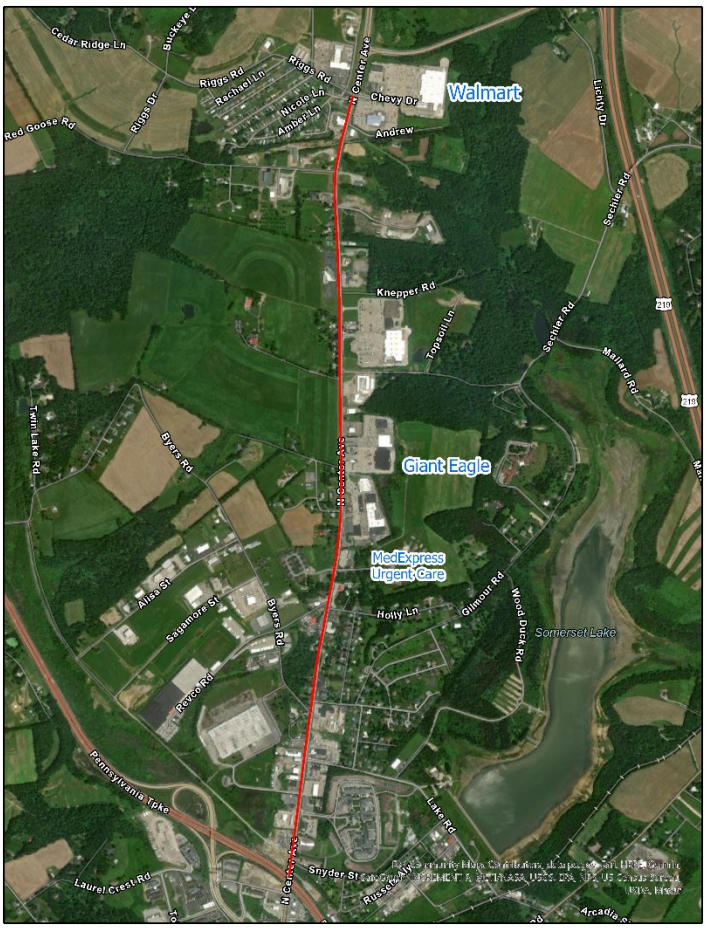
Identified Sidewalk Gaps and Improvements

Rt. 601 (N. Center Avenue) after Starbucks – Somerset, Somerset County

The section of Rt. 601 (N. Center Avenue) north of Starbucks in Somerset was identified through the online user survey and is mentioned more than once as a safety concern for pedestrians. One of the respondents said, "This intersection prevents access around the community. It is common to see folks balancing on curbs or crossing between cars to patronize different businesses or walk to and from work. All pedestrian safety (biking or walking) is quite hazardous in this area."



As shown in the picture above, the sidewalk stops just short of the bridge that crosses I-76 and prohibits pedestrians from continuing along the roadway safely. Due to maintenance issues, the bridge did not include a sidewalk but was designed with a wider shoulder that could accommodate future implementation. Implementing a sidewalk along this corridor would allow pedestrians to access various businesses and healthcare centers such as Walmart, Giant Eagle, and MedExpress (shown below).



Laurel Arts to Maple Ridge – Somerset, Somerset County

The "Laurel Arts to Maple Ridge" sidewalk gap in Somerset was also identified through the online user survey as a safety concern for pedestrians. A respondent from the survey said, "Need sidewalk from Laurel Arts to Maple Ridge. People walk here all the time and there isn't anywhere to get off the main road…"

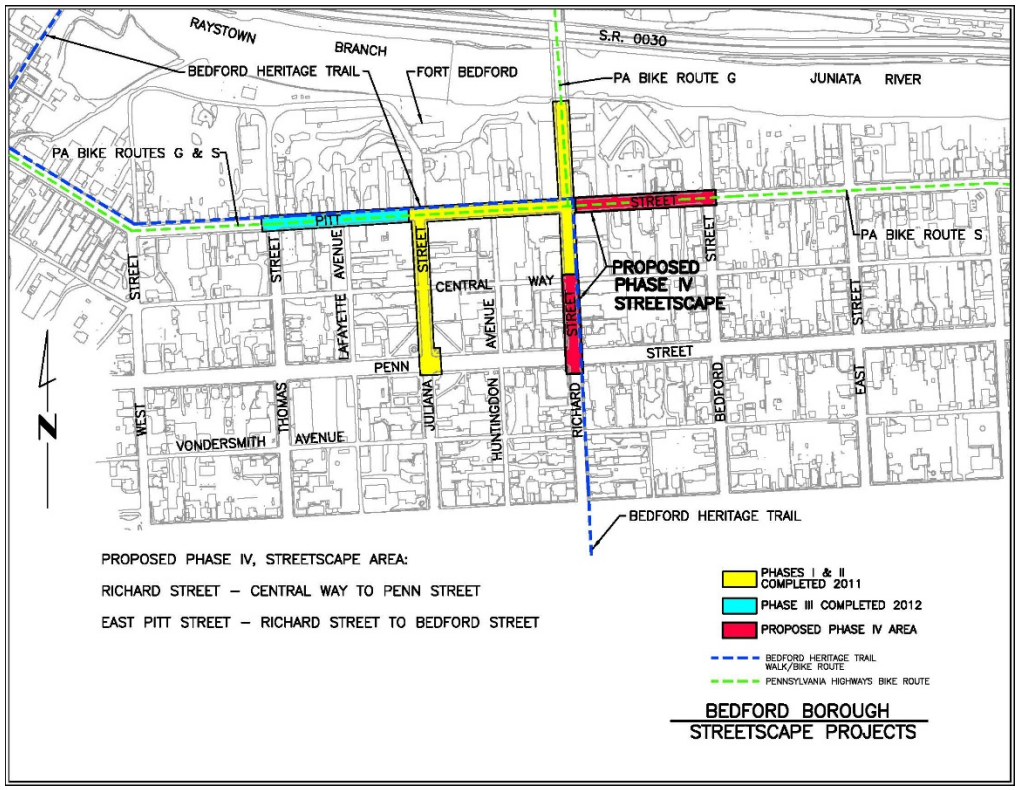
As shown in the map below, a sidewalk or walking path could be implemented to allow for pedestrians to safely travel from the nearby community (Laurel Arts) to an area that contains two elementary schools, The Learning Lamp Center for Children, and the Somerset County Memorial Park.

Huntingdon County Housing Authority to the Intersection of E. Shirley St. and N. Franklin St. – Mount Union, Huntingdon County, PA

This sidewalk gap and improvements area in Mount Union was not identified through the online user survey, but through discussions with Mount Union Borough. As shown in the map below, a section of sidewalk from the Huntingdon County Housing Authority along Liverpool St. to the intersection of E. Shirley St. and N. Franklin St. is not fully connected and contains a set of stairs, which are not ADA-compliant. There is no alternative route from the housing authority to the various businesses and assets found within the Borough such as Rite-Aid, Weis Markets, Linear Park, and others labeled on the map. An improved sidewalk connection would allow pedestrians to safely access these businesses and recreational assets.

Bedford Streetscape – Phase IV

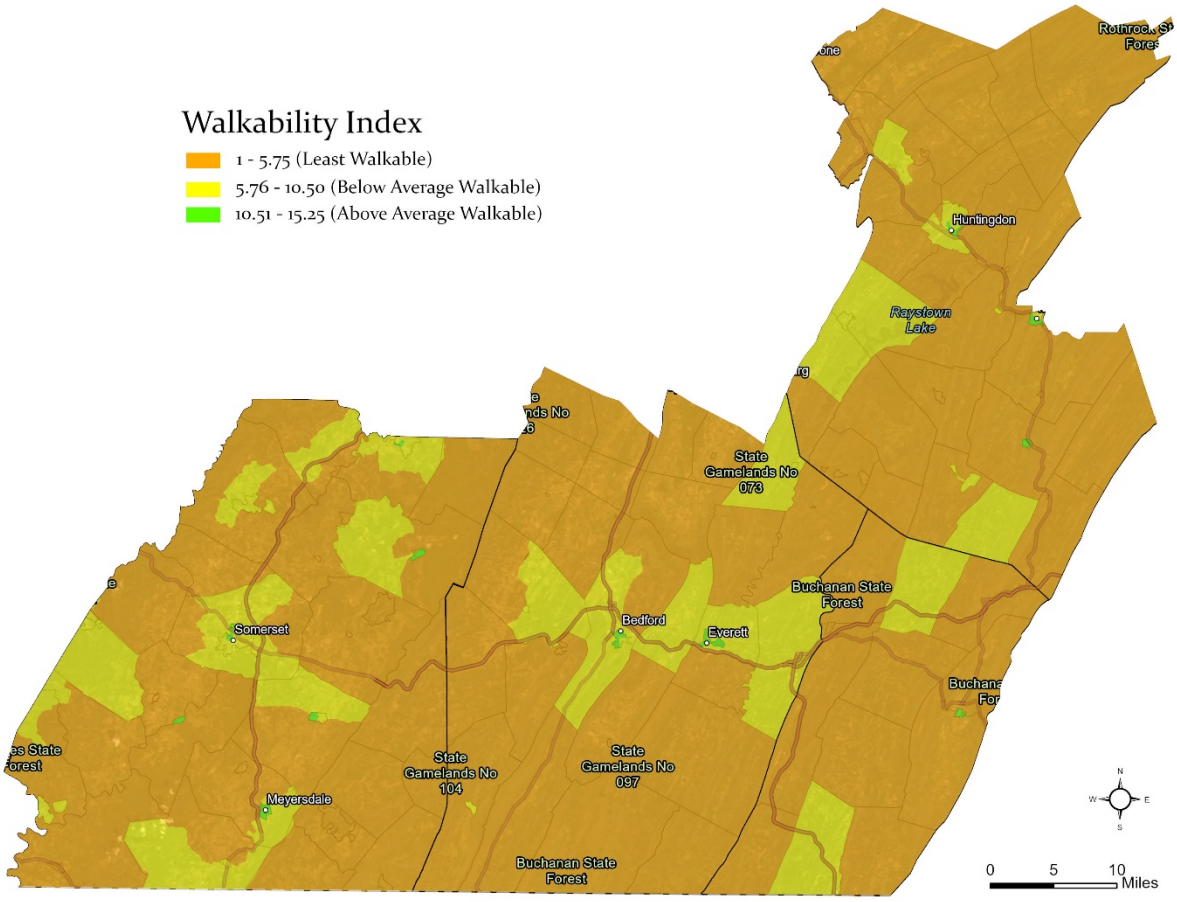
Bedford Borough is seeking funding from PennDOT's Multimodal Transportation Fund (MTF) for Phase IV of its streetscape project in downtown Bedford. The entirety of the project includes about 4,900 feet of sidewalk replacement and improvements, new and replaced lighting, and other miscellaneous items. Due to the total cost of the project, the application will only include approximately 1,600 feet. Given the impact of Bedford's tourism on the local and regional economies, the project is significant, and the funding is justified.



National Walkability Index

Many community leaders and residents, as well as public health officials, planners, and other municipal staff, want to make communities more walkable because of benefits such as accessibility to stores, jobs, and other places, which encourages people to be more active and healthier. When people choose to walk or bike, it can reduce pollution from vehicles, resulting in improved human and environmental health. Walkable communities also encourage social interaction and can improve people's physical and mental health. However, there are no universal tools that provide transparent insight into what makes a community walkable, which makes it challenging to analyze and compare communities' walkability.

To help fill this gap, EPA developed the National Walkability Index, a tool that measures the relative walkability of the nation's communities. The dataset covers every block group in the nation, providing a basis for comparing walkability from community to community. The National Walkability Index is based on measures of the built environment that affect the probability of whether people walk as a mode of transportation: street intersection density, proximity to transit stops, and diversity of land uses. A Walkability Index map for the Southern Alleghenies Region has been provided below:



Electric Bicycles (E-bikes)

While electric bicycles, or e-bikes, have become a hot topic across the nation for recreational purposes, one prevailing concern amongst many trail users is about safety—particularly related to speed. A common perception is that motor-assisted riders will race down trails, making them dangerous and unpleasant for other types of users. One respondent from the online user survey said, "*The speeds e-bikes are capable of are not compatible with trails that are used by pedestrians",* while another respondent said, "*I believe they should be allowed to allow for those with disabilities or for those who otherwise would be unable to use the trail – but there should be speed restrictions and hopefully, a way to enforce it.*"

"Do you own an e-bike or e-scooter?"

At the federal level, a 2002 law enacted by Congress, HB 727, amended the Consumer Product Safety Commission (CPSC) definition of e-bikes. According to the CPSC, which regulates the manufacture, initial sale, and recall of low-speed e-bikes, a low-speed e-bike is defined as, "*a two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 horsepower), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.*" The CPSC has also clarified that the federal law does allow e-bikes to travel faster than 20 mph when using a combination of human and motor power.

Classification of E-bikes

- Class 1 E-bikes – motor provides a boost only when a rider is pedaling. The boost cuts out at 20 mph, and the rider must rely on their own muscle power to go any faster than that.
- Class 2 E-bikes – the throttle can be switched to provide a boost up to a maximum assisted speed of 20 mph, without any pedaling required. The boost cuts out at 20 mph, and the rider must rely on their own muscle power to go any faster than that.
- Class 3 E-bikes – pedal assisted much like Class 1; except they have a maximum assisted speed of 28 mph. They are also equipped with a speedometer.

However, at the state level, traffic laws and vehicle codes remain the sole domain of states and state legislatures. In other words, the manufacturing and first sale of an e-bike is regulated by the federal government, but its operation on streets and bikeways lies within a state's control. For the state of Pennsylvania, as of right now, Class 1 e-bikes are allowed on trails found on DCNR lands (state parks and state forests) wherever traditional bikes are allowed. On trails and/or lands not owned by DCNR, it is up to the individual trail group to decide what class of e-bikes, if any, are allowed. Therefore, if you wish to ride an e-bike on trails outside of State Parks or State Forests, you will need to contact the organization that manages or owns that trail to determine rules and policies.

To find trails across the state of Pennsylvania, please visit dcnr.pa.gov.

Plan Directions

This plan's goals, objectives, and performance measures were developed through a series of technical meetings and steering committee meetings where meeting members identified, discussed, and refined the region's most critical bicycle and pedestrian transportation priorities and determined how to measure progress toward meeting them. **Goals and objectives** will be used to direct transportation investments and to translate the strategic vision into something that can be measured and tracked. **Performance measures** will be used to monitor and communicate progress towards goals, evaluate investment scenarios, comply with national performance requirements, and track plan implementation over time. **Strategies** will support Plan implementation and the achievement of its goals and objectives.

The five goal areas of the plan include: 1) safety, 2) maintenance, 3) planning, 4) education/promotion, and 5) funding. Several recommendations are listed under each goal.

This section of the plan summarizes the directions (i.e., goals, objectives, and strategies). The objectives are accompanied by related performance measures that will be used in tracking the region's performance, over time. Strategies are identified by the intended timeframe for completion – short-term represents less than five years, while long-term strategies are initiatives that should be tackled in the longer-term. "Ongoing" initiatives characterize those that should be part of work programs on a recurring basis.

Goal statements are described here in more detail and are not discussed in any priority order.

GOAL 1: Bolster the region's bicycle and pedestrian infrastructure so that it is safe to use and enjoy.

Safe travel conditions for bicycle and pedestrian modes are vital to quality of life and economic prosperity. Federal FAST Act legislation continues to make safety a national goal. PennDOT and the Southern Alleghenies Planning and Development Commission use a combination of education, enforcement, and infrastructure improvements to help improve safety across the region's bicycle and pedestrian networks. Access management is one example of land use management tools that can improve safety and efficiency of the roadway network. The following underscores the region's plan for continuing to work in making safety a part of its transportation planning work.

Plan Objectives	Performance Measures
• Reduce the number of crashes and fatalities involving bicyclists and pedestrians.	• Number of roadway-related bicycle and pedestrian crashes and fatalities • Fatalities in Speeding Crashes[2] • Fatalities in Aggressive Driving Crashes[3]

Strategies	Responsible Lead/Support (Timing)	Notes
• Encourage the incorporation of sidewalks, ADA ramp upgrades, pedestrian crossings, and bicycle lanes where appropriate into planned transportation improvements.	• County planning commissions/PennDOT (ongoing)	
• Work with rail carriers to develop rail with trail opportunities	• SAP&DC/Rail Carriers	Consider legislation for railroad liability; protection in case of accident
• Encourage municipalities to adopt access management ordinances.	• County planning commissions (ongoing)	PennDOT in 2006 created a sample ordinance, available at: http://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20574.pdf
• Continue to incorporate crash data into TIP planning and development.	• RTTC/RTCC/PennDOT (ongoing)	PennDOT's CDART tool is available to its partners to analyze crash data received through its Crash Reporting System

[2] For the 5-year period ending 2020, this number was 23 for the Southern Alleghenies Region
[3] For the 5-year period ending 2020, this number was 11 for the Southern Alleghenies Region

• Encourage municipalities to use sandwich board signs in downtown areas.	• SAP&DC/PennDOT (ongoing)	Market existing resources at PennDOT
• Encourage the development of community driven data collection	• County Active Transportation Committees/Emergency Responders	This could include neighborhood "speed watch" programs; bicycle and pedestrian counts; development of pedestrian "walkability scores", etc.
• Identify potential road corridors for "road diets" and traffic calming measures.	• County Planning Commissions, with County Active Transportation Committees (Long-term)	PennDOT Publication 383 is a resource.
• Encourage municipalities to have pedestrian "countdown" signal heads, particularly in areas that have a high population of seniors and disabled.	• County Planning Commissions, with County Active Transportation Committees (Long-term)	Ensure countdown signals have sufficient delay before vehicular movement
• Educate municipalities on available funding opportunities for improving bicycle and pedestrian safety issues.	• SAP&DC/County Planning Commissions (ongoing)	
• Educate drivers and bicyclists about the rules of the road.	• Community organizations (ongoing)	Fairs and other local events are possible venues.
• Educate municipalities about bicycle and pedestrian safety measures.	• SAP&DC/County Planning Commissions (ongoing)	The LTAP program could be leveraged as a resource and is offered at no cost to municipalities.
• Identify concerns on bicycle route corridors.	• County Active Transportation Committees with County and Municipal Planning Commissions (ongoing)	Groups could perform walkability surveys and analyses.
• Increase signage along bicycle routes.	• PennDOT/County Planning Commissions (ongoing)	County Active Transportation Committees could identify needed signing and work through their respective County Planning Commission to address deficiencies.
• Continue to discuss and identify bicycle and pedestrian needs through PennDOT Connects process.	• PennDOT/County Active Transportation Committees	Early collaborations with applicable organizations when existing facilities are present within the limits of planned or current projects.

• Conduct user counts at identified trail crossings	• SAP&DC/County Planning Commissions	
• Inventory trail crossings along locally owned roadways as part of PennDOT's current Trail Crossing inventory efforts.	• PennDOT/County Planning Commissions and Municipal Planning Commissions	
• Conduct walkability surveys of downtown areas to identify potential pedestrian improvements	• SAP&DC/Municipal Planning Commissions	
• Identify and implement interpretive signing projects on trails to provide increased educational opportunities.	• County Active Transportation Committees/Trail Organization with Visitors Bureau and Historical Societies (ongoing)	

GOAL 2: Ensure our region's bicycle and pedestrian infrastructure is well maintained.

The Southern Alleghenies RPO and PennDOT have maintained a "maintenance first" approach to program development for many years. The goal area emphasizes maintaining where we have made investments in the past through a variety of means, including capacity management, operations, and demand management. Maintenance is also important on the region's trails and crosswalk/sidewalk facilities.

Plan Objectives	Performance Measures/Progress Indicators
• Develop bicycle and pedestrian maintenance priorities throughout the region.	• Maintenance priority list is developed in all four counties
• Ensure resources are in place to assist with bicycle and pedestrian facility maintenance and development.	• Number of volunteer and municipal partnerships

Strategies	Responsible Lead/Support (Timing)	Notes
• Encourage PennDOT to develop a program of cleaning berms and crosswalks on bicycle routes twice annually to better serve the needs of bicyclists while meeting roadway maintenance goals.	• RTTC/RTCC (ongoing)	
• Develop a program that would notify PennDOT, district and county maintenance divisions, and municipalities of berms that require maintenance/ improvement.	• County Active Transportation Committees	Includes clearing snow and anti-skid material in the spring
• Explore partnerships with the judicial system for trail maintenance/alternative sentencing, etc.	• Area recreation authorities (Short-term)	
• Develop a volunteer network in each county to help perform trail maintenance.	• County Active Transportation Committees (ongoing)	
• Offer opportunities for youth to be included in trail maintenance.	• County Active Transportation Committees (Short term/On-going)	Potential projects for high school seniors, scouts, etc.

• Partner with local businesses to provide trail maintenance.	• Area recreational authorities, local chambers of commerce (Ongoing)	REI requires new employees to perform trail maintenance
• Inventory the number of curb ramps that are not ADA-compliant and develop a strategy for their improvement.	• Municipalities, with County Planning Commissions/ PennDOT (ongoing)	Leadership on this strategy depends on who owns the roadway – state versus local

GOAL 3: Continue planning for bicycle and pedestrian initiatives.

The region needs to have a supporting architecture in place to be able to properly plan for bicycle and pedestrian transportation and recreational needs into the future. Chief among the strategies included under this goal area include the creation of Active Transportation Committees in each county. These committees could report to their respective county planning commissions and be charged with raising awareness of bicycle and pedestrian planning concerns. Their responsibilities can be defined at a county level and could include initiatives ranging from evaluating existing conditions and maintenance needs, gap analysis, and local advocacy. These groups together could form a consortium that could inform bicycle and pedestrian planning at a regional scale under the auspices of SAP&DC.

Plan Objectives	Performance Measures/Progress Indicators
• Improve bicycle and pedestrian access in our economic centers.	• Walkability/Bikeability Score
• Close existing gaps in the region's network of bicycle and pedestrian links to promote a higher degree of connectivity.	• Number and total lengths of remaining trail gaps by county
• Develop the institutional framework needed to advance planning for bicyclists and pedestrians at a regional and county level.	• Number of county-level active/sustainable transportation committees • Bicycle and pedestrian coordinator identified at county level

Strategies	Responsible Lead/Support (Timing)	Notes
• Develop "Active Transportation" Committees in each county to help guide bicycle and pedestrian planning efforts at a local level.	• County Planning (short term)	Needs to represent a diverse group (health, economic, academic, environmental demographics) to combine to form a consortium for regional dialog and planning.
• Develop county-wide bicycle and pedestrian plans or address as part of comprehensive plan development.	• County Planning Commissions (ongoing)	
• Examine the potential for off-road trail development to connect the region to other regional economic centers.	• SAP&DC with a consortium of the region's County Active Transportation Committees (Long-term)	Strategy can include connections to such places as Altoona, Cumberland, Md., Johnstown, and State College.

• Draw from cycling groups to obtain information on existing conditions and project needs.	• County Active Transportation Committees with County Planning Commissions (ongoing)	
• Encourage mixed-use development to make walking and bicycling more practical.	• County and municipal planning commissions (ongoing)	
• Encourage area businesses to install bicycle racks.	• County Active Transportation Committees, with Chambers of Commerce and Main Street Managers (ongoing)	Providing for bicycle parking can help improve downtown vitality and encourage bicycle use.
• Investigate the potential of allowing bicycles to be loaded/unloaded at the Huntingdon Amtrak station.	• SAP&DC, with Huntingdon County's state and federal representatives (Long-term)	PennDOT's Bureau of Rail Freight, Ports and Waterways could also be a resource.
• The Southern Alleghenies RPO will act as a clearing house for bicycle and pedestrian projects through the Candidate Project Selection Process.	• SAP&DC with PennDOT (ongoing)	Candidate Project Selection Process can be found in Appendix B.
• The Candidate Project Listing will be reviewed on an annual basis.	• SAP&DC with PennDOT	Candidate projects appear in this plan in **Appendix C**.
• Develop, review, and prioritize a list of trail gaps annually.	• County Active Transportation Committees with County Planning Commissions (ongoing)	
• Update the region's bicycle and pedestrian plan every 5-10 years.	• SAP&DC (ongoing)	This strategy would take advantage of emerging opportunities, re-evaluate priorities, and address gaps in the network. The Plan update task force could draw membership from newly created county Active Transportation Committees.
• Establish a Safe Routes to School Program in the region's schools.	• County and Municipal Planning Commissions (ongoing)	Schools can complement their SRTS program by offering pedestrian and bicycle safety education programs to teach children safe behaviors and skills to improve safety.

GOAL 4: Educate our region's stakeholders, elected officials, and public at-large of key regional initiatives involving bicycle and pedestrian transportation.

This goal area addresses two concerns that were raised during the plan's development: 1) that the transportation planning process can sometimes be esoteric and inaccessible to the public, and 2) the region's bicycle and pedestrian assets and opportunities are not being properly marketed to their fullest extent. As such, strategies under this goal area are oriented toward education and promotion of bicycle and pedestrian modes.

Plan Objectives	Performance Measures/Progress Indicators
• Increase the availability of promotional materials and social media to promote bicycle and pedestrian activities and initiatives.	• Every county will have related information on its website
• Identify the benefits of bicycling and walking, both for public health and the environment.	• Number of newsletters, classes, and reports

Strategies	Responsible Lead/Support (Timing)	Notes
• Incorporate bicycle and pedestrian articles and information on commission and counties' web page and social media pages.	• County government (ongoing)	This strategy could include a "Transportation 101" link that provides information on how to move a proposed project from concept to construction.
• Meet with municipal officials on a recurring basis to discuss the benefits of including bicycle and pedestrian design elements in land development planning.	• County Planning Commissions (ongoing)	This activity could be performed at COG and at annual supervisor conventions.
• Provide information on area attractions, including bicycle and pedestrian venues.	• County Visitors' Bureaus (Short-term)	User groups include: college students, tourists, residents, historical/environmental groups.
• Promote bicycling as a general mode of transportation – not just recreation.	• County Active Transportation Committees (ongoing)	

• Include the benefits of a healthy lifestyle through bicycling and walking in print and online trail promotional materials.	• SAP&DC Marketing Coordinator (Short-term)	Revive the SAP&DC Tourism Committee.
• Revive "The Alleghenies" promotional material.	• SAP&DC Marketing Coordinator (Long term)	
• Educate the public about the health advantages of implementing community walking and biking programs.	• County Active Transportation Committees with health care providers (ongoing)	Target high school health classes. Outreach targets could also include chambers, and business and industry groups
• Consider international marketing to increase the region's number of international visitors to its trails.	• PA Tourism Council and Pennsylvania DCED, with SAP&DC (Long-term)	SAP&DC currently has no funding for tourism/marketing

GOAL 5: Maximize the benefits of transportation investments in the region.

The RPO is charged with conducting a "continuous, comprehensive, and cooperative (3C)" transportation planning process in accordance with federal and state requirements. This means it must balance the needs of bicycle and pedestrian modes against its 2,600-mile state-owned roadway network and 1,430 state-owned bridges greater than 8 feet in length as it develops plans and programs such as its 2022-42 long range transportation plan, and 2021 Transportation Improvement Program (TIP).

The demand for transportation funding will always overwhelm needs. As the RPO seeks to maintain a greater recognition of the role and value of bicycle and pedestrian modes in its transportation planning program, it will need to develop not only the planning infrastructure described earlier, but also new planning tools and techniques to assist in planning and decision-making. These elements – which include a project prioritization process and the identification of a regional priority bicycle and pedestrian network – are described in the following strategies.

Plan Objectives	Performance Measures
• Increase investment in sidewalk construction and ADA curb ramps	• Total dollars allocated
• Target bicycle and pedestrian investments where they will be most effective.	• Total investments on priority corridors (to be identified)

Strategies	Responsible Lead/Support (Timing)	Notes
• Identify a regional priority bicycle and pedestrian network that could be used for prioritizing bicycle and pedestrian projects.	• SAP&DC, with members of the Active Transportation Committees (Long-term)	A priority network could serve as an element of the data-driven prioritization process described above.
• Sub-allocate resources from the region's base allocation to fund bicycle and pedestrian projects.	• SAP&DC with PennDOT (ongoing)	This strategy would help with local matches and would help support the funding of more substantial projects across the region.
• Coordinate with the Pennsylvania Department of Conservation and Natural Resources (DCNR), Federal Highway Administration, and PennDOT and other state and federal agencies to encourage investment for bicycle and pedestrian projects in the region.	• SAP&DC, with member counties (ongoing)	

• Develop a data-driven process to identify and prioritize existing bicycle and pedestrian facilities to be considered for improvements.	• SAP&DC (Long-term)	Such a process would add analytical rigor to the RPO's decision-making process so essential in an era of fiscal constraint.
• Maintain a list of funding and technical assistance resources required to implement bicycle pedestrian projects.	• SAP&DC (ongoing)	GIS resources could be included as part of this strategy.

Appendix A: Southern Alleghenies Trails Report

Southern Alleghenies Planning and Development Commission

2020 Trail Usage Report

SAP&DC
SOUTHERN ALLEGHENIES PLANNING
& DEVELOPMENT COMMISSION

Program Overview

The Southern Alleghenies Region contains hundreds of miles of walking, hiking, and biking trails within its six-county footprint. SAP&DC has infrared counters deployed on nine trails in the region to quantify how many people utilize the natural recreational opportunities in the region.

- Counters are located on the following trails:
- Shuster Way Heritage Trail in Bedford, PA.
- H&BT Trail in Bedford County, PA.
    - Riddlesburg Trailhead
    - Cypher Trailhead
    - Tatesville Trailhead
- James Mayer Riverswalk Trail in Johnstown, PA.
- Path of the Flood in South Fork, PA.
- Somerset Lake in Somerset, PA.
- Thousand Steps in Mapleton, PA.
- Prince Gallitzin State Park in Cambria County, PA.
    - Campground Trail
    - Lakeshore Trail
- Lower Trail in Blair and Huntingdon Counties, PA.
    - Alfarata Trailhead
    - Flowing Spring Trailhead
- Nathan's Divide in Ebensburg, PA.

Figure 1: H&BT Trail near the Cypher trailhead.

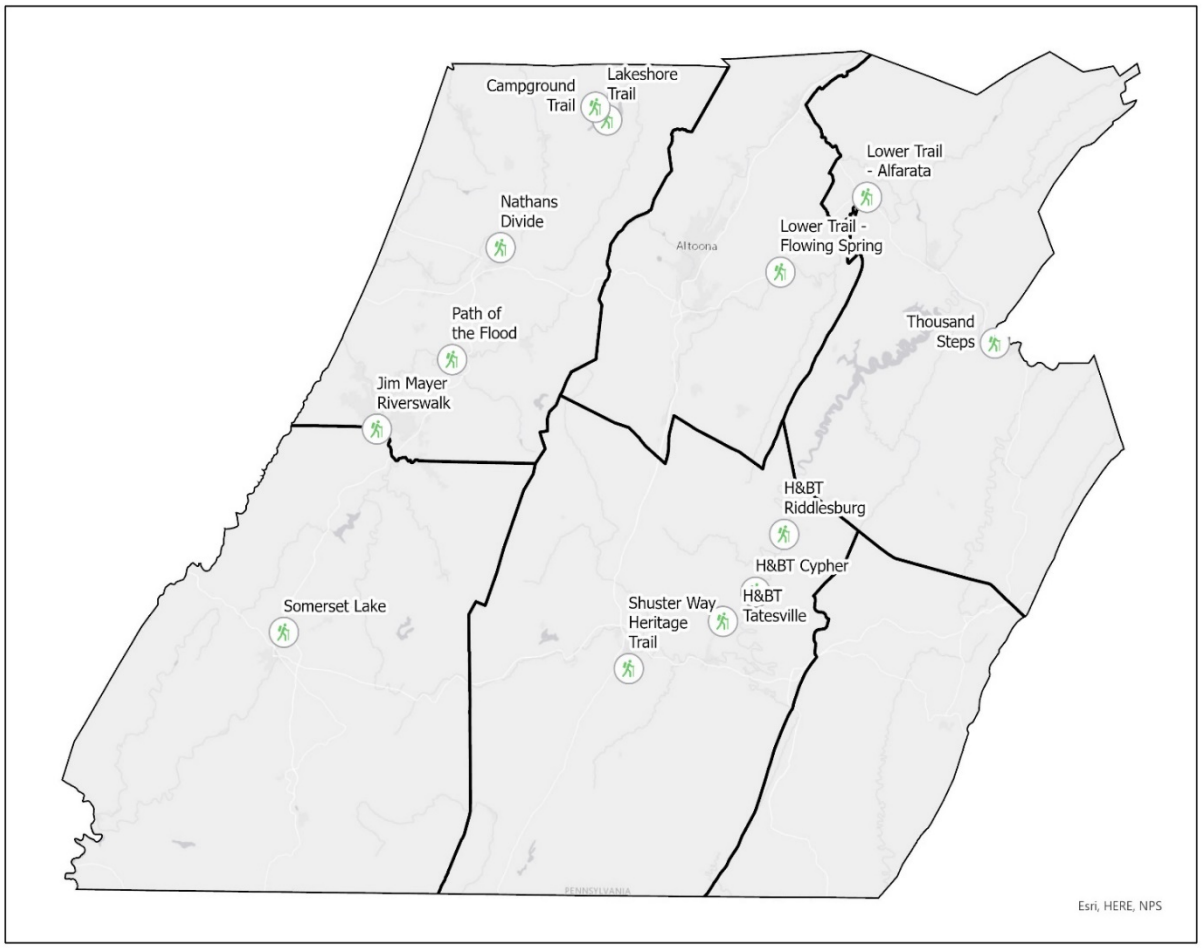


Figure 2: Location of trail counters in the Southern Alleghenies Region.

Trail Information

Shuster Way Heritage Trail – The Shuster Way Heritage Trail provides a safe and picturesque connection between the Bedford Springs Resort and a nationally recognized downtown. The trail signage borrows from the flag emblem of Fort Bedford, which lies at the northern terminus of the Heritage Trail. The trail invites users to explore the cultural and historic assets of Bedford.

Figure 2: Deployment at the Shuster Way Heritage Trail.

H&BT Trail - The H&BT Rail Trail project is the development of a former railroad right-of-way into a rail trail for public use. The entire property, owned by Broad Top Township, includes 10.6 miles of the Huntingdon and Broad Top Mountain Railroad right-of-way.

Figure 3: Deployment at the H&BT Riddlesburg Trail.

James Mayer Riverswalk - Named after a local conservationist, the Jim Mayer Riverwalk Trail is a 3.1-mile urban trail on the east end of the City of Johnstown. This trail offers beautiful views of the Stonycreek River, Buttermilk Falls, and serenity within an urban setting.

Figure 4: Deployment at James Mayer Riverswalk.

Path of the Flood - In 1889, more than 2,200 people lost their lives in the Johnstown Flood when the South Fork Dam failed. The nine-mile-long trail closely follows the course of the flood waters on their deadly path to Johnstown. Comprised of on- and off-road sections, the trail incorporates the two-mile long Staple Bend Tunnel Trail, managed by the National Park Service.

Somerset Lake – The Somerset Lake trail begins at the North Parking Lot area, and meanders through the woods alongside the lake up until the corner of Wood Duck Road and Gilmour Road. portion of the trail in which the counter is placed is between .25 and .5 miles in length. The trail is part of a network that will eventually run around the entirety of Somerset Lake. Recently, the counter was relocated to a newly erected wooden post closer to the entrance of the trail.

Thousand Steps - Constructed in 1936 during the area's boom in the brickmaking industry, the steps were used by employees of Harbison-Walker to access ganister and bring the rock down the switchbacks to the refractories where it would be turned into fire bricks used to line steel-making furnaces. After World War II, the need for steel fabrication gradually declined and eventually the quarry above Thousand Steps closed. Today, Thousand Steps is the most popular section of the Standing Stone Trail, which contains over 80 miles of trails and is part of the Great Eastern Trail.

Figure 5: Deployment at Thousand Steps.

Prince Gallitzin State Park – Prince Gallitzin State Park, in northern Cambria County, consists of forested hills surrounding the 1,635-acre Glendale Lake. The lake provides 26 miles of shoreline, complete with recreational beaches, fishing spots, and a marina. There is a total of 36.25 miles of walking and hiking trails in the park. SAP&DC placed trail counters on the Campground Trail and the Lakeshore Trail. The Campground Trail is part of the Point Trailhead/Campground Trails network in the "Central West" portion of the park. The trail is a 2.2-mile easy hiking trail that follows the shoreline of the lake and the main campgrounds. The Lakeshore Trail is part of the Haddie Buck Peninsula Trail network in the "Central" region of the park. The 0.75-mile trail runs from the cabin area to the group tenting area. The trail follows the forested shores of Glendale Lake, offering several scenic views to guests.

Figure 6: Deployment at the Lakeshore Trail in Prince Gallitzin State Park.

Lower Trail – The Lower Trail is a 16.5-mile-long hiking, biking, and horseback riding trail. Part of the Rails to Trails of Central Pennsylvania, the trail runs from Canoe Creek State Park, in Blair County, to Alexandria, in Huntingdon County. The trail is open year-round and includes 6 trailheads or "stations". SAP&DC placed trail counters on each end of the Lower Trail. A counter is placed at the Flowing Spring station in Blair county, and a counter is placed at the Alfarata station in Alexandria.

Figure 7: Deployment at the Alfarata station of the Lower Trail.

Nathan's Divide – SAP&DC placed a trail counter at the Nathan's Divide Watershed Education Center in Ebensburg, PA. The organization was founded to become the region's destination for environmental education, outdoor recreation, and wellness. The organization's mission is to encourage environmental stewardship for the community. There is a series of trails surrounding the city reservoir that are frequented by fishers, bird watchers, berry pickers, hikers, and other citizens taking part in outdoor recreational activities.

Data Collection Methods

The SAP&DC deployed 13 TRAFx Infrared Trail Counters on the trails listed above. The infrared counters were placed in 9" x 5" x 2.5" General Electric metal cases (as seen in *Figures 2-7* above) to protect the counters from tampering and the elements. The counter boxes were strategically placed near trailheads (fastened on to trees, posts, or signs) to get an accurate count of people utilizing the trails. The counters work most accurately when they are within 20 ft of the main trail activity (*Figure 9*) and were placed accordingly. The counter records a count each time the infrared beam is broken by an object. It is important to note possible errors in the count, due to non-human objects breaking the beam or trail users being too far from the counter for the count to register.

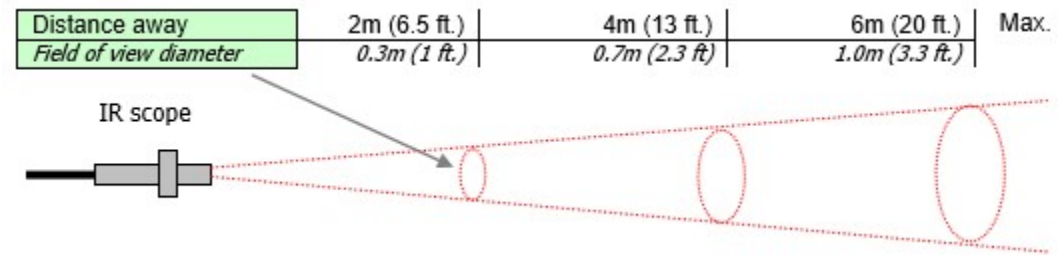


Figure 8: Diagram from TRAFx Manual explaining the field of view of infrared counters.

Most of the counters were installed in the spring of 2019, between the months of March and May, however some were deployed in 2018. More recent deployments occurred in the summer of 2020. This report will only include the 2020 data for the counters. After deployment, counter data was collected and analyzed monthly. Monthly collection of the counters served to ensure that the counters were functioning properly. Data was collected from the counters using a TRAFx Dock, which plugs in to the counters' motherboards and downloads the data. The data from the dock was then downloaded and uploaded to TRAFx DataNet for processing. The total counts for each trail were divided by two to eliminate double counting visitors as they entered and exited the trailheads. Some trails will have gaps in the data. This is caused by routine maintenance of counters, resulting in them being pulled from the field and redeployed following the necessary maintenance.

An ArcGIS Online (AGOL) Dashboard was created and published to the SAP&DC AGOL homepage to publicly display the trail count data. The dashboard displays the location of all the monitored trailheads with point shapefiles. Clicking on a trail name in the legend will zoom to the trailhead location and display monthly counts, as well as a to-date yearly total for the trail. The dashboard is updated monthly as counts are collected from the field. The dashboard can be viewed at the following URL: http://sapdcgis.maps.arcgis.com/home/index.html.

COVID-19 Impact on Trail Usage

The COVID-19 pandemic caused statewide lockdowns beginning in March of 2020. Indoor facilities, such as restaurants, retail spaces, and indoor recreation venues, were closed. Work from home orders were also instituted for most non-essential workers. The lockdown and subsequent closures left citizens of the Commonwealth looking for outdoor recreational opportunities where social distancing could be achieved. The trails in the Southern Alleghenies Region saw a dramatic increase in visitors during the periods of the lockdown (*Table 1*).

SAP&DC was able to compare the numbers of users on 5 trails in the region during lockdown months and the year prior (the counter at Thousand Steps was deployed on 3/27/19 and did not record full March 2019 data). Comparing the months of March, April, and May from 2019 to 2020, the increase in trail users is apparent. While other factors, such as good weather, may have contributed to the rise in trail usage, it is clear that citizens of the region used trails more frequently for outdoor recreation when other options were limited. Trail usage was up **190.86%** (9,743 more users) in the months of March, April, and May 2020 than in the same months during 2019.

Trail/Trailhead	March 2019 Count	April 2019 Count	May 2019 Count	March 2020 Count (Diff)	April 2020 Count (Diff)	May 2020 Count (Diff)
Shuster Way Heritage Trail	122	1,351	949	1,593 (+1,471)	1,301 (-50)	1,685 (+736)
H&BT Riddlesburg	128	169	205	287 (+159)	380 (+211)	374 (+169)
H&BT Cypher	43	296	307	209 (+166)	250 (-46)	65 (-242)
H&BT Tatesville	120	572	637	571 (+451)	650 (+78)	753 (+116)
Thousand Steps	N/A	2,712	2,815	4,540	4,443 (+1,731)	7,241 (+4,426)

Table 3: COVID-19 pandemic trail usage statistics and comparison.

Trail Count Table and Reports

The information presented below is the data collected for the 2020 calendar year. *Table 2* shows the date in which the counter began counting for the year 2020. As stated earlier, most of the counters were deployed in previous years, and have a full year of coverage. However, five additional counters were deployed in the late summer and fall of this year. *Table 2* also shows valuable data, such as average daily total (ADT), total users, and the peak usages of the trails.

Figures 11-23 are TRAFx generated reports for each trail counter. The reports show all of the data the counter has collected since its deployment to a particular location. The reports show a line graph showing the weekly totals throughout the year(s). A pie chart is presented showing which days of the week recorded the most users, as well as presents the ADT for the trail. The reports also generate a series of bar graphs. The graphs depict the hourly, monthly, and yearly ADT recorded on the trail.

Figure 9: Deployment at Campground Trail in Prince Gallitzin State Park.

Trail/ Trailhead	Count Start Date	Average Daily Total	Average Visitors Per Month	2020 Total*	Peak Usage Month (Count)	Peak Usage Day of the Week (ADT)	Peak Usage Hours
Shuster Way Heritage Trail	1/1/20	44.085	1,335.4	16,135	September (1,758)	Sunday (60.5)	9-11 AM, 2-5 PM
H&BT Riddlesburg	1/1/20	7.576	229.4	2,773	March (380)	Sunday (10.6)	9-11 AM, 1-3 PM
H&BT Cypher	1/1/20	4.339	132	1,584	April (250)	Sunday (8.5)	10 AM, 2-4 PM
H&BT Tatesville	1/1/20	11.053	300.5	4,045	May (753)	Sunday (18.3)	2 PM–5 PM
James Mayer Riverswalk	1/1/20	18.370	805.1	6,724	May (1,515)	Sunday (40.8)	1-4 PM
Path of the Flood	1/1/20	15.808	481.3	5,786	May (749)	Sunday (22.2)	9-11 AM, 2-5 PM
Somerset Lake	1/1/20	1.014	29.2	371	September (100)	Tuesday (2.2)	9-11 AM, 1-3 PM
Thousand Steps	1/1/20	114.964	3,503	42,077	May (7,241)	Saturday (223.2)	1–3 PM
PGSP Campground Trail	8/24/20	10.39	318	1,590	September (632)	Saturday (26.3)	10-11 AM
PGSP Lakeshore Trail	8/24/20	11.752	380.7	1,903	September (559)	Saturday (20.7)	1-3 PM
Lower Trail Flowing Spring	9/30/20	24.663	756.3	2,269	October (1,048)	Saturday (41.4)	12-2 PM
Lower Trail Alfarata	9/30/20	46.902	1,438.3	4,315	October (2,257)	Saturday (85.2)	1-4 PM
Nathan's Divide	8/24/20	14.217	460.7	2,304	September (872)	Tuesday (26.9)	8-11 AM

Table 4: 2020 trail count data and statistics.

***- Counts may vary due to maintenance on counters.**

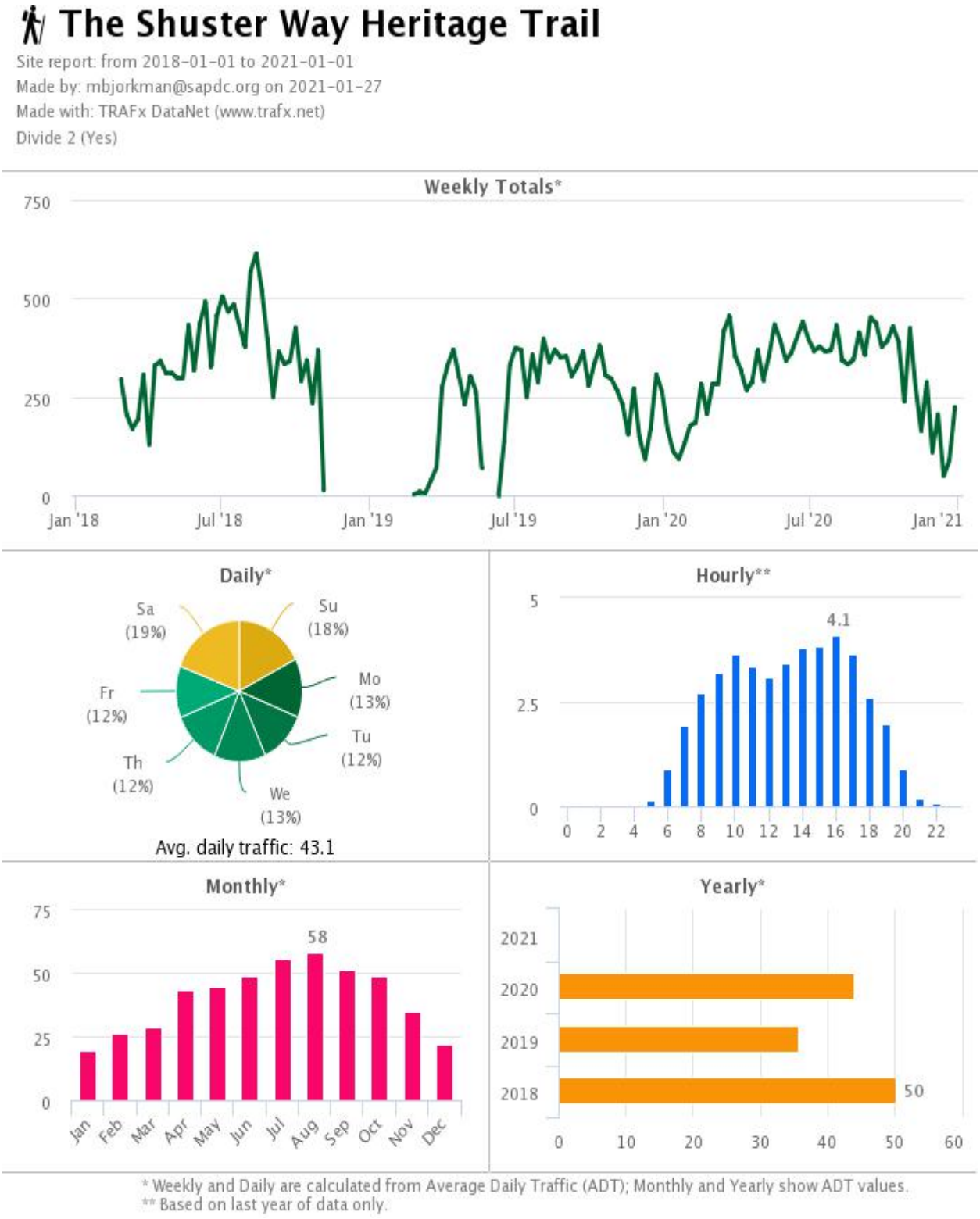


Figure 10: Trail report for the Shuster Way Heritage Trail.

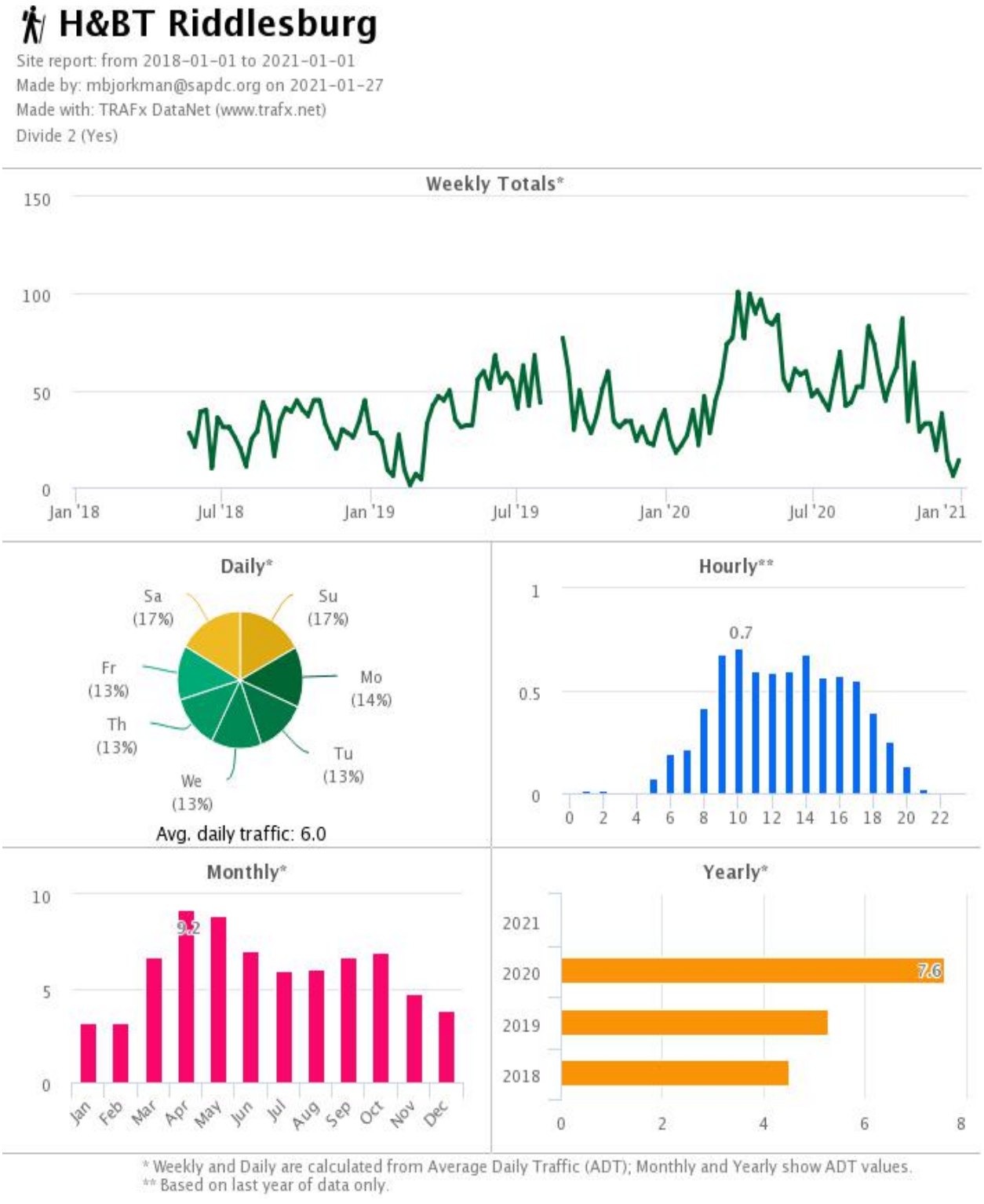


Figure 11: Trail report for the H&BT Riddlesburg Trailhead.

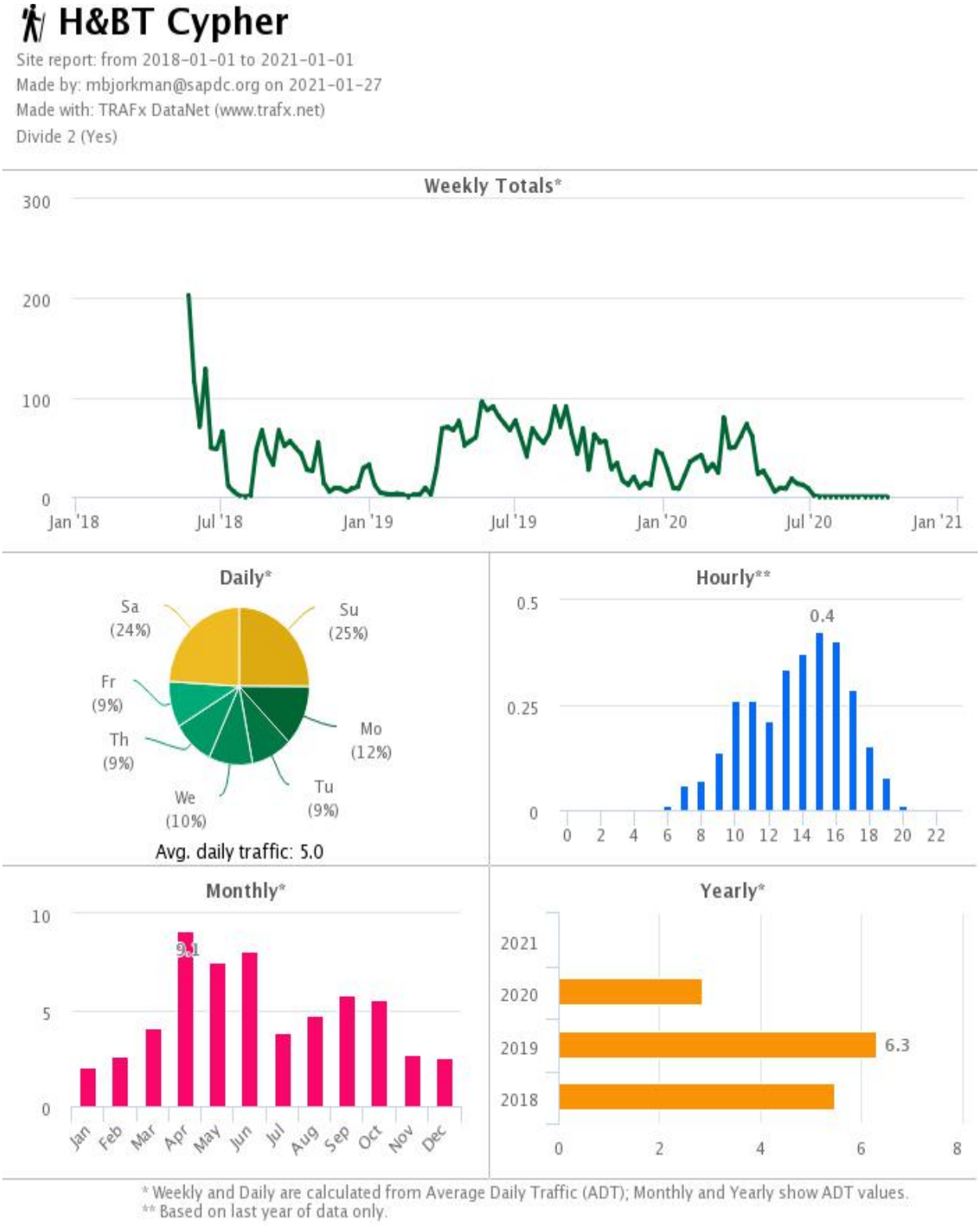


Figure 12: Trail report for the H&BT Cypher Trailhead.

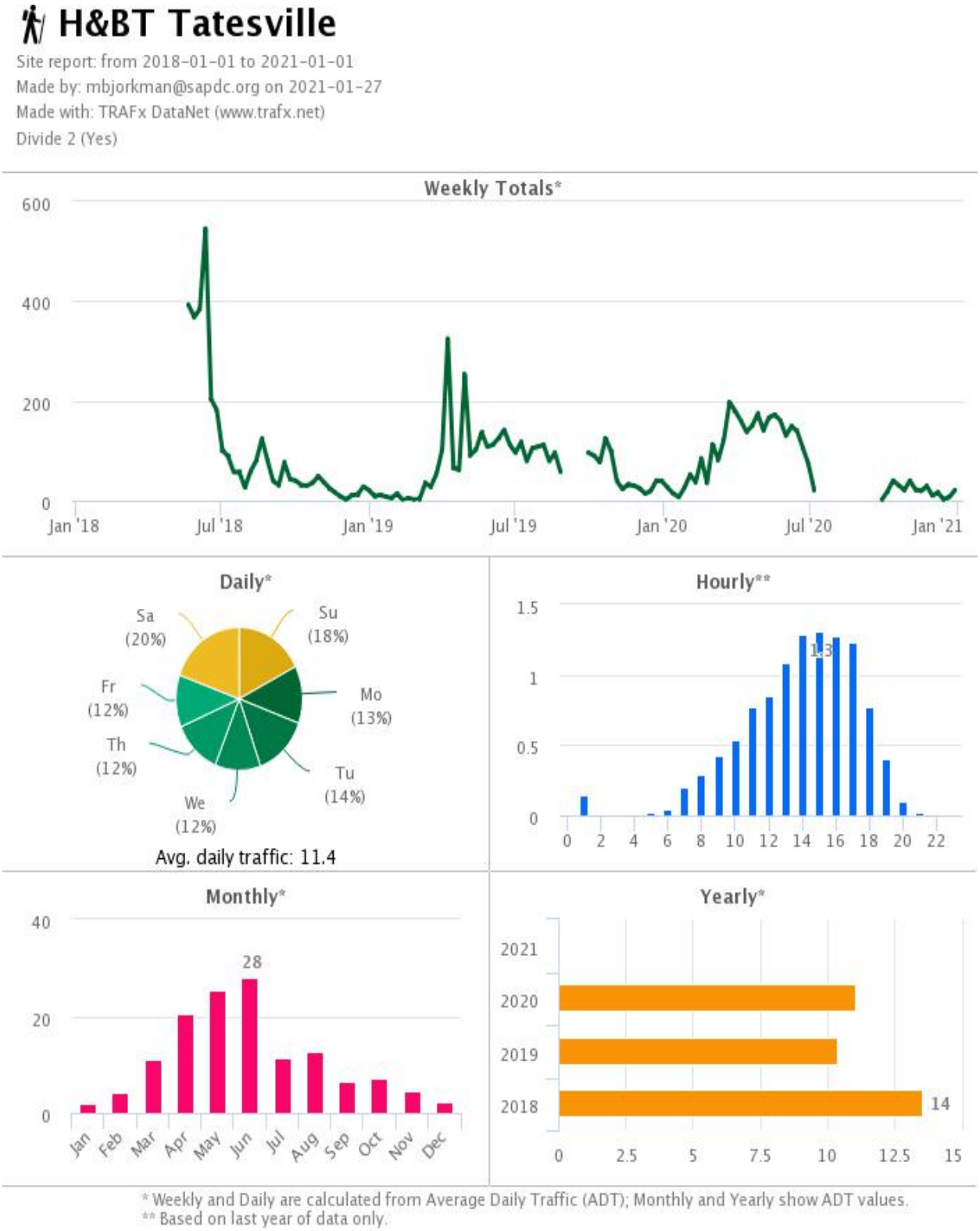


Figure 13: Trail report for the H&BT Tatesville Trailhead.

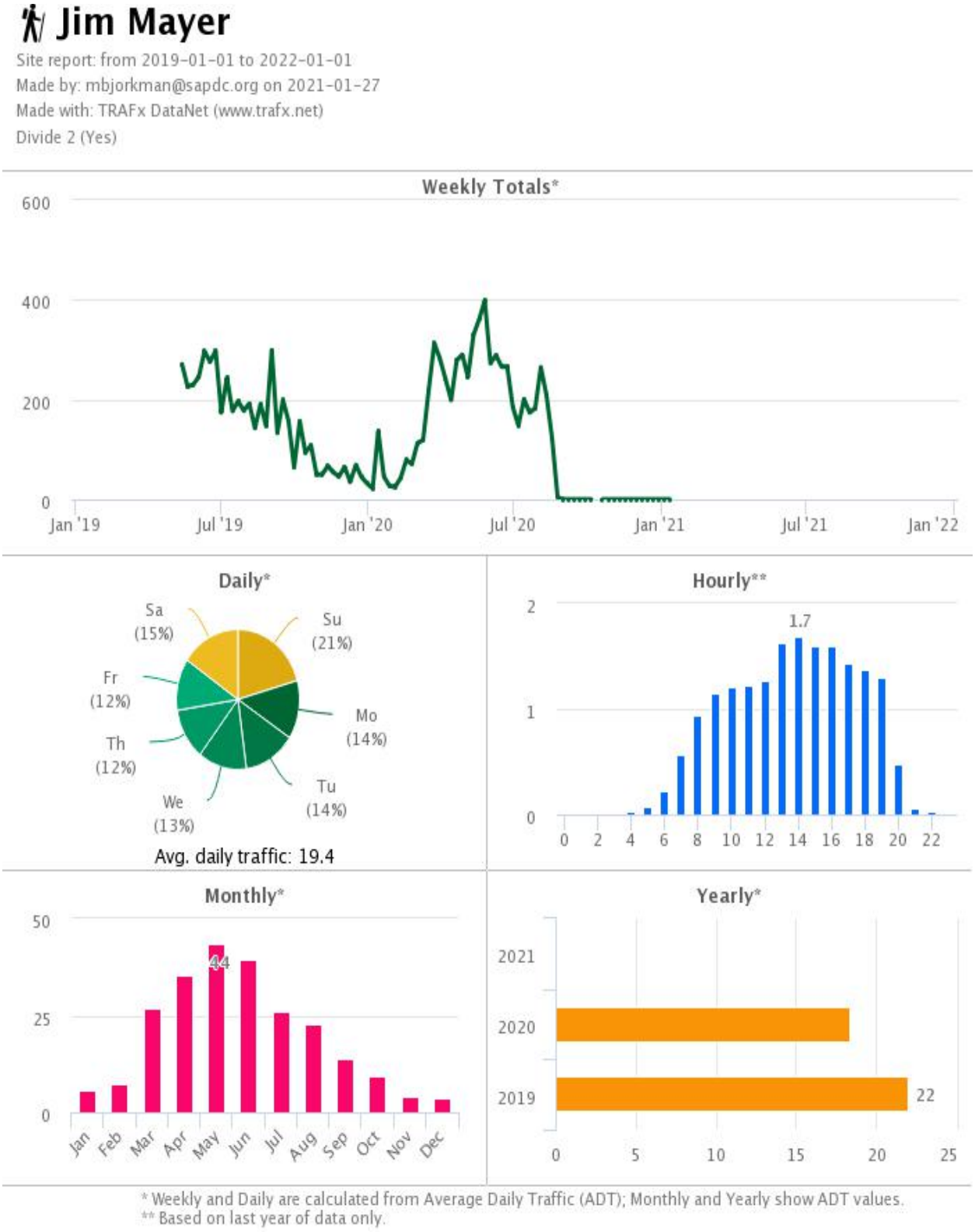
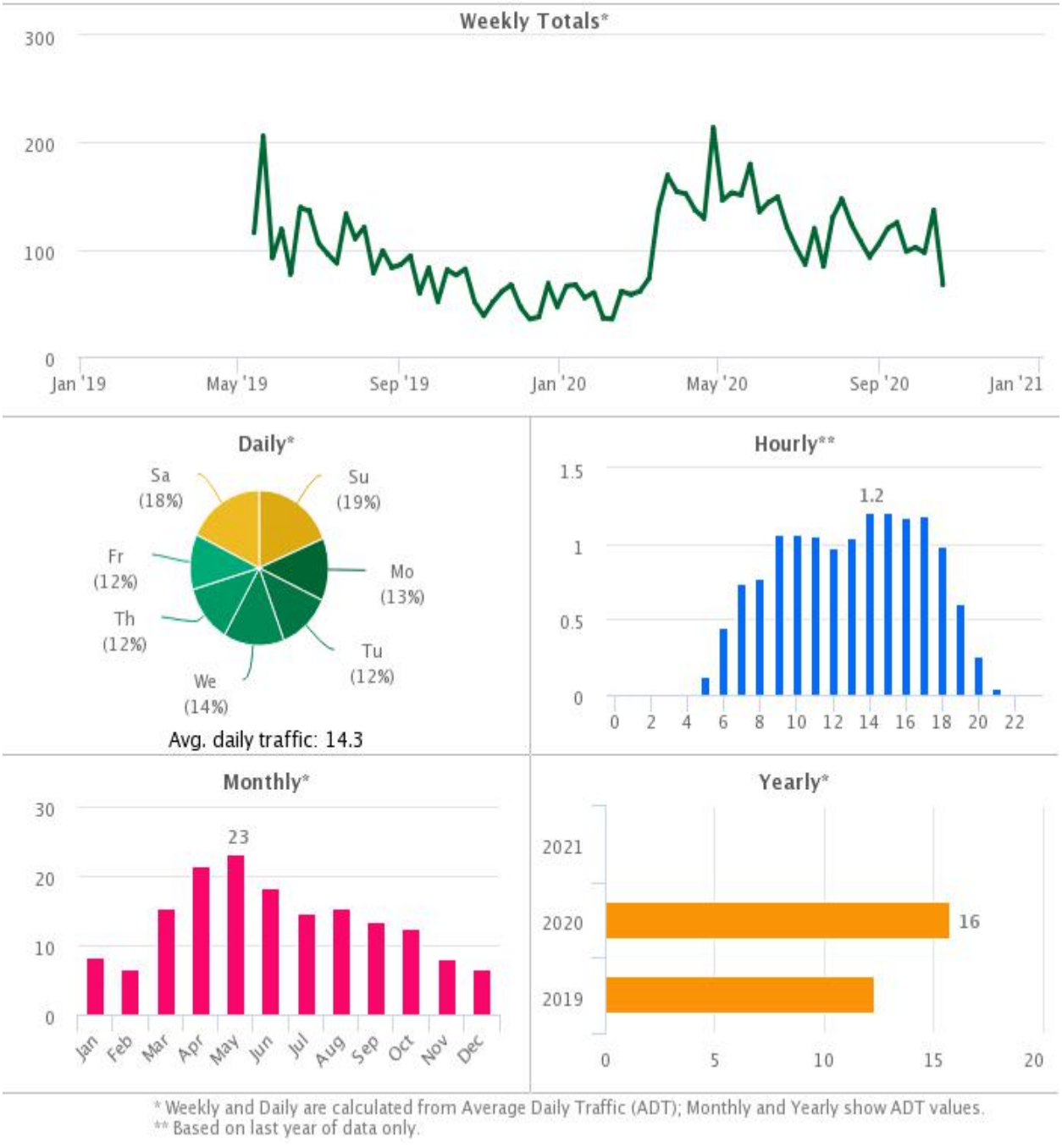


Figure 14: Trail report for the Jim Mayer Riverswalk.

Path of the Flood

Site report: from 2019-01-01 to 2021-01-01
Made by: mbjorkman@sapdc.org on 2021-01-27
Made with: TRAFx DataNet (www.trafx.net)
Divide 2 (Yes)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
** Based on last year of data only.

Figure 15: Trail report for the Path of the Flood.

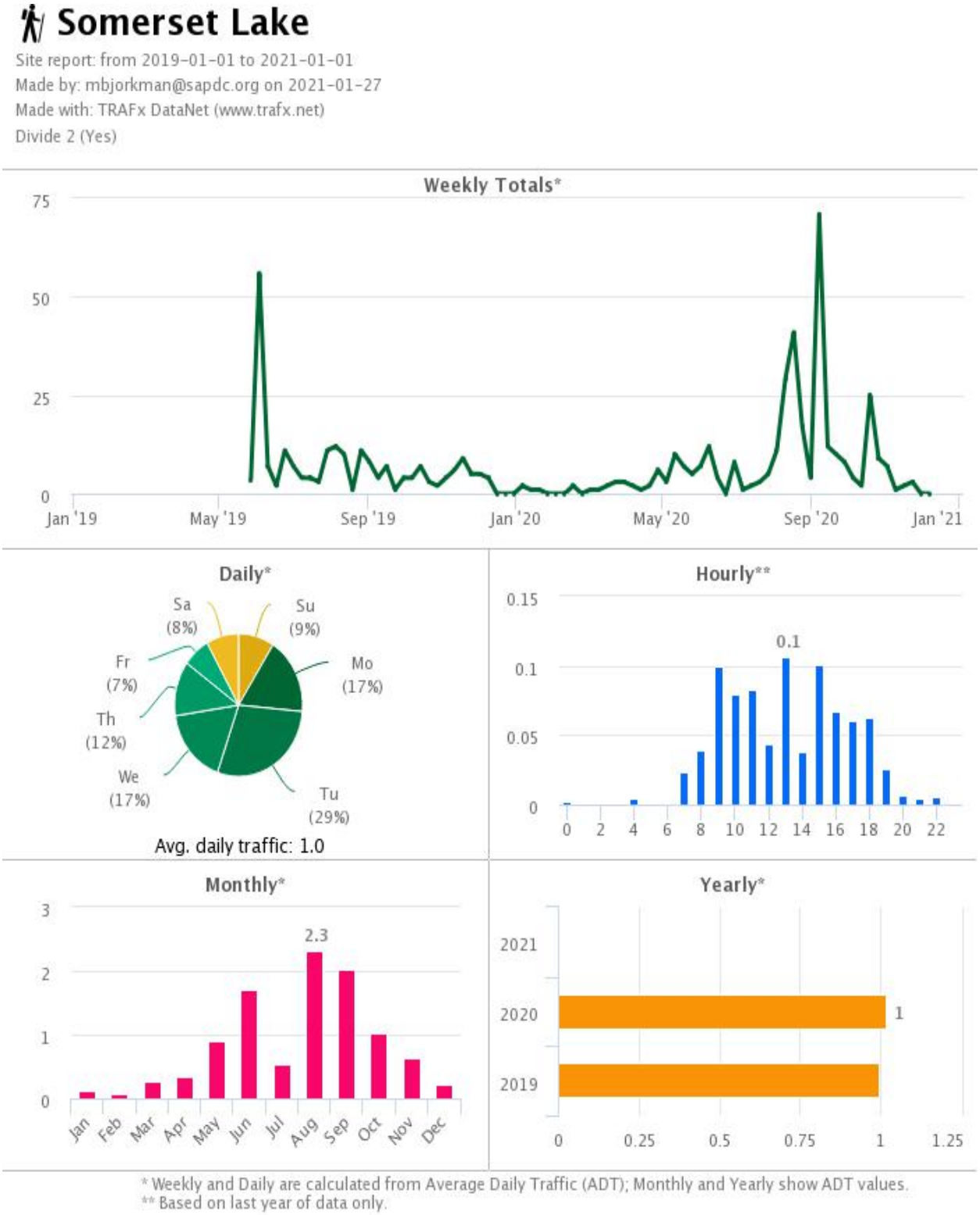
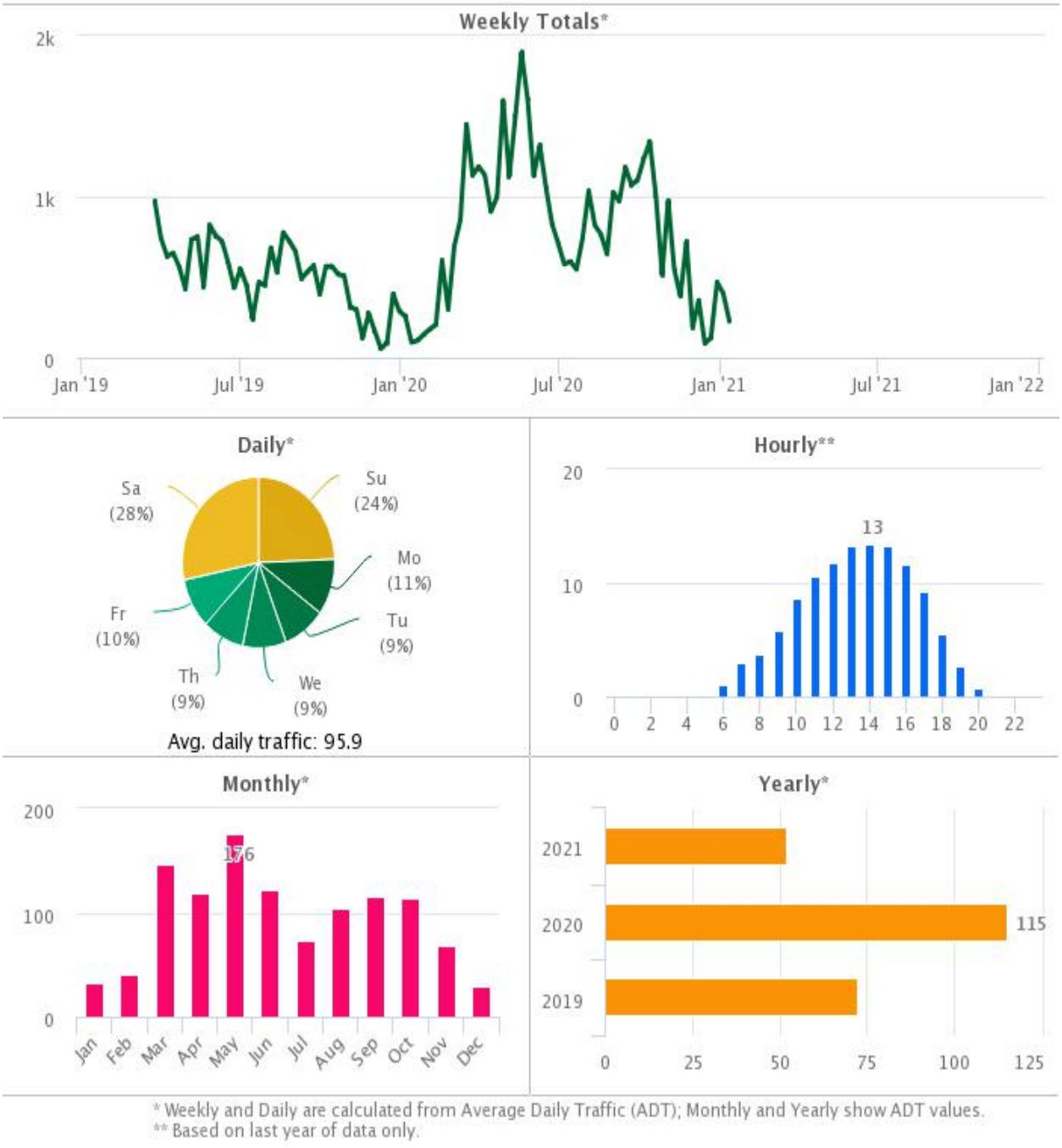


Figure 16: Trail report for Somerset Lake.

Thousand Steps

Site report: from 2019-01-01 to 2022-01-01
Made by: mbjorkman@sapdc.org on 2021-01-27
Made with: TRAFx DataNet (www.trafx.net)
Divide 2 (Yes)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
** Based on last year of data only.

Figure 17:Trail report for Thousand Steps.

Campground Trail PGSP

Site report: from 2020-01-01 to 2022-01-01
Made by: mbjorkman@sapdc.org on 2021-01-27
Made with: TRAFx DataNet (www.trafx.net)

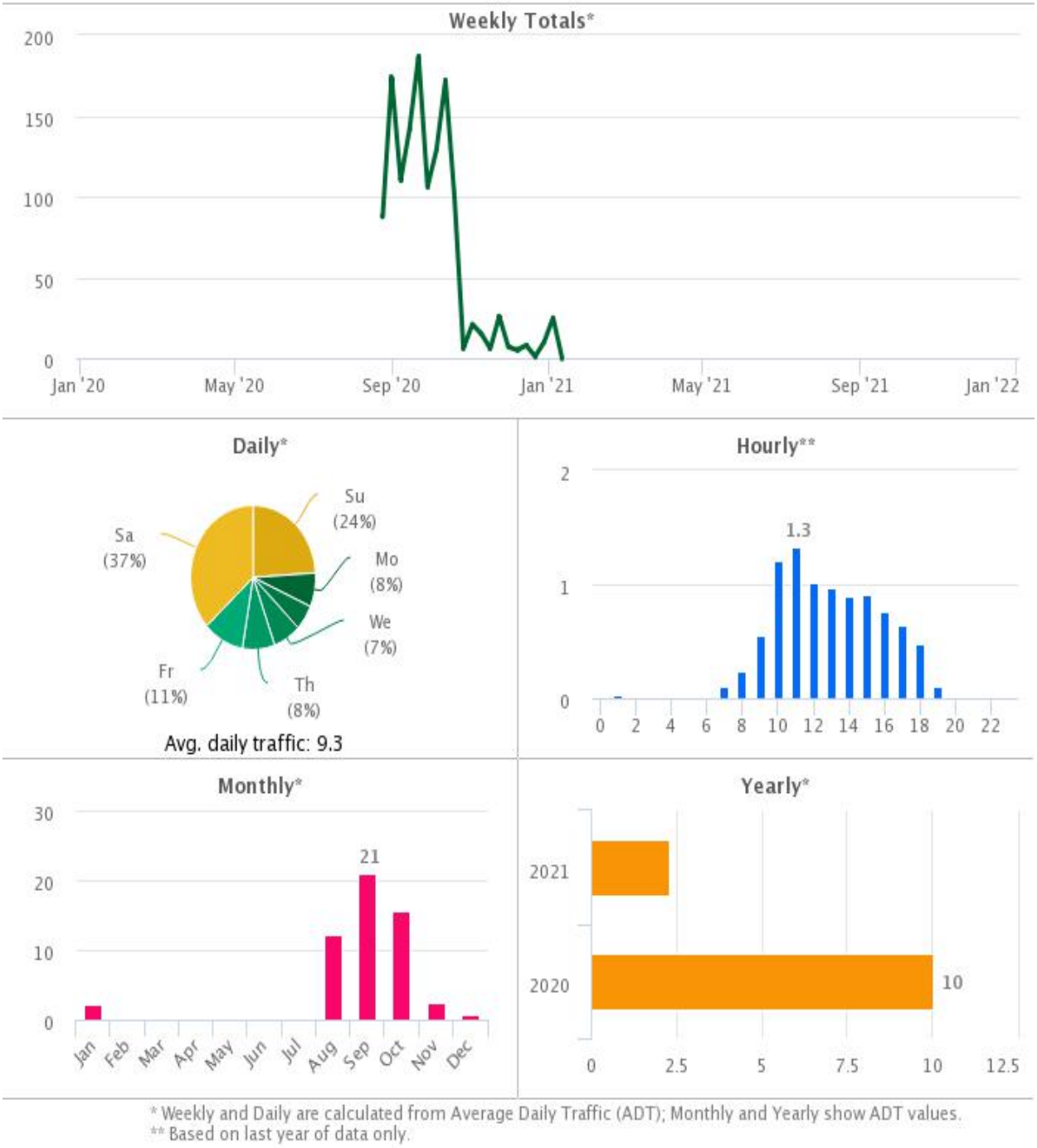
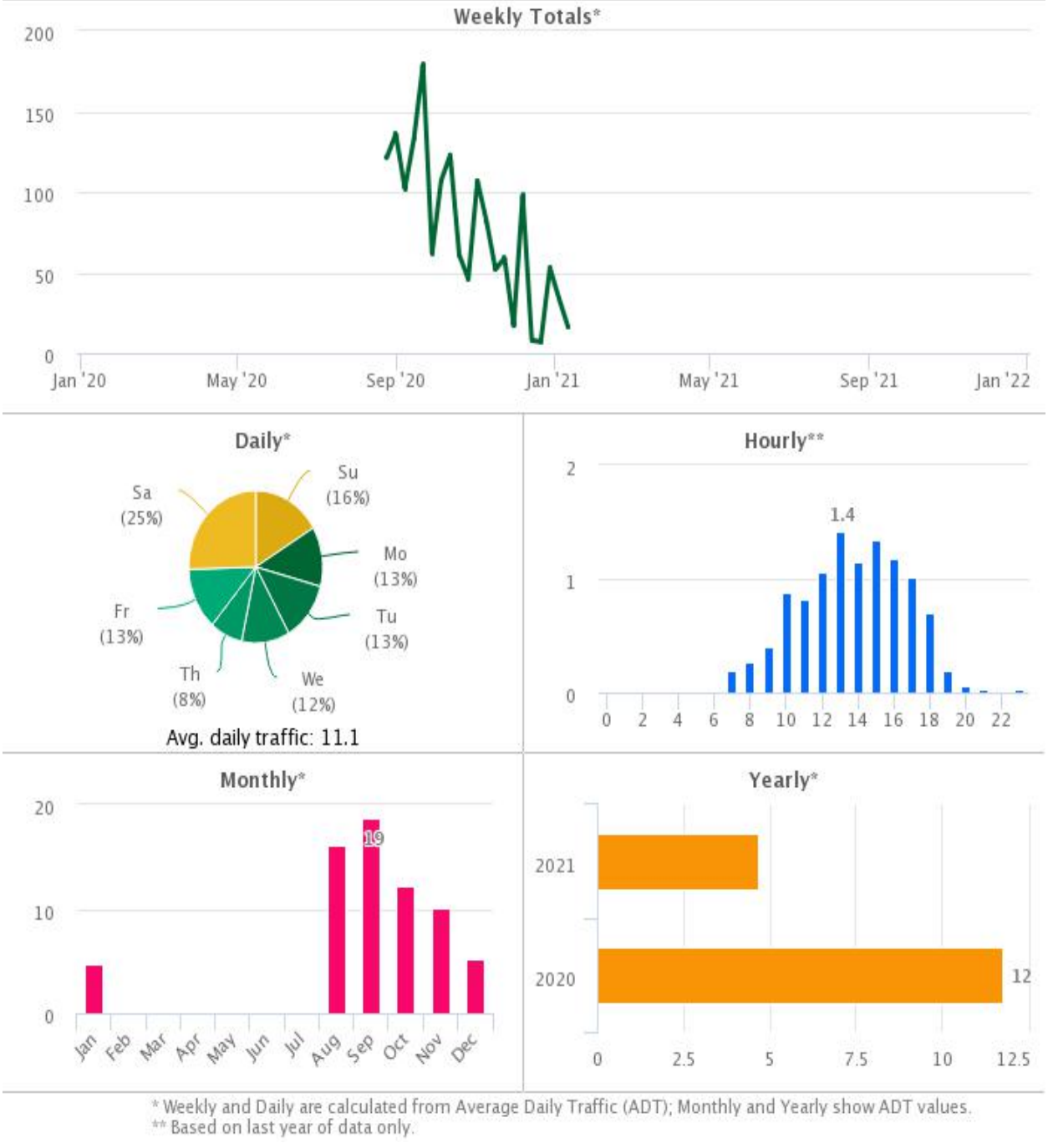


Figure 18: Trail report for the Campground Trail in Prince Gallitzin State Park.

Lakeshore Trail PGSP

Site report: from 2020-01-01 to 2022-01-01
Made by: mbjorkman@sapdc.org on 2021-01-27
Made with: TRAFx DataNet (www.trafx.net)
Divide 2 (Yes)

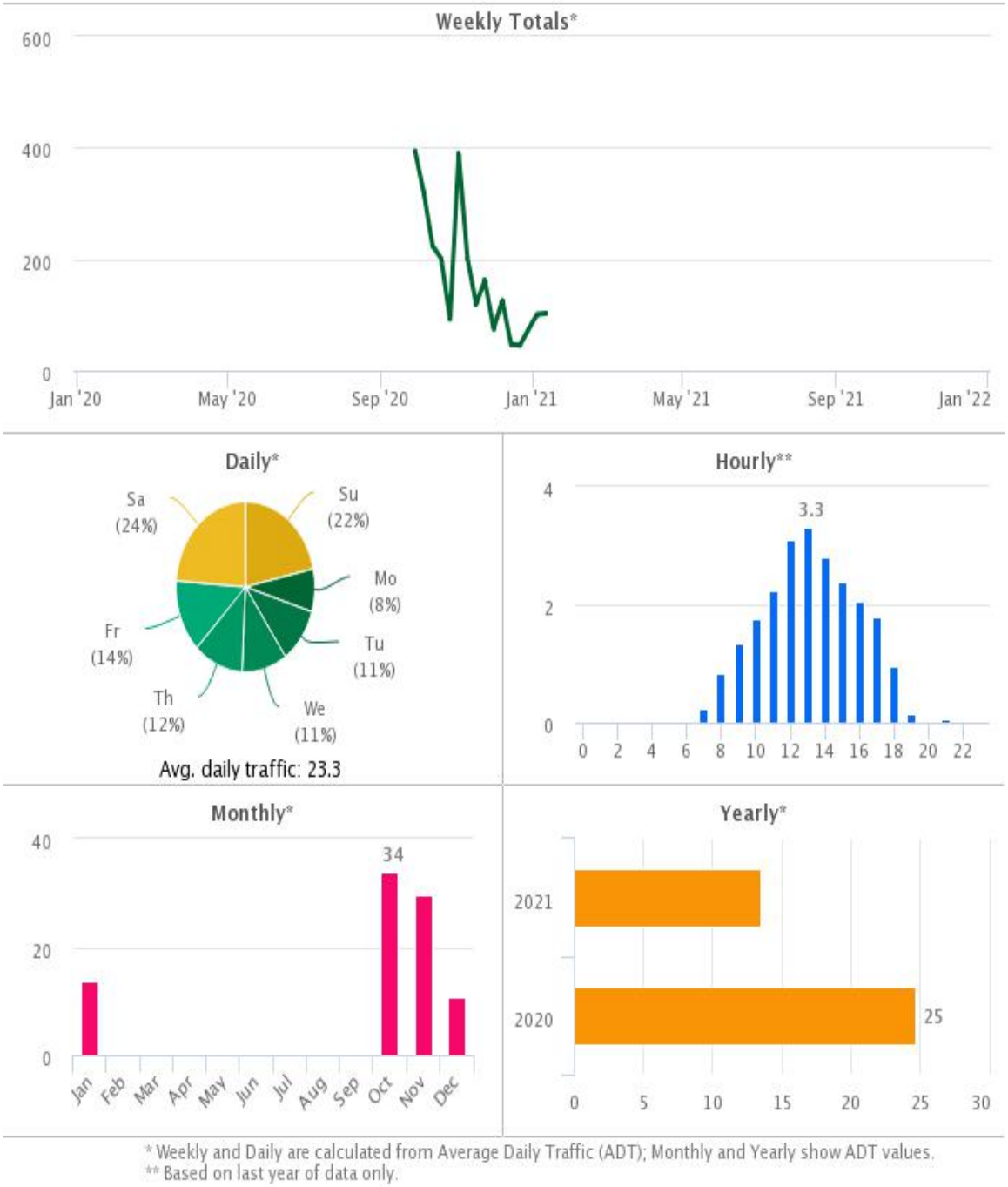


* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
** Based on last year of data only.

Figure 19:Trail report for the Lakeshore Trail in Prince Gallitzin State Park.

Lower Trail– Flowing Spring

Site report: from 2020-01-01 to 2022-01-01
Made by: mbjorkman@sapdc.org on 2021-02-04
Made with: TRAFx DataNet (www.trafx.net)
Divide 2 (Yes)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
** Based on last year of data only.

Figure 20: Trail report for the Flowing Spring station of the Lower Trail.

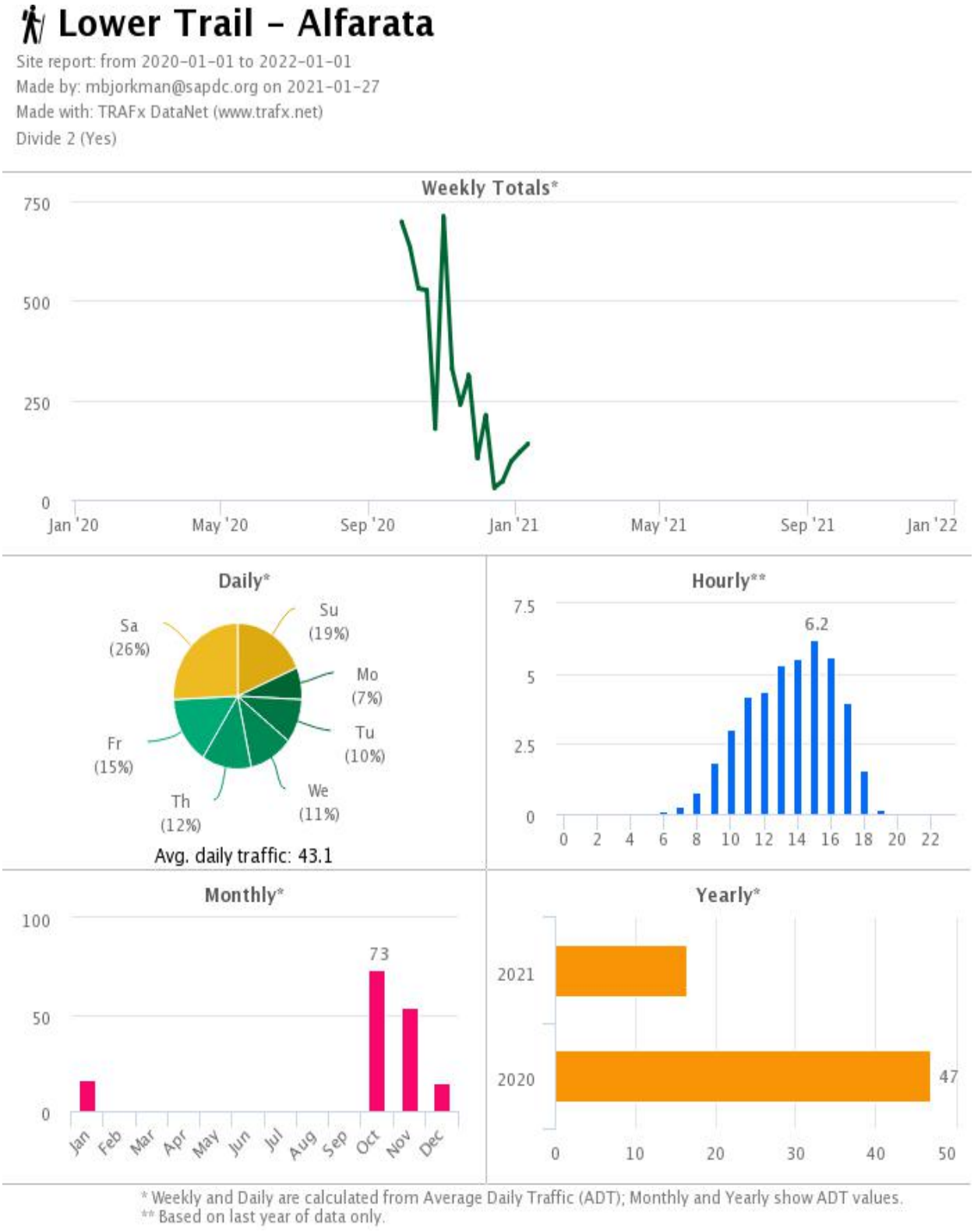
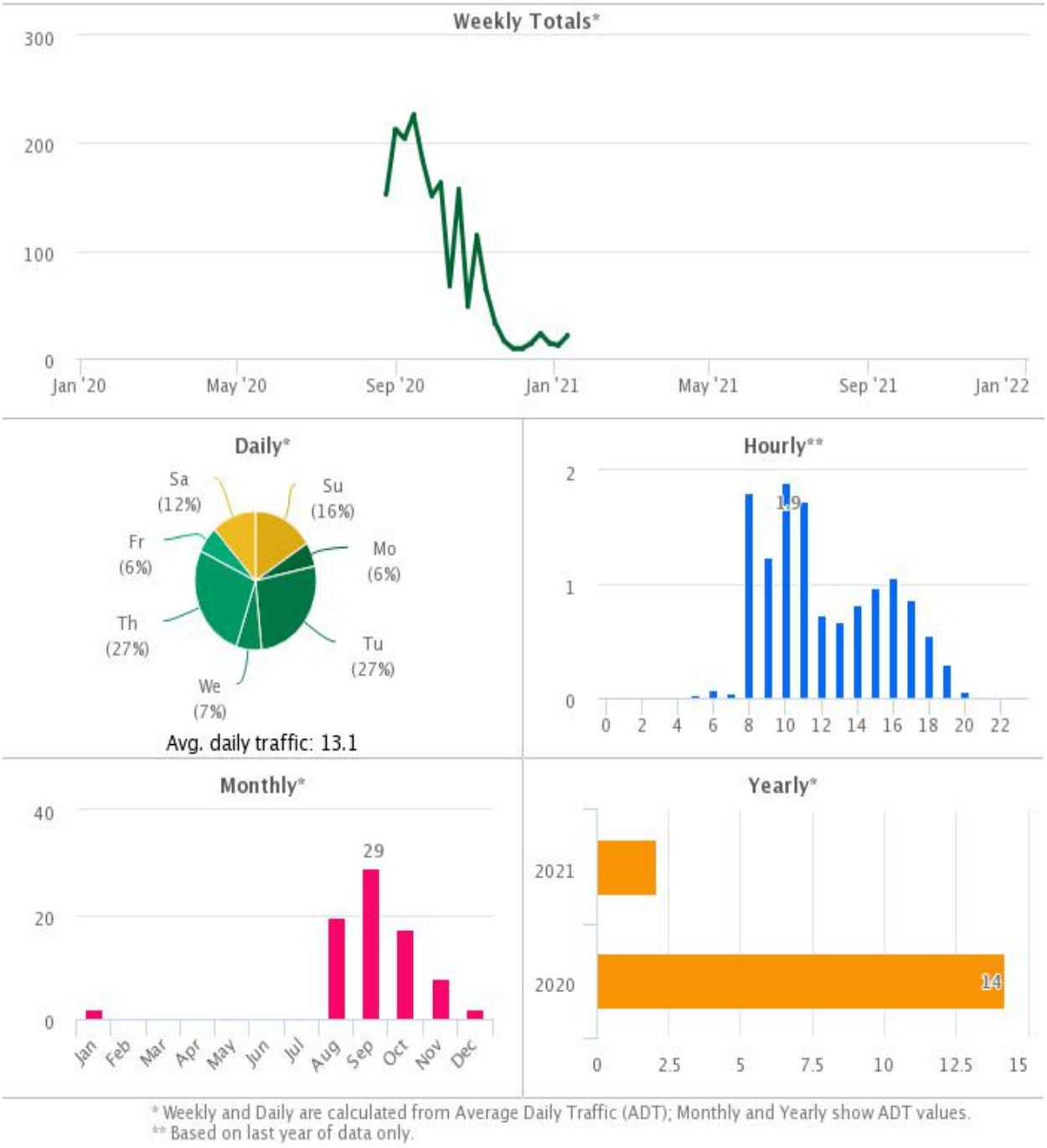


Figure 21: Trail report for the Alfarata station of the Lower Trail.

Nathans Divide

Site report: from 2020-01-01 to 2022-01-01
Made by: mbjorkman@sapdc.org on 2021-01-27
Made with: TRAFx DataNet (www.trafx.net)
Divide 2 (Yes)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
** Based on last year of data only.

Figure 22: Trail report for Nathan's Divide.

Appendix B: Candidate Project Selection Process

The Southern Alleghenies RPO will act as a clearing house for bicycle and pedestrian projects of significant quality and value to the region. The projects chosen for the Candidate Project List will be based on how the project supports the goals and objectives of the Plan. Additionally, to be placed on the listing, it will be imperative for project sponsors and stakeholders to demonstrate that their project meets certain developmental standards set forth in this guidance. It is expected this selective process will show potential funders that projects in this listing have been appropriately vetted and are at or nearing the next developmental stage. In the RPO's role as a clearing house for bicycle and pedestrian projects, federal, state, and local partners can be assured a project has been vetted and listed in any of the three categories for development based on demonstrated level of planning, readiness, and need.

* *Being listed on any stage of the Candidate Project List does not guarantee grant funding in any way. It is simply a way for federal, state, and local partners to utilize the RPO to work with local stakeholders in developing projects of significant quality and value.*

Evaluation Criteria:

- **Need**
  - Does the project have a statement of need?
  - Is there documented support for the project?
- **Planning & Readiness**
  - Has a project sponsor been selected?
  - Has the sponsor coordinated with the municipality in regard to ownership and maintenance?
  - Has a defined scope been devised?
  - Does the project have detailed drawings?
  - Has an engineer prepared a preliminary cost estimate?
  - Does a financial plan exist, including potential grant and local match sources?

Developmental Categories:

- **Initial –** Projects in this phase are generally very conceptual at this point. They don't have any of the major components indicating serious planning and readiness, but they do have a demonstrated need.
- **Early Developmental –** Projects in this phase have a clearly demonstrated need and multiple components showing there has been some planning for the project. These projects may be just beginning to formulate the financial plan. Typically, these projects will not be ready for a grant application or construction (assuming funding is available), within six months.
- **Advanced Developmental –** Projects in this phase are well developed and show a clear and documented need. These projects show significant progress or completion of all components under the Planning & Readiness criteria. Significant planning is evident, and the project sponsors are nearing readiness for grant applications and for construction (assuming funding is available), generally within six months.

Selection Process and Timeline:

- Application Period – The RPO will accept applications to be placed on the Candidate Project List annually during the month February.
- Site visits will be conducted annually in March
- The RPO's Rural Transportation Technical Committee will evaluate all projects submitted based on the evaluation criteria and place projects into developmental categories as determined by a simple majority vote.
- The RPO's Rural Transportation Coordinating Committee will approve selected projects to be included on the Candidate Project List.
- The Candidate Project List will be announced annually on May 1.
- The Candidate Project List will show which projects are new and any advancement between developmental categories.
- The RPO will make recommendations on advancement for: (See Appendix C: Candidate Project Listing)

** Note: The selection timeline is subject to change as needed to adhere to grant application cycles.*

Appendix C: Candidate Project Listing

A Candidate Project Listing will be made available in May 2022 upon evaluation of potential projects and majority vote of the RPO's Rural Transportation Technical Committee, and approval from the RPO's Rural Transportation Coordinating Committee.

Appendix D: Accomplishments of the 2016 Candidate Project Listing

The following projects, listed in the 2016 Bicycle and Pedestrian Plan, have made significant progress throughout the tenure of the Plan. These projects have completed sections of the facility, advance stages or phases toward construction, have ascertained necessary pieces of the financial plan, or advanced in some other significant way.

BEDFORD COUNTY

- The Old Pennsylvania Turnpike (TOPT) Trail
    - Stakeholders on the project have formed the Bedford Fulton Joint Recreation Authority, which now the owns property and is the sponsor for the project. The Recreation Authority is working with national partners on a marketing campaign to complete the trail. This partnership is expected to lead to significant public and private investment in the facilities along the Trail. Applications for funding are in development. A master plan has been completed and is in the process of implementation. Progress on the construction phase is expected in 2022.
- Shuster Way Heritage Trail
    - The Heritage Trail was renamed the Shuster Way Heritage Trail to recognize the impact Congressman Shuster has had on the Trail. The Bedford Joint Municipal Authority has worked with landowners to acquire the remaining right of way and to design the remaining aspects of the northern extension of the Trail between Bedford Borough and Old Bedford Village.
- The Huntingdon & Broad Top (H&BT) Trail
    - Broad Top Township applied to the PennDOT TA Set-Aside Program in 2017 to build a 2-mile northern extension to the Trail. The Township was awarded and constructed the extension between Riddlesburg and Warrior's Path State Park. The Township plans to make connections with the Park and to extend the trail beyond their boarders by working with neighboring municipalities. As it is now, the facility extends from Tatesville at its southern terminus 12.5-miles to its northern terminus just north of Riddlesburg.

HUNTINGDON COUNTY

- Juniata College – Huntingdon Borough Connectivity
    - Huntingdon Borough recognizes the importance of this connectivity for a plethora of reasons, including the perceived benefits to safety and the economic resilience of the Downtown. The Borough has applied to the Multimodal Transportation Fund, and was awarded, for streetscape improvements including new lighting between the Campus and the Downtown. The Borough has plans for additional phases of lighting improvements. Additionally, the Borough submitted a MTF application in the Summer of 2021 for funds to construct a bike Lane along Susquehanna Avenue.

- Lower Trail
    - The entirety of the Lower Trail is expected to be an off-road portion of the September 11th National Memorial Trail. Planning is underway to transition the eastern terminus of the Trail in Alfarata to a mix of on-road and mixed-use trails enroute to Huntingdon Borough, connecting the communities of Alexandria and Petersburg via the Juniata Valley School District to provide a safe route between the communities and the schools.
    - The Lower Trail has undergone significant improvements at its western terminus in Blair County. In 2019, an underpass was constructed to take the trail under U.S. 22 for a future connection to the trail system in Canoe Creek State Park. Discussions are ongoing with DCNR to plan for this future development.
- Standing Stone Trail
    - PennDOT District 9-0 is currently coordinating with the Standing Stone Trail Club to see if the U.S. 22 crossing near Mapleton can be relocated as part resurfacing project.
- Walk Huntingdon Sign Project
    - The Walk Huntingdon sign project builds off the national Walk [Your City] program. The program helps communities increase walkability by placing community signs with information on how long it requires walking to particular destinations.
- Bricktown Unity Trail – Pennsylvania WalkWorks Program
    - The Southern Alleghenies RPO, in coordination with Mount Union Borough, submitted an application to the Pennsylvania Department of Health WalkWorks Program to designate a 1.65-mile walking route throughout town, with a .5-mile extension utilizing the Pennsylvania Avenue Linear Park.
- Pennsylvania Avenue Project
    - After significant efforts to devise a workable financial plan, Mount Union Borough constructed a multimodal corridor, complete with sidewalks, a walking path, a rail spur, and a new retaining wall to carry Pennsylvania Avenue. This project represented significant effort and coordination at the local, regional, and state level. This project finished construction in the summer of 2021.

SOMERSET COUNTY

- September 11th National Memorial Trail
    - Somerset County, in coordination with the September 11th National Memorial Trail Committee, is in various stages of planning and development of portions of the Trail south of Somerset Borough. The County is working to construct a section of the Trail under the Buffalo Creek Bridge and to connect the Trail with the Great Allegheny Passage (GAP) Trail.
- Somerset Lake
    - Somerset County has constructed a parking area, pavilions, and sections of trail around the Lake.

- Quemahoning Lake Trail System
    - Since the adoption of the 2016 Plan, local stakeholders have constructed approximately 21-miles of trails. Phase I is a 16-mile, single-track loop encircling the entire reservoir designed for mountain-bicycling and walkers/runners. Phase II – Section 1 is about 6.5 miles of secondary loops off of the primary loop, which includes more technical trails. Phase II – Section 2 is currently under construction.
- Windber Recreational Park – Pennsylvania WalkWorks Program
    - The Southern Alleghenies RPO, in coordination with Windber Borough, submitted an application to the Pennsylvania Department of Health WalkWorks Program to designate a one-mile walking route around the municipal recreational area.

Appendix E: Funding and Assistance for Bicycle and Pedestrian Projects

The following listing outlines various local, state, and federal sources of assistance and funding for bicycle and pedestrian projects, as well as identifies local trail groups and community fundraising.

- REI Bedford – Trail Maintenance
  - REI Bedford coordinates volunteers and supplies for trail maintenance.
  - REI typically tries to help out with one project per quarter by providing a ½ day to full day of volunteers.
  - Volunteers work on basic maintenance and cleanup.
  - Projects are planned a few months in advance and limited to Bedford County or a reasonable distance (usually not more than one hour away).
  - If REI is not able to provide physical assistance, they usually help by supplying equipment or water bottles.
- REI Bedford – Grants
  - REI issues grants annually and starts its process between January and February.
  - Awards typically range from $2,000 to $10,000.
  - Recent trail projects have included: helping out with the Allegrippis Trails at Raystown Lake, maintaining local rail trails, and helping with connecting the Lower Trail to Canoe Creek State Park.
- Federal Highway Administration
  - The Federal Lands Access Program (FLAP) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.
  - https://highways.dot.gov/federal-lands
- Appalachian Regional Commission (ARC)
  - ARC's Area Development Program makes investments in two general areas: critical infrastructure and business and workforce development. Critical infrastructure investments mainly include water and wastewater systems, transportation networks, broadband, and other projects anchoring regional economic development.
  - https://www.arc.gov/
- U.S. Army Corps of Engineers
  - https://www.usace.army.mil/
- PA Department of Conservation and Natural Resources (DCNR)
  - Community Conservation Partnerships Program (C2P2) Grants – DCNR's Bureau of Recreation and Conservation (BRC) assists local governments and recreation and conservation organizations with funding for projects related to parks, recreation, and conservation.
  - https://www.dcnr.pa.gov/Pages/default.aspx
- PA DCED
  - https://dced.pa.gov/
- PennDOT

  - PennDOT provides grants to help plan for and implement projects such as trail and multimodal projects.
    - PennDOT Multimodal Transportation Fund (MTF) – Act 89 established a dedicated Multimodal Transportation Fund that stabilizes funding for ports and rail freight, increases aviation investments, establishes dedicated funding for bicycle and pedestrian improvements, and allows targeted funding for priority investments in any mode.
    - PennDOT Transportation Alternatives Set-Aside (TASA) – The Transportation Alternatives Set-Aside (TASA) provides funding for projects and activities defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.
    - Automated Red-Light Enforcement (ARLE) – The primary purpose of ARLE in Pennsylvania is to improve safety at signalized intersections by providing automated enforcement at locations where red light running has been an issue. ARLE is a tool to help improve safety at intersections by delivering an automated enforcement activity that would otherwise be done by a police officer if enough resources were available.
  - Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding has been used for bike rack installation.
  - https://www.penndot.gov/Pages/default.aspx
- SAP&DC - Southern Alleghenies Regional Greenways Mini-Grants
  - https://sapdc.org/
- County and Municipal contributions – financial and land contributions.
- Foundations – Regional foundations such as The Mellon Foundation and Heinz Endowments have financially supported trail projects.
- Local businesses
- Area hospitals
- Local higher educational institutions
- Local banks
- Railroads – Land Donation. (CSX has donated former railroad right of way for trail development in the region.)

Appendix F: Summary and Disposition of Public Comments Received on the Draft Plan

The plan underwent a 30-day public review and comment period, from November 1, 2021 to November 30, 2021. The following is a summary and disposition of all comments received.

Comment: The Bicycle and Pedestrian Plan is ambitious and those who have contributed to the report deserve praise and thanks for their noble efforts. It is difficult to disagree with the fundamental elements and aspirations. Yet one profoundly crucial element is missing. Until we can win the hearts of elected officials and move them toward substantive action, many elements of the plan will remain exercises in futility. Walkability is not possible unless elected officials require sidewalks. That won't happen until community leaders realize that some people don't have unlimited access to automobiles. Connectivity will never occur unless townships, boroughs, and cities talk to one another and plan a system of non-auto arteries. Bicycles will not become the transportation device they have become elsewhere until we recognize them as such. When recently pleading my case for sidewalks in my community, an elected official did his best imitation of Marie "Let them eat cake" Antionette. If they need to get across the road, let them drive. Until we overcome such attitudes, this plan will gather so much dust on a shelf. We are going against a half century of institutional and social inertia, and it will not change until we widely convey (and back that with the funding to show) that people are more important than motor vehicles.

Response: N/A

Comment	Response
Figure 12 Map shows 9/11 National Memorial Trail in Huntingdon County following Route 655 north from Mill Creek Borough. The route has been updated to continue east to Mount Union, and can be found at link. The Figure 12 map also misses a vast network of off-road multi-use trails in the Rothrock State Forest. On page 35, the last paragraph talks about the AmTrak service to Huntingdon. The Pennsylvanian now does contain a baggage car. However, there is no access to it at the Huntingdon Station.	This has been added.
The Quemahoning Reservoir Trails network in Somerset County is missing from the trail maps.	This has been added.

The draft 2021 Bicycle and Pedestrian Plan is well written, comprehensive, and addresses the critical infrastructure areas which will continue to develop and maintain the use of trails for bicycle and pedestrian usage. I believe the 5 goals cover critical overarching areas which will drive continued improvement which will enhance public access and economic development.	N/A
I am a Somerset County resident and am so pleased to see both Starbucks (601 Area) and the Laurel Arts to Maple Ridge sidewalk areas addressed. Thanks!	N/A

APPENDIX M- COORDINATED TRANSIT PLAN

A Vision for Coordinated Transportation Services in the Southern Alleghenies

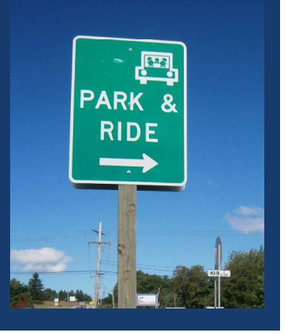
A coordinated regional network of transportation services and facilities that continuously works to strengthen transportation access for all residents in the Southern Alleghenies region.

The region strives to accomplish this by:

- *Providing a coordinated voice for regional transportation issues*
- *Educating the public and elected officials on coordinated transportation efforts*
- *Identifying regional best practices for service coordination*
- *Working with 211 services to improve available information on transportation services*
- *Identifying gaps to universally available transportation*
- *Developing multimodal strategies that include active transportation options.*

About SAP&DC

The Southern Alleghenies Planning & Development Commission (SAP&DC) serves as the state designated Rural Planning Organization (RPO) responsible for transportation planning and programming for the four rural counties of Bedford, Fulton, Huntingdon, and Somerset. In cooperation with these four rural counties and the Pennsylvania Department of Transportation, SAP&DC establishes the region's transportation priorities. These priorities are incorporated into the development and maintenance of the Southern Alleghenies Transportation Improvement Program (TIP), the Twelve Year Program (TYP) and the Long Range Transportation Plan (LRTP). SAP&DC also coordinates public participation activities related to the development of these transportation plans and programs. For additional information on SAP&DC and regional planning efforts in the Southern Alleghenies region, visit: ***http://www.sapdc.org***



Southern Alleghenies Planning & Development Commission
3 Sheraton Drive
Altoona, PA 16601
(814) 949-6500

Southern Alleghenies
Coordinated Public Transit - Human Services Transportation Plan

July 2016 **Executive Summary**

About the Coordinated Plan

The 2016 update to the **Southern Alleghenies Public Transit - Human Services Coordinated Transportation Plan** provides a five-year blueprint to improve human services transportation throughout Bedford, Fulton, Huntingdon, and Somerset Counties. The plan establishes a unified regional strategy aimed at improving transportation, specifically for seniors, persons with disabilities, and low-income individuals. The Coordinated Plan considers following modes:

Fixed route services include any transit service in which vehicles follow a predetermined route on a set schedule.

Volunteer and non-profit services offer transportation to specific groups for specific trip purposes (e.g. healthcare).

Shared-ride/demand response services offer users point-to-point transportation. Vehicles do not follow a fixed route, but rather travel throughout the community according to the specific requests of passengers.

Private transportation services are for-profit entities in the transportation business (e.g. taxi-cab companies, private medical transportation, and private intercity bus carriers).

In order to improve transportation coordination, a greater effort must be made to remove the barriers that impact a persons ability to get to the places and services that are necessary for daily life.

Transportation Gap	Issues Identified
1. Education, Information, and Communication	• *Agencies and their clients may not be aware of transportation options available* • *Program regulations and requirements are confusing and not well understood by the general public*
2. Reliable Transportation Access to Jobs and Training for Young, Low-Income Individuals	• *Accessing transportation is difficult for individuals who are not eligible for services* • *Car seat availability in existing transportation services for low-income individuals with children is sparse*
3. Access to Areas Outside of Local Destinations	• *Services are condensed within more urbanized areas, with fewer options outside of the county seat* • *Specialized services are mainly available in metropolitan areas outside of the immediate region*
4. Service Availability and Cost	• *Existing hours of service and days of service are limited* • *Transportation service is limited in rural areas to a couple of days per week*
5. Funding Program Rules and Regulations	• *Linking destinations within one trip is the same as completing separate trips in terms of cost* • *Those on MATP under the age of 65 have more flexibility and better service than those over the age of 65*
6. Transportation for Non-Medical Trips	• *Leisure and social trips are the lowest priority* • *Transportation access to healthy food is challenging*
7. Transportation Service Quality	• *Vehicles are uncomfortable for long distance trips (e.g. heating and cooling, seats, etc.)* • *There are long wait times for return trips*

Overview of Services in the Southern Alleghenies

For many, public transportation is often associated with fixed route buses and rail vehicles. However, public transportation providers in the Southern Alleghenies region are predominately agencies offering shared-ride services. Many of these providers operate Shared Ride Programs, Medical Assistance Transportation Programs, and Persons with Disabilities Programs, which are administered by PennDOT and funded by the Pennsylvania Lottery or the Department of Human Services.

86,093
Total # of PennDOT Shared-Ride Trips in FY2014-15

10,359
Total # of PwD Trips in FY2014-15

0.2%
% of Southern Alleghenies Workers Commuting by Public Transit

Coordinated Transportation Plan Public Outreach

SAP&DC solicited input on coordinated transportation and mobility issues through a variety of methods. In addition to outreach meetings with human service agencies and transit users, the Coordinated Transportation Plan included a robust survey effort to collect valuable insights from those who could not attend meetings. A summary of all public outreach efforts are outlined below.

Public Listening Sessions

35 human services and transportation agencies were represented at agency outreach meetings.

125 transit users and potential transit users participated in listening sessions throughout the region.

MetroQuest, Paper Surveys, & Phone Interviews

The public was able to provide feedback through online and paper surveys. **In total, over 200 individuals provided their input** on transportation issues throughout the region.

The plan update also included voluntary phone interviews with residents who are users of local transportation services. **12 interviews were completed.**

APPENDIX N- COUTNY PRIORITIES

2023 TIP - BEDFORD COUNTY LOCAL BRIDGE ANALYSIS & RECOMMENDATIONS

DATA SOURCE: PennDOT Bridge Risk Assessment September 1, 2020 (6/30/20 Baseline)

Risk Score (a.)	Median & Ave. Risk Score (b.)	4-County Rank (c.)	Local Rank (d.)	BMS ID (e.)	Route (f.)	Municipality (g.)	Owner (h.)	Features Under (i.)	Length (ft) (j.)	# Vehicles / Day (k.)	Poor (l.)	Weight Posting (m.)	Detour Length (n.)	Businesses Affected (o.)	Farms Affected (p.)	School Buses (q.)	Remarks - Narrative on Businesses & Farms affected, and if used by School Buses (r.)
535		12	1	05 7221 0705 4004	T705,PINE HILL RD.	05/221 - SOUTH WOODBURY	TOWNSHIP	THREE SPRINGS RUN	46	42	Yes	20 Tons	0.621	2	1	1 Van	**Businesses** - One vehicle/equipment garage and one excavator. Trucks must use entrance/exist nearest Route 36. **Farms** - Tanker trucks pick up milk to take to plant, must use same entrance/ exit. **School Buses** - None, but one van twice daily. Consider removal with Twp Bridge No. 5 Rehab.
					Super = 4 Sub = 4 Deck = 4			Bridge No. 5 Risk Score = 237 Super = 5 Sub = 4 Deck = 5									
535		11	1	05 7218 0525 4012	T525, HAMMER ROAD	05/218 - NAPIER	TOWNSHIP	ADAMS RUN	29	46	Yes	21 Tons	1	0	>1	0	**Farms** - There are a few in area, but are limited from using the bridge due to its condition and weight limit. **School Buses** - Condition of bridge and weight limit prohibit use by school buses.
					Super = 4 Sub = 4 Deck = 4												
270		69	1	05 7201 0408 4002	T408, SWEETROOT RD	05/201 - BEDFORD	TOWNSHIP	SHOBERS RUN	31	120	Yes	14 Tons	7	1	1	Several	**Businesses**- Provides access to Omni Bedford Springs from the north and south. **Farms** - **School Buses** - Use the bridge do not know exact number. Loggers also used the bridge in 2014 and 2017. Identified by PennDOT as substandard in width. Weight reduced from 20 tons to 14 tons. 4" gas line runs parallel to bridge & rests on top of upstream ringwalls, just outside of guiderail & just below bridge surface elevation. Gas main to be relocated under the new bridge.
					Super = 4 Sub = 5 Deck = 5												
370		45	1	05 7209 0557 3007	T557, YELLOW CRK DR	05/209 - HOPEWELL	COUNTY	YELLOW CREEK	79	60	Yes	14 Tons	1	0	unknown	unknown	Rehabilitation of 4-steel I-beam structures to include removal of the deck, repair or modification of the substructure (as needed), replacement of existing beams, construction of a reinforced concrete deck
					Super = 4 Sub = 6 Deck = 3												
297	245 average	60	1	05 7205 0301 3033	T301, HAZEN ROAD	05/205 CUMBERLAND VALL	COUNTY	EVITTS CREEK	56	60	Yes	No Posting	6	0	unknown	unknown	
158	228 median	99	1	05 7209 0494 3013	T494 PIGEON HILL RD	05/207 - EAST ST CLAIR	COUNTY	ADAMS RUN	53	16	Yes	No Posting	3	0	unknown	unknown	
150		104	1	05 7209 0526 3005	T526 POLECAT HLW RD	05/209 - HOPEWELL	COUNTY	YELLOW CREEK	127	62	Yes	17 Tons	1	0	unknown	unknown	
																	Super = 4 Sub = 5 Deck = 6 Super = 5 Sub = 6 Deck = 4 Super = 5 Sub = 7 Deck = 4
237		78	1	05 7203 0577 4002	T-577,RIVERVIEW DR	05/203 - BROADTOP	TOWNSHIP	SIX MILE RUN	27	25	Yes	No Posting 14 T Road	99	0	0	4	Bridge was turned into a share the road for the rails to trails project in 2019. One lane makes it dangerous crossing with traffic. Only means of access (dead-end road)
					Super = 5 Sub = 4 Deck = 6												
158		98	2	05 7203 0587 4003	T587, KAY FARM RD	05/203 - BROADTOP	TOWNSHIP	SIX MILE RUN	52	51	Yes	No Posting 5 T Road	2	0	0	2	Single lane structure, poor access turning. Bit overlaid timber deck. Poor hydraulic alignment.
					Super = 5 Sub = 5 Deck = 4												
53		123	1	05 7204 0373 4001	T373,SHERRY ROAD	05/204 - COLERAIN	TOWNSHIP	COVE CREEK	58	25	No	No Posting	4	1	4	1	**Businesses -** Cove Creek Salvage, 1 truck twice a day. **Farms -** 4 farms use bridge, Supervisors feel bridge is too narrow. **School Buses -** One school bus twice a day
					Super = 5 Sub = 5 Deck = 5												
50		146	1	05 7206 0444 4003	T444, RIDGE ROAD	05/206 -EAST PROVIDENCE	TOWNSHIP	TUB MILL RUN	27	11	No	No Posting	3	unknown	unknown	unknown	Township reported the road surface is in poor condition (cracks, potholes) and drainage problems are obvious on road.
					Super = 5 Sub = 5 Deck = 5												
--------			2	XX	T499 DIVELY ROAD	05/201 - BEDFORD	TOWNSHIP	PLEASANT VAL RUN	19	100 Est	No	Unknown	Unknown	0	3	Several	>8' and <20', first-time bridge inspection, awaiting Risk Score but received Rating Codes and information from PennDOT the structure is NOT in Poor Condition.
					Super = 5 Sub = 5 Deck = 5												

Information to be considered in giving the bridge a higher priority

Information to be considered in giving the bridge a lower priority

DENOTES A BUNDLE (designed & bid as one project)

Red Font Denotes additional considerations

Rating Codes:

Super = Superstructure,
Sub = Substructure,
Deck = Bridge Deck

7 = Good Condition - some minor problems
6 = Satisfactory Condition - structural elements show some minor deterioration
5 = Fair Condition - structural elements are sound with minor section loss, cracking, spalling, or scour
4 = Poor Condition - advanced section loss, deterioration, spalling or scour
3 = Serious Condition - loss of section, deterioration, spalling or scour may have seriously affected primary structural components.

NOTE: Data on Farms, School Buses, and Businesses added by the Planning Commission Staff

REVISED 09/24/2020 from BCPC Meeting

2023 TIP UPDATE
BEDFORD COUNTY STATE BRIDGE IMPROVEMENT REQUESTS RECEIVED

Date: 9/3/2020

County TIP Rank	Advocate	Location of Problem/Issue	Municipality	Average Annual Daily Traffic (2018)	Remarks: See Attached Advocate Project Development Screening Form and County Attachment with Map, Photo, and Location Information
1	Bloomfield Township Supervisors	PA Route 868, Potter Creek Road	Bloomfield Township	400	**Advocate** – Bridge needs widened, cannot accommodate wide loads, bridge is too narrow, two vehicles cannot use at the same time. **County** – None. Will forward to PennDOT for their consideration.

2023 TIP UPDATE
BEDFORD COUNTY HIGHWAY IMPROVEMENT REQUESTS RECEIVED

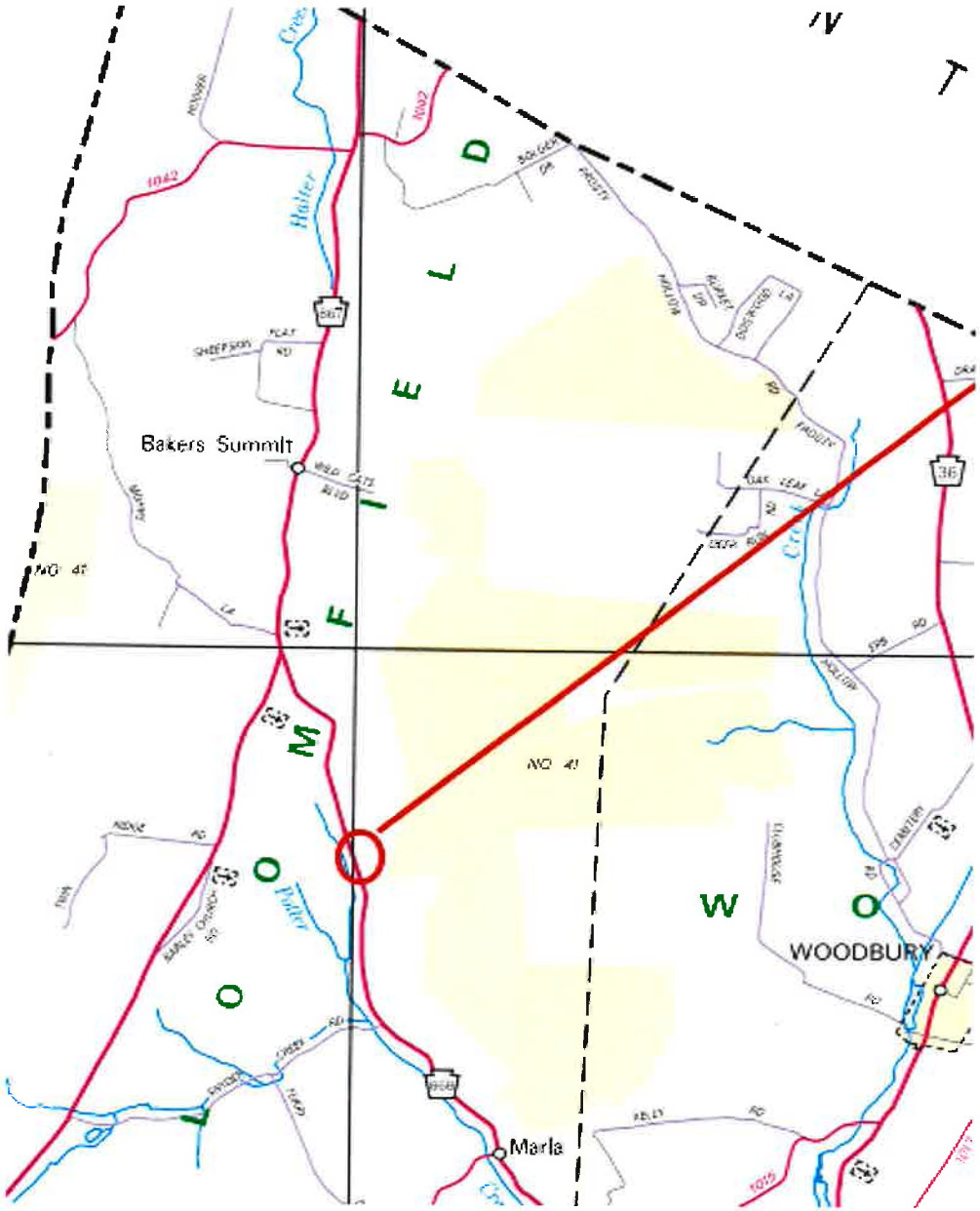
Date: 9/3/2020

County TIP Rank	Advocate	Location of Problem/ Issue	Municipality	Average Annual Daily Traffic (2018)	Remarks: See Attached Advocate Project Development Screening Form and County Attachment with Map, Photo, and Location Information
1	Juniata Woolen Mill, Inc.	S.R. 2019 (Lutzville Road) curve at the Juniata Woolen Mill	Snake Spring Township	1,100	**Advocate** – Proposed realignment of Lutzville Road. Pavement is within 1 foot of the corner of the building on a curve in the roadway making safe sight distance non-existent. Continued residential development of Juniata Mill Subdivision in conjunction with truck traffic from New Enterprise Stone & Lime Company Aschom Plant caused increased traffic demands and safety concerns. Advocate has indicated a PennDOT preliminary design was done in 1997. **County** – This project has been submitted to the RPO by the County in past years. PennDOT has considered the proposed improvement but the project has never made it onto a TIP.
2	King Township Supervisors	S.R. 4019 (Imler Valley Road) & S.R. 4034 (Sarah Furnace Road)	King Township	S.R. 4019 – 350; S.R. 4034 - 400	**Advocate** – Widen intersection to allow truck turning movements. Delivery trucks coming from the south on I-99 heading to Corle Building Systems are failing to exit at the Imler Interchange but are instead directed to the Sproul Interchange in Blair County according to their commercial GPS. Trucks then come south on North Imler Valley Road to the 4-way stop intersection in Imler and must make a left turn onto Sarah Furnace Road to reach Corle Building Systems. Intersection is also used by Blacks located north if Imler (we understand an excavating and trucking business). **County** – All possible non-structural solutions should be considered first such as having Corle's inform their brokers to use the Imler interchange and not Sproul, PennDOT investigate the feasibility of placing signage on I-99 for Corle Building Systems approaching the Imler Interchange.

2023 TIP UPDATE
BEDFORD COUNTY HIGHWAY IMPROVEMENT REQUESTS RECEIVED continued

County TIP Rank	Advocate	Location of Problem/ Issue	Municipality	Average Annual Daily Traffic (2018)	Remarks See Attached Advocate Description Maps, Photos for more information
3	Woodbury Borough Council	PA Route 36	Woodbury Borough	4,100	**Advocate** – Main Street, especially at the northern end of town) is in poor condition, the road is washed out in places, drainage problems on the road, and road shoulder is washing away. **County** – Problems are identified on the Project Development Screening form under "Roadway Preventative Maintenance". We recommend that PennDOT Maintenance first review the project to identify the issues and to determine the whether it is within their realm of work.
4	Southern Cove Fire Co.	PA Route 869 and Salemville Road (S.R. 1026) Intersection	South Woodbury Township	PA Route 869 – 1,800; S.R. 1026 - 250	**Advocate** – The intersection is in bad condition due to a drain under the road. Also, drainage problems are obvious on road, paint lines are not clearly visible, and bike & pedestrian interaction with vehicles is unsafe. **County** - We recommend that PennDOT Maintenance first review the project to identify the issues and to determine the whether it is within their realm of work.
5	Southern Cove Fire Co.	S.R. 1005 (Churchview Road)	South Woodbury Township	600	**Advocate** – On Churchview Road approximately 50 years south of Holsinger Welding, a dip is across the road in the area where a drain was fixed or replaced. **County** - We recommend that the issue be forwarded to PennDOT Maintenance.
6	Chaneysville Fire Co.	T-323 (Blue Gap Road & T-331 (Elbinsville Road)	Southampton Township	Unknown	**Advocate** – Road surfaces are in poor condition (cracks, potholes). The roads are used by loggers. **County** – Locally owned roads are generally not eligible for TIP funding. Municipal roads maintained by local governments are funded through municipal revenues or Liquid Fuels Funds (state gas tax dollars passed directly local governments.
7	Cumberland Valley Township Supervisors	T-404 (Lake Gordon Road)	Cumberland Valley Township	Unknown	**Advocate** – Install about 3,000 LF of guide rail to protect traffic from rolling steep slope into Lake Gordon. LTAP completed an assessment and concluded the existing post (mix of metal and wooden posts) and cable guide rail is in various stages of deterioration and is an older system no longer used for new installations. **County** – Locally owned roads are generally not eligible for TIP funding. Municipal roads maintained by local governments are funded through municipal revenues or Liquid Fuels Funds (state gas tax dollars passed directly local governments.

COUNTY ATTACHMENT TO 2023 TIP SCREENING FORM: S.R. 868 Bridge – Bridge Needs Widened. Bridge cannot accommodate wide loads and too narrow for 2 vehicles to use at the same time.
Advocate: Bloomfield Township Supervisors



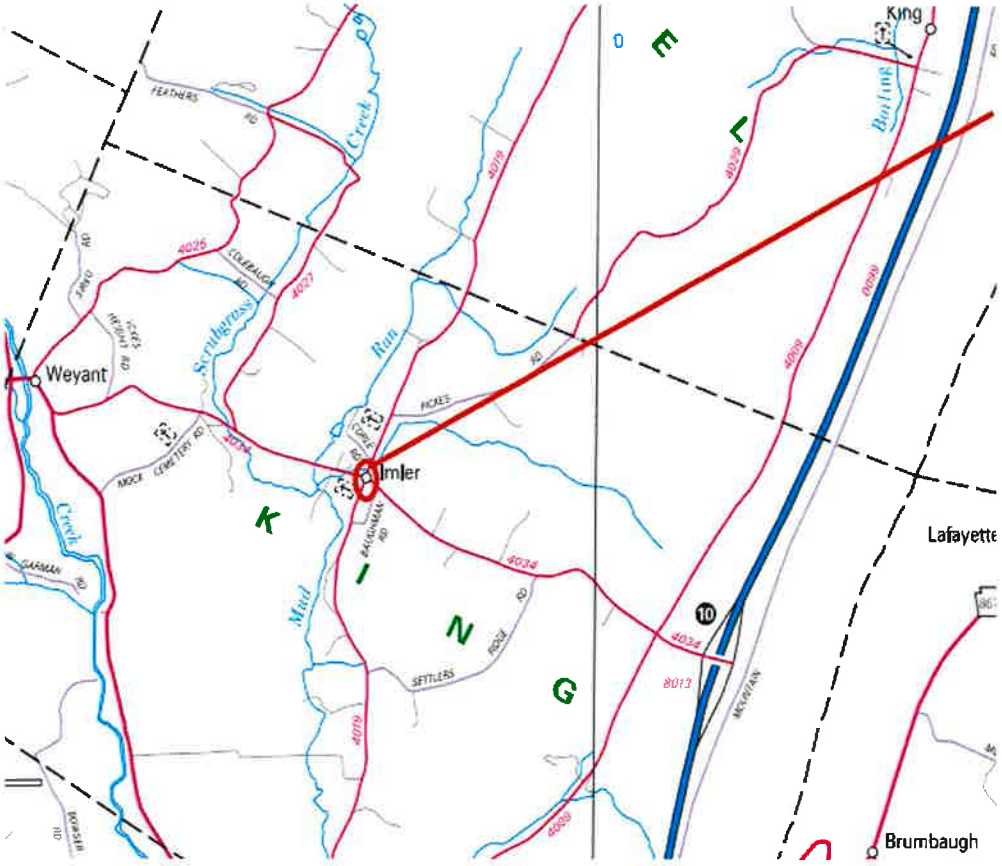
	BEDFORD (05)
Route	**0868 (PA - 868)**
Type	**State**
Direction	NORTH
Segment	0080
Offset	1098 ft.
Latitude	40:13:59.00160
Longitude	-78:24:56.15640
Name	000006785139.jpg
Date	07/21/2019

COUNTY ATTACHMENT TO 2023 TIP SCREENING FORM: S.R. 2019 Curve at Juniata Woolen Mill – Request by Juniata Woolen Mill, Inc., to reconsider a proposed realignment of Lutzville Road in the vicinity of the Juniata Woolen Mill.

Advocate: Juniata Woolen Mill, Inc.

County	BEDFORD (05)
Route	2019 (LUTZVILLE RD)
Type	State
Direction	SOUTH
Segment	0060
Offset	2114 ft.
Latitude	40:00:44.56440
Longitude	-78:25:56.17200
Name	000002362838.jpg
Date	07/23/2019

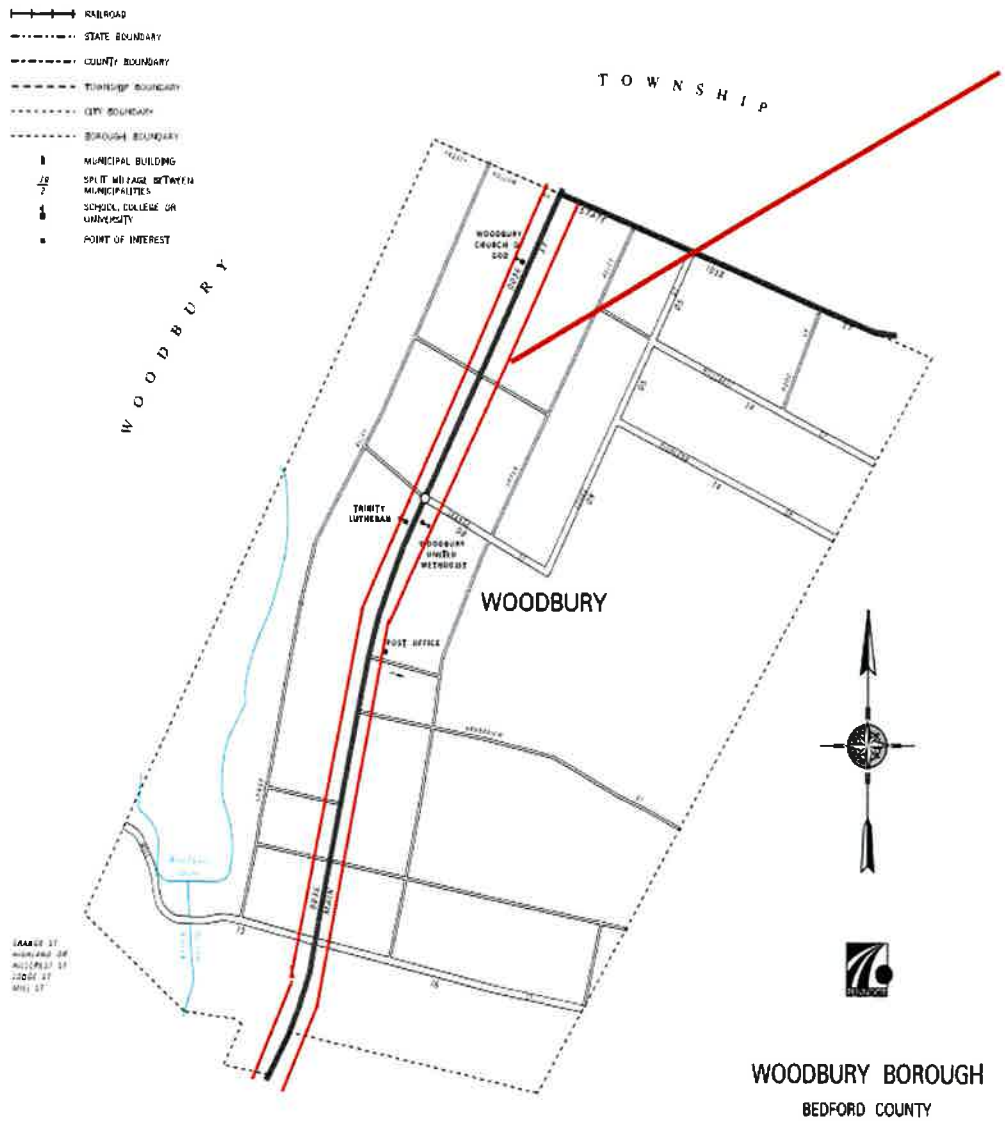
COUNTY ATTACHMENT TO 2023 TIP SCREENING FORM: S.R. 4034 and S.R. 4019 Intersection widening, Village of Imler, to accommodate turning truck traffic. Recommendation: Consider all non-structural remedies first.
Advocate: King Township Supervisors via County



County	BEDFORD (05)
Route	4019 (BOBS CREEK RD / REYNOLDSDALE RD / IMLER VALLEY RD)
Type	State
Direction	NORTH
Segment	0220
Offset	1224 ft.
Latitude	40:12:22.83120
Longitude	-78:31:23.78640
Name	000004467705.jpg
Date	08/19/2018

<u>COUNTY ATTACHMENT TO 2023 TIP SCREENING FORM</u>: PA Route 36 in Woodbury Borough (especially northern end of town) – Roadway Preventative Maintenance Issues: road surface is in poor condition; road washed out in places; drainage problems on road, & road shoulder is washing away.

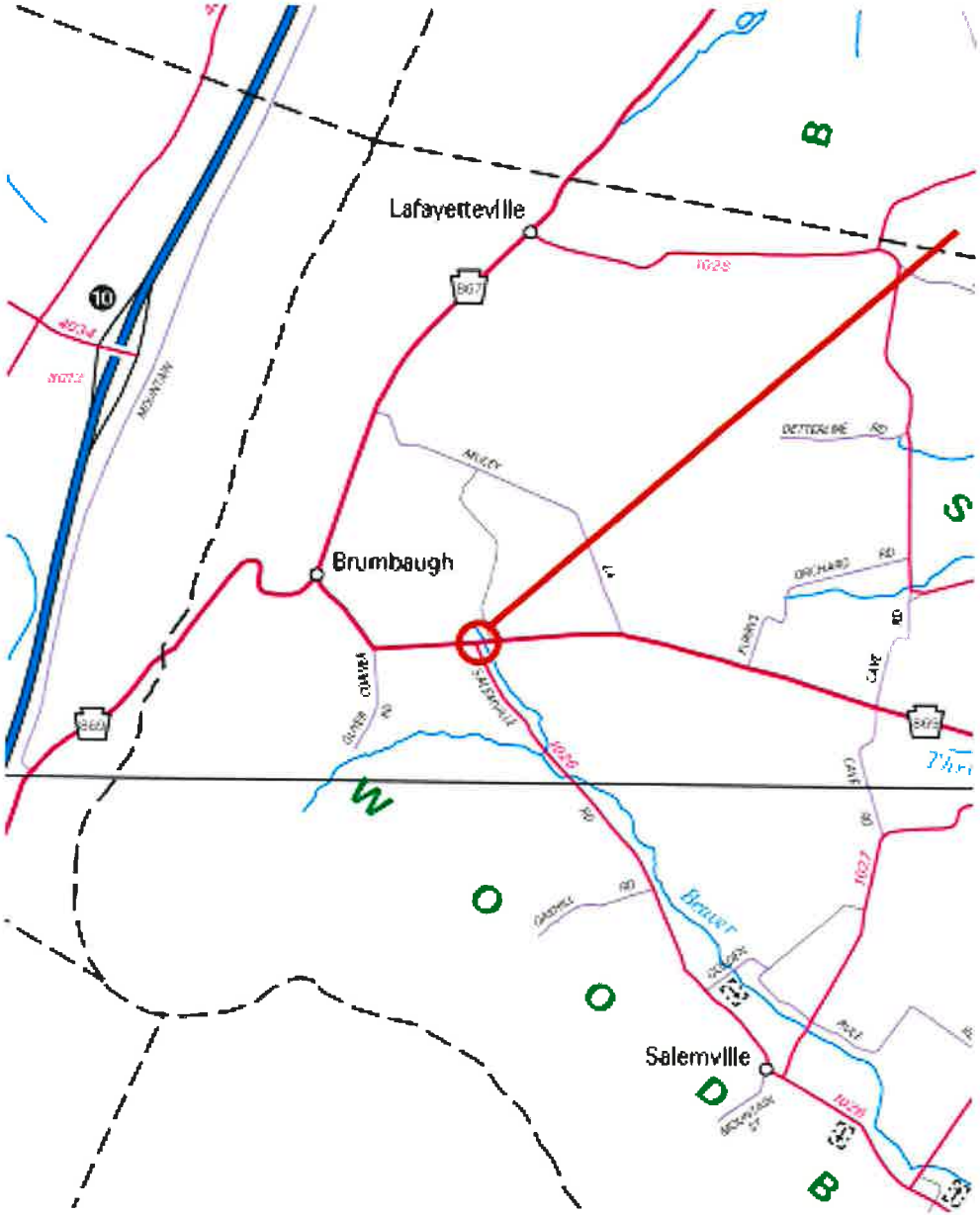
<u>Advocate</u>: Woodbury Borough Council



County	BEDFORD (05)
Route	0036 (PA - 036)
Type	State
Direction	NORTH
Segment	0140
Offset	2112 ft.
Latitude	40:13:42.20760
Longitude	-78:21:55.62000
Name	000013750396.jpg
Date	07/23/2019

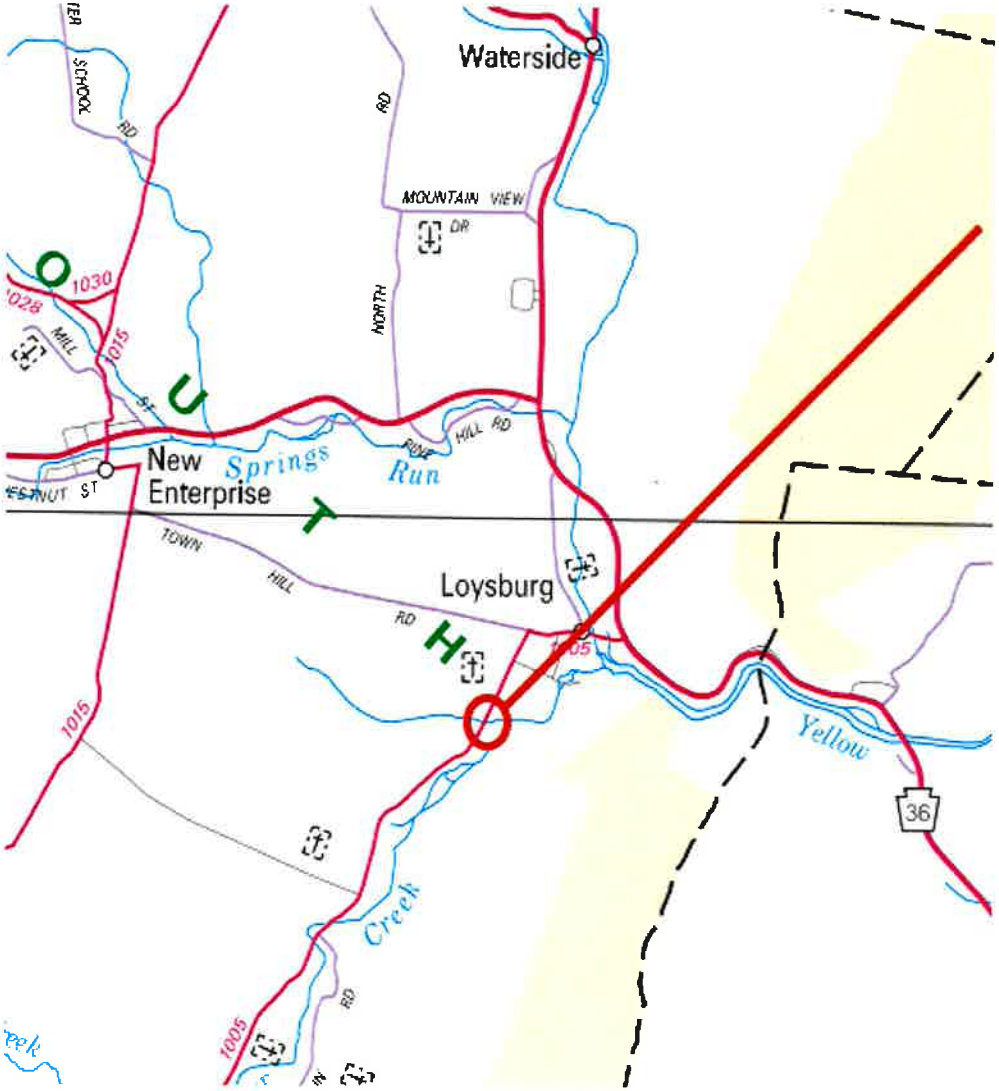
COUNTY ATTACHMENT TO 2023 TIP SCREENING FORM: S.R. 869 & Salemville Road Intersection– The road is in bad condition due to drain under the road.

Advocate: Southern Cove Fire Co.



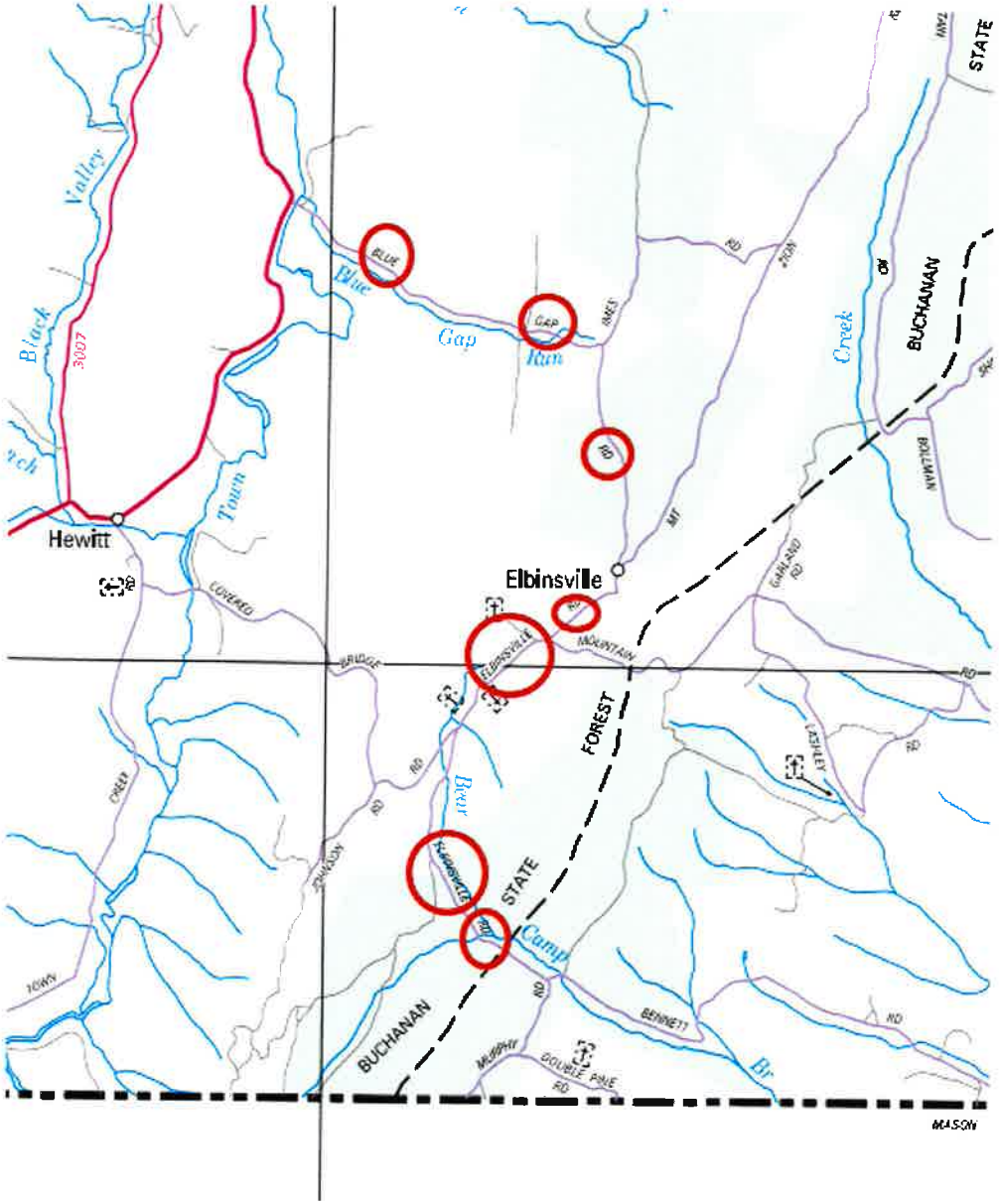
	BEDFORD (05)
Route	1026 (SALEMVILLE RD)
Type	State
Direction	WEST
Segment	0010
Offset	90 ft.
Latitude	40:10:31.44360
Longitude	-78:27:30.21480
Name	000007911554.jpg
Date	08/12/2018

COUNTY ATTACHMENT TO 2023 TIP SCREENING FORM:
Churchview Road (S.R. 1005) dip across road where drain was fixed about 50 yards south of Holsinger Welding
Advocate: Southern Cove Fire Co.



County	BEDFORD (05)
Route	1005 (LOWER SNAKE SPRING RD / CHURCHVIEW RD)
Type	State
Direction	NORTH
Segment	0210
Offset	1879 ft.
Latitude	40:09:23.58360
Longitude	-78:22:58.65600
Name	000018063549.jpg
Date	08/12/2018

<u>COUNTY ATTACHMENT TO 2023 TIP SCREENING FORM</u>: Blue Gap Road (T-323) and Elbinsville Road (T-331) – Road surfaces are in poor condition (cracks, potholes). The roads are used by loggers.
<u>Advocate</u>: Chaneysville Fire Company



NOTES:

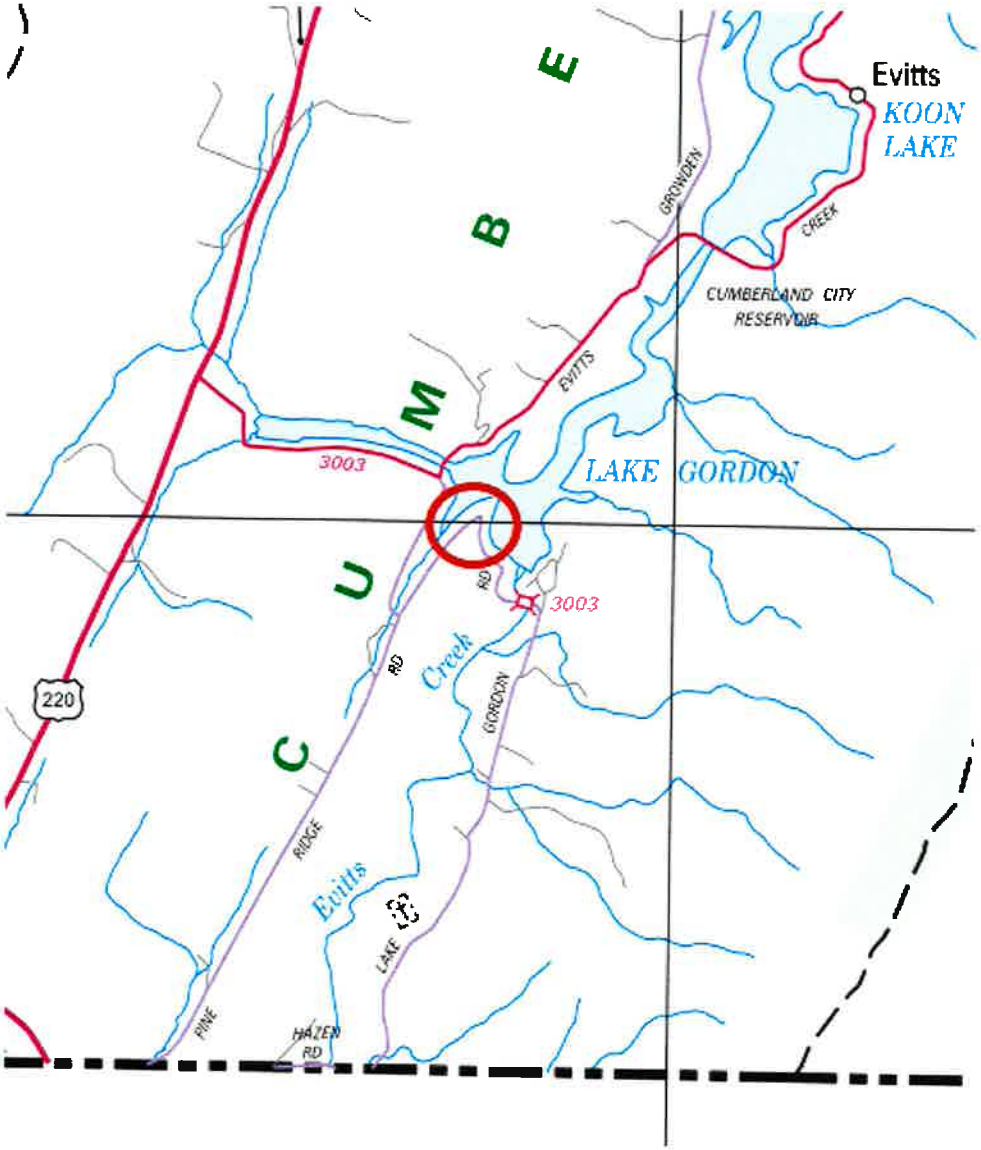
1. Locally owned infrastructure are generally not eligible for TIP funding. Municipal roads are maintained by local governments and funded through municipal revenues or Liquid Fuels funds (state gas tax dollars passed directly to local governments). However, bridges less than 20 feet in length are eligible for state funding through the TIP, but are subject to the same inspection standards as bridges greater than 20 feet in length.

2. This request will still be forwarded to the RPO for their information. Possibly District 9-0 Municipal Services could offer the Township some guidance.

3. <u>UPDATE</u>: On 09/14/2020 Supervisor Craig Hartsock was in the office and indicated to us that the Township completed road and resurfacing work on Blue Gap Road (T-323).

COUNTY ATTACHMENT TO 2023 TIP SCREENING FORM: Lake Gordon Road (T-404) – Guide rail is lacking or insufficient. Install 3,000 LF of guide rail to protect traffic from rolling steep slope into Lake Gordon.

Advocate: Cumberland Valley Township Supervisors



NOTES:

1. Locally owned infrastructure are generally not eligible for TIP funding. Municipal roads are maintained by local governments and funded through municipal renevues or Liquid Fuels funds (state gas tax dolalrs passed directly to local governments). However, bridges less than 20 feet in length are eligible for state funding through the TIP, but are subject to the same inspection standards as bridges greater than 20 feet in length.

2. PennDOT Local Technical Assistance Program (LTAP) provided the Township with a January 2020 Guide Rail Assessment on Lake Gordon Road. The two lane paved Township roadway in fair condition varies in width from 18 to 20 feet. The Assessment concluded that the existing mix of metal and wooden posts and cable guide rail is an older system, no longer used for new installations, and is in various stages of deterioration.

3. The Township received a February 2020 Lake Gordon Road Guide Rail Price Quote of $137,600.

4. T-404 Lake Gordon Road was submitted by the County to the RPO on April 16, 2020 as one of four 1st Priority Local Road Traffic Counts as requested by the Cumberland Valley Township Supervisors. The reason for the count was to support a grant application to replace the guide rails north of the spillway.

5. This request will still be forwarded to the RPO for their information..

Fulton County Commissioners

116 West Market Street, Suite 203, McConnellsburg, PA 17233

Telephone: (717) 485-3691 Fax: (717) 485-9411 Email: commissioners@co.fulton.pa.us

Stuart L. Ulsh, Chair
Randy H. Bunch, Vice-Chair
Paula J. Shives

Lisa Mellott-McConahy, Chief Clerk

October 27, 2020

Mr. Brandon Peters
Transportation Program Manager
Southern Alleghenies Planning & Development Commission
3 Sheraton Drive
Altoona, PA 16601

Dear Mr. Peters:

Enclosed are Fulton County's total project list and top projects for the State Transportation Improvement Program (TIP) for 2023-2026. We would also like to reaffirm our support for the projects on the current TIP.

If you have any questions regarding this information, please contact Scott Knepper, County Planning Director, at 717-485-3717. Thank you for your continued support of Fulton County.

Sincerely,

FULTON COUNTY COMMISSIONERS

Stuart L. Ulsh, Chair

Randy H. Bunch, Vice-Chair

Paula J. Shives

Fulton County Projects for the Transportation Improvement Program (TIP)

Project Name	Description
Bridge on Pleasant Grove Rd	BELFAST TWP. – Bridge over Palmer Run. Too narrow to allow two cars to pass.
Bridge on (T311) Landers Rd	THOMPSON TWP. – Bridge crossing Ditch Run. Too narrow.
T-467 Long View Rd	AYR TWP. - Currently a double tile that gets clogged. Suggesting larger tile or box culvert.
Intersection Rt. 522 & Narrows Rd	TODD TWP. - Line of sight issue pulling onto Rt 522 from Narrows Rd. Bank has been cut back once but asking it to be cut further to increase sight distance.
RT 30 & Franklin Co. Line	AYR TWP. – Pull off needed to alleviate truck traffic and address truck runoff concerns.
Intersection of Breezy Pt Rd & RT 522	DUBLIN TWP.- Line of sight pulling onto RT 522.
Peach Orchard Rd over RT 30 bypass	TODD TWP. – Guard maintenance or replacement on bridge approach
Breezy Point Rd & Peach Orchard Rd	TODD TWP. – Cut bank back to allow for proper placement of STOP sign
Intersection RT 16 & 2nd St	McCONNELLSBURG BORO – Traffic light replacement at intersection.
Intersection of RT 16 & 3rd St	McCONNELLSBURG BORO – Traffic light replacement at intersection.

HUNTINGDON COUNTY PLANNING & DEVELOPMENT DEPARTMENT

Annex 1
205 Penn Street, Suite 3
Huntingdon, PA 16652-

Phone: (814) 643-5091
Fax: (814) 643-6370
planning@huntingdoncounty.net

MEMO

Date: October 1, 2020

To: Mark A. Sather, Chairman
Scott Walls, Vice Chairman
Jeff Thomas, Secretary

From: James P. Lettiere, AICP, Planning Director

Re: Discussion item and recommendations from Huntingdon County Planning Commission's September 17, 2020 meeting.

I am requesting the following items be scheduled on your October 6, 2020 public meeting agenda. The first item for discussion purposes only is regarding the Huntingdon County Planning Commission's recommendation that the County Commissioners, in collaboration with the Huntingdon County Board of Realtors, consider approving a resolution or ordinance, which would adopt a County-wide demolition fund. This is known as the Act 152 demolition fund. The second item involves recommendations from the Huntingdon County Planning Commission regarding the County's ranking recommendations for the 2023-2026 Transportation Improvement Program (TIP), to be forwarded to the Southern Alleghenies Regional Planning Commission.

Within the County's Alleghenies Ahead Comprehensive Plan, specifically the action plan, there are 5 priorities. They are identified as Broadband and Cellular Service, Collaboration and Coordination, Business and Workforce Development, Housing and Blight and Recreational Amentities, and Natural Assets. Within each priority are written inputs, outputs and action items. To implement any action item, we need to identify and create a funding source, currently not budgeted within our Department's budget. Action item #4 within the County's Comprehensive Plan (see attachment-A) is entitled capitalize a blight intervention program, by creating a funding stream for blight intervention. The parties identified in the plan include the Huntingdon County Planning Commission, the Huntingdon County Board of Realtors, and the Huntingdon County Commissioners.

Our Department, in coordination with the Huntingdon County Planning Commission (and other entities identified in the plan) are tasked with forwarding the County Commissioners recommendations for implementing priorities identified with the Comprehensive Plan.

Act 152 adopted by the State legislature November 4, 2016, allows for Counties of the 6th class to authorize a special deed and mortgage recording fee and establishing a county demolition fund. The action necessary for this to occur would be the adoption of either a resolution or ordinance, by the County Commissioners authorizing the Recorder of Deeds Office to charge and collect an additional fee for all mortgages and deeds recorded in the County. The fee can't exceed $15 for each deed and mortgage. It is also acceptable to allow an administrative fee for costs associated with administering the demolition

funds. This should around 10%-15% of total funds collected annually. The program would be administered by the County's Planning and Development Department.

In calendar year 2019, the Huntingdon County Recorder and Deeds Office recorded 1,697 mortgages and 1,436 deeds. If this quantity remains on or around this number in subsequent years, it would generate approximately $46,995 annually as a result of charging an additional $15 per deed and mortgage. Currently the cost to record a deed is $58.75 and to record a mortgage its $58.75. If adopted at the $15 level, this would increase the recording fees to $73.75 per instrument accordingly.

The Act requires the filing of an annual report that includes simple information including the location of the property, the municipality and the amount of Act 152 funds used towards the demolition. Also the Act shall expire 10 years from January 4, 2017. A process for accepting applications for funding would need to be established. The application process should include objective criteria which will serve as the basis for making recommendations to the County Commissioners from eligible municipalities for funding requests.

I'm requesting that you allow me to schedule a workshop to discuss the merits of this effort with the Huntingdon County Board of Realtors, the Recorder of Deeds Director and any other interested person(s) or entities. The workshop will be facilitated through our office and include a Strengths, Weaknesses, Opportunities' and Threats Analysis (SWOT). Upon the conclusions of the meeting, we will report back to you for your consideration and action. We anticipate scheduling the workshop during the spring 2021.

Based on the PA-DCED website, 20 Counties statewide have adopted a demolition fund program. Those Counties are York, Westmorland, Venango, Somerset, Schuylkill, Northumberland, Monroe, Mifflin, Lawrence, Fayette, Erie, Delaware, Dauphin, Cameron, Cambria, Butler Blair, Beaver Armstrong and Allegheny.

The second item is the Huntingdon County Planning Commission's ranking recommendations for the 2023-2026 Transportation Improvement Program (TIP). The TIP which makes up the first four (4) years of Pennsylvania's 12 year program is formally adopted every two (2) years. The TIP is developed in cooperation with the four (4) rural counties of Bedford, Fulton, Huntingdon and Somerset. The formal rankings from the Commissioners' will be forwarded to the Southern Alleghenies Planning and Development Commission's Rural Transportation Technical Committee and Coordinating Committees (RTTC and RTCC) in conjunction with PennDOT.

At the September 17, 2020 Huntingdon County Planning Commission meeting, they reviewed, discussed and ranked the four (4) applications our office received in response to solicitation for the 2023-2026 TIP. Attached please see the FFY 2021-2024 TIP adopted on July 22, 2020 which became effective October 1, 2020. I am recommending the Commissioners adopt the HCPS's top two transportation projects for the (2023-2026) TIP for the following categories: Major Projects, Safety and Mobility, and Local Bridges (see attachment).

C: Tracey Rhodes, Acting Chief Clerk
w/attachments

The Huntingdon County Planning Commission's (HCPC) September 17, 2020 recommendations for prioritizing project for the 2023-2026 TIP are as follows:

Priority	Local Bridges
1.	Bridge replacement, Davis Road Bridge in Jackson Township, on Township Road (T-517).
2.	Bridge replacement, Globe Run, West Township, Township Road (T-521).
	Major Projects
1.	PA 522, Preliminary engineering, reconstruction of cartway to 24 foot, realign curves, eliminate blind spots, Dublin Township programmed for transportation study.
2.	PA 453 Preliminary engineering, and reconstruction of cartway to 24 feet. Programmed for surface improvements.
	Safety and Mobility
1.	SR 1009 Intersection improvement of Cold Springs Road, and Standing Stone Road (PA-26)
2.	SR 1009 Intersection improvement on Cold Springs Road and Petersburg Pike (SR 4007) near Huntingdon.

SOMERSET COUNTY
2023-2026 PENNDOT TRANSPORTATION IMPROVEMENT PROGRAM
PROJECT CANDIDATES

HIGHWAY CONSTRUCTION

S.R.	SEC.	PROJECT	PROJECT NAME	ROAD SEGMENT	NEEDED IMPROVEMENT	MUNICIPALITY
219			ROUTE 219 COMPLETION	MEYERSDALE TO MARYLAND	4-LANE DIVIDED RELOCATION	SUMMIT TWP; ELK LICK TWP
219			RT. 219/RT. 31 INTERCHANGE	RT. 219/RT. 31 INTERSECTION	INTERCHANGE CONSTRUCTION	SOMERSET TWP
281			PLEASANT AVENUE	SR 0031 TO SR 3015	NEW BYPASS	SOMERSET BORO

Notes: 1. Asterisk projects are on current 2021 TIP.
2. Projects listed in ranked order.

HIGHWAY RESTORATION

S.R.	SEC.	PROJECT	PROJECT TITLE	ROAD SEGMENT	NEEDED IMPROVEMENT	MUNICIPALITY
30	016	96599	*PA 160 TO BEDFORD CTY LINE	PA 160 TO BEDFORD CTY LINE	RESURFACE	STONYCREEK TWP; SHADE TWP; ALLEGHENY TWP
30	018	110443	*US 30 - US 219 TO PA 281	US 219 TO PA 281	RESURFACE	QUEMAHONING TWP
31			PATRIOT STREET EXTENSION	RAILROAD CROSSING AREA	RECONSTRUCTION	SOMERSET BORO
31	020	108263	*PA 31 - SR 3037 TO SOMERSET BORO LINE	SR 3037 TO SOMERSET BORO LINE	RESURFACE	JEFFERSON TWP, SOMERSET TOWNSHIP
31	021	112568	*PA 31 AND PA 3029 UNDER 8 FT CULVERTS	JEFFERSON TWP, MILFORD TWP.	DRAINAGE	JEFFERSON TWP, MILFORD TWP.
40	002	92711	*ADDISON RESURFACE	ADDISON	RESURFACE	ADDISON BORO
56			S.R. 56/S.R. 160 INTERSECTION	INTERSECTION AND HILLSIDE EXIT	RECONSTRUCTION	WINDBER BORO
160			ROUTE 160 DRAINAGE	CENTRAL CITY BORO	DRAINAGE\RESURFACE	CENTRAL CITY BORO
160			ROUTE 160 DRAINAGE	INDIAN LAKE BORO	DRAINAGE	INDIAN LAKE BORO
219	003	96601	*MEYERSDALE BPS - BERLIN	MEYERSDALE BPS - BERLIN	RESURFACE	BROTHERSVALLEY TWP; SUMMIT TWP
219	041	105980	*US 219 - MD LINE TO MEYERSDALE BYPASS	MD LINE TO MEYERSDALE BYPASS	RESURFACE	SUMMIT TWP
219	35	105110	*US 219 SALISBURY ROCKFALL	OESTER LN TO OLD RT. 219	SLIDES CORRECTION	ELK LICK TWP
219	47	23478	*US 30 TO N. SOMERSET	US 30 TO N. SOMERSET	RESURFACE	SOMERSET TWP; QUEMAHONING TWP
281			PLEASANT AVENUE	SR 4030 TO SR 0031	WIDEN; SIDEWALK	SOMERSET BORO

STORATION (Cont'd)

S.R.	SEC.	PROJECT	PROJECT TITLE	ROAD SEGMENT	NEEDED IMPROVEMENT	MUNICIPALITY
403	015	113442	PA 403 - US 219 TO PA 985	PA 403 - US 219 TO PA 985	RESURFACE	CONEMAUGH TWP
601			S.R. 601/ATKINSON/MAIN ST. INTERSECTION	PA 601 - BOSWELL BORO	RESURFACE, DRAINAGE, LINE PAINTING, CONGESTION & SAFETY CONCERNS	BOSWELL BORO
1001			NORTH ST. DRAINAGE	NORTH ST. & BRIDGE ST. AREA	STORM DRAINS/CULVERT	SHANKSVILLE BORO
1015			JUNIATA ST.	JACKSON ST. TO WATER ST.	RECONSTRUCTION/DRAINAGE	NEW BALTIMORE BORO
1033			SR 1033	SOMERSET AVE. TO RAILROAD ST.	RESURFACE	WINDBER BORO
2003			S.R. 2003		RECONSTRUCTION/DRAINAGE	ELK LICK TOWNSHIP
2010	001	106474	*SR 2010 - SR 2012 TO MD STATE LINE	SR 2012 TO MD STATE LINE	RESURFACE	GREENVILLE TWP
3002	000	96642	*SR3002 - SR 3043 TO US 40	SR3002 - SR 3043 TO US 40	RESURFACE	ADDISON TWP
3002	001	96641	*BRADDOCKS RN RD - SR 3043	BRADDOCKS RN RD - SR 3043	RESURFACE	ADDISON TWP
3010	001	106475	*SR 3010 - SR 3037 TO SR 2031	SR 3037 TO SR 2031	RESURFACE	JEFFERSON TWP
3029			COUNTYLINE ROAD	REAM RD.	TRUCK LANES; SAFETY IMPROVEMENTS; REALIGNMENTS; WEIGHT LIMIT INCREASE	MIDDLECREEK TWP & SEVEN SPRINGS BORO
3035			REAM ROAD	REAM RD	RESURFACE; DRAINAGE	MIDDLECREEK TWP
4002	002	106472	*SR 4002 - SR 4013 TO SR 4015	SR 4013 TO SR 4015	RESURFACE	LINCOLN TWP
4005	001	96642	*PA 31 TO WESTMORELAND CTY	PA 31 TO WESTMORELAND CTY	RESURFACE	SOMERSET TWP; JEFFERSON TWP
4025			MAIN STREET - BOSWELL	PA 601 - BOSWELL BORO	RESURFACE, DRAINAGE, LINE PAINTING	BOSWELL BORO
4028			MAIN STREET	STOYSTOWN BORO	RESURFACE	STOYSTOWN BORO
4053			OAK AVE.	STOYSTOWN BORO	RESURFACE; DRAINAGE; GD. RA	STOYSTOWN BORO

Notes: 1. Asterisk projects are on current 2021 TIP.
2. Projects not listed in ranked order.
3. Other projects submitted by County or municipalities.

SAFETY/MOBILITY PROJECTS

S.R.	SEC.	PROJECT	PROJECT TITLE	ROAD SEGMENT	NEEDED IMPROVEMENT	MUNICIPALITY
			SOMERSET AREA TRAFFIC STUDY	ROUTE 31, ROUTE 601 & OTHER SEGMENTS	COMPREHENSIVE TRAFFIC RELIEF ANALYSIS	SOMERSET BORO; SOMERSET TWP
30			DOLLAR GENERAL TURN LANE	S.R. 30 AT DOLLAR GENERAL STORE	TURNING LANE	QUEMAHONING TWP
31			DRAINAGE IMPROVEMENTS	SOMERSET BORO 300 BLOCK	DRAINAGE	SOMERSET BORO
31			ALLEGHENY TWP CURVES	EAST OF WHITEHORSE RD	CURVE SIGHT DISTANCES	ALLEGHENY TWP
56			S.R. 56/12TH ST TRAFFIC LIGHT	S.R. 56/12TH ST INTERSECTION	TRAFFIC LIGHT	WINDBER BORO
56			RT. 56 SOUND WALL	17TH ST. TO SR 56/SR 160 INT	SOUND WALL	WINDBER BORO
160			*WELLERSBURG TRUCK RAMP	WELLERSBURG AREA	RUNAWAY TRUCK RAMP	SOUTHAMPTON TWP
160			DISTILLERY RD. INTERSECTION	S.R. 160/DISTILLERY RD. INTERSECTION	INTERSECTION IMPROVEMENT	BROTHERSVALLEY TWP
219		114775	*2020 S. ALLEGHENIES TSMO INSTALL	S END MEYERSDALE BYPASS	INSTALLATION OF NEW ITS DEVICE	SUMMIT TWP
219			UPPER DIAMOND INTERSECTION	S.R. 219/S.R. 2030 INTERSECTION	TRAFFIC CALMING & ROUNDABOUT	BERLIN BORO
219			LOWER DIAMOND INTERSECTION	S.R. 219/S.R. 2033 INTERSECTION	INTERSECTION IMPROVEMENT & ROAD WIDENING ON DIAMOND ST.	BERLIN BORO
281			PINE AVE. INTERSECTION	S.R. 281/PINE AVE. INTERSECTION	INTERSECTION IMPROVEMENT	STOYSTOWN BORO
281			SECHLER ROAD	INTERSECTION OF SR 0281/ SECHLER ROAD	INTERSECTION IMPROVEMENT	SOMERSET TWP
1001			FLIGHT 93 MEMORIAL C HAPEL INT.	INTERSECTION SR 1001/SR 1003	INTERSECTION IMPROVEMENT	STONYCREEK TWP
1015			WASHINGTON STREET	NEW BALTIMORE BORO	DRAINAGE IMPROVEMENTS	NEW BALTIMORE BORO
3041			PLANK ROAD DRAINAGE	SOMERSET BORO	DRAINAGE IMPROVEMENTS	SOMERSET BORO

Notes: 1. Asterisk projects are on current 2021 TIP.
2. Projects not listed in ranked order.
3. Other projects submitted by County or municipalities.

RAIL PROJECTS

S.R.	SEC.	PROJECT	PROJECT TITLE	NEEDED IMPROVEMENT		MUNICIPALITY
		106261	*WINDBER BORO 15TH ST GRADE CROSSING	RR WARNING DEVICES	RR WARNING DEVICES	WINDBER BORO
1033	000	106262	*SOMERSET AVE GRADE CROSSING	RR WARNING DEVICES	RR WARNING DEVICES	WINDBER BORO
2004	000	106263	*MOUNT DAVIS ROAD GRADE	RR WARNING DEVICES	RR WARNING DEVICES	SUMMIT TOWNSHIP

Notes: 1. Asterisk projects are on current 2021 TIP.
2. Projects not listed in ranked order.

TRANSIT PROJECTS

PROJECT NAME	NEEDED IMPROVEMENT		MUNICIPALITY
SOMERSET COUNTY TRANSIT	Replace 3 Shared Ride Vans 18/19	Replace three shared-ride vans with new ADA accessible vans in FFY 2018/2019	SOMERSET COUNTY
SOMERSET COUNTY TRANSIT	Replace 3 Shared Ride Vans 19/20	Replace three shared-ride vans with new ADA accessible vans in FFY 2019/2020	SOMERSET COUNTY
SOMERSET COUNTY TRANSIT	Replace 3 Shared Ride Vans 20/21	Replace three shared-ride vans with new ADA accessible vans in FFY 2020/2021	SOMERSET COUNTY
SOMERSET COUNTY TRANSIT	Replace 3 Shared Ride Vans 21/22	Replace three shared-ride vans with new ADA accessible vans in FFY 2021/2022	SOMERSET COUNTY
SOMERSET COUNTY TRANSIT	Phone System	Replace Phone System for Transportation Department	SOMERSET COUNTY
SOMERSET COUNTY TRANSIT	Tablet Replacement	Replace Tablets and related hardware	SOMERSET COUNTY
SOMERSET COUNTY TRANSIT	Replace 3 Shared Ride Vans 22/23	Replace three shared-ride vans with new ADA accessible vans in FFY 2022/2023	SOMERSET COUNTY
SOMERSET COUNTY TRANSIT	Replace 3 Shared Ride Vans 23/24	Replace three shared-ride vans with new ADA accessible vans in FFY 2023/2024	SOMERSET COUNTY
SOMERSET COUNTY TRANSIT	Tablet Replacement	Ecolane Tablet Additions/Replacement	SOMERSET COUNTY
SOMERSET COUNTY TRANSIT	Rehab/Renovation	Entry Door Modification	SOMERSET COUNTY
SOMERSET COUNTY TRANSIT	Rehab/Renovation	Seal Coat Parking Lot	SOMERSET COUNTY

Notes: 1. Asterisk projects are on current 2021 TIP.

AVIATION PROJECTS

PROJECT TITLE	NEEDED IMPROVEMENT	MUNICIPALITY
SOMERSET COUNTY AIRPORT	REHABILITATE RUNWAY LIGHTING, PH. I: DESIGN	SOMERSET TOWNSHIP
SOMERSET COUNTY AIRPORT	REHABILITATE TAXIWAY LIGHTING, PH. I: DESIGN	SOMERSET TOWNSHIP
SOMERSET COUNTY AIRPORT	REHABILITATE RUNWAY LIGHTING, PH. II: CONSTRUCTION	SOMERSET TOWNSHIP
SOMERSET COUNTY AIRPORT	REHABILITATE TAXIWAY LIGHTING, PH. II: CONSTRUCTION	SOMERSET TOWNSHIP
SOMERSET COUNTY AIRPORT	REHABILITATE RUNWAY 7-25 (CRACK SEAL & RE-MARK)	SOMERSET TOWNSHIP
SOMERSET COUNTY AIRPORT	REHABILITATE TAXIWAY (CRACK SEAL & RE-MARK)	SOMERSET TOWNSHIP
SOMERSET COUNTY AIRPORT	REHABILITATE (OVERLAY) T-HANGER TAXIWAYS	SOMERSET TOWNSHIP
SOMERSET COUNTY AIRPORT	AIRFIELD DRAINAGE IMPROVEMENTS	SOMERSET TOWNSHIP
SOMERSET COUNTY AIRPORT	REHAB 1975 T-HANGERS	SOMERSET TOWNSHIP
SOMERSET COUNTY AIRPORT	UPDATE AIRPORT MASTER PLAN	SOMERSET TOWNSHIP
SOMERSET COUNTY AIRPORT	CONSTRUCT 16 NEW T-HANGERS, NE HANGER AREA (REPLACES EXISTING 1952 HANGERS)	SOMERSET TOWNSHIP

Notes: 1. Projects from PennDOT JACIP information.

SOMERSET COUNTY
2023-2026 PENNDOT TRANSPORTATION IMPROVEMENT PROGRAM
CANDIDATE PROJECTS

STATE BRIDGES

S.R.	SEC.	PROJECT	PROJECT TITLE	FEATURE INTERSECTED	MUNICIPALITY
31			WEST MAIN ST. BRIDGE - 300 BLOCK	UNNAMED CREEK	SOMERSET BOROUGH
31			WEST MAIN ST. BRIDGE - 400 BLOCK	UNNAMED CREEK	SOMERSET BOROUGH
31	01B	92702	*PA 31 TRB STNYCRK BR 1	TRB STONYCREEK RIV	STONYCREEK TOWNSHIP
160	08B	23434	*DARK SHADE CREEK BRIDGE	DARK SHADE CREEK	SHADE TOWNSHIP
219	48B	114121	*US 219 NB OVER T-685 MILLER ROAD	T-685 MILLER ROAD	QUEMAHONING TOWNSHIP
601	01B	23566	*PA 601/SHADE CREEK	SHADE CREEK	PAINT TWP.
601	10B	23450	*HOLLSOPPLE BRIDGE	TRB STONYCREEK RIV	CONEMAUGH TOWNSHIP
1007	03B	74452	*N . SHANKSVILLE GROVE RUN	GROVE RUN	STONYCREEK TOWNSHIP
1007	04B	91442	*NORTH SHANKSVILLE TRIB	TRB STONYCREEK RIV	STONYCREEK TOWNSHIP
1015	03B	23589	*JUNIATA RV RAYSTWN BR BRG	RAYSTOWN BR JUNIATA RIV	ALLEGHENY TOWNSHIP
3001	04B	74483	*WHITES CREEK TRIB	WHITES CREEK TRIB	ADDISON TOWNSHIP
3001	05B	74484	*CUCUMBER RUN BR	CUCUMBER RUN	ADDISON TOWNSHIP
3001	06B	74485	*CASSELMAN RIVER TRIB 80	CASSELMAN RIVER TRIB 80	ADDISON TOWNSHIP
3001	07B	88164	*SR3001 CASSELMAN RIV BR	CASSELMAN RIVER TRIB	ADDISON TOWNSHIP
3015			SOUTH EDGEWOOD AVE. 600 BLOCK CULVERT	TRB COXES CREEK	SOMERSET BOROUGH
3039	02B	56644	*TRIPLE CREEK ROAD OVER ALLEN CREEK	ALLEN CREEK	MIDDLECREEK TOWNSHIP
4001	05B	23316	*SCHAFFER RUN BRIDGE	SCHAFFER RUN	JEFFERSON TOWNSHIP
4004	02B	106000	*BEAVER DAM CREEK BRIDGE	BEAVERDAM CREEK	QUEMAHONING TOWNSHIP
4023	02B	110129	*BLACK HILLS RD BEAVER DAM CRK	BEAVERDAM CREEK	JENNERSTOWN BOROUGH
4104	01B	114123	*SR 4104 OVER US 219	US 219	LINCOLN TOWNSHIP

Notes: 1. Asterisk projects are on current 2021 TIP.

SOMERSET COUNTY
2023-2026 PENNDOT TRANSPORTATION IMPROVEMENT PROGRAM
CANDIDATE PROJECTS

COUNTY BRIDGES

ROUTE	SEC.	PROJECT	PROJECT TITLE	FEATURE INTERSECTED	MUNICIPALITY
7203	501	96052	*T-501 BEAGLE RD BR (BAKER)	COXES CREEK	BLACK TOWNSHIP
7205	676	88100	*T-676 GLESSNER RD BR (IDEAL PARK)	BENS CREEK	CONEMAUGH TOWNSHIP
7216	755	109209	*T-755 TOOLAND ROAD BR (SNIPE HOLLOW)	ROARING FORK CREEK	PAINT TOWNSHIP
7217	773	96056	*T-733 CRESCENT DR BR (OGLETOWN)	CLEAR SHADE CREEK	OGLE TOWNSHIP
7209	364	23460	*T-364 LAUREL HILL CRK BRG (GARDNER)	LAUREL HILL CREEK	JEFFERSON TOWNSHIP
7210	586	96054	*T-586 BREHM RD BR (GASHAW)	BENS CREEK	JENNER TOWNSHIP
7219	611	96058	*T-611 DUNMYER ROAD BRIDGE (LOHR/BEAVER DAM#2)	BEAVER DAM RUN	QUEMAHONING TOWNSHIP
7220	712	72477	*T-712 ROCKINGHAM BRIDGE (ROCKINGHAM)	DARK SHADE CREEK	SHADE TOWNSHIP
7221	519	96060	*T-519 WALTERSMILL ROAD BRIDGE (WALTERS MILL)	E BR COXES CREEK	SOMERSET TOWNSHIP
7224	504	23357	*T-504 FIKE BRIDGE (FIKE)	ELK LICK CREEK	SUMMIT TOWNSHIP
7411	WSB	96062	*WALNUT ST. BR REHAB	FLAUGHERTY CREEK	MEYERSDALE BOROUGH
T-718			BRUSH CREEK	BRUSH CREEK	NORTHAMPTON TOWNSHIP
T-706			BREASTWORK	OVEN RUN	SHADE TOWNSHIP
T-325			ENGLE	BIG PINEY RUN	ELK LICK TOWNSHIP
T-640			MOWRY	WELLS CREEK	QUEMAHONING TOWNSHIP
T-712			PHILSON	WILLS CREEK	NORTHAMPTON TOWNSHIP
T-515			BRADY	STONYCREEK RIVER	STONYCREEK TOWNSHIP
T-542			STUFT	ROARING RUN CREEK	JENNER TOWNSHIP
T-319			CRAMER	WHITE'S CREEK	ADDISON TOWNSHIP
T-455			SANDY RUN	SANDY RUN	UPPER TURKEYFOOT TWP.
T-798			BEAVER DAM	LAUREL RUN	SHADE TOWNSHIP
T-390			MOON	LITTLE GLADE	LOWER TURKEYFOOT TWP.
T-666			FLEEGLE	STONYCREEK RIVER	QUEMAHONING TOWNSHIP
NORTH ST.			NORTH ST.	FLAUGHERTY CREEK	MEYERSDALE BOROUGH
T-673			BERKEY MINE	N. BR. QUEMAHONING CREEK	LINCOLN TOWNSHIP
T-625			KIMMEL	BEAVER DAM CREEK	QUEMAHONING TOWNSHIP

MUNICIPAL BRIDGES

ROUTE	SEC.	PROJECT	PROJECT TITLE	FEATURE INTERSECTED	MUNICIPALITY
7205	800	109208	*T-800 ABEX ROAD BRIDGE	QUEMAHONING CREEK	CONEMAUGH TOWNSHIP
7218	804	88105	*T-804 SPRUCE CREEK BRIDGE	SEESE RUN	PAINT TOWNSHIP
7221	524	109210	*T-524 SECHLER ROAD BRIDGE	CSX RAILROAD	SOMERSET TOWNSHIP
7221	539	109211	*T-539 BALTZER ROAD BRIDGE	STONYCREEK RIVER	STONYCREEK TOWNSHIP
7422	S22	23534	*S 22ND ST. BRIDGE	TRB. PAINT CRK	WINDBER BOROUGH
T-711			NORTH PIKE VIEW RD BRIDGE	TRB. STONYCREEK RIVER	STONYCREEK TOWNSHIP
7422	S22	23534	22ND ST BRIDGE	TRB. PAINT CRK	WINDBER BOROUGH
7422	24S	23532	24TH ST. BRIDGE	TRB. PAINT CRK	WINDBER BOROUGH
T-469			MILLER ROAD	HILLEGAS RUN	ALLEGHENY TWP
CLARK ST.			CLARK ST. BRIDGE	FALLEN TIMBER RUN	HOOVERSVILLE BORO
T-617			OLD MILL ROAD	MILLER RUN	BROTHERSVALLEY TWP
T-675			MAGGIE ROAD	N. BR. QUEMAHONING CREEK	LINCOLN TOWNSHIP
T-679			BELLTOWN ROAD	N. BR. QUEMAHONING CREEK	LINCOLN TOWNSHIP
W. CHURCH ST.			W. CHURCH ST.	COXES CREEK	SOMERSET BOROUGH
T-835			OGLE TOWNSHIP BR #1	ROARING FORK CREEK	OGLE TOWNSHIP
T-743			QUEMAHONING DAM	QUEMAHONING CREEK	CONEMAUGH TOWNSHIP
T-860			LAUREL RUN ROAD	LAUREL RUN	JEFFERSON TOWNSHIP
T-773			SEESE RUN	SEESE RUN	PAINT TOWNSHIP
T-804			SEESE RUN	SEESE RUN	PAINT TOWNSHIP
GROFF RD.			LICKING RUN BRIDGE	LICKING RUN	URSINA BOROUGH

Notes:

1. Asterisk projects are on current 2021 TIP.
2. Other County bridges submitted by county bridge engineer. Ranked in order of priority.
3. Other Municipal bridges submitted by municipalities or by PennDOT. Not in ranked order of priority.

APPENDIX O- HSIP STUDY REPORT

Prepared for:

Southern Alleghenies Planning & Development Commission

3 Sheraton Drive
Altoona Pennsylvania 16601

Southern Alleghenies HSIP Project Identification and Prioritization Process

Final Report

April 20, 2021

Prepared by

FRENCH ENGINEERING, LLC
3064 Morgantown Road
Smithfield, PA 15478

Ph: 724-569-8555

www.frenchengr.com

Table of Contents

List of Figures

List of Tables

Introduction

The goal of this project was to develop and apply a methodology that relied on historical crash data to identify strong candidates for Highway Safety Improvement Program (HSIP) funding. HSIP funding is typically used to address known safety concerns with countermeasures that can demonstrate the potential to reduce the economic value of crashes by a margin that is greater than the cost of the improvement.

Currently, HSIP funding requires a project to demonstrate a benefit-to-cost ratio that is greater than 1.0. Since the benefits are largely tied to a reduction in crashes, locations with a history of fatal or serious injury crashes often make good candidates; as these crashes have a high economic value. In the future, funding will also require a positive "excess" value. This results from an overall number of crashes that is greater than that which would be predicted for a facility with its attributes. In addition, it is important to note that an HSIP-funded project should also be focused on legitimate safety issues with the proposed improvements directly related to the safety concerns. Projects that are primarily capacity-adding and framed as safety improvement projects are often unsuccessful at achieving funding, and if implemented, in reducing the frequency of fatal and serious injury crashes.

Methodology

As noted in the introduction, the intent of this project was to establish a data-driven process for identifying and screening potential HSIP candidate projects. While separate methodologies were used for identifying "hot spots" versus systemic opportunities for improvements, the same historical crash databases were used for each. Before presenting the methodologies, the following description of the crash databases is provided. In addition, since the economic value of crashes by crash severity is central to this work, the assumed values as provided by PennDOT are provided.

Crash Databases

Three crash databases were used in the analyses of this project:

1. Highway Safety Manual (HSM)-screened network based on crashes from 2012 to 2016.

The HSM provides methodologies for predicting the number of crashes on a segment of roadway or intersection given basic parameters, such as number of lanes, daily traffic, speed limits, etc. These predictions can then be compared quantitatively with the actual crash history to determine if more crashes have occurred than predicted. While this somewhat oversimplifies the process, those with a higher crash frequency are considered to have "excess" crashes. The "excess" is computed for each segment and intersection in the network, with the idea that those with the highest positive excess values would be strong candidates for safety improvements. Using the 2012-16 crash data, PennDOT Central Office performed the HSM analysis for segments and intersections that appeared to have high crash frequencies and provided the results in

spreadsheet format for each county. This is referred to as the "HSM-screened network" in this report.

2. HSM-screened network from 2016 but updated with crash data from 2015-2019.

Because the crash data were somewhat dated by 2020, and the impacts of improvements made in the past five years needed to be assessed, high ranking segments and intersections from the original 2012-16 database were updated with the latest available crash data.

3. Entire 2015 to 2019 Crash Databases for each County.

All crashes from 2015 to 2019 were downloaded for each county separately. These were used to perform network-level queries in support of crash trends that might warrant systemic improvement projects. In addition, all fatal and serious injury crashes were imported into a GIS database using ArcGIS for further analysis. A map showing all such crashes is provided in Figure 1.

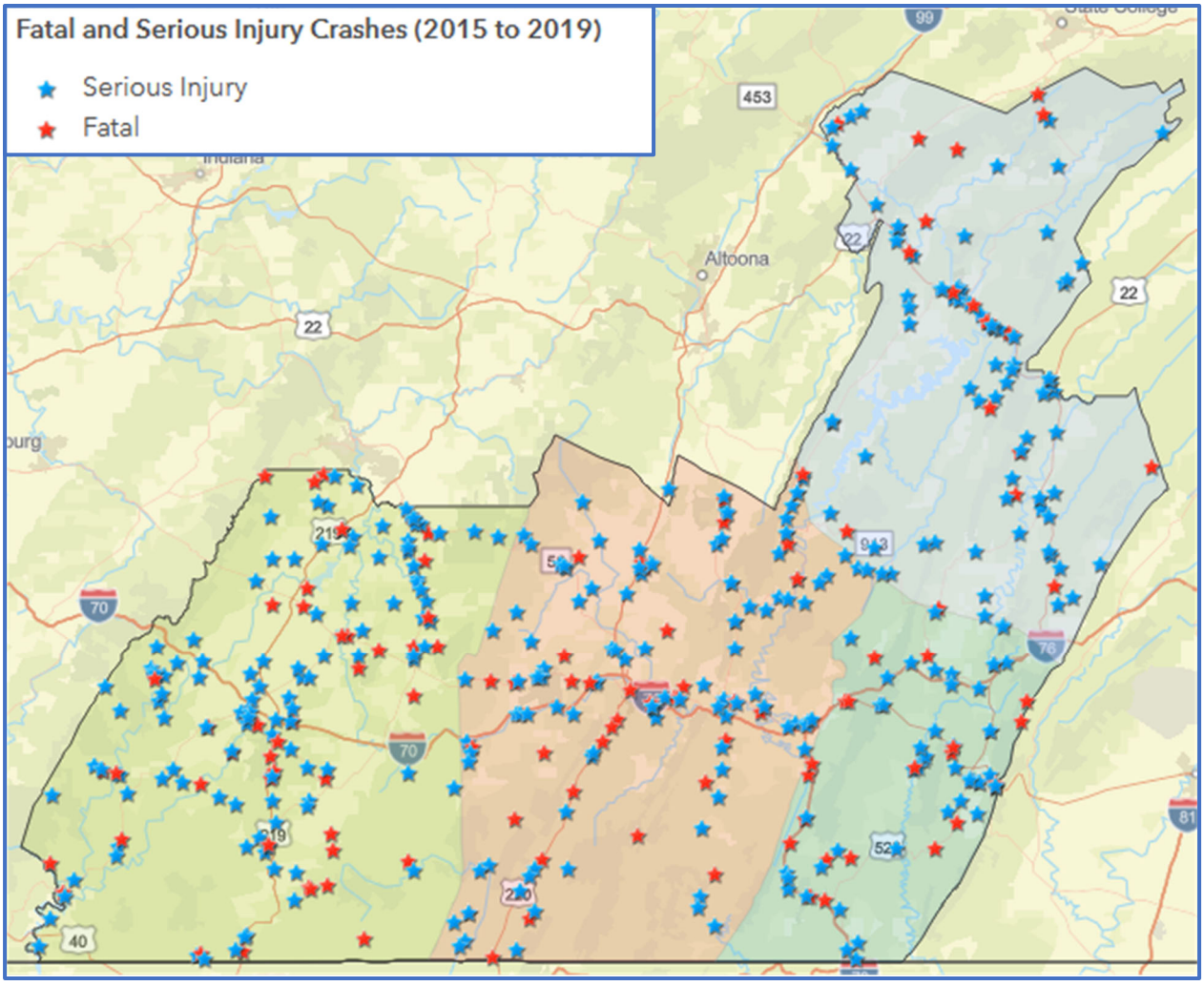


Figure 1 – Fatal and Serious Injury Crashes (2015 to 2019)

Economic Crash Values

The following economic crash values were used in this work, as embedded in the benefit-cost spreadsheets provided by PennDOT:

- Fatal – $12,576,411
- Serious Injury – $719,099
- Minor Injury – $223,407
- Possible / Unknown Injury – $127,346
- Property Damage Only – $12,543

Note that these values change annually and may in fact change before the HSIP applications for some of the projects identified herein are finalized.

Hot Spot Analysis

While some systemic improvements were considered in this study, all of the potential HSIP projects are related to "hot spots", i.e., specific locations with crash histories that support implementation of safety improvements. The following methodology was used to identify the hot spots that eventually became potential projects:

1. The 2012-16 HSM-screened network from PennDOT Central Office was used to identify segments and intersections with high excess values. The highest excess values were generally found in the rural segments database. This was due to two primary reasons. First, the urban databases tended to be much smaller than the rural databases, which was expected given the rural nature of the region. Second, the intersections tended to have lower excess values than the segments. However, it is worth noting that some of the segments with high excess values had crash histories that were largely driven by the intersection crashes within them.
2. A stakeholder meeting with county representatives and PennDOT District 9 was held to discuss the 15 highest-ranking segments and 10 highest-ranking intersections in the 2012-2016 HSM-screened database. It was determined at that meeting that many of these high-ranking facilities had already been improved since 2016 through the implementation of safety countermeasures. In most of these cases, there was little interest in further improvements until the impacts of the countermeasures already implemented could be gauged. When the crash data from 2015 to 2019 was investigated, it was clear that the crash frequency had in fact went down for most of them. In addition, at this stakeholder meeting, it was also recommended that the study focus on corridors with fatal and serious injury crashes since these will have the highest economic value, and hence the greatest potential benefit of proposed safety improvements.
3. The 2012-16 HSM-screened network was updated with 2015-19 data for the highest-ranking facilities. All other parameters in the HSM analysis were kept the same. Those segments and intersections with a high excess value in both the 2012-16 and 2015-19 databases were then

identified as potentially strong candidates for HSIP funding. There were 14 such facilities. In addition, those with an excess value greater than zero and at least one fatal or serious injury crash were also flagged for further evaluation. There were three of these facilities.

4. Next, GIS was used to identify clusters of fatal and serious injury crashes within 500-ft (surrogate for an intersection) and 2000-ft (surrogate for a segment). There were eight 2000-ft clusters and nine 500-ft clusters, although some of these overlapped. The top-ranking 2000-ft clusters had two fatal crashes and one serious injury crash for an economic value of nearly $27 million. The lowest ranking 500-ft clusters had at least one fatal and one serious injury crash for an economic value of just over $13 million.
5. Finally, the stakeholder group was asked to identify corridors they suspected had safety issues. These included projects identified as safety improvements that were already in the project development pipeline. There were 20 such corridors identified.

Altogether, with high excess segments, fatal and serious injury crash clusters, and other segments stakeholders identified qualitatively as having safety concerns, there were over 60 candidate segments. The crashes histories were queried, and the economic values computed for each, which was then provided to the stakeholder group. Given this information, they were asked to identify projects that (a) most strongly aligned with known safety problems and (b) would provide beneficial results due to proposed improvements. Input on potential safety improvements was also solicited.

Based on stakeholder feedback, the field of candidates was narrowed to 13 primary segments with one alternate. The segment selection process was driven by the following factors:

- Input from the District Traffic Unit confirming that there were legitimate safety concerns that could be addressed by improvements they desired to undertake.
- The request to distribute the projects across all four counties.
- Diversity in the types and magnitudes of projects that were being carried forward. This included having variety in the types of improvements proposed (i.e., shoulder widening on rural highways, traffic signal improvements, etc.). In addition, it was clear that some projects would be relatively low cost while others would be major undertakings. The costs of projects advanced forward ranged from $100K or less to $8 million. By diversifying the type and magnitude of the projects advanced, it was expected that some strong candidates would emerge over a range of project costs to fit with future budgetary constraints of the RPO.

Up to this point, the limits of the segments being considered were driven by the locations of the crashes. For example, the limits of a segment with fatal and serious injury crashes might be defined by the location of the fatal /serious injury crash on each end. These are not necessarily logical termini for improvement projects. As such, the limits of each segment were then adjusted from the “limits of a crash cluster” to the “limits of a project with logical termini.” The segments are as shown in Table 1 and Figure 2.

Table 1 – Roadway Segments Carried Forward for Benefit – Cost Analysis

County	Municipality	Route	SR	From		To	
				Seg	Offset	Seg	Offset
Bedford	Hopewell Township	Raystown Rd / PA 26	26	550	1200	660	600
Bedford	Snake Spring Township	US 30	30	380	1100	418	1140
Bedford	Bedford Township	US 30	30	290	330	320	567
Bedford	West Providence Township	Business 30	30	540	1000	550	250
Fulton	Dublin Township	SR 522	522	670	0	750	1049
Fulton	Brush Creek Township	I-70	70	1557	1900	1553	1900
Fulton	Brush Creek Township	US 30	30	80	3000	150	250
Huntingdon	Porter Township	Barree Rd	4004	30	0	50	3200
Huntingdon	Warriors Mark Township	SR 453	453	80	0	110	3705
Huntingdon	Henderson Township	US 22	22	340	950	340	2350
Somerset	Windber Borough	SR 56	56	20	3300	60	1200
Somerset	Elk Lick Township	US 219	219	90	1500	90	2450
Somerset	Somerset Township	SR 281	281	430	0	---	---
Alternate:							
Bedford	Bedford / Napier Townships	US 30	30	240	1290	270	250

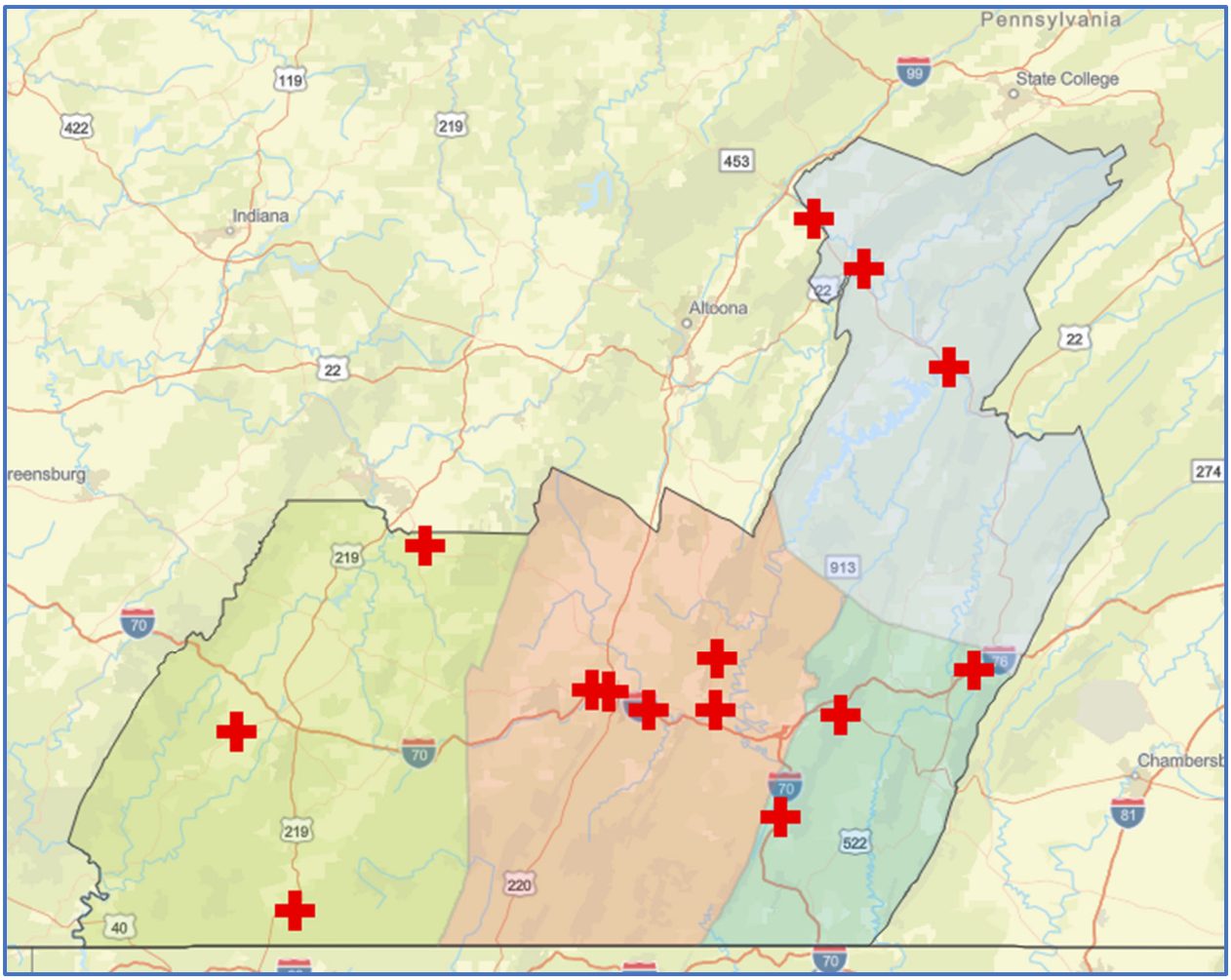


Figure 2 – Location of Roadway Segments Carried Forward for Benefit-Cost Analysis

The following methodology was then applied to each potential project to compute the benefit-cost ratio and prioritize the segments for future pursuit of HSIP funding and implementation:

1. First, the project team identified the potential safety improvements to include for each project. In most cases, this was based on the input of the project stakeholders, particularly the District Traffic Unit. It was important for the improvements to be tethered to the expectations of the District since they will most likely need to implement the projects if funded. With that being said, there were a few instances in which the project team was required to develop a set of improvements independently based on the crash history. It is anticipated that changes will be made to the set of improvements to be implemented during design.
2. Next, the team conducted benefit-cost analysis on two projects and met with the HSIP program administrators in PennDOT Central Office to gather feedback. The two projects selected were (a) shoulder widening and rumble strips on SR 26 in Bedford County and (b) signal improvements on US 30 near the Bedford Walmart. The minutes from this February

16 meeting are provided in the Appendix. Generally speaking, the crash data-driven approach received positive feedback, with the most significant guidance to carry forward being (a) clarification on the methodology to select crash modification factors (CMF) to estimate the safety benefits of a package of improvements, and (b) an updated spreadsheet used to perform the benefit-cost analysis.

3. The project team then completed a first cut at the benefit-cost analysis for all of the candidate segments and met with the stakeholder group one final time to allow for adjustment of the proposed solutions and refine their estimated costs. The final list of improvement projects analyzed is as follows:

   a. PA 26, Hopewell Township, Bedford County – Widen shoulders from 3' to 4' and install centerline rumble strips (where missing) and edge line rumble strips. It should be noted that this project would include shoulder work only without resurfacing of the travel lanes.

   b. US 30, Snake Spring Township, Bedford County – Upgrade signal hardware at SR 326, Bedford Plaza (Sheetz), and Bedford Square (Walmart) intersections and apply High Friction Surface Treatment (HFST) on the intersection approaches.

   c. US 30, Bedford Township, Bedford County – Upgrade signal hardware and apply High Friction Surface Treatment (HFST) at intersection with Country Ridge Rd.

   d. US 30 at Business 30, West Providence Township, Bedford County – Major intersection upgrade, the exact nature of which requires further detailed study. For the purposes of the analysis a grade separation was assumed.

   e. US 30, Bedford and Napier Townships, Bedford County – Add a two-way left-turn lane (TWLTL) between the PA Turnpike overpass and SR 56.

   f. PA 56, Windber Borough, Somerset County – Upgrade signal hardware and apply High Friction Surface Treatment (HFST) at the signals between 12th St and 24th Street; apply High Friction Surface Treatment (HFST) at the horizontal curve between 12th St and 17th Street; implement right in, right out movements at 12th St.

   g. US 219, Elk Lick Township, Somerset County – Widen shoulders, mill and overlay to install High Friction Surface Treatment (HFST), and add slow curve pavement markings at the sharp curve north of Boynton.

   h. PA 281, Somerset Township, Somerset County – Intersection improvements at Acorn Road / Samuels Road intersection and miscellaneous improvements targeting horizontal curve to the east.

   i. I-70, Brush Creek Township, Fulton County – Apply High Friction Surface Treatment (HFST) to the reverse curves near the SR 643 interchange and install sequentially flashing chevrons in the curve. For the purposes of the analysis, only the westbound direction was assessed. However, both directions could be considered.

   j. US 30, Brush Creek Township, Fulton County – Apply High Friction Surface Treatment (HFST) on US 30 east of the Sideling Hill summit through the area of the reduced gear, (20 mph) truck zone.

k. US 522, Dublin Township, Fulton County – Widen shoulders, install edge line rumble strips and install High Friction Surface Treatment (HFST) in curves from PA Turnpike to county line. This project may need to be combined with a resurfacing project applying split funding since the resurfacing would not be covered under HSIP.

l. PA 453, Warriors Mark Township, Huntingdon County – Install edge line rumble strips and install high friction surface treatment in curves from SR 4013 to county line.

m. US 22, Henderson Township, Huntingdon County – Repurpose passing lane between Jacobs Crossing Road and Ardenheim Cottage Road to eliminate crashes related to inappropriate passing.

n. SR 4004, Porter Township, Huntingdon County – Reconstruct shoulders and install centerline rumble strips on SR 4004 from Shelton Ave to railroad crossing.

Details related to the improvements considered are provided in the Appendix in the Summary of Alternatives.

4. Based on the stakeholder feedback, the benefit-cost analysis for each segment was finalized. A prioritization was developed based on benefit-cost ratio; however, the candidate projects were selected with the intent of covering the entire region, ranging from low-cost to high-cost, and covering a wide variety of improvement types. In that context, to a certain extent they should all be viewed as strong candidates having a relatively similar priority that can be selected to suit the needs of the RPO as they see fit. The spreadsheets used to prepare the benefit-cost analyses are provided as an electronic attachment to this report. The final benefit-cost results are shown in Table 2.

   While it is beyond the scope of this write up to discuss the details of the benefit-cost analysis, there are considerations that could be useful in future analyses. Major lessons learned are as follows:

   - Follow Part D methods for combining CMFs (Multiplicative, Additive, Dominant, Dominant Common Residual). Multiplying several CMFs result in unrealistic prediction. This is an undesirable practice that is often utilized in benefit-cost analyses.
   - Traffic signal upgrades, focusing on crash reduction countermeasures, will often times require the use of the Dominant Effect method due to the specific types of crashes and the overlapping nature of the countermeasures typically used.
   - Limit the number of CMFs used to two. Although several countermeasures can be employed at a project location, only the two most representative CMFs should be used in the benefit-cost analysis.
   - The CMF for High Friction Surface Treatment (HFST) can typically be applied to all crash types and severity.
   - PennDOT CMF supplements, including Lane & Shoulder Width and Intersection Sight Distance, are useful tools in developing appropriate CMFs.

- Widening shoulders beyond 8’ does not provide safety benefits, and in some cases, can result in an increase in crashes. Typically, widening shoulders to 6’ provides the greatest benefit in crash reduction.

It should be noted that the two-way left-turn lane project on US 30 produced a B/C ratio of 0.4 which is insufficient for HSIP funding consideration. It is shown in the following table and in the appendix for information only.

Table 2 – Benefit-Cost Analysis Results

Route	Location	Improvement type	Project Cost	Maximum Construction Cost (Millions)	B/C Ratio
PA 26	Hopewell Township, Bedford County	Shoulder widening and rumble strips	$900,000	$4.2	4.6
US 30	Snake Spring Township, Bedford County	Signal upgrades	$400,000	$2.3	5.6
US 30	Bedford Township, Bedford County	Signal upgrades	$225,000	$0.6	2.4
BUS 30 / US 30	West Providence Township, Bedford County	Major intersection improvement	$8,000,000	$9.5	1.2
US 30	Bedford/Napier Township, Bedford County	Two-way left-turn lane	$2,600,000	$1.1	0.4
PA 56	Windber Borough, Somerset County	Signal upgrades; horizontal curve upgrades	$1,200,000	$9.1	7.5
US 219	Elk Lick Township, Somerset County	Horizontal curve upgrades	$300,000	$0.4	1.4
PA 281	Somerset Township, Somerset County	Unsignalized intersection and horizontal curve upgrade	$100,000	$4.6	42.2
I-70	Brush Creek Township, Fulton County	Horizontal curve upgrades	$550,000	$6.6	12.1
US 30	Brush Creek Township, Fulton County	Downgrade / curve upgrades	$1,600,000	11.2	7.0
US 522	Dublin Township, Fulton County	Horizontal curve upgrades	$2,000,000	$2.3	1.2

PA 453	Warriors Mark Township, Huntingdon County	Shoulder widening and rumble strips; horizontal curve upgrades	$900,000	$1.7	1.9
US 22	Henderson Township, Huntingdon County	Repurpose / reconfigure existing passing lane	$200,000	$1.5	7.5
SR 4004 (Barree Rd)	Porter Township, Huntingdon County	Shoulder reconstruction and centerline rumble strips	$175,000	$3.3	18.9

Systemic

In an effort to identify systemic improvements, which are those that are not necessarily tied to one "hot spot" location, the team first queried regionwide statistics on key crash attributes related to those in Pennsylvania's Strategic Highway Safety Program. Table 3 provides a summary of the analysis, including an estimate of the economic value of the crashes associated with each attribute.

As can be seen at a regionwide level, the economic value of the crashes is measured in billions of dollars. The highest value crash types are those that involve leaving the roadway and striking fixed objects, especially on horizontal curves. Given the rural nature of the region, this was expected. For similar reasons, intersection-based crashes ranked lower in the analysis, especially signalized intersections.

It should also be noted that unbelted and impaired drivers also rank highly in the analysis. In the meeting with the HSIP administrators from PennDOT Central Office, it was noted that PennDOT has statewide driver education programs targeting these issues. Future considerations should be given to using the HSIP program to bolster these programs at a local or regional level.

Table 3 – Summary of Regionwide Crash Statistics

	All Severity	Fatal	Serious Injury	% F+SI	Economic Cost
All Crashes	10939	140	377	4.7%	$2,167,000,000
Crash Attribute					
Lane Departure	6070	100	221	5.3%	$1,491,000,000
Curve	3795	72	155	6.0%	$1,063,000,000
Wet/Snowy/Icy/Slushy	4039	33	77	2.7%	$521,000,000
Hit Tree/Shrub	1298	35	68	7.9%	$505,000,000
Curve Driver Error	732	22	37	8.1%	$312,000,000
Unsignalized Int	1425	16	60	5.3%	$262,000,000
Left-Turn	908	13	39	5.7%	$203,000,000
Work Zone	108	2	8	9.3%	$32,000,000
Signalized Int	449	1	10	2.4%	$25,000,000
Train	4	1	0	25.0%	$13,000,000
Vehicle Type					
Commercial Vehicles	1067	28	38	6.2%	$392,000,000
Motorcycle	300	20	72	30.7%	$306,000,000
Pedestrian	71	7	16	32.4%	$100,000,000
Bicycle	20	2	2	20.0%	$27,000,000
Driver Characteristics					
Unbelted Driver	1567	61	126	11.9%	$876,000,000
Impaired Driver	1227	54	110	13.4%	$772,000,000
Mature Driver	2709	43	103	5.4%	$648,000,000
Young Driver	2096	17	82	4.7%	$299,000,000
Distracted Driver	810	3	28	3.8%	$68,000,000

To supplement the regionwide statistics, the project team examined fatal and serious injury crash locations in GIS for various crash attributes. Digital access was provided to the stakeholders with ArcGIS accounts. An example showing fatal and serious injury crashes associated with hit trees and shrubs are provided in Figure 3. The team also developed various maps that combined crash

attributes, such as lane departure crashes that also occurred on wet / snowy pavements. A complete set of the maps generated in GIS are provided in the Appendix.

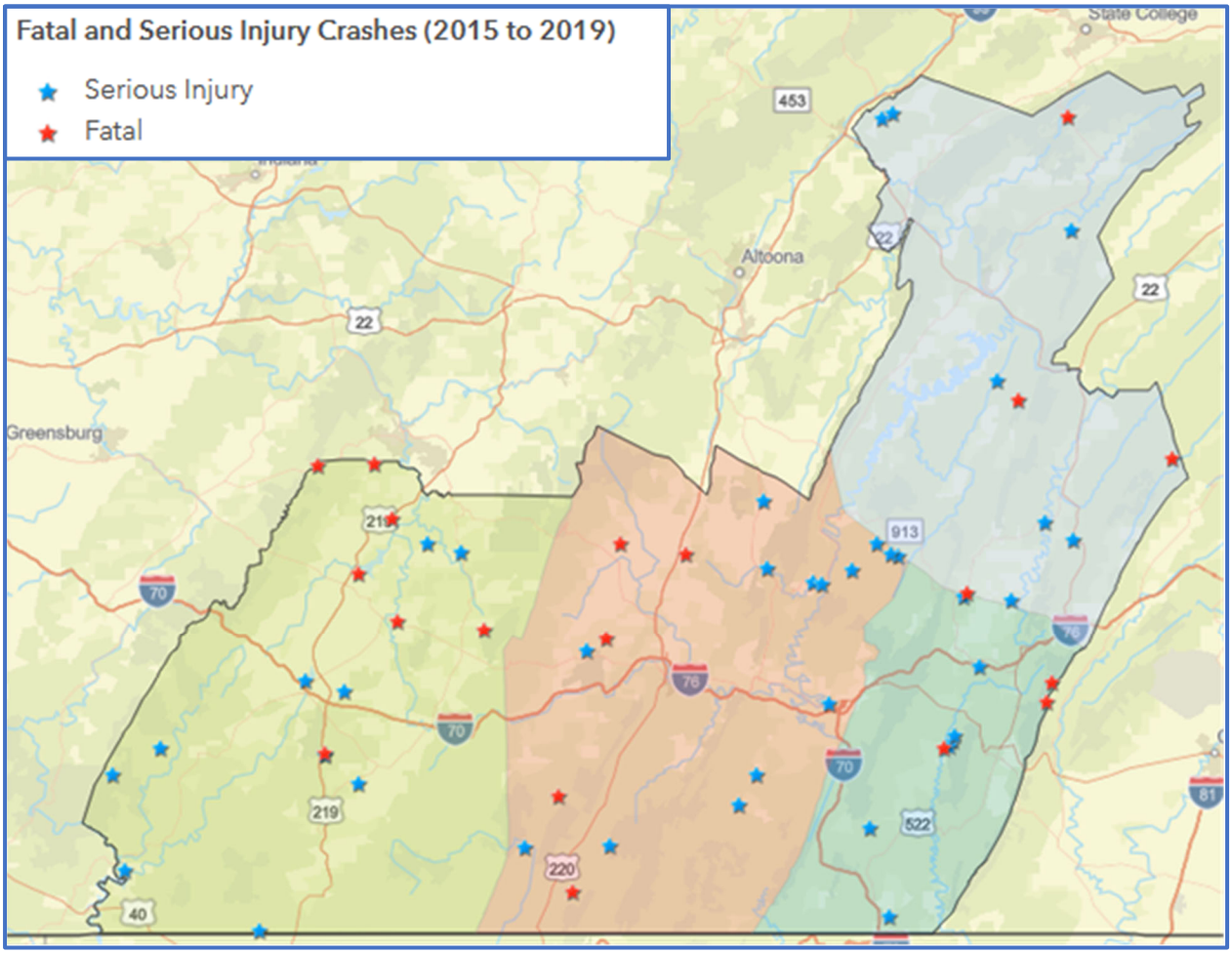


Figure 3 – Hit Trees or Shrubs - Fatal and Serious Crashes (2015-2019)

In limited discussions revolving around systemic improvements, the District showed an interest in a regional tree removal program, which was based in part on a project in District 10 to remove certain trees in the right-of-way. However, in discussions with the HSIP administrators in PennDOT Central Office, the team was advised that tree removal programs are seldom economically viable enough to qualify for HSIP funding. As can be seen in Figure 3, there are no discernible patterns in the fatal and severe crashes associated with hit trees and shrubs, making it difficult to develop a program that would appear to have a benefit-cost ratio greater than 1.0.

In those same discussions with PennDOT Central Office, they indicated that focusing on horizontal curves might be a good systemic strategy for this region. Figure 4 shows the fatal and serious injury crashes on horizontal curves in the region. Two types of systemic improvements were discussed:

(1) installing MUTCD-compliant horizontal curve signing on routes with AADTs less than 1000 vpd, or

(2) for facilities with AADT greater than 1,000 vpd, installing targeted shoulder widening and rumble strips on only the horizontal curves sections of roadway to supplement the signing already installed.

As it relates to (1), it must be noted that a previous statewide project focused on upgrading horizontal curve signing on facilities with an AADT of 1,000 vpd or greater, thus making the facilities with AADTs of less than 1,000 vpd logical candidates. With respect to (2), it is asserted that this was already being done with the "hot spot" focused analysis, and in fact, a few of the corridors were focused on providing additional improvements to horizontal curves that had the signing upgraded within the past few years.

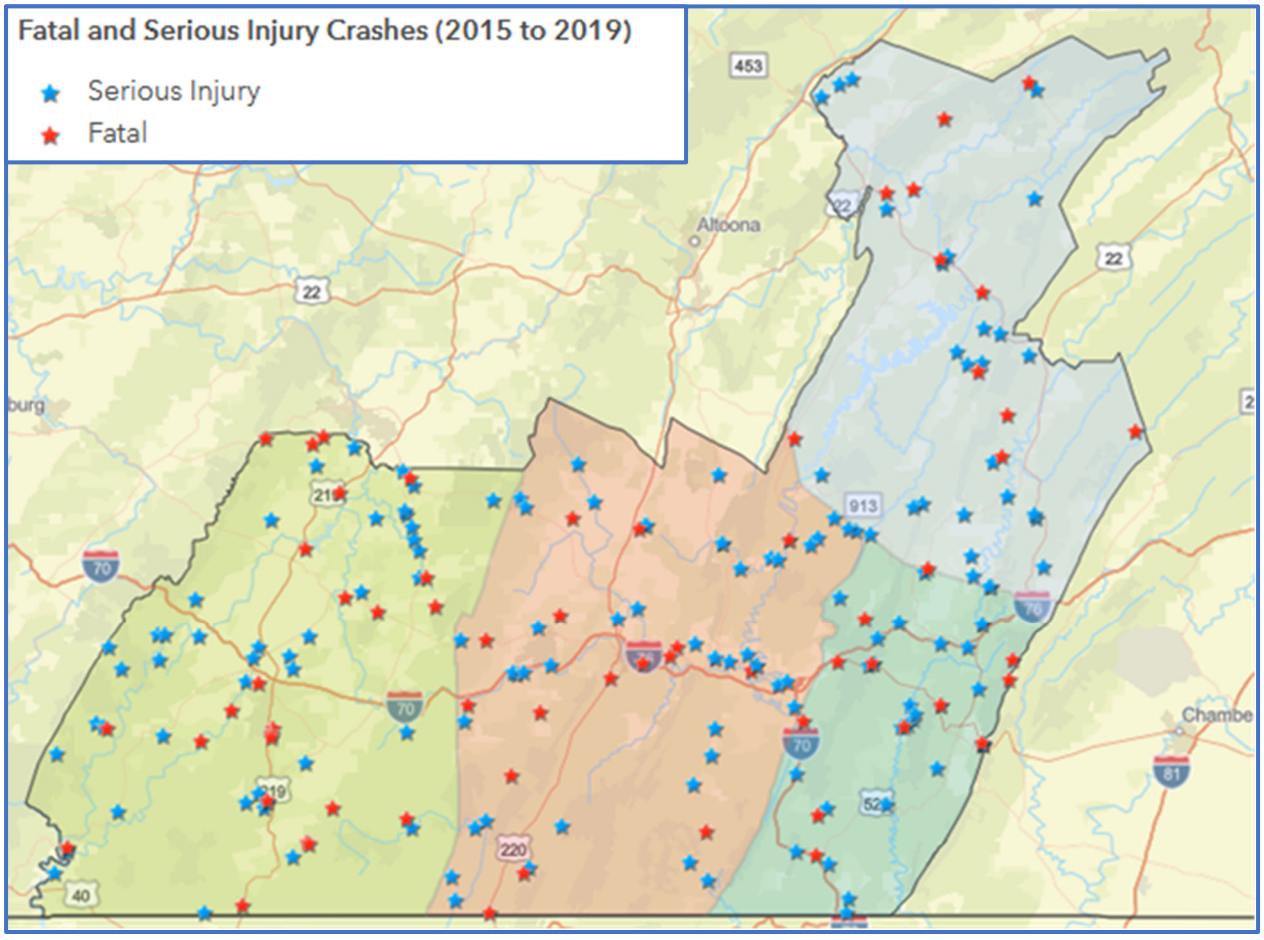


Figure 4- Curved Road Fatal and Serious Injury Crashes (2015-2019)

Ultimately, there was stronger interest in the projects addressing hot spots than those addressing systemic concerns. However, in the future it may be worth revisiting some of these systemic type improvements, especially as it relates to horizontal curves and impaired / unbelted drivers.

Summary of Results and Key Findings

The purpose of this study was two-fold: (1) to develop a methodology for formulating HSIP projects with a favorable chance of achieving funding and (2) to apply the methodology to identify such projects.

With respect to the methodology, it was anticipated from the start that it would be a data driven approach rooted in the recent crash history in the region. This was indeed the case, as a history of fatal and serious injury crashes is present in all of the candidate projects developed. However, it was also determined as part of the process that there is a need for significant coordination with those already involved in safety in the region. This is due in part to the long-time frame over which safety improvements will begin to show results in crash data. Because there is ongoing effort to improve safety within PennDOT and other entities in the region, and because these efforts are often focused on the most prominent safety concerns, without this coordination, it is likely that process will yield projects addressing facilities that have been recently improved but for which the impacts of the improvements have not become apparent in the crash history.

The process followed was laid out in detail in this report. A summary of the major steps are as follows:

(1) Screen the five-year crash history for locations with clusters of fatal and serious injury crashes and / or clusters of crashes that are high relative to facilities of similar design and use.

(2) Coordinate with stakeholders on recent efforts to improve safety at these locations and identify other concerns that may have been missed in the network screening.

(3) Identify potential safety countermeasures for those facilities with strong interest in an HSIP project.

(4) Perform Highway Safety Manual (HSM) analysis to determine the potential benefits of the proposed countermeasures

(5) Combine the safety benefits with cost estimates for the improvements to determine the benefit-cost ratio of the candidate project. Projects with a benefit-cost ratio less than 1.0 are not likely to receive funding. In the future, projects are also likely to need an “excess” value greater than zero, which is to say that the crash history was greater than what would be expected given its design and operating characteristics.

With respect to the specific projects identified as part of this study, 14 candidate projects were identified, of which 13 show benefit-cost ratios greater than 1.0. These were provided in Table 2 and are not repeated here. It is worth noting that these range in cost from $100,000 to $8 million, giving PennDOT and SAP&DC flexibility depending on their future budgetary constraints. There are also at least three projects in each of the four counties in the region. The candidate project with the highest benefit-cost ratio was in Somerset County in and around the intersection of SR 281 and Samuels Road / Acorn Road, in which low-cost safety improvements such as High

Friction Surface Treatment (HFST) and trimming vegetation could be applied to alleviate concerns that have led to severe crashes in the past. The lowest benefit-cost ratio corresponded with a project to add a lane to 0.5 miles of a roadway that would likely result in significant right-of-way and utility impacts. These lessons learned will likely need to be carried forward to future iterations of project development.

Concluding Remarks

The benefit-cost analysis was discussed with the HSIP administrators in PennDOT Central Office but not officially submitted for review and approval. As with most analyses submitted to approving agencies for review, comments are expected and there will be a need to revise the analysis to address them. Due to the early coordination with the reviewers, it is anticipated that SAP&DC will not receive major comments that change the overall outcome of the analysis.

New HSM-screened networks are due out in May 2021 with other supplementary materials due out by the end of July 2021. It is strongly recommended that SAP&DC repeat this process with the updated data. It is likely to result in a different list of priorities from the work of this project. In addition, SAP&DC will likely need to look more closely at systemic improvements as hot spots become exhausted, or if priorities within PennDOT shift to these kinds of projects.

As an aside moving forward, the SAP&DC will need to determine how to treat the crash experience during the COVID-19 pandemic, which will be reflected in the 2020 data and at least part of the 2021 data. Nationally, many changes affecting transportation have occurred during this time, including less overall travel, shifts between modes, and an increase in deliveries. Local stakeholders will need to determine what changes have occurred within the RPO, and whether these changes have subsided with the end of the pandemic or if they are permanent. This will be an important consideration in formulating safety improvement projects to address crashes in the future.

Appendix

Meeting Minutes

FRENCH ENGINEERING, LLC
3064 Morgantown Road
Smithfield, PA 15478
Ph: 724-569-8555
www.frenchengr.com

Millie French, M.S.C.E., P.E.
Highway Engineer

Jim French, Ph.D., P.E.
Traffic Engineer & Analyst

Traffic and Transportation Engineers

December 15, 2020

Southern Alleghenies Planning and Development Commission
3 Sheraton Drive
Altoona, PA 16601

RE: Southern Alleghenies HSIP Project Identification and Prioritization Process
Kick-Off Meeting

On December 11, 2020, a kick-off meeting was held for the HSIP Project Identification and Prioritization Process project.

The meeting was held virtually using Zoom at 9:00 AM. The following were in attendance:

- Matt Bjorkman, Southern Alleghenies Planning and Development Commission (SAP&DC)
- Brandon Peters, SAP&DC
- Ernest Cascino, P.E., PennDOT District 9-0 Traffic Engineer
- Neil Hood, P.E., PennDOT District 9-0, Assistant Safety Engineer
- Eric Lydic, P.E., PennDOT District 9-0, Assistant Project Manager
- Dave Lybarger, PennDOT District 9-0, Planning and Programming
- James Pruss, P.E., PennDOT District 9-0 Portfolio Manager / Plans Engineer
- Anne Stich, PennDOT District 9-0, Transportation Planning and Programming Supervisor
- Mike Villeneuve, Community Action Partnership for Somerset County
- Brad Zearfoss, Somerset County Planning Commission
- Rick Suder, Bedford County Planning
- Jim French, P.E., French Engineering (FE)
- Millie French, P.E., French Engineering (FE)

Matt Bjorkman provided an introduction to the project and Jim French led a discussion of the technical aspects of the project, including a discussion of some locations that ranked high in a Highway Safety Manual (HSM) screened database based on 2012 to 2016 crash data. The following is a summary of the discussion that ensued:

- It was noted that the 2012-16 network was based on crash clusters identified in the PennDOT system. It was also noted some of the intersections in the database are within roadway segments that are also included.

- The top-ranking intersections and segments in the 2012-16 database were identified according to the "excess" value, which is an indicator of whether the facility has a higher number of crashes than what would be predicted for it given its traffic and geometric characteristics.
- The number of crashes used to analyze the top-ranking intersections and segments was updated using 2015-19 data. It was noted that at some locations the number of crashes was reduced in the updated time period. These were generally related to improvements that PennDOT has implemented in recent years, as will be identified below. In particular, PennDOT has applied high friction surfaces to many of the problematic horizontal curves. This information will be forwarded to French Engineering so they can consider these past improvements in decisions related to HSIP candidates that might be carried forward as part of this project. PennDOT noted that high friction surfaces have proven to be a cost-effective treatment.
- SAP&DC indicated that stakeholders have been satisfied with the high friction surfaces and other safety improvements that have been installed and would like to see more of these.
- It is known that PennDOT Central Office is working on an update to the HSM-screened network using more recent crash data. It is anticipated that its release will not be in time to support this study.
- PennDOT indicated that they have had a few successful HSIP applications and forwarded a few examples to French Engineering in a follow-up email. PennDOT indicated that the key to a successful application is identifying the proper crash modification factor (CMF) for the situation at hand and having a sufficient reduction in crashes to provide an economic benefit that is greater than the project cost. It has been their experience that projects that can reduce severe crashes will have a higher likelihood of success in getting HSIP funding. As such, PennDOT recommended examining fatal and serious injury crashes as part of the process for identifying candidate locations. PennDOT also recommended prioritizing those that ranked highly in the 2012-16 and 2015-19 database since these are likely indicative of persistent problems and not anomalies in the data.
- Jim French indicated that they would update the crash numbers for the top 50 locations in the 2012-16 database and re-rank the database. He also indicated that any intersections with fatal or serious injury crashes would be flagged. In addition, a database of fatal and serious injury crashes will be developed and analyzed to determine commonalities and opportunities for programmatic improvements.
- A discussion of the top-ranking segments and intersections in the 2012-16 database ensued. The following was noted for each facility, beginning with the top-ranking segments:
    - US 30 in Breezewood – It was noted that many improvements have been made in this corridor recently with more planned as part of project to be let this spring. These should be monitored before proceeding with new projects in this area. It was also noted that HSIP funding is likely not for large scale projects and that

most of the work that will fall with the scope of HSIP has already been done in this area.

- SR 867 Brumbaugh Mountain – PennDOT added chevrons, curve markers, and high friction surface. The high friction surface has not been installed for very long.
- US 30 East of Sideling Hill – It was noted that historically, trucks have had the most difficulties in this area. Improved signing was installed.
- US 30 between North and South SR 915 Junctions - Had progressive improvements installed, including high friction surface in 2019. Could explore other issues, such as clear zone, if crashes remain high in the update.
- US 30 just east of Breezewood – PennDOT installed high friction surface towards eastern end of this segment in 2019.
- SR 31 (Glades Pike) west of Somerset – PennDOT installed a two-way left-turn lane and realigned West Ridge Road to form a plus intersection in 2015 that addressed many of the rear-end and angle collisions. This is not expected to be a high-ranking segment in the updated crash data.
- US 30 east of Bedford – PennDOT noted they believe the Walmart intersection contributes a significant number of the crashes in the area. They experience is that drivers attempt turns into the Walmart during the permitted phase when an adequate gap in opposing traffic does not exist.
    - Signal improvements such as reflective back plates, street name signs, and four-section flashing yellow arrow signal heads were identified as possible countermeasures. The proper mechanism to package these improvements into a project was discussed. There was a concern that package together low-cost signal improvements into a resurfacing project might not be a good choice because the HSIP funding would be a low proportion of the overall project cost. Packaging together these improvements with signal upgrades at other intersections might be a better approach.
    - Improving the curb radii in the intersection and improved delineation was also identified as a possible countermeasure.
- SR 31 in western Bedford County – PennDOT provided improved drainage and superelevation in this area. They believe the safety concerns have been addressed. It is not likely that this area will rank near the top in the updated data.
- SR 56 at Mountain Road (Peggy Westover Curve) – PennDOT installed high friction surface and other low-cost improvements in 2017. It is not likely that this area will rank near the top in the updated data.
- SR 1042 (Sproul Mountain Road) near the Blair County Line – Low-cost safety improvements were installed including curve warning signs and high friction surface. It is not likely that this area will rank near the top in the updated data.

- US 30 west of Bedford (Wolfsburg Road area) – Improvements have not been made in this area recently. SAP&DC noted that Country Ridge Road is used as a cut through route and that there is significant freight activity in the area. Bedford County indicated they had TIP request towards the eastern end of this segment in the Lakewood Manor area. There is concern over traffic speeds on US 30 in this area.
- US 522 just north of Turnpike (Horizontal Curve) – Improved signing and high friction surfacing was installed recently. It was also noted that this segment is within the limits of a new study being advanced by PennDOT.
- SR 56 West of I-99 in Bedford County – There have not been many improvements in the area. A horizontal curve was improved but there are likely opportunities to provide other improvements. PennDOT recently advertised a study / design project that covers this segment.
- SR 1006 Reverse Curves East of McConnellsburg – This area was paved a couple of years ago with improved superelevation and horizontal curve signing. There may be an opportunity to install high friction surfacing and revisit the signing if the crash problem persists.
- SR 160 near Reitz in Somerset County – It was uncertain but likely that the horizontal curve signing was recently improved and high friction surfacing was installed.
- The top three intersections were part of segments that were already discussed, so the discussion of intersections started with the fourth ranked intersection. It was noted that all of the top-ranking intersections had lower “excess” values than the segments.
- Pitt Street at Penn Street, Bedford – PennDOT has looked at this intersection in the past and had trouble justifying improvements with the crash history.
- SR 26 at SR 3039 near McConnellstown, Huntingdon – PennDOT indicated that the crashes at this intersection are primarily related to the horizontal curve. They adjusted the curve signing within the last year. They may also have an upcoming or recently completed paving project through the curve.
- Stutzmantown Road (SR 1001) at Pleasant Hill Road east of Somerset – PennDOT indicated that there were a few angle collisions in this intersection and that signing adjustments were made. There is also a vertical curve restricting sight distance on the northbound approach. A stop ahead sign was added in response.
- Stutzmantown Road (SR 1001) at Coleman Station Road east of Somerset – This intersection was identified as being used by traffic to / from the Flight 93 Memorial. SAP&DC indicated that it is on the TIP due to severe crashes. PennDOT indicated that they removed the passing zone on SR 1001 and provided other low-cost improvements, such as delineation. They could not reach a consensus with the local municipality on installing a flashing beacon.

Other improvements, such as reflective strips, dual stop signs, and stop ahead signing should be considered.
    - Garrett Short Cut Road (SR 2031) at Mud Pike Road (SR 3010) south of Somerset – PennDOT indicated that this location was on their radar with the SR 219 project. They realigned Garrett Short Cut Road to help improve sight distance and provided other intersection improvements. This most likely addressed the concerns.
    - SR 35 at SR 641 in Shade Gap, Huntingdon County – PennDOT indicated the concern is traffic running through the stop sign on NB SR 35. They indicated there was also a concern with parked vehicles in a parking lot that were blocking sight distance. The latest improvements were made in 2018. This intersection will be further investigated in the aforementioned SR 522 study.
    - SR 403 at Old Tire Hill Road – This intersection was briefly discussed because the most recent crash data projects it to have a negative excess value. PennDOT has looked at this intersection in the past and found that the required improvements would be cost prohibitive.
- SAP&DC will send French the safety priorities that have already been identified by the counties. In follow-up to the meeting, these were provided by the attendees from Bedford and Somerset Counties.
- French is going to participate in the Southern Alleghenies Rural Transportation Coordinating Committee (RTCC) meeting on Wednesday December 16 at 10 AM. It is anticipated that the commissioners will convey high safety priorities to French at this meeting.
- Before concluding the meeting, final thoughts and other focus areas were provided by each participant. The following discussion ensued:
    - PennDOT suggested that the study focus on areas with multiple fatal or serious injury crashes as a means of ensuring that HSIP benefit – cost ratio requirements will be met.
    - PennDOT suggested to look for opportunities to bundle certain types of improvements together in programmatic projects.
    - PennDOT indicated an interest in bundling signing and delineation improvements in a project, as well as a high interest in a tree removal project that clears to the right-of-way line or limits of the clear zone.
    - Weather-Related ITS was discussed as a possible improvement project. Weather stations / changeable message signs were specifically identified, including on Short Mountain in Huntingdon.
    - Bedford County indicated four priority locations to investigate on Business 220 and Business 30 in Bedford. These were conveyed via email in follow-up to the meeting.
    - Somerset County emailed two priority locations in follow up to the meeting.
    - PennDOT indicated that one goal of the project is to identify short-term improvement projects that would be eligible for HSIP funding. They also

indicated they were interested in the methodology so that it can be replicated in the future to support long-range planning.

Please let me know if there are any comments, corrections, or omissions.

Sincerely,

Jim French, P.E.
French Engineering, LLC

FRENCH ENGINEERING, LLC
3064 Morgantown Road
Smithfield, PA 15478
Ph: 724-569-8555
www.frenchengr.com

Millie French, M.S.C.E., P.E.
Highway Engineer

Jim French, Ph.D., P.E.
Traffic Engineer & Analyst

Traffic and Transportation Engineers

February 24, 2021

Southern Alleghenies Planning and Development Commission
3 Sheraton Drive
Altoona, PA 16601

RE: Southern Alleghenies HSIP Project Identification and Prioritization Process
Meeting with PennDOT Central Office

On February 16, 2021, a coordination meeting was held for the HSIP Project Identification and Prioritization Process project. The goal of the meeting was to gain feedback on the work performed thus far.

The meeting was held virtually using Teams at 9:00 AM. The following were in attendance:

- Matt Bjorkman, Southern Alleghenies Planning and Development Commission (SAP&DC)
- Jason Hershock, PennDOT, Manager – Safety Engineering and Risk Management Unit
- Gavin Gray, P.E., PennDOT, Highway Safety Section Chief
- Nick Raio, PennDOT, Transportation Planning Specialist
- Eugene Heyman III, PennDOT, Transportation Planning Specialist
- Jim French, P.E., French Engineering (FE)
- Kari Shedlock, EIT, French Engineering (FE)

Jim French provided an overview of the process used to arrive at the 13 segments being analyzed for benefit-cost ratio, which would be part of a future HSIP application. In general, PennDOT indicated that it was a sound approach because it was rooted in crash data analytics.

French indicated that they were interested in pursuing a systemic project based on tree removal. PennDOT indicated that such a project was not likely to result in an economic return of benefits that is greater than the cost.

Network-level crash queries from the four-county region were then shown and discussed. PennDOT suggested a few alternatives for systemic projects:

- A curve signing project that focused on roadways with an average daily traffic (ADT) of less than 1,000 vehicles per day. In follow-up to the meeting, Jason Hershock forwarded supporting materials for the project to FE.
- A project focused on curves with an ADT greater than 1,000 that still have unresolved issues. For example, High Friction Surface Treatment (HFST), additional signage, and

widening just in the curves to provide wider shoulders and edge line rumble strips could be applied.

- Projects targeting impaired and unbelted drivers should be considered. Tom Glass is a contact to further explore this idea.

PennDOT indicated a few practices to avoid in the benefit-cost analysis, including:

- Usage of an unreasonably long life cycle. For example, the life cycle of a signal improvement should be no more than 10 years.
- Misapplication of Crash Modification Factors (CMF), including overestimating the cumulative effect of multiple CMFs.
- Including an unreasonably high salvage value.
- Generally speaking, trying to justify the eligibility of projects that are primarily capacity improvement projects.

It was noted that the program currently only requires a benefit-cost ratio greater than 1.0. However, in the future, excess values greater than 0 are likely to be required as well. Future projects will likely need to have a crash history that includes fatal / serious injury crashes and an expected crash frequency that is greater than predicted.

The set-aside program, which includes different criteria that includes excess and benefit-cost ratio, is an alternative funding source for safety improvements.

The analysis associated with two specific projects were reviewed: shoulder widening with rumble strips on SR 26 near Everett, Bedford County, and signal improvements on SR 30 near the Bedford Walmart were discussed. The following feedback was provided:

- The spreadsheet being used for the benefit-cost analysis is dated but acceptable. The team was directed to the most up-to-date tool on the PennDOT website.

- The return on investment from widening shoulders decreases for widths greater than 8-ft and could be a safety issue. A 6’ shoulder is a better assumption for usage in the analysis.

- When performing CMF analysis, refer to Part D CMF combination methods to determine the correct CMF application as it pertains to the specific project countermeasures. Caution must be used with the Multiplicative Method to avoid overestimating the safety benefits.

- The CMF analysis should not use more than two Part D CMFs.

- If possible, CMFs that are applicable to specific crash types are preferred to those that apply to all crashes to limit cases where CMFs are applied to unrelated crashes. HFST is one countermeasure in which application to all crashes may be appropriate.

- Excess values can be computed for "all" crashes as well as "fatal/injury" (F & I) crashes.

- Engineering judgment can be used to determine the best collection of countermeasures for addressing safety concerns at a particular area. It is not necessary to justify all of the included countermeasures on the basis of the CMFs included in the benefit-cost analysis. The purpose of applying CMFs in the benefit-cost analysis is to provide the best estimate of the safety impacts of the project, even if the applied CMFs are only based on one or two of the many improvements included.

- NCHRP 500 and PennDOT Publication 638A were suggested as appropriate reference materials in relation to the analysis.

- High Friction Surface Treatment has an average all-inclusive cost of approximately $36/SY.

In closing, PennDOT noted that the updated HSM screened networks will be available in May. Supplementary materials, such as mapping, should be available by the end of July.

Please let me know if there are any comments, corrections, or omissions.

Sincerely,

Jim French, P.E.
French Engineering, LLC

FRENCH ENGINEERING, LLC
3064 Morgantown Road
Smithfield, PA 15478
Ph: 724-569-8555
www.frenchengr.com

Millie French, M.S.C.E., P.E.
Highway Engineer

Jim French, Ph.D., P.E.
Traffic Engineer & Analyst

Traffic and Transportation Engineers

March 31, 2021

Southern Alleghenies Planning and Development Commission
3 Sheraton Drive
Altoona, PA 16601

RE: Southern Alleghenies HSIP Project Identification and Prioritization Process
Stakeholder Meeting

On March 4, 2021, a stakeholder meeting was held for the HSIP Project Identification and Prioritization Process project. The goal of the meeting was to gain feedback on the improvements assumed for each of the "hot spot" corridors, including the cost estimates.

The meeting was held virtually using Microsoft Teams at 11:00 AM. The following were in attendance:

- Matt Bjorkman, Southern Alleghenies Planning and Development Commission (SAP&DC)
- Ernest Cascino, P.E., PennDOT District 9-0 Traffic Engineer
- Neil Hood, P.E., PennDOT District 9-0, Assistant Safety Engineer
- Eric Lydic, P.E., PennDOT District 9-0, Assistant Project Manager
- Dave Lybarger, PennDOT District 9-0, Planning and Programming
- Anne Stich, PennDOT District 9-0, Transportation Planning and Programming Supervisor
- Mike Villeneuve, Community Action Partnership for Somerset County
- Brad Zearfoss, Somerset County Planning Commission
- Rick Suder, Bedford County Planning
- Jim French, P.E., French Engineering (FE)
- Kari Shedlock, EIT, French Engineering (FE)

Jim French provided an overview of the 14 corridors for which FE is evaluating the benefit-cost of proposed safety improvements. Each of these corridors was then discussed in detail, with a focus on the assumed improvements and the cost estimated for each. The report for the project, which will be available shortly, contains a full list of the projects and the improvements included for each. The following is a summary that is focused on the input received for each project:

- PA 26 (Raystown Rd), Hopewell Township, Bedford County – Due to right-of-way restrictions and the location of the utility poles, it was proposed to widen the shoulder just enough to fit edge line rumble strips (ELRS). The proposed shoulder widening was

reduced from 6' to 4'. The report will also note that this HSIP project is shoulder work only (i.e., no resurfacing of the travel lanes, as HSIP is unlikely to pay for paving the lanes).

- US 30 Signal Upgrades at SR 326, Bedford Plaza, and Bedford Square; Snake Spring Township, Bedford County – There were no changes to the proposed improvements or costs. FE noted that Central Office indicated that High Friction Surface Treatment (HFST) was one of the few in which the CMF could be applied to all crash types and severities.

- US 30 at Country Ridge Rd, Bedford Township, Bedford County – PennDOT suggested a possible two-way left-turn lane (TWLTL). FE pointed out the cost of widening the bridge just south / east of Country Ridge Road would likely be more than the economic benefit in crashes reduced.

- US 30 at Business 30, West Providence Township, Bedford County – The general consensus was to proceed as a grade-separated intersection at a cost of $8 million. In follow-up discussions between District 9 and Central Office, it was noted that projects over $1 million have reduced potential for funding compared to others in the state.

- US 30 Between PA Turnpike overpass and SR 56, Bedford and Napier Townships, Bedford County – PennDOT suggested the $1 million cost estimate was too low for 0.5 miles of widening. They had a recent project of 0.86 miles for 5.5 million with 0.5 million in utilities and 1.5 million in ROW. Since the ROW seems sufficient at 80' total (40' LT/RT) and the utility poles are set sufficiently back from the road, it was agreed that $2.6 million may be a reasonable, albeit less conservative, estimate.

- SR 56, 12th through 24th St, Windber Borough, Somerset County – There was concern that converting the 12th Street intersection to right-in/right-out may not achieve public acceptance. It was also noted that the 19th Street intersection is being converted to right-in/right-out by another project, so this can be removed from the HSIP project. PennDOT raised concerns about the sight distance at the SR 160 signalized intersection. FE indicated that replacing the single span signal support currently employed with a box configuration may allow opportunities to improve signal head visibility.

- US 219 Curve North of Boynton, Elk Lick Township, Somerset County – PennDOT indicated a consultant is currently investigating realignment alternatives. The HSIP project is an alternative to their work. As part of that alternative, it was recommended to mill and resurface the pavement in the curve to provide an adequate surface for HFST application.

- SR 281 at Samuels Rd/Acorn Rd, Somerset Township, Somerset County – There were no changes to improvements or costs recommended.

- I-70 near SR 643 Overpass, Brush Creek Township, Fulton County – PennDOT agreed that this would be a beneficial improvement (which includes HFST) due the weather changes and topography (i.e., ridge top). They also suggested sequentially flashing chevrons. The concept of applying similar improvements to the eastbound side as well (i.e., not just westbound) was discussed since the geometry is similar.

- US 30, East Side of Sideling Hill, Brush Creek Township, Fulton County US 30 – There were no changes to improvements or costs recommended. Note that the improvements included HFST for the entire downgrade.

- SR 522 from the Turnpike to the County Line, Dublin Township, Fulton County – PennDOT noted that this project may need to be combined with a resurfacing project currently under consideration, but that funding would need to be split since the shoulder widening, edgeline rumble strips, and HFST would be covered under HSIP, but resurfacing would not. They otherwise agreed with the improvements and costs.

- SR 453 from SR 4013 to the County Line, Warriors Mark Township, Huntingdon County – PennDOT noted that there was a project at one point to address the rock fall issue but it was put on hold. They also suggested that ELRS could be installed without widening shoulders due to lateral restrictions. DM-2, page 12-67 indicates that ELRS can be placed where shoulders are less than 4-ft is the crash history supports it. In addition to ELRS, note that this project also includes HFST on the curves.

- US 22 passing lane / TWLTL transition, Henderson Township, Huntingdon County – PennDOT noted that this section was getting resurfaced this summer and that pavement marking changes could be made with that project, if desired. It was also noted that the passing lane was the first chance for cars to get around slow moving trucks after the signals formed queues in Huntingdon. With that being said, they agreed with the safety issues in this area and suggested using a raised median to deter traffic from continuing passing maneuvers in the TWLTL. It was also suggested to increase the cost to $200,000 from $150,000.

- SR 4004 (Barree Rd), Porter Township, Huntingdon County – There was general agreement with the improvements and costs. PennDOT asked that we check the shoulder width to ensure there is an adequate cartway width to install CLRS.

A brief discussion of systemic improvements was held. The stakeholders were generally not interested in educational programs for impaired or unbelted drivers or a systemwide project for upgrading the horizontal curve signing on roads with average daily traffic (ADT) less than 1,000 vehicles per day as part of this round of HSIP projects. These ideas can be revisited in the future.

Please let me know if there are any comments, corrections, or omissions.

Sincerely,

Jim French, P.E.
French Engineering, LLC

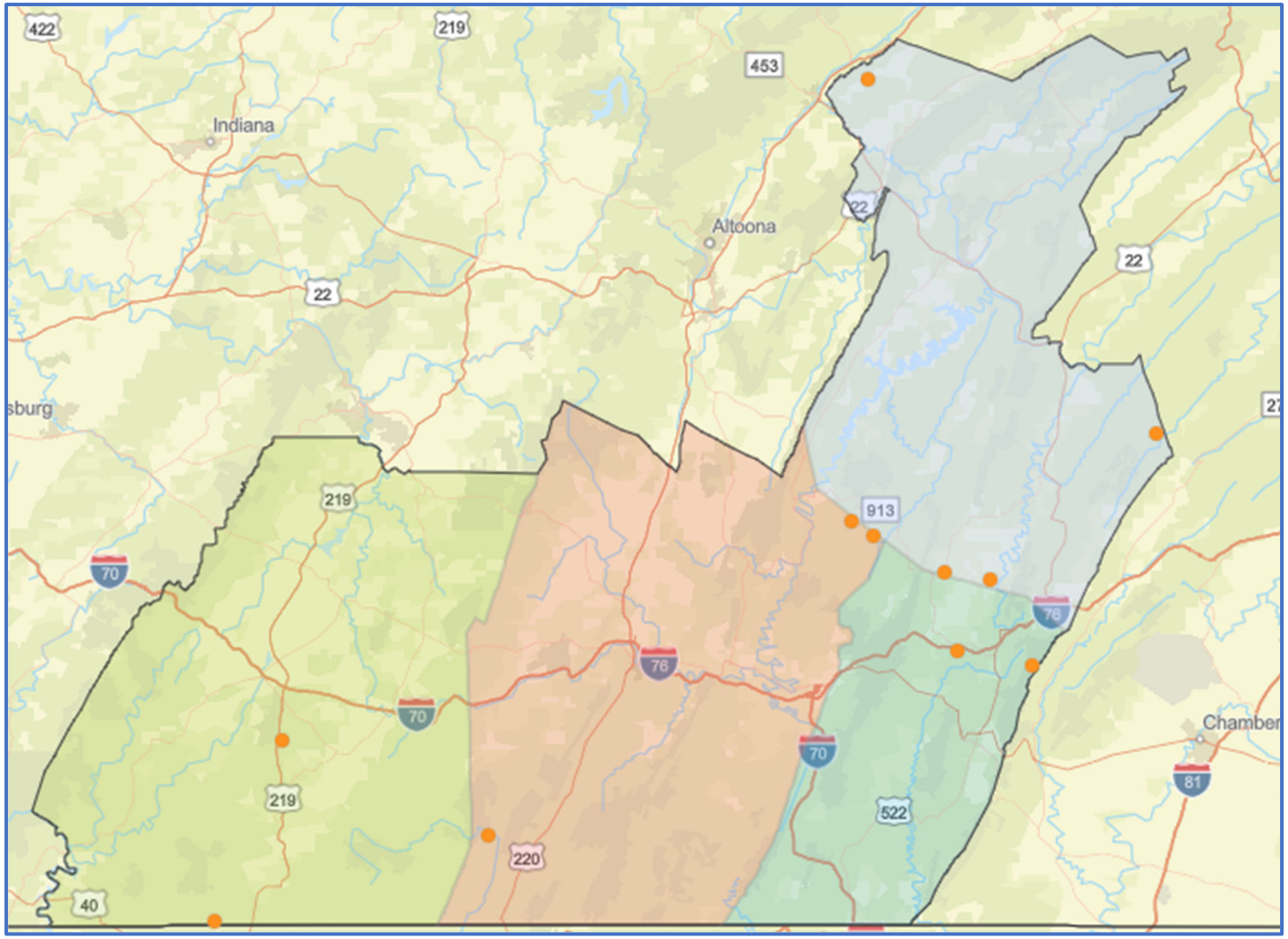
Summary of Alternatives

Summary of Alternatives

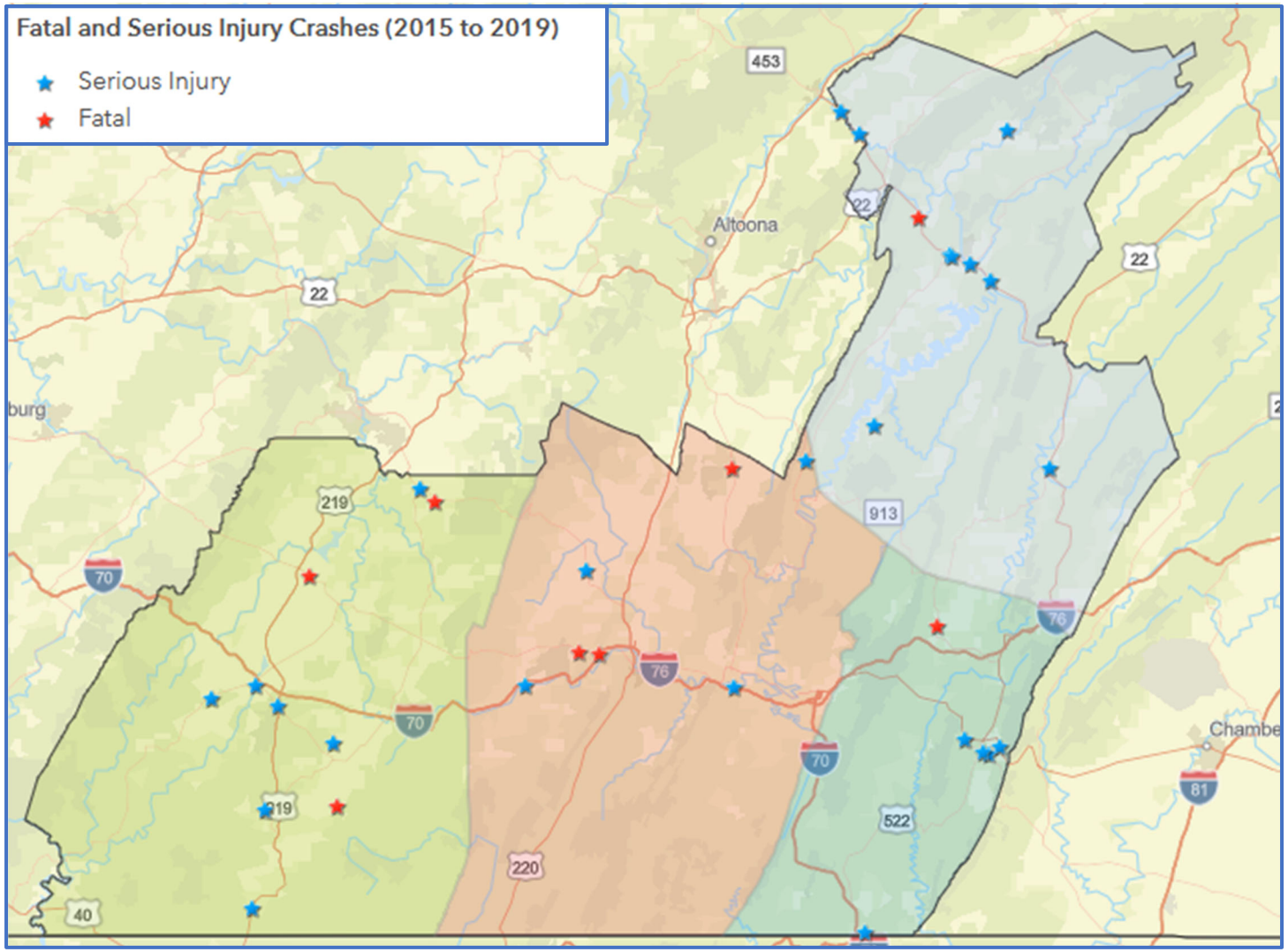
	Route	Project Location	Description of Improvements	**Estimated Cost of Improvements	Annual Maintenance/Operation Costs	Estimated Maximum Construction Costs (Millions)	B/C Ratio
1	PA 26 (Raystown Rd)	Hopewell Township, Bedford County	Widen Shoulders from 3' to 4', and install centerline rumble strips (where missing) and edgeline rumble strips on PA 26 from SR 1009 to SR 36.	$900,000	$0	$4.2	4.6
2	US 30	Snake Spring Township, Bedford County	Signal upgrades at SR 326, Bedford Plaza (Sheetz), and Bedford Square (Walmart) includes: install retroreflective backplates to existing signal heads, radar detection, install flashing yellow arrow signal head and install High Friction Surface Treatment on the intersection approaches.	$400,000	$2,000	$2.3	5.6
3	US 30	Bedford Township, Bedford County	Signal upgrades include: install retroreflective backplates, radar detection, flashing yellow arrow signal head, High Friction Surface Treatment (HFST) at intersection with Country Ridge Rd.	$225,000	$2,000	$0.6	2.4
4	BUS 30	West Providence Township, Bedford County	Innovative Intersection Design which include signalized intersection with Green T configuration, Conversion to a Roundabout, Grade Separation or RCUT configuration. Any final recommendation will have to be evaluated by PennDOT ICE process. B/C analysis based on major intersection improvement/grade separation.	$8,000,000	$2,000	$9.5	1.2
5	US 30	Bedford/Napier Township, Bedford County	Addition of a TWLTL between the PA Turnpike overpass and SR 56.	$2,600,000	$2,000	$1.1	0.4
6	SR 56	Windber Borough, Somerset County	Signal upgrades include: install retroreflective backplates, radar detection, flashing yellow arrow signal head, High Friction Surface Treatment (HFST) at signalized intersection approaches and along curve between 12th and 17th street, new signal supports at SR 160, pedestrian crossing enhancements and Red Signal Ahead sign at 24th Street. Implement right in right out configuration at 12th St.	$1,200,000	$2,000	$9.1	7.5
7	US 219	Elk Lick Township, Somerset County	Widen the shoulder and mill and overlay roadway to install High Friction Surface Treatment (HFST) to the curve as well as slow curve pavement markings on the approaches of the curve.	$300,000	$0	$0.4	1.4
8	SR 281	Somerset Township, Somerset County	Intersection improvements include: improved sight triangle, signing and durable pavement marking upgrades (active signing). Curve improvements (ROR) including upgraded CLRS and pavement markings, widened shoulders in the curve, select tree removal, pavement marking legends (slow curve).	$100,000	$2,000	$4.6	42.2
9	I-70	Brush Creek Township, Fulton County	Install High Friction Surface Treatment (HFST) to the reverse curve near the SR 643 Overpass and install sequential chevrons in the curves. (Note: analysis based on westbound direction only. Eastbound direction could be considered).	$550,000	$0	$6.6	12.1
10	US 30	Brush Creek Township, Fulton County	Install High Friction Surface Treatment (HFST) on US 30 through the area of the reduced gear, (20 mph) truck zone.	$1,600,000	$0	$11.2	7.0
11	SR 522	Dublin Township, Fulton County	Widen shoulders and install edgeline rumblestrips, also install High Friction Surface Treatment (HFST) to the curves on SR 522 from PA Turnpike Interchange to the county line.	$2,000,000	$0	$2.3	1.2
12	SR 453	Warriors Mark Township, Huntingdon County	Install edgeline rumble strips and install high friction surface treatment in curves from SR 4013 to county line. Install slow curve pavement markers at curves as appropriate.	$900,000	$0	$1.7	1.9
13	US 22	Henderson Township, Huntingdon County	Repurpose passing lane to include a raised median between Jacobs Crossing Rd and Ardenheim Cottage Rd to eliminate crashes related to inappropriate passing. Suggest passing lane to be delineated with reflective thermoplastic pavement markings due to wet and dark crashes. Replacing with reflective thermoplastic pavement marking hatching could also be considered.	$200,000	$0	$1.5	7.5
14	SR 4004 (Barree Rd)	Porter Township, Huntingdon County	Reconstruct shoulders and install centerline rumble strips on SR 4004 from Shelton Ave to railroad crossing.	$175,000	$0	$3.3	18.9

**Right-of-way and utility costs are coarsely estimated. Use caution when using the construction cost estimate if significant utility or right-of-way impacts are anticipated.

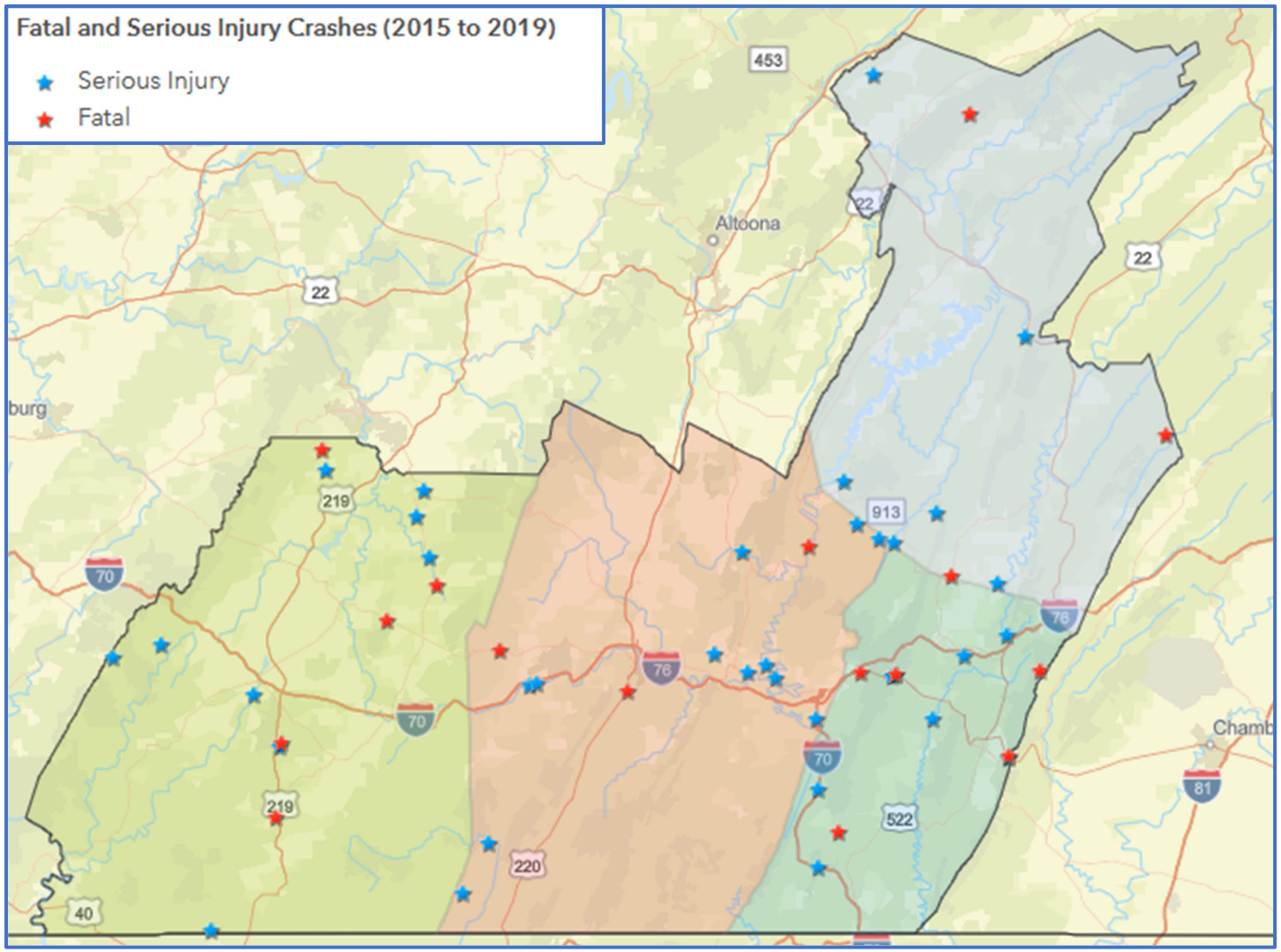
Fatal and Serious Injury Crash Maps



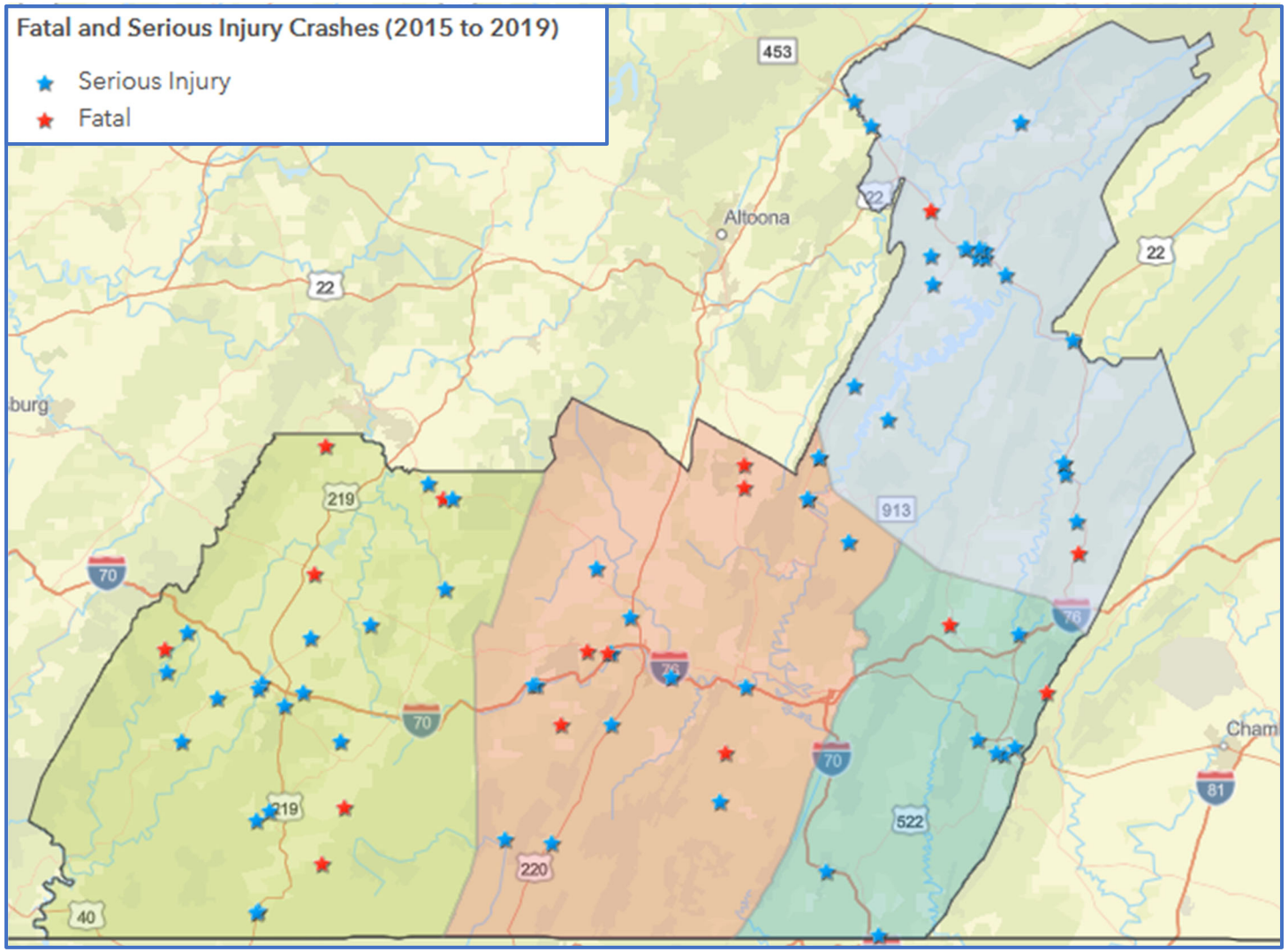
Hit Trees due to Wet, Icy, Snowy, Slushy, Curved Roads Fatal and Serious Injury Crashes (2015-2019)



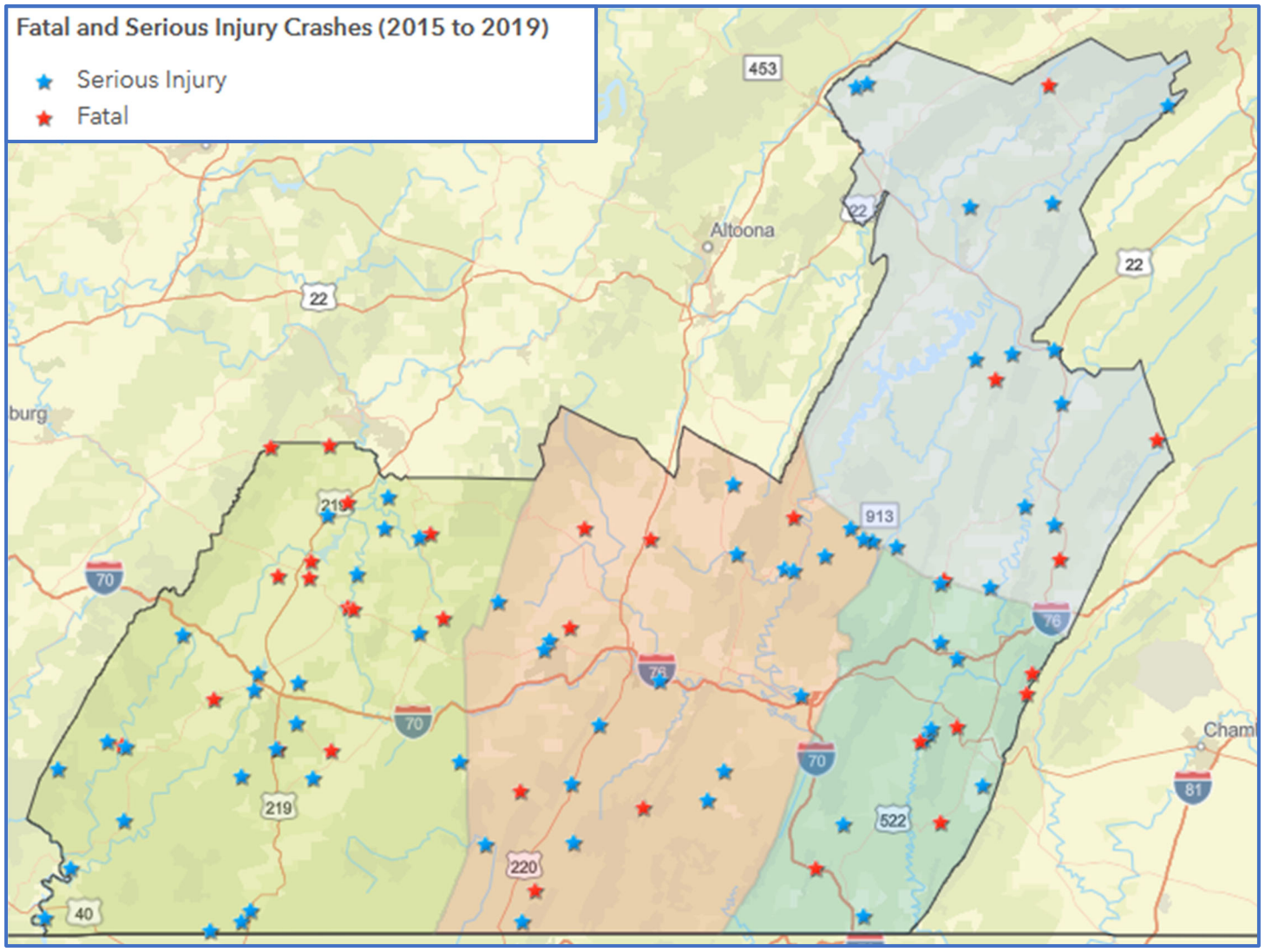
Unsignalized Left Turn Fatal and Serious Injury Crashes (2015-2019)



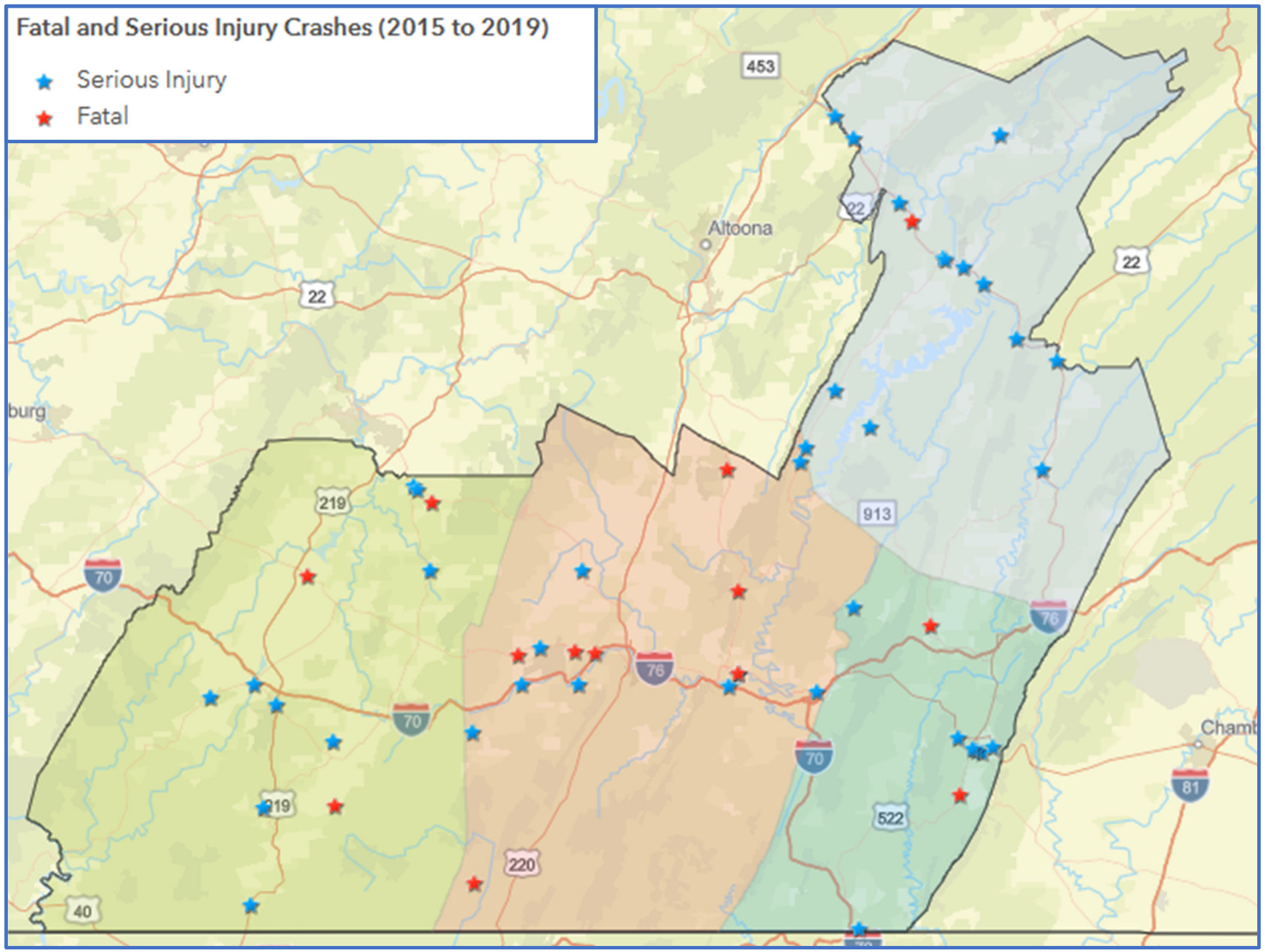
Fatal and Serious Injury Crashes due to Wet, Snowy, Icy or Slushy Road Conditions on Curves (2015-2019)



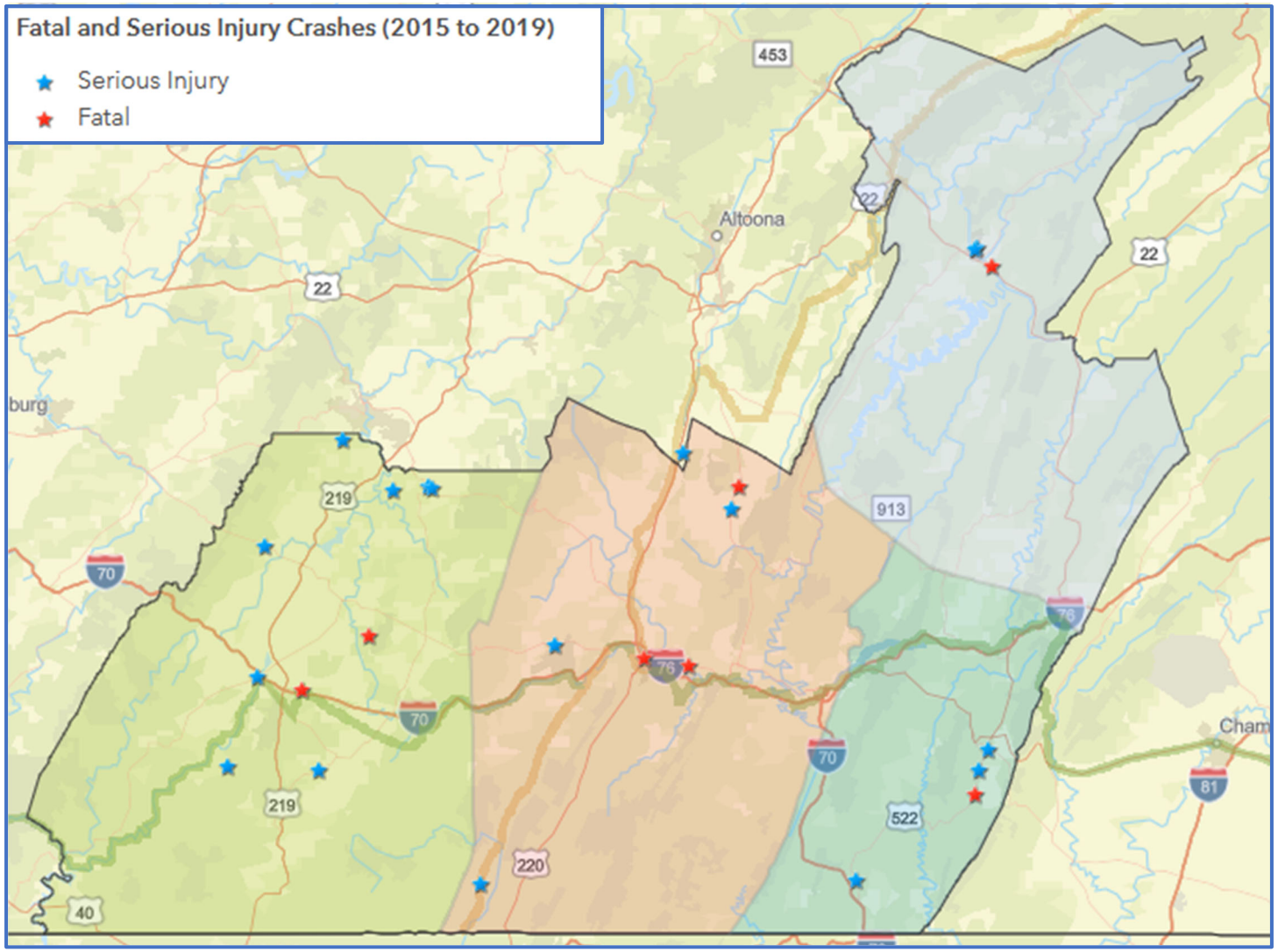
Fatal and Serious Injury at Unsignalized Intersections (2015-2019)



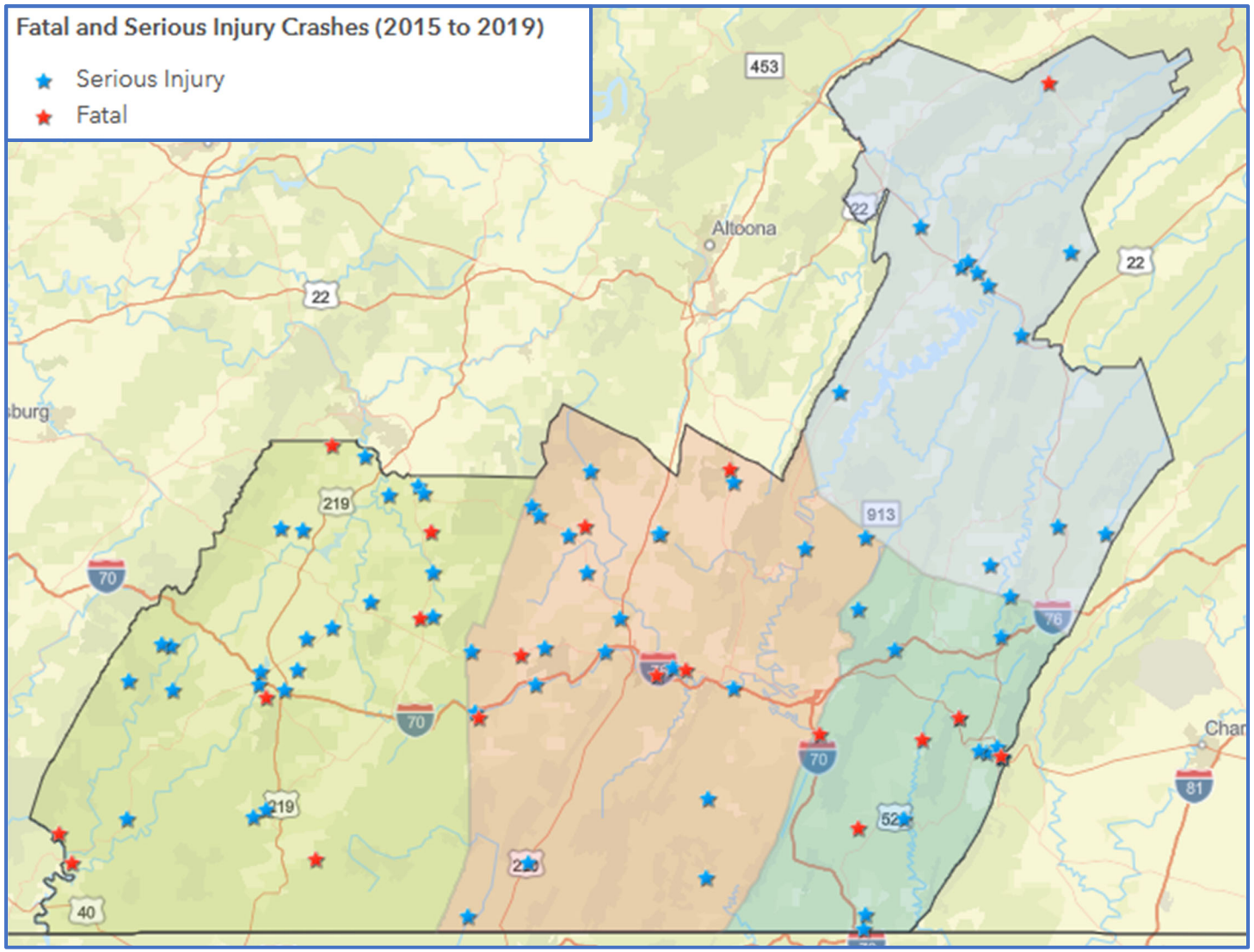
Hit Tree or Shrub Fatal and Serious Injury Crashes (2015-2019)



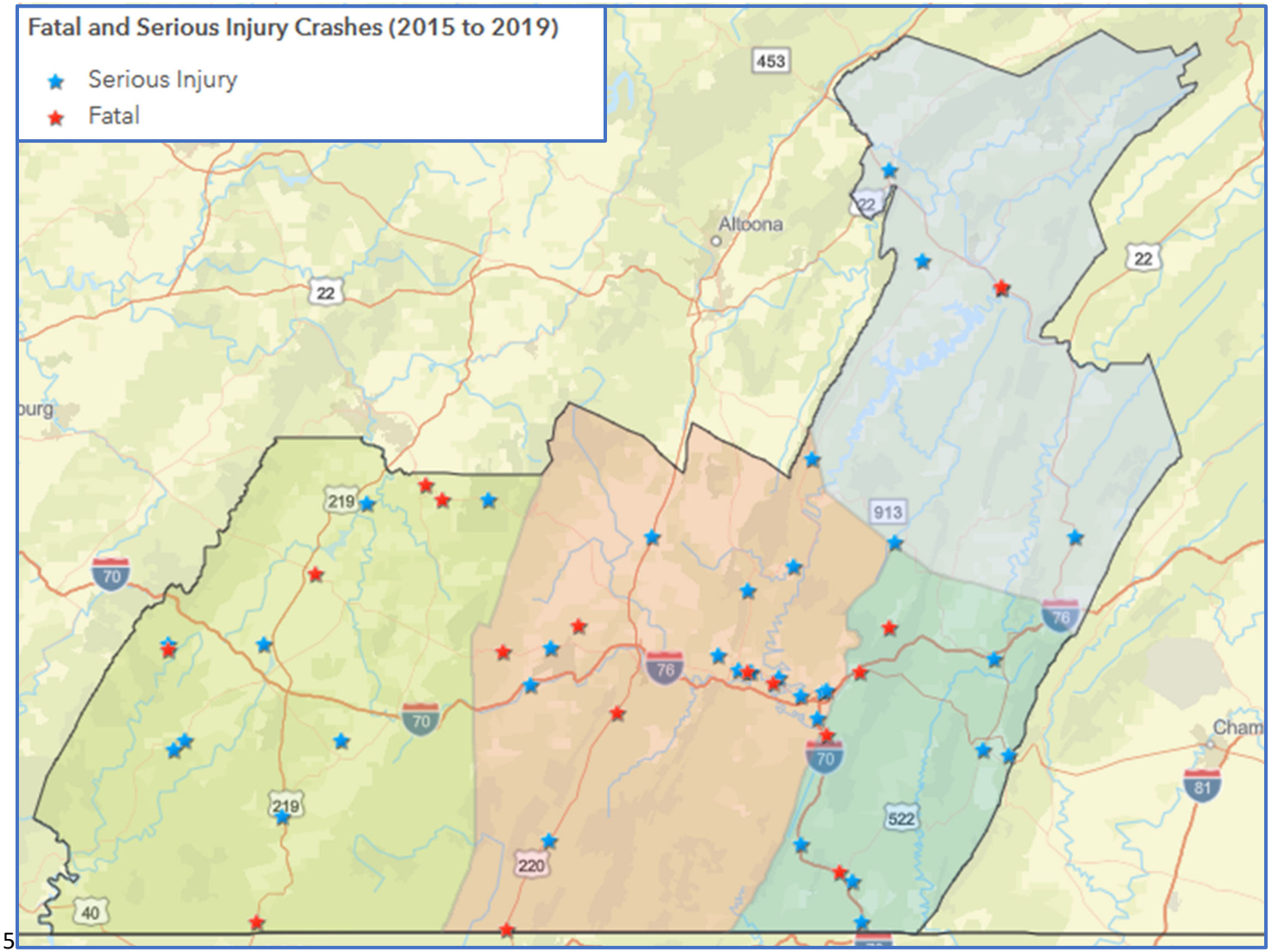
Left Turn Fatal and Serious Injury Crashes (2015-2019)



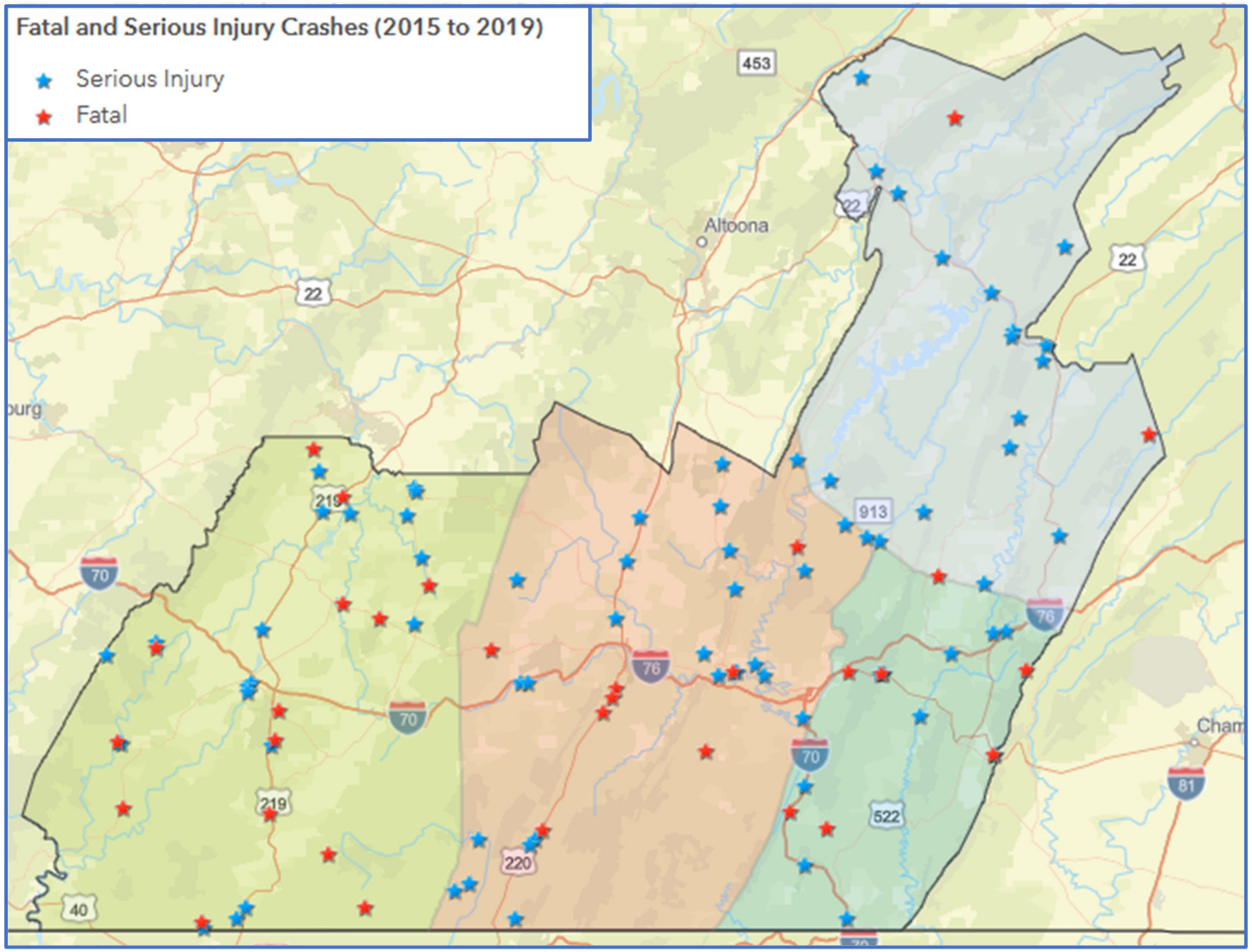
Pedestrian and Bike Fatal and Serious Injury Crashes (2015-2019)



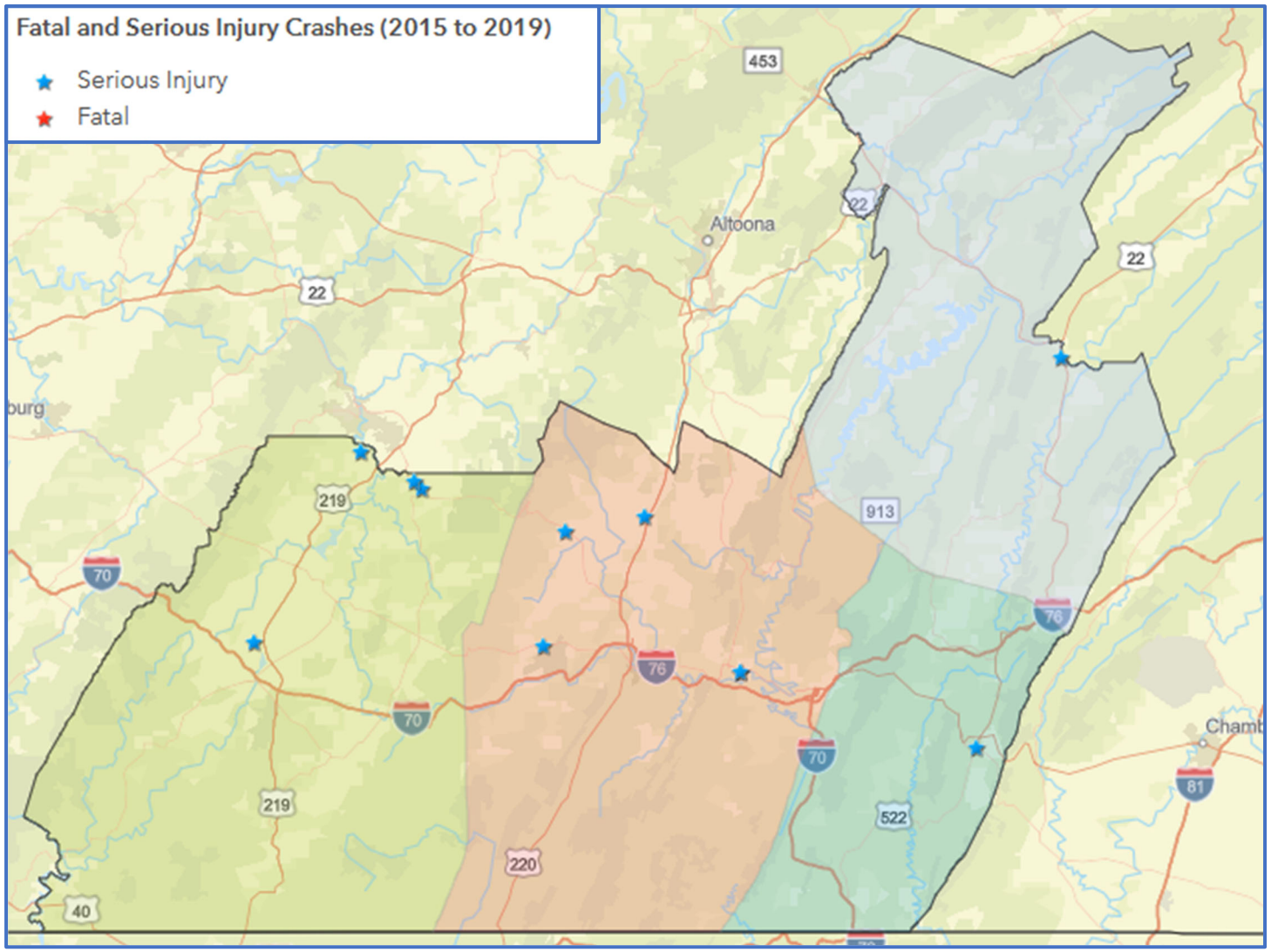
Motorcycle Fatal and Serious Injury Crashes (2015-2019)



Commercial Vehicle Fatal and Serious Injury Crashes (2015-2019)



Fatal and Serious Injury Crashes due to Wet, Snowy, Icy or Slushy Road Conditions on (2015-2019)



Fatal and Serious Injury Crashes at Signalized Intersections (2015-2019)

Alternative Cost Estimates

SR 26 from SR 1009 to SR 36
Bedford County
April 20, 2021

Material	Approximate Quantity	Unit	Cost/Unit	Total
CLASS 1 EXCAVATION	1163	CY	$15.00	$17,445.56
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE	20935	SY	$18.00	$376,830.00
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	20935	SY	$2.50	$52,337.50
PAVED SHOULDERS, TYPE 6-SP	6979	SY	$30.00	$209,370.00
SHOULDER BACKFILL	465.21	CY	$70.00	$32,565.04
MILLED ASPHALT PAVEMENT CENTERLINE RUMBLE STRIPS TYPE 1	31402	LF	$0.75	$23,551.50
MILLED ASPHALT PAVEMENT EDGELINE RUMBLE STRIPS	62804	LF	$0.75	$47,103.00
4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE	62804	LF	$1.00	$62,804.00
MOBILIZATION/MPT/EQUIP	1	LS	$25,000.00	$25,000.00
				$847,006.59

Estimated Cost **$900,000.00**

US 30 @ SR 326, Bedford Plaza & Bedford Square
Bedford County
April 20, 2021

Material	Approximate Quantity	Unit	Cost/Unit	Total
HIGH FRICTION SURFACE TREATMENT	5940	SY	$36.00	$213,840.00
RADAR DETECTION	11	EACH	$8,500.00	$93,500.00
RETROREFLECTIVE SIGNAL BACKPLATES	1	LS	$2,000.00	$2,000.00
FLASHING YELLOW SIGNAL HEAD AND NEW MAST ARM AT SR30/BEDFORD PLAZA	1	LS	$45,000.00	$45,000.00
PAVEMENT MARKINGS & DELINEATION	1	LS	$15,000.00	$15,000.00
MOBILIZATION/MPT/EQUIP	1	LS	$25,000.00	$25,000.00
				$394,340.00
			Estimated Cost	**$400,000.00**

SR 30 @ Country Ridge Road
Bedford County
April 20, 2021

Material	Approximate Quantity	Unit	Cost/Unit	Total
RADAR DETECTION	4	EACH	$8,500.00	$34,000.00
HIGH FRICTION SURFACE TREATMENT	4222	SY	$36.00	$151,992.00
RETROREFLECTIVE BACKPLATES	8	EACH	$35.00	$280.00
FLASHING YELLOW SIGNAL HEADS	1	LS	$3,000.00	$3,000.00
PAVEMENT MARKING & DELINEATION	1	LS	$10,000.00	$10,000.00
MOBILIZATION/MPT/EQUIP	1	LS	$25,000.00	$25,000.00

$224,272.00

Estimated Cost **$225,000.00**

BUS 30 Innovative IntersectionDesign
Bedford County
April 20, 2021

note: any final recommendation will have to be evaluated by PennDOT ICE process.

Material	Approximate Quantity	Unit	Cost/Unit	Total
SIGNALIZED INTERSECTION	1	LS	$500,000.00	$500,000.00
HIGH SPEED ROUNDABOUT	1	LS	$4,000,000.00	$4,000,000.00
RCUT	1	LS	$4,000,000.00	$4,000,000.00
GRADE SEPARATION	1	LS	$8,000,000.00	$8,000,000.00

Estimated Cost **$8,000,000.00**

US 30 TWLTL
Bedford County
April 20, 2021

Material	Approximate Quantity	Unit	Cost/Unit	Total
CLASS 1 EXCAVATION	2270	CY	$30.00	$68,100.00
SUBBASE	3900	SY	$15.00	$58,500.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE	3900	SY	$100.00	$390,000.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE	3900	SY	$45.00	$175,500.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE	3900	SY	$30.00	$117,000.00
GUIDERAIL	1625	LF	$20.00	$32,500.00
REMOVE GUIDERAIL	1625	LF	$3.00	$4,875.00
PAVEMENT MARKINGS	15000	LS	$1.00	$15,000.00
DELINEATION	1	LS	$50,000.00	$50,000.00
SIGNING	1	LS	$50,000.00	$50,000.00
DRAINAGE	1	LS	$250,000.00	$250,000.00
UTILITIES	1	LS	$250,000.00	$250,000.00
RIGHT-OF-WAY	1	LS	$1,000,000.00	$1,000,000.00
MPT/MOBILIZATION/EQUIP	1	LS	$50,000.00	$50,000.00

$2,511,475.00

Estimated Cost **$2,600,000.00**

US 56 @ 12th Street, SR 160 & 24th Street
Somerset County
April 20, 2021

12TH STREET

Material	Approximate Quantity	Unit	Cost/Unit	Total
EXTEND ISLAND AND MEDIAN	1	LS	$93,750.00	$93,750.00
SIGNING, PAVEMENT MARKINGS & DELINEATION	1	LS	$5,000.00	$5,000.00
REMOVE FLASHING BEACON	1	LS	$5,000.00	$5,000.00
			SUBTOTAL	*$103,750.00*

SR 160

Material	Approximate Quantity	Unit	Cost/Unit	Total
RADAR	4	EACH	$8,500.00	$34,000.00
HIGH FRICTION SURFACE TREATMENT	4667	SY	$36.00	$168,012.00
FLASHING YELLOW SIGNAL HEADS AND NEW SIGNAL SUPPORTS	1	LS	$250,000.00	$250,000.00
PAVEMENT MARKINGS & DELINEATION	1	LS	$10,000.00	$10,000.00
			SUBTOTAL	*$462,012.00*

24TH STREET

Material	Approximate Quantity	Unit	Cost/Unit	Total
RADAR	3	EACH	$8,500.00	$25,500.00
HIGH FRICTION SURFACE TREATMENT	3556	SY	$36.00	$128,016.00
RETROREFLECTIVE BACKPLATES	7	EACH	$35.00	$245.00
FLASHING YELLOW SIGNAL HEADS	1	LS	$3,000.00	$3,000.00
PEDESTRIAN CROSSING ENHANCEMENTS	1	LS	$30,000.00	$30,000.00
LED BLANK OUT SIGN, RED SIGNAL AHEAD	1	EACH	$7,000.00	$7,000.00
PAVEMENT MARKINGS & DELINEATION	1	LS	$10,000.00	$10,000.00
			SUBTOTAL	*$203,761.00*

CURVE EAST OF 12TH STREET

Material	Approximate Quantity	Unit	Cost/Unit	Total
HIGH FRICTION SURFACE TREATMENT	10667	SY	$36.00	$384,012.00
PAVEMENT MARKINGS & DELINEATION	1	LS	$10,000.00	$10,000.00
			SUBTOTAL	*$394,012.00*
MOBILIZATION/MPT/EQUIP	1	LS	$25,000.00	$25,000.00
			TOTAL	$1,188,535.00

Estimated Cost **$1,200,000.00**

SR 219
Somerset County
April 20, 2021

Material	Approximate Quantity	Unit	Cost/Unit	Total
CLASS 1 EXCAVATION	481	CY	$15.00	$7,222.22
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE	3334	SY	$18.00	$60,012.00
MILLING OF BITUMINOUS PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	3334	SY	$2.50	$8,335.00
PAVED SHOULDERS, TYPE 6-SP	445	SY	$30.00	$13,350.00
SHOULDER BACKFILL	30	CY	$70.00	$2,074.07
4" STANDARD PAVEMENT MARKINGS	2000	LF	$1.00	$2,000.00
4" STANDARD PAVEMENT MARKINGS	2000	LF	$1.00	$2,000.00
REMOVAL OF PAVEMENT MARKINGS	4000	LF	$0.50	$2,000.00
SLOW CURVE ARROW PAVEMENT MARKINGS	2	EACH	$2,000.00	$4,000.00
HIGH FRICTION SURFACE TREATMENT	3333	SY	$36.00	$120,000.00
MPT/MOBILIZATION/EQUIP	1	LS	$25,000.00	$25,000.00

$245,993.30

Estimated Cost **$300,000.00**

SR 281
Somerset County
April 20, 2021

Material	Approximate Quantity	Unit	Cost/Unit	Total
SIGNING, PAVEMENT MARKING, DELINEATION AND ACTIVE SIGNS	1	LS	$10,000.00	$10,000.00
SELECT TREE REMOVAL	1	LS	$5,000.00	$5,000.00
SHOULDER WIDENING IN INTERSECTION AND CURVE	1	LS	$50,000.00	$50,000.00
IMPROVE SIGHT TRIANGLE	1	LS	$5,000.00	$5,000.00
CENTER LINE RUMBLE STRIPS	1	LS	$4,000.00	$4,000.00
MOBILIZATION/MPT/EQUIP	1	LS	$25,000.00	$25,000.00
				$99,000.00

Estimated Cost **$100,000.00**

I-70
Fulton County
April 20, 2021

Material	Approximate Quantity	Unit	Cost/Unit	Total
HIGH FRICTION SURFACE TREATMENT	12250	SY	$36.00	$441,000.00
PAVEMENT MARKINGS & DELINEATION	1	LS	$9,500.00	$9,500.00
RUMBLE STRIPS	5786	LF	$0.75	$4,339.50
SEQUENTIAL CHEVRONS	2	EACH	$15,000.00	$30,000.00
MOBILIZATION/MPT/EQUIP	1	LS	$25,000.00	$25,000.00

$509,839.50

Estimated Cost **$550,000.00**

SR 30 Truck Zone
Fulton County
April 20, 2021

Material	Approximate Quantity	Unit	Cost/Unit	Total
HIGH FRICTION SURFACE TREATMENT	41109	SY	$36.00	$1,479,924.00
PAVEMENT MARKINGS & DELINEATION	1	LS	$50,000.00	$50,000.00
RUMBLE STRIPS	15416	LF	$0.75	$11,562.00
MOBILIZATION/MPT/EQUIP	1	LS	$25,000.00	$25,000.00
				$1,566,486.00
			Estimated Cost	**$1,600,000.00**

SR 522
Fulton County
April 20, 2021

Material	Approximate Quantity	Unit	Cost/Unit	Total
CLASS 1 EXCAVATION	1963	CY	$15.00	$29,444.44
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE	23556	SY	$18.00	$424,008.00
MILLING OF BITUMINOUS PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	23556	SY	$2.50	$58,890.00
PAVED SHOULDERS, TYPE 6-SP	11778	SY	$30.00	$353,340.00
SHOULDER BACKFILL	785	CY	$70.00	$54,962.96
MILLED ASHALT PAVEMENT EDGELINE RUMBLE STRIPS	53000	LF	$0.75	$39,750.00
4" STANDARD PAVEMENT MARKINGS WHITE	53000	LF	$1.00	$53,000.00
4" STANDARD PAVEMENT MARKINGS YELLOW	14760	LF	$1.00	$14,760.00
HIGH FRICTION SURFACE TREATMENT	26240	SY	$36.00	$944,640.00
MPT/MOBILIZATION/EQUIP	1	LS	$25,000.00	$25,000.00
				$1,997,795.41

Estimated Cost **$2,000,000.00**

SR 453
Huntingdon County
April 20, 2021

Material	Approximate Quantity	Unit	Cost/Unit	Total
CLASS 1 EXCAVATION	395	CY	$15.00	$5,929.44
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE	7116	SY	$18.00	$128,088.00
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	7116	SY	$2.50	$17,790.00
PAVED SHOULDERS, TYPE 6-SP	2372	SY	$30.00	$71,160.00
SHOULDER BACKFILL	158.12	CY	$70.00	$11,068.30
MILLED ASHALT PAVEMENT Edgeline RUMBLE STRIPS	21346	LF	$0.75	$16,009.50
4" STANDARD PAVEMENT MARKINGS WHITE	21346	LF	$1.00	$21,346.00
"SLOW" PAVEMENT MARKING LEGEND	4	each	$5,000.00	$20,000.00
HIGH FRICTION SURFACE TREATMENT	14507	SY	36	$522,240.00
4" PAVEMENT MARKING REMOVAL	21346	LF	$0.50	$10,673.00
MOBILIZATION/MPT/EQUIP	1	LS	$25,000.00	$25,000.00
				$849,304.24

Estimated Cost **$900,000.00**

SR 22
Huntingdon County
April 20, 2021

Material	Approximate Quantity	Unit	Cost/Unit	Total
PAVEMENT MARKING 6" YELLOW	18000	LF	$1.00	$18,000.00
PAVEMENT MARKING 24" YELLOW	4500	LF	$10.00	$45,000.00
SIGNING	50	SF	$50.00	$2,500.00
DELINEATION	2250	EACH	$10.00	$22,500.00
RAISED MEDIAN	1	LS	$50,000.00	$50,000.00
PAVEMENT MARKING REMOVAL	13500	LF	$0.50	$6,750.00
MOBILIZATION/MPT/EQUIP	1	LS	$25,000.00	$25,000.00
				$169,750.00

Estimated Cost **$200,000.00**

SR 4004
Huntingdon County
April 20, 2021

Material	Approximate Quantity	Unit	Cost/Unit	Total
CLASS 1 EXCAVATION	1000	CY	$15.00	$15,000.00
PAVED SHOULDERS, TYPE 6-SP	2518	SY	$30.00	$75,540.00
SHOULDER BACKFILL	200.00	CY	$70.00	$14,000.00
MILLED ASHALT PAVEMENT CENTERLINE RUMBLE STRIPS TYPE 2	5665	LF	$0.75	$4,248.75
4" STANDARD PAVEMENT MARKINGS WHITE	11330	LF	$1.00	$11,330.00
4" STANDARD PAVEMENT MARKINGS YELLOW	11330	LF	$1.00	$11,330.00
POST MOUNTED SIGNS, TYPE B	50	SF	$40.00	$2,000.00
PAVEMENT MARKING REMOVAL, 4"	11330	LF	$0.50	$5,665.00
MOBILIZATION/MPT/EQUIP	1	LS	$25,000.00	$25,000.00
				$164,113.75

Estimated Cost **$175,000.00**

APPENDIX P- STIP PERFORMANCE MEASURES

Transportation Performance Management

The Bipartisan Infrastructure Law (BIL) continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan/Rural Planning Organizations (MPOs/RPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. The Southern Alleghenies RPO follows these same requirements.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 USC 150(b) outlines the national performance goal areas for the Federal-aid program. This statute requires the Federal Highway Administration (FHWA) to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in 23 CFR 490.

National Goal Areas	
Safety	▪ To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	▪ To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	▪ To achieve a significant reduction in congestion on the National Highway System
System Reliability	▪ To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	▪ To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	▪ To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	▪ To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Performance Based Planning and Programming

Pennsylvania continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans

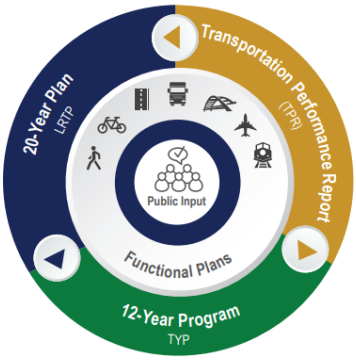
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Regional Operations Plans (ROPs)

The above documents in combination with data resources including PennDOT's bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to (1) create data driven procedures that are based on principles of asset management, safety improvement, congestion reduction, and improved air quality, (2) make investment decisions based on these processes, and (3) work to set targets that are predicted to be achieved from the programmed projects. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.

PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided later in the TIP. In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided.

Evaluating 2023-2026 STIP Performance

The Federal Fiscal Year (FFY) 2023-2026 State Transportation Improvement Program (STIP) supports the goal areas established in PennDOT's current long range transportation plan (Pennsylvania 2045). These include safety, mobility, equity, resilience, performance and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.



The following sections provide an overview of the federal performance measures. Since asset management, reliability and CMAQ targets have not yet been set for the 2022-2025 performance period, the current project selection process for the FY2023-2026 TIP is highlighted and related to meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through these performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually

developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

Safety Performance Measures (PM1)

Background
The FHWA rules for the *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) were published in the Federal Register (81 FR 13881 and 81 FR 13722) on March 15, 2016, and became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at 23 CFR 490 Subpart B and 23 CFR 924. Targets for the safety measures are established on an annual basis.
Data Source
Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).

2022 Safety Measures and Targets (Statewide)

Measure	Baseline (2016-2020)	Target (2018-2022)
Number of fatalities	1,140.6	**1,113.7**
Rate of fatalities per 100 million VMT	1.157	**1.205**
Number of serious injuries	4445.6	**4,490.8**
Rate of serious injuries per 100 million VMT	4.510	**4.860**
Number of non-motorized fatalities & serious injuries	761.2	**730.1**

Methods for Developing Targets

An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on a 2% annual reduction for fatalities and maintaining levels for suspected serious injuries, which was derived from the actions listed in the Strategic Highway Safety Plan (SHSP), crash data analysis and the desire to support the national initiative Toward Zero Deaths.

Progress Towards Target Achievement and Reporting:

PennDOT and the Southern Alleghenies RPO continue efforts to ensure the STIP, regional TIPs, and Long-Range Transportation Plans (LRTPs) are developed and managed to support progress toward the achievement of the statewide safety targets.

PennDOT's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

2022 SHSP Safety Focus Areas			
Lane Departure Crashes	Speed & Aggressive Driving	Seat Belt Usage	Impaired Driving
Intersection Safety	Mature Driver Safety	Local Road Safety	Motorcycle Safety
Pedestrian Safety	Bicycle Safety	Commercial Vehicle Safety	Young & Inexperienced Drivers
Distracted Driving	Traffic Records Data	Work Zone Safety	Transportation Systems Management & Operations
Emergency Medical Services	Vehicle-Train Crashes		

Pursuant to 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target. For Pennsylvania's 2020 targets, the FHWA determined in March 2022 that Pennsylvania did not meet the statewide targets and is subject to the provisions of 23 U.S.C. § 148 (i). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2023 an amount equal to the FFY 2019 HSIP apportionment.

As part of the Highway Safety Improvement Program Implementation Plan, the Department identified gaps and best practices to support further reducing serious injuries and fatalities. The following opportunities were identified as ways to assist with meeting future targets: (1) appropriate project selection, (2) expanding local road safety in HSIP, (3) assessing programs that support non-motorized safety, (4) expanding use of systemic safety projects, (5) improved project tracking for evaluation purposes and (6) project prioritization for greater effectiveness.

PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps regional MPOs/RPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

Evaluation of STIP for Target Achievement:

The following will ensure that planned projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2023-2026 STIP includes $520 million of HSIP funding. The Department distributes nearly 70% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide. A complete listing of the HSIP projects is included in **Appendix**.
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1.

- The process for selecting safety projects for inclusion in the TIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.[1]
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts new strategies are incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.
- The Southern Alleghenies RPO 2023-2026 TIP has approximately $10.5 million allocated to safety projects.

Pavement/Bridge Performance Measures (PM2)

Background
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program was published in the Federal Register (82 FR 5886) on January 18, 2017 and became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at 23 CFR 490 Subpart C and Subpart D. Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact the second four-year performance period of 2022 to 2025.
Data Source

[1] For more information on SPFs: https://www.penndot.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/activeProjects/Safety-Performance-Functions.aspx

Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).

2022-2025 Pavement Performance Measure Targets (Statewide) – Due October 1st 2022			
Measure	**Baseline 2021**	**2-year Target 2023**	**4-year Target 2025**
% of Interstate pavements in Good condition	*71.5%*	*TBD*	*60..0%*
% of Interstate pavements in Poor condition	*0.4%*	*TBD*	*2.0%*
% of non-Interstate NHS pavements in Good condition	*37.6%*	*35.0%*	*33.0%*
% of non-Interstate NHS pavements in Poor condition	*2.0%*	*4.0%*	*5.0%*

Bridge Performance Measure Targets (Statewide)			
Measure	**Baseline 2021**	**2-year Target 2023**	**4-year Target 2025**
% of NHS bridges by deck area in Good condition	*27.0%*	*25.8%*	*26.0%*
% of NHS bridges by deck area in Poor condition	*5.1%*	*5.6%*	*6.0%*

Methods for Developing Targets

Pennsylvania's pavement and bridge targets will be established by October 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets will be consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.[2] Targets are expected to be calculated based general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP along with planned state funded maintenance projects.

Progress Towards Target Achievement and Reporting:

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the TAMP.[3] PennDOT is transitioning to the new TAMP that was finalized in the summer of 2022. The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:

TAMP Objectives

- Sustain a desired state of good repair over the life cycle of assets
- Achieve the lowest practical life-cycle cost for assets
- Achieve national and state goals

PennDOT's analyses pertaining to life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objectives and goals established in the TAMP.

PennDOT and the RPO continue to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide pavement/bridge objectives and targets that will be established for the 2022-2025 performance period. Pennsylvania's pavement and

[2] For more information on LLCC: https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf

[3] PennDOT TAMP: https://www.penndot.pa.gov/ProjectAndPrograms/Asset-Management/Pages/default.aspx

bridge projects provided in the FY2023-2026 TIP were selected through extensive coordination with PennDOT's Asset Management Section in accordance with the TAMP. The projects are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.

After the 2022-2025 performance targets are set, PennDOT will provide feedback on statewide and RPO-specific progress towards target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

The Southern Alleghenies RPO, in coordination with PennDOT District 9-0, has continued to monitor trends in support of the statewide targets. Examination of the trends of bridge and pavement conditions in the RPO has allowed the RPO and PennDOT to maximize transportation funding in the region and allocate the proper amount of funding to bridge and pavement projects.

Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to maintain a desired state of good repair in bridge and pavement conditions for the interstate and NHS roadways:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2023 Twelve Year Program (TYP) and 2023-2026 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- The TAMP provides a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP and LRTP development. The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to reevaluate data associated with its future investment decisions.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.[4] The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- In the short term, candidate projects are defined, and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS)

[4] The 2023 Financial Guidance can be found at: https://talkpatransportation.com/how-it-works/tip

outputs to verify that the program is developed to the lowest practical life cycle cost. The percentages of good and poor can also be projected for evaluation of how the program may impact the national performance measures. When PAMS and BAMS are further implemented and improved, then planners can use the systems to optimize the selection of projects to achieve optimal performance within the funding constraints. Draft programs can then be analyzed in relation to the PM2 measures.

Southern Alleghenies RPO PM-2 Performance Targets:

Federal pavement and bridge performance measures were implemented in 2017. PennDOT established initial Statewide Targets in August 2017. On December 16, 2020, the Southern Alleghenies RPO adopted supporting Pennsylvania's Statewide Performance Measure Targets for PM-2.

PM-2 Baseline and Target Values for Pavement and Bridge Performance Measures

		Performance Measures	2017 Baseline	2-Year (2019) Performance	2-Year Target	4-Year Original Target	4-Year Adjusted Target
PM-2	Pavement (Statewide)	Percentage of Pavements of the Interstate System in Good Condition		71.5%		60.0%	
		Percentage of Pavements of the Interstate System in Poor Condition		0.4%		2.0%	
		Percentage of Pavements of the Non-Interstate NHS in Good Condition	47.8%	49.0%			
		Percentage of Pavements of the Non-Interstate NHS in Good Condition		37.6%	35.0%	33.0%	
		Percentage of Pavements of the Non-Interstate NHS in Poor Condition	15.9%	15.2%			
		Percentage of Pavements of the Non-Interstate NHS in Poor Condition		2.0%	4.0%	5.0%	
	Bridge (Statewide)	Percentage of NHS Bridges Classified as in Good Condition	23.7%	27.0%	25.8%	26.0%	
		Percentage of NHS Bridges Classified as in Poor Condition	5.1%	5.1%	5.6%	6.0%	

Roadway Projects:

District 9 updates its roadway inventories annually, which is used to update the Roadway Management System (RMS). This information is then used to update the District's Roadway "5-Year Plan" process, where roadway needs are assessed and planned utilizing cycles that follow PennDOT's Pavement Policy Manual. Utilizing this Plan, projects are then funded on the TIP/TYP. Factors for which projects are picked from the 5-Year Plan are: projects on the Decade of Investment (DOI) plan that still need to be constructed; fulfillment of and maintaining acceptable levels on the scorecard of influence; hierarchy (Business Plan Network) of the roadway (i.e., Interstate gets more preference than a 4-digit state route); current roadway conditions; and the next needed pavement treatment cycle.

Bridge Projects:

<u>Replacements</u>:
1. The current poor population and the condition 5 population are evaluated.

2. Prioritization by Business Plan Network: Interstate top priority and Non-NHS with less than 2,000 ADT lowest priority.
3. Consider roadway projects to determine if we can combine the bridge replacements, rehabilitations, and preservations with the roadway projects.

Rehabilitations:

Rehabilitations use the same logic as replacements but are usually on bridges where the condition ratings can be raised to a 6 or greater for all three major bridge components (substructures, superstructures and deck).

Preservation:

1. Rely on cycles for each preservation treatment:
    a. 10 to 20-year cycle for deck overlays (depends on type of overlay and traffic volumes);
    b. 10-year replacement cycle for expansion dam strip seal glands;
    c. 15-year replacement cycle for tooth dam expansion troughs;
    d. 50 to 75-year cycle to replace entire expansion dams;
    e. 30 to 40-year cycle for painting steel girder bridges; and
    f. 15 to 20-year cycle for painting steel trusses and steel through plate girders.

2. Most of the deck and joint preservations are included with roadway projects on Business Plan Networks 1 to 3.

3. Standalone group bridge preservation projects are established for:
    a. Painting projects,
    b. To get bridges on cycle when no roadway projects are planned,
    c. To address Business Plan Network 4 when Department Forces cannot complete the work, and
    d. Scour or substructure repairs.

4. Prioritize by Business Plan Network and by the highest cost assets (major river crossings).

Local Bridges: Through an RPO wide solicitation process, local bridge needs and priorities are prioritized by their respective counties. The RPO then compiles these priorities and submits them to District 9 for analysis against the Local Bridge Risk Assessment. The Rural Transportation Technical Committee's Local Bridge Sub-Committee reviews the county priorities and then submits an RPO local bridge priority list from which District 9 programs projects in priority order, until available funds are consumed.

Other Projects:

The 2023-2026 Southern Alleghenies TIP may also include funds for several projects that received funding from programs allocated on a statewide basis, including the following:

- Transportation Alternatives Set-Aside,
- Appalachian Regional Commission Local Access Road Program,
- Automated Red Light Enforcement and Green Light–Go Programs,
- Multimodal Transportation Fund,
- Congested Corridor Improvement Program,
- Rapid Bridge Replacement Program (P3),

- Highway-Rail Grade Crossing Safety Program (RRX), and
- Highway Safety Improvement Program (HSIP) Statewide Set-aside.

As new projects are successful in obtaining funding through these programs, Southern Alleghenies RPO will consider adding the projects to the approved TIP.

System Performance Measures (PM3)

Background

The FHWA final rule for the *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program* was published in the Federal Register (82 FR 5970) on January 18, 2017 and became effective on May 20, 2017. This rule established six measures related to various aspects of the transportation system (commonly known as PM3). The current regulations are found at 23 CFR 490 Subparts E, F, G & H. Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.

Data Source

The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively.

Travel Time and Annual Peak Hour Excessive Delay Targets - Due October 1st 2022

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Interstate Reliability (Statewide)	*89.9%*	*89.8%*	*89.5%*
Non-Interstate Reliability (Statewide)	*88.5%*	*TBD*	*87.4%*
Truck Reliability Index (Statewide)	*1.36*	*1.34*	*1.40*
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	*Philadelphia - TBD*	*14.6%*	*17.2%*
	Pittsburgh – TBD	*10.1%*	*11.8%*
	Reading	*TBD*	*TBD*
	Allentown	*TBD*	*TBD*
	Harrisburg	*TBD*	*TBD*
	York	*TBD*	*TBD*
	Lancaster	*TBD*	*TBD*

Non-SOV Travel Measure Targets

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	*Philadelphia - TBD*	*28.0%*	*28.1%*
	Pittsburgh – TBD	*24.6%*	*24.4%*

CMAQ Emission Targets

Measure	2-year Target 2023	4-year Target 2025
VOC Emissions (Statewide)	*109.460*	*201.730*
NOx Emissions (Statewide)	*337.700*	*612.820*
PM2.5 Emissions (Statewide)	*10.760*	*20.490*
PM10 Emissions (Statewide)	*9.540*	*0.000*
CO Emissions (Statewide)	*567.700*	*250.000*

Methods for Developing Targets

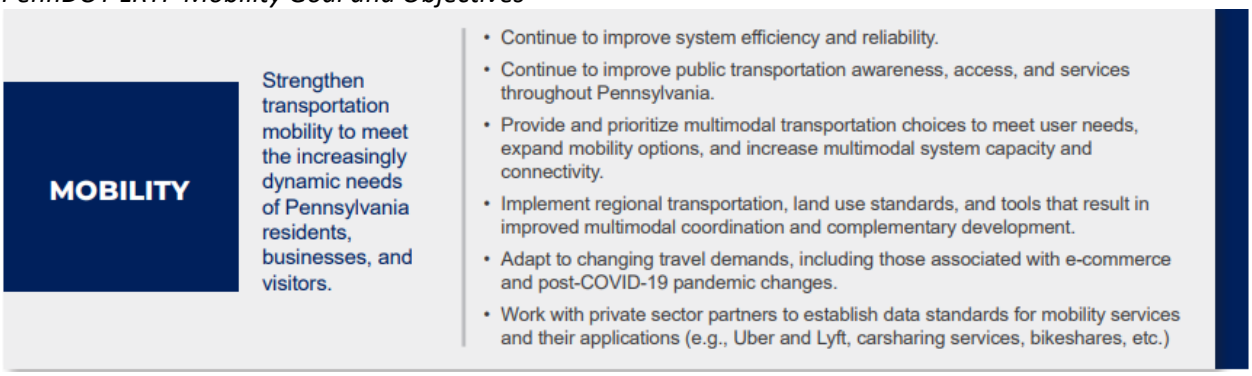
The System Performance measure targets will be established by October 2022 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.

Progress Towards Target Achievement and Reporting:

PennDOT and the RPO continue efforts to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support the improvement of the reliability and CMAQ performance measures. This future progress will be measured against the targets established for the 2022-2025 performance period. PennDOT continues to monitor the impacts of completed investments on performance measures to better evaluate investment strategies. These efforts include evaluating the causes of historic reliability and delay issues, identifying freight bottlenecks, and assessing completed projects that provided the most benefits to reliability.

PennDOT remains committed to expand and improve system mobility and integrate modal connections despite the large percentage of funding dedicated to infrastructure repair and maintenance. PennDOT's LRTP provides objectives to address mobility across the transportation system that will guide investment decisions. The federal systems performance measures will be used to assess future progress in meeting these objectives and the associated targets.

PennDOT LRTP Mobility Goal and Objectives



Southern Alleghenies RPO PM-3 Performance Targets:

Federal reliability and air quality performance measures were implemented in 2017. PennDOT established initial Statewide Targets in August 2017. On December 16, 2020, the Southern Alleghenies RPO adopted supporting Pennsylvania's Statewide Safety Performance Measure Targets for PM-3.

Summary of MPO/RPO PM-3 Reliability Performance

Area (MPO/RPO)	Interstate Reliability			Non-Interstate Reliability			Truck Travel Time Reliability Index		
	2017 Baseline	2018	2019	*2017 Baseline*	2018	2019	*2017 Baseline*	2018	2019
Statewide Total	**89.8%**	**89.6%**	**89.9%**	**87.4%**	**88.2%**	**88.4%**	**1.34**	**1.39**	**1.36**
Statewide Target	**89.8% -> Adjusted to 89.5%** *2 & 4-Year Target*			**87.4%** *4-Year Target*			**1.34 -> Adjusted to 1.40** *2 & 4-Year Target*		
Adams	*Not Applicable*			86.2%	89.8%	93.4%	*Not Applicable*		
Altoona	100.0%	100.0%	100.0%	82.7%	83.9%	84.4%	1.21	1.25	1.18
Centre	100.0%	100.0%	100.0%	91.3%	93.2%	94.9%	1.13	1.33	1.15
DVRPC	65.5%	66.0%	66.6%	81.2%	82.6%	83.2%	2.01	2.04	1.99
Erie	100.0%	100.0%	100.0%	83.8%	86.7%	88.2%	1.25	1.23	1.29
Franklin	100.0%	100.0%	100.0%	93.8%	96.5%	94.6%	1.08	1.11	1.09
Harrisburg	91.3%	92.7%	92.4%	91.0%	92.4%	90.3%	1.32	1.33	1.31
Johnstown	*Not Applicable*			93.0%	94.5%	95.6%	*Not Applicable*		
Lancaster	100.0%	100.0%	100.0%	95.2%	95.3%	92.1%	1.09	1.12	1.17
Lebanon	100.0%	100.0%	100.0%	97.5%	97.7%	95.4%	1.12	1.14	1.15
Lehigh Valley	100.0%	100.0%	99.5%	86.4%	84.6%	85.4%	1.32	1.34	1.35
NEPA	100.0%	100.0%	99.9%	91.9%	90.9%	93.1%	1.26	1.25	1.28
North Central	100.0%	100.0%	100.0%	93.0%	95.7%	95.6%	1.10	1.11	1.50
Northern Tier	100.0%	100.0%	100.0%	98.8%	99.1%	94.7%	1.24	1.17	1.18
Northwest	100.0%	100.0%	100.0%	87.5%	91.5%	91.8%	1.18	1.32	1.17
Reading	100.0%	100.0%	100.0%	93.2%	94.2%	95.0%	1.12	1.38	1.19
S. Alleghenies	100.0%	100.0%	100.0%	95.9%	96.7%	94.2%	1.11	1.13	1.16
Scranton	98.3%	98.3%	98.2%	87.4%	90.3%	90.1%	1.39	1.28	1.35
SEDA-COG	100.0%	100.0%	100.0%	95.7%	96.4%	96.2%	1.11	1.11	1.12
SPC	92.9%	91.6%	92.1%	87.0%	87.7%	88.9%	1.42	1.49	1.46
SVTS	99.3%	99.2%	100.0%	95.1%	96.7%	95.9%	1.18	1.59	1.14
Wayne	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	1.11	1.12	1.17
Williamsport	100.0%	100.0%	100.0%	98.4%	98.3%	97.4%	1.16	1.18	1.19
York	100.0%	97.5%	94.9%	90.0%	89.6%	90.7%	1.22	1.32	1.28

Table Notes:

- The 2- and 4-year reliability targets only apply statewide. MPO/RPO values are provided for informational purposes only.
- At the mid-performance period (2019), Pennsylvania met the established 2-year target for interstate reliability. The state did not meet the 2-year truck travel time reliability index target. Although a 2-year target is not applicable to the non-interstate reliability measure, the mid-performance period data exceeds the 4-year target.

- PennDOT reliability targets were originally developed based on 2017 baseline values. The goal was to maintain baseline reliability throughout the four-year performance period. MPO/RPO values indicate areas that maintained their regional baseline value (green) or worsened over the baseline (red).

Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate and NHS road system:

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2023-2026 STIP includes over $289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- Over $210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM-3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

Transit Asset Management Performance Measures

Background

In July 2016, FTA issued a final rule (TAM Rule) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: Transit Asset Management | FTA (dot.gov)

Data Source

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at PennDOT Group Plan. The group plan is updated annually with new targets as well as the current performance of the group.

Transit Asset Management Targets (for all agencies in PennDOT Group Plan)

Performance Measure	Asset Class	FY2020-21 Target	Current Performance	FY 2021-22 Target
Rolling Stock (Revenue Vehicles)				
Age % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	16%	18%	**18%**
	BR-Over-the-road Bus	12%	18%	**18%**
	BU – Bus	29%	28%	**28%**
	CU-Cutaway	42%	52%	**52%**
	VN-Van	64%	63%	**63%**
	SV-Sports Utility Vehicle	17%	33%	**33%**
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	46%	57%	**57%**
	Trucks / Rubber Tire Vehicles	50%	27%	**27%**
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	30%	14%	**14%**
	Passenger / Parking Facilities	83%	84%	**84%**

Methods for Developing Targets

PennDOT annually updates performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.

Progress Towards Target Achievement and Reporting:

The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.
- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local Transportation Improvement Plan (TIP) and other planning initiatives of the local planning partner.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Consistent with available resources and in coordination with the PennDOT BPT, transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This ensures that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

Evaluation of STIP for Target Achievement:

The STIP includes an investment prioritization process using established decision support tools. The investment prioritization process occurs annually as part of the capital budgeting process. To prioritize investments at an agency level and at a statewide level, the following basic actions take place:

- Update inventory in the CPT to include age, mileage, condition, and operational status
- Identify assets that are not in a state-of-good-repair, using the following priority process:
    - Vehicles that surpass age and mileage ESL
    - Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard
    - Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity
- Determine available funding based on federal and state funding sources
- Develop projects within the CPT Planner based upon funds availability
- Import CPT Planner into DotGrants for the execution of capital grants

Throughout the process, PennDOT reviews projects and works with agencies to approve and move projects forward through the grant process.

Public Transit Safety Performance Measures

In addition to the Transit Asset Management Performance, FTA issued a final rule on Public Transportation Agency Safety Plans (PTASP), effective July 19, 2019. The PTASP final rule (49 C.F.R. Part 673) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of FTA funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients of only Section 5311 (Formula Grants for Rural Areas) or Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement.

As part of the plan development process, performance targets must be established for the following areas:

1. Fatalities,
2. Injuries,
3. Safety Events, and System Reliability

All public transit agencies in the Commonwealth have written safety plans compliant with Part 673 as of July 20, 2021. These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices.

Southern Alleghenies RPO Public Transit

Public Transportation Projects:

The TIP includes public transportation projects and line items being carried forward from the previous 2021-2024 TIP and with input by the Bureau of Public Transportation. The transit projects reflect the priorities established by:

1. The project prioritization process for the Southern Alleghenies 2041 LRTP,
2. The recommendations in the Southern Alleghenies Coordinated Public Transit – Human Services Transportation Plan,
3. The priorities expressed by Somerset County Transportation System and the Huntingdon, Bedford, Fulton Area Agency on Aging, and
4. PennDOT's Capital Planning Tool.

APPENDIX Q- IMPLEMENTATION MATRIX

Goal	Objective	Timeframe for Implementation *Continuous* *Short – 2-3 years* *Medium – 3-5 years* *Long – 5-10 years*	Performance Tracking
			Measure
1. Develop a reliable and resilient transportation network, which links the region with the nation's markets and provides regional access for industrial, commercial, educational, and recreational growth areas to support tourism and the economic vitality of the region	Identify regional growth and investment areas	**Short**	Track ARC funding and how it ties into Economic Development
	Continue the decision-making process to include considerations for industrial, commercial, education, and recreational benefits and impacts	**Continuous**	Incorporate regional businesses into the planning process
	Continue to support operations and planned expansion improvements at the local multimodal transportation facilities in the region	**Medium**	Number of SAP&DC supported projects completed
	Encourage partnerships between planning and tourism focused organizations	**Continuous**	Created partnerships between planning and tourism focused organizations
	Promote preservation of cultural resources and ensure a sense of place for residents and those visiting the region.	**Continuous**	Percentage increase in number of tourists visiting the region
2. Increase the safety of the transportation system for all modes and all users to exceed approved safety performance targets	Identify high crash locations and implement improvements to help reduce serious injury crashes and fatalities.	**Continuous**	Number of fatalities or major injury crashes and other relevant crash data available from PennDOT
	Include safety goals and criteria in the region's performance measures and decision-making process	**Short**	Evaluation of the decision-making process
	Encourage the incorporation of sidewalks, bike lanes, and wider shoulders, where appropriate, into planned transportation improvements Provide training and assistance to local governments regarding potential access management techniques Implement the recommended Action Plan from the Southern Alleghenies Bicycle and Pedestrian Plan	**Continuous** **Medium** **Continuous**	SAP&DC and the local governments' involvement in the PennDOT Connects process Track municipal trainings throughout the region noting which ones involve access management techniques Input from Active Transportation Committees
	Implement recommendations from the Southern Alleghenies Greenways and Open Space Network Plan	**Continuous**	Comparison of completed transportation projects within the RPO region with the initiatives outlined in the Southern Alleghenies Greenways and Open Space Network Plan

	Coordinate with the Pennsylvania's Department of Conservation and Natural Resources, Department of Community and Economic Development, and Department of Transportation on bicycle and pedestrian projects in the region	**Continuous**	Meaningful and consistent correspondence with DCNR, DCED, and PennDOT
	Encourage communities to apply for Transportation Alternatives Set-Asides, Community Development Block Grants, Act 13 Funds, Multimodal Transportation Funds and Mini-Grants for streetscape improvements in community centers	**Continuous**	Number of grant applications
3. Improve quality of life through enhanced and equitable community access to public transportation, including passenger rail, regional transit, and medical assistance transportation	Implement Coordinated Transit-Human Service Plan and bolster regional connectivity.	**Short**	Number of items completed on the Implementation Matrix in the Coordinated Transit-Human Services Plan
	Encourage the coordination of local transit or human services efforts to streamline the process of requesting transportation assistance	**Continuous**	Number of requests for transportation assistance
	Work with transit and human services providers to identify areas with high or increasing concentrations of low income, elderly, or disabled populations that are underserved by public transportation	**Short**	Input at Coordinated Transit-Human Services Plan Quarterly Implementation Meetings, and input at the various Human Services Agency meetings in the RPO Region
	Support expanded passenger rail service between Pittsburgh and Harrisburg by promoting additional Amtrak train routes	**Short**	Studies of Amtrak infrastructure and service in regions similar to this RPO region
4. Maximize the benefits of transportation investments in the region with a focus on federal, state, and local collaboration as well as sound highway and bridge asset management prqactices designed to exceed identified performance measures	Identify a Regional Core Transportation Network to more strategically direct transportation investments in the interest of the overall system	**Medium**	Identification of a Regional Core Transportation Network and assessing how this effects investments into the system as a whole
	Develop regional asset management goals and performance measures	**Short**	Use PennDOT Dashboard or SharePoint to annually track performance and incorporate that data into TIP and LRTP plans
	Develop project prioritization criteria that helps to ensure that transportation funds are being invested wisely	**Medium**	Input from: PennDOT, FHWA, RPO region Public and Private Transportation Stakeholders, Local Governments, Regional Transportation Technical Committee, and Regional Transportation Coordinating Committee
	Identify innovative funding sources and opportunities to leverage transportation investments	**Medium**	Leverage federal dollars from grant programs with local investment
	Improve the project delivery process to help expedite project development and reduce costs by working with the Department of Transportation	**Long**	Percentage of project let dates on or before projected date
	Provide training and technical assistance to local municipalities through the Local Technical Assistance Program (LTAP) to help ensure that liquid fuels funds are being used efficiently	**Continuous**	Number of LTAP Courses Completed in the RPO region

	Support statewide initiatives related to transportation funding and modernization strategies, including recommendations identified in the Governor's Transportation Funding Advisory Commission's Report	**Continuous**	Comparison of completed transportation projects within the RPO region with the initiatives championed by the Commonwealth
	Assist municipalities with the incorporation of access management techniques by adoption of stand-alone ordinances or revisions to sub-division and land development ordinance (SALDO)	**Long**	Number of SALDOs or other ordinances in the RPO region that contain language regarding access management
	Promote benefits of municipal maintenance agreements to ensure the maximum investment in local projects	**Medium**	Number of sidewalk, signal and other maintenance agreements in the RPO region
5. Inform and educate the public, stakeholders, and elected officials on key regional transportation initiatives	Review and update the Southern Alleghenies RPO Public Participation Plan and Environmental Justice procedures on a regular basis to ensure that the public has the opportunity to serve an active role in the transportation planning process	**Continuous**	Number of outreach activities conducted
	Promote social media and electronic communication regarding transportation news and initiatives that are pertinent to the Southern Alleghenies Region	**Continuous**	Increase in social media presence
	Attend local municipal elected official's conventions and PennDOT's annual meetings, including PennDOT Connects meetings, to discuss the transportation planning and project solicitation process	**Continuous**	Presentations at local municipal official's conventions