



2025

TITLE VI COMPLIANCE & IMPLEMENTATION PLAN

SOUTHERN ALLEGHENIES RURAL PLANNING ORGANIZATION

SAP&DC

SOUTHERN ALLEGHENIES PLANNING
& DEVELOPMENT COMMISSION

ADOPTED: March 14, 2025



Southern Alleghenies Rural Planning Organization (RPO)



Title VI Compliance and Implementation Plan

Public Participation Plan (PPP)

Limited English Proficiency (LEP) Plan



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Prepared For

Southern Alleghenies Rural Planning Organization (RPO)

Table of Contents

Introduction.....	1
Southern Alleghenies Planning & Development Commission	1
Title VI and Other Relevant Statutes	2
Underserved Populations	3
Title VI Notice to the Public.....	4
Southern Alleghenies RPO Demographic Profile	5
Committee Composition	9
Impact of Regional Transportation Investments	11
Assessment of Impacts	11
Summary of Community Demographic Analysis	11
Title VI Complaint Procedures	12
Title VI Complaint Procedures - Filing a Complaint	12
Title VI Complaint Procedures - Post-Submission	14
Transit-Related Title VI Investigations, Complaints, and Lawsuits	15
Program Monitoring	15
Appendices	16
Appendix 1: Title VI Complaint Form	17
Appendix 2: List of Transit-Related Investigations, Complaints, and Lawsuits	18
Appendix 3: Notice Under the Americans With Disabilities Act	19
Appendix 4: Community Demographic Analysis	20
Appendix 5: Public Participation Plan	44
Appendix 6: Limited English Proficiency Plan	51
Appendix 7: Language Taglines	59
Appendix 8: Disadvantaged Business Enterprise (DBE) Policy Statement	64
Appendix 9: Title VI Public Comment Period & Adoption	65

Introduction

Southern Alleghenies Planning & Development Commission

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 RPO is responsible for several transportation-related plans, including the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), a Coordinated Public Transit – Human Services Transportation Plan (CTP). The RPO also maintains a Title VI Compliance and Implementation Plan, Public Participation Plan (PPP), and Limited English Proficiency (LEP) Plan.

The Southern Alleghenies RPO is comprised of the 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 expands regional involvement and ensures that regional issues are addressed. The RTCC serves as the policy committee for the RPO and reviews recommendations from the RTTC. The RTCC and RTTC meet a minimum of four times each year in separate or joint meeting.

RTCC Representatives	
1	Bedford County Commissioner
1	Fulton County Commissioner
1	Huntingdon County Commissioner
1	Somerset County Commissioner
1	PennDOT District 9-0 District Representative
1	SAP&DC Representative (Executive Director)
1	PennDOT Central Office Representative
1	RTTC Chairperson

8 Voting Members

RTTC Representatives	
4	One Planning Director from each county
4	One at-large representative from each county
4	One municipal representative from each county
1	PennDOT District 9-0 Representative
1	PennDOT Central Office Representative
2	SAP&DC Representatives
1	Public transportation/transit representative
2	Aviation, rail, or freight representatives
1	Non-motorized transportation representative

20 Voting Members

Title VI and Other Relevant Statutes

Title VI of the Civil Rights Act of 1964 (42 U.S.C 2000d et seq) and its implementing regulations provide that ***“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”*** Title VI protections apply to everyone, regardless of citizenship status, in the United States.

Several other statutes provide additional protections or clarifications to the language used in Title VI:

- ◆ **Federal-Aid Highway Act of 1973**, 23 U.S.C. §324
 - Prohibition of discrimination on the basis of sex

- ◆ **Section 504 of the Rehabilitation Act of 1973**, 29 U.S.C. §794
 - Prohibition of discrimination on the basis of disability in any program or activity receiving federal financial assistance

- ◆ **Age Discrimination Act of 1975**, 42 U.S.C. §6101
 - Age Discrimination in Federally Assisted Programs

- ◆ **Americans with Disabilities Act of 1990**, 42 U.S.C. §12101 et seq.
 - Extends Section 504 protections to state and local governments, public accommodations, and private businesses

- ◆ **Civil Rights Restoration Act of 1987**, P.L. 100-259, 102 Stat. 28 (amended through P.L. 100-259, enacted March 22, 1988)
 - An Act to restore the broad scope of coverage and to clarify the application of Title IX of the Education Amendments of 1972, Section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and Title VI of the Civil Rights Act of 1964

Additionally, the Pennsylvania Human Relations Act established the Pennsylvania Human Relations Commission (PHRC) to be the state’s authorized civil rights enforcement agency. The PHRC intends to promote equal opportunity for all by protecting people from unlawful discrimination. Pennsylvania law prohibits discrimination based on age, ancestry or national origin, color, race, religious creed, and sex.

The PHRC released new regulations in 2023 to more clearly define sex, race, and religious creed. Sex includes pregnancy status, childbirth status, sex assigned at birth, gender identity/expression, sexual orientation, and differences in sex development. Race refers to any traits associated with race, including hair texture and protective hairstyles so long as it does not violate workplace safety standards. Religious creed refers to all aspects of religious observance, practice, and belief.

Underserved Populations

Anti-discrimination law heavily influences the public participation strategies implemented throughout all RPO planning activities. At their core, anti-discrimination regulations and public involvement policies both strive to include as many people as possible in government-funded programs and activities. The Southern Alleghenies RPO believes that it is therefore imperative to seek out the region's most vulnerable populations and involve them in any relevant planning processes.

Title 23, Section 450 of the Code of Federal Regulations (23 CFR 450) contains the current guidelines for Statewide and Nonmetropolitan Transportation Planning and Programming. §450.210 – “Interested parties, public involvement, and consultation” outlines the requirements that States and other organizations (e.g., MPOs, RPOs) should follow regarding public participation in their transportation-related planning processes. Some relevant requirements include:

- ◆ **Establish early, ongoing opportunities to supply information about transportation-related plans, issues, and decision-making processes to the public**
 - E.g., individuals, public agencies, private transportation providers, representatives of the disabled, users of public transportation
- ◆ **Provide adequate notice prior to any public involvement activities and make an effort to ensure that said activities are held at convenient and accessible locations and times**
- ◆ **Demonstrate the deliberate consideration and response to any public input received**
- ◆ **Solicit input from the region's traditionally underserved low-income and minority populations**
- ◆ **Periodically review the effectiveness of the public involvement process to ensure that the requirements outlined here are consistently met**

Traditionally Underserved Populations

Low-income can be defined as “a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines.” The FTA encourages the development of locally developed thresholds to more accurately measure poverty in a given area, provided that it is as inclusive as the HHS guidelines. A **low-income population** is then defined as “any readily identifiable group of low-income persons who live in geographic proximity.”

A **minority population** can be defined as “any readily identifiable group or groups of minority persons who live in a geographic proximity,” and includes “persons who are American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian and other Pacific Islander.”

The RPO has conducted a thorough analysis of these populations, assessing conditions, identifying needs, and evaluating the benefits and burdens of the program. The identified communities will be engaged throughout any plan development outreach processes. The RPO's public outreach strategy is further detailed in **Appendix 5**.

Title VI Notice to the Public

Non-Discrimination Policy Statement

It is the policy of Southern Alleghenies Planning & Development Commission (SAP&DC) to assure full compliance with requirements established in Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and other related statutes and regulations in all of its programs and activities. Title VI requires that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any SAP&DC program or activity that receives Federal financial assistance. Other related statutes extend these protections to prevent discrimination based on sex, age, disability, income level, or limited English proficiency.

Any person who believes they have been aggrieved by a discriminatory practice under Title VI has the right to file a formal complaint with SAP&DC. Any such complaint must be filed in writing and given to SAP&DC's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. A detailed outline of SAP&DC's Title VI Complaint Procedures can be found on page 12 of this document, and a sample Title VI Complaint Form can be found in **Appendix 1**. For more information on SAP&DC's Title VI Policy, or to request a Title VI Complaint Form, please contact:

Title VI Coordinator
ATTN: Jennifer Sklodowski
Southern Alleghenies Planning & Development Commission
3 Sheraton Drive
Altoona, PA 16601
814-949-6507
jsklodowski@sapdc.net

If you speak another language, language assistance is available by calling (814) 949-6507 (TTY: 711)

Southern Alleghenies RPO Demographic Profile

Population of the Region

The Southern Alleghenies RPO encompasses 149 municipalities across Bedford, Fulton, Huntingdon, and Somerset Counties, spanning approximately 3,425 square miles. As seen below in **Table 1**, the RPO population has been in decline for decades, decreasing from 189,854 in 2000 to around 179,147 in 2023.

Population of the Southern Alleghenies RPO	
Year	Population
2000	189,854
2010	188,262
2023	179,147
Years	% Change
2000-2010	-0.84%
2010-2023	-4.84%

Table 1. Sources: U.S. Census Bureau (2000, 2010, 2020), ACS 2023 5-Year Estimates

Population Age

Residents aged 55 years or older currently make up approximately 38.1% of the region’s population, which is a drastic increase compared to 25.6% in 1990. Meanwhile, residents under the age of 55 currently represent 61.9% of the population; a notable decrease from 74.4% in 1990. **Figure 1** and **Figure 2** illustrate the difference in the region’s composition between 1990 and 2023.

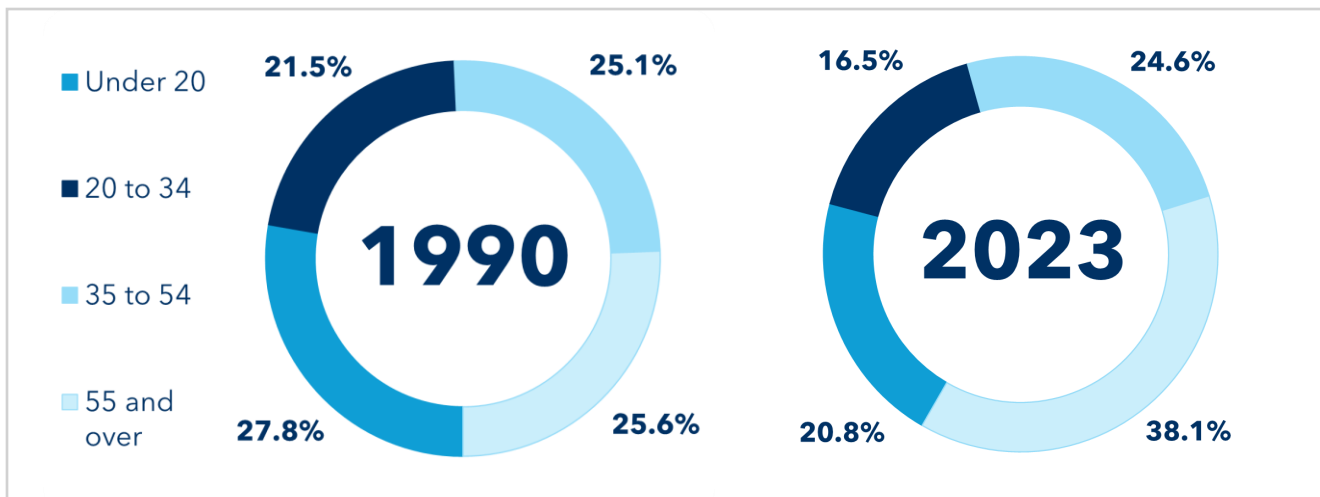


Figure 1. Source: U.S. Decennial Census (1990)

Figure 2. Source: ACS 2023 5-Year Estimates

Minority Population

Nearly 94% of the RPO population identifies as white alone. Black or African American residents and those who identify with two or more races represent 2.3% and 2.7% respectively. Less than 0.5% of the identify as Asian alone, while the remaining 1% is made up of those who identify with other unlisted races.

Minority Population in the Southern Alleghenies RPO

White/Caucasian Alone	93.7%
Black or African American Alone	2.3%
Asian Alone	0.4%
Some Other Race Alone*	0.9%
Two or More Races	2.7%

Table 2. Source: ACS 2023 5-Year Estimates *Includes American Indian and Alaska Native Alone

Only 27 municipalities have a minority population of at least 5%. Illustrated below in **Figure 3**, the highest minority populations are in Smithfield Township (38.5%) and Mount Union Borough (13.1%) in Huntingdon County, as well as Somerset Township (13.5%) and Garrett Borough (15.4%) in Somerset County.

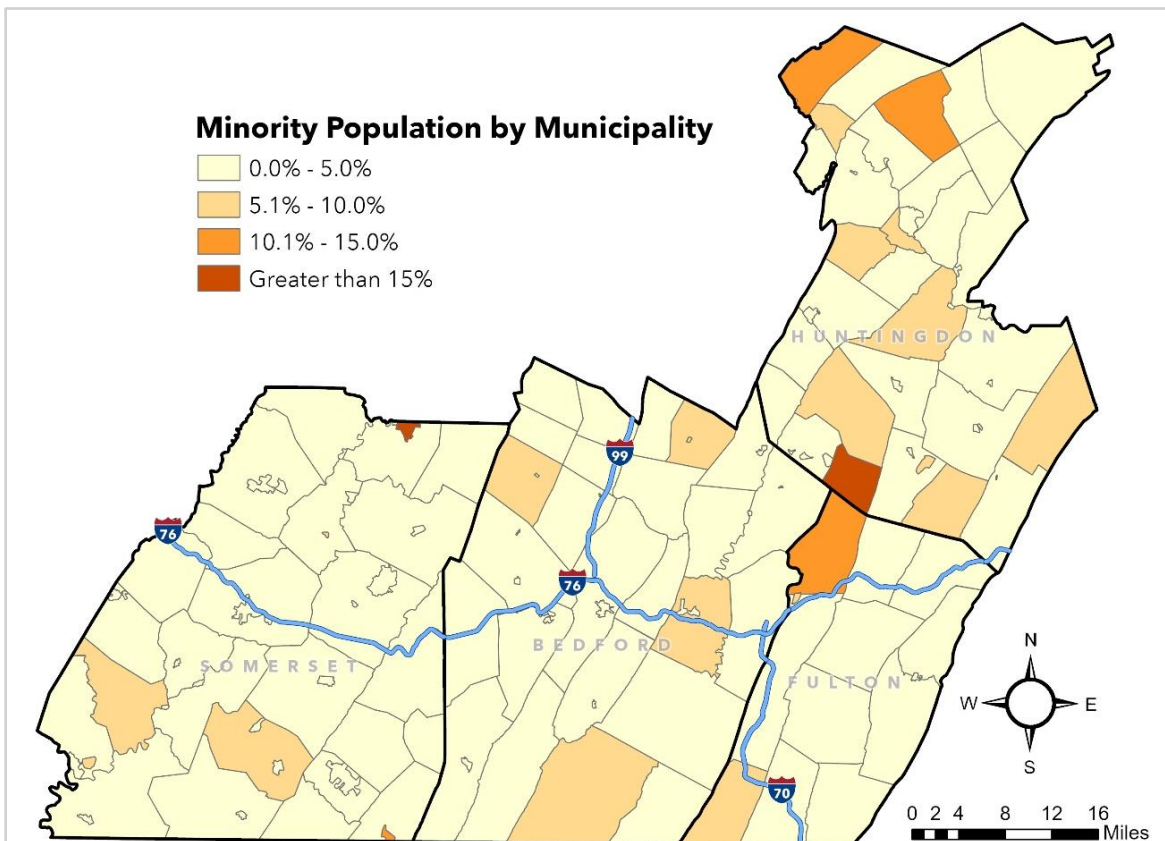


Figure 3. Source: ACS 2022 5-Year Estimates

Disabled Population

An estimated 17.5% of the RPO's population over the age of 5 has a reported disability. Disabilities in this dataset are categorized as either sensory or physical. Physical disabilities encompass a wide variety of conditions that affect a person's mobility and capacity to carry out activities like dressing or eating. Sensory disabilities include conditions that impair a person's bodily senses, such as vision, hearing, touch, smell, or taste. There is an almost equal percentage of both sensory and physical disabilities reported across the region. A more detailed showcase of disability data at regional and municipality levels can be found in **Table 3** and **Figure 4**.

Disability Status in the Southern Alleghenies RPO

Total Population Aged 5 Years and Over	162,789
% with Disabilities	17.46%
% with Sensory Disability	8.59%
% with Physical Disability	8.54%

Table 3. Sources: ACS 2023 5-Year Estimates

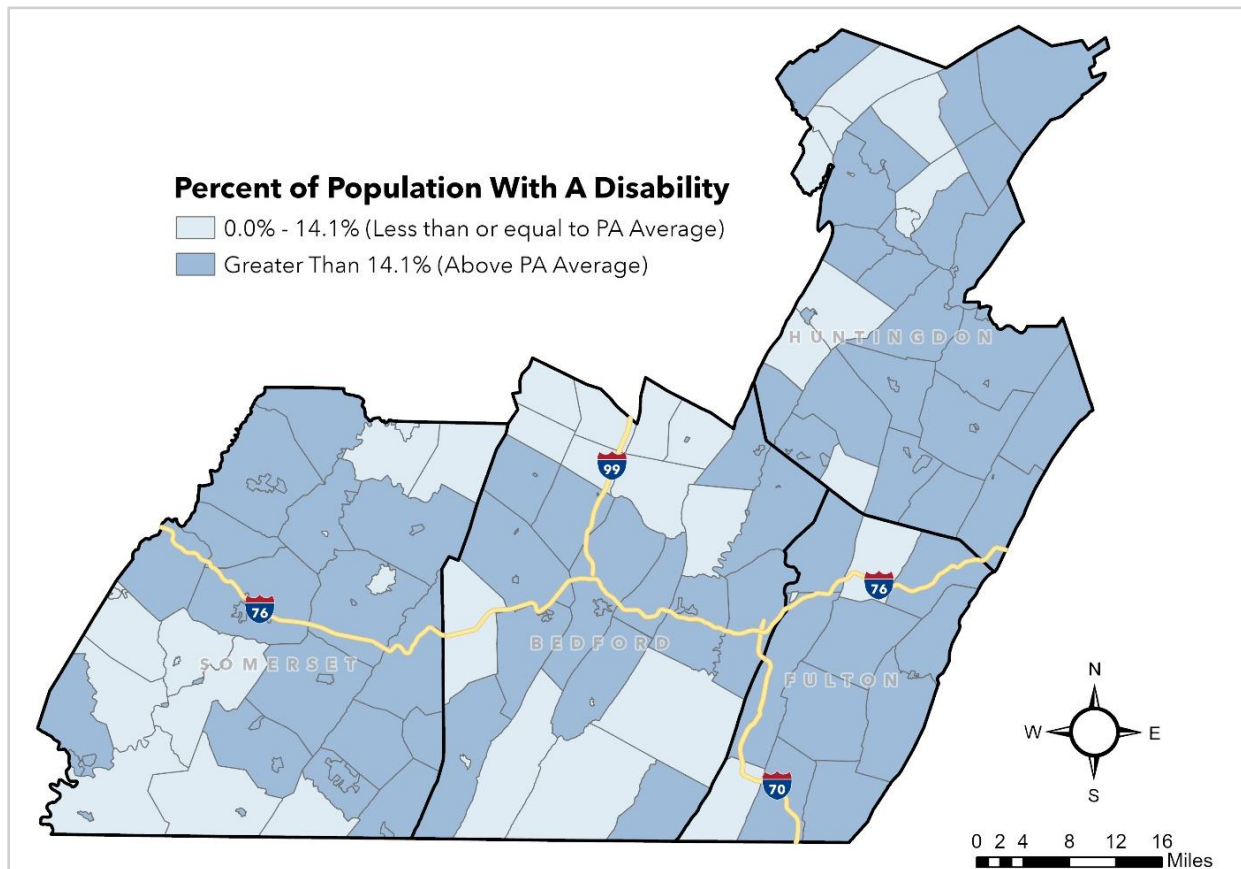


Figure 4. Source: ACS 2022 5-Year Estimates

Low-Income Population

Many different metrics exist to determine income limits and poverty status across any given population. The U.S. Department of Housing and Urban Development (HUD) regularly establishes income limits to define what conditions a household must meet to be considered “Low-Income” or “Very Low-Income.” Those earning under 80% of the area’s median income qualify as “Low-Income,” while those who bring in less than 50% of the median are “Very Low-Income.” **Figure 5** shows regional and statewide income limits based on HUD’s 2024 program guidelines. The median family income in the RPO is about \$79,400, meaning that the limits for “Low-Income” and “Very Low-Income” are around \$63,520 and \$39,700, respectively.

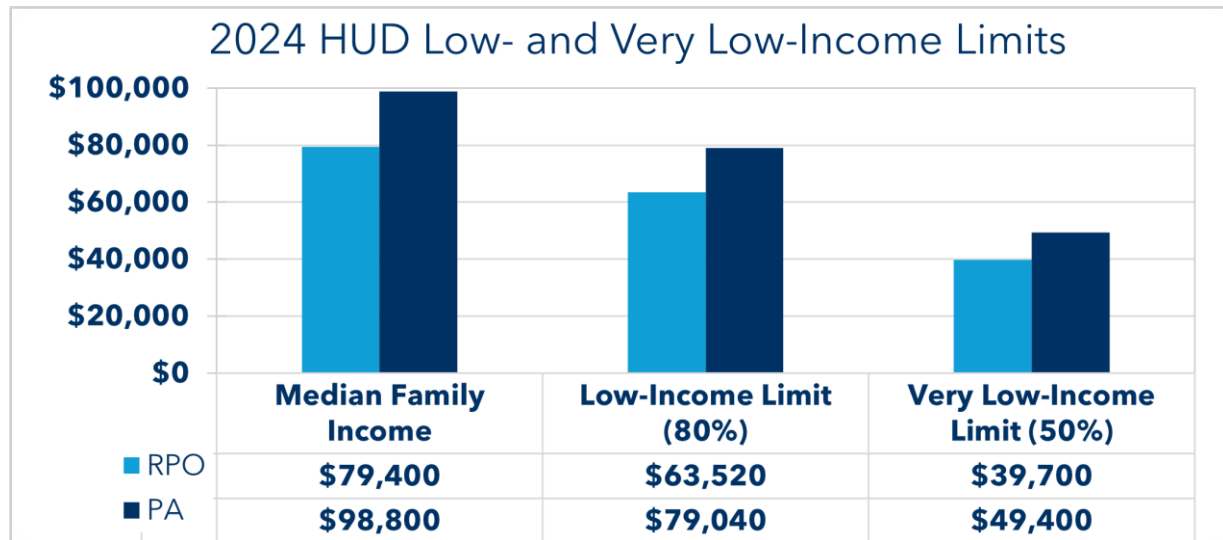


Figure 5. Source: U.S. Department of Housing and Urban Development 2024 Program Income Limits

The U.S. Census Bureau’s poverty threshold is determined based on multiple factors, such as household size, income, and household ages. Nearly 19,000 people in the RPO, or 11.14%, were considered to be in poverty in 2023. Below, **Figure 6** displays the number of residents in the Southern Alleghenies RPO that are above and below the poverty line. **Appendix 4** contains additional information on this population.

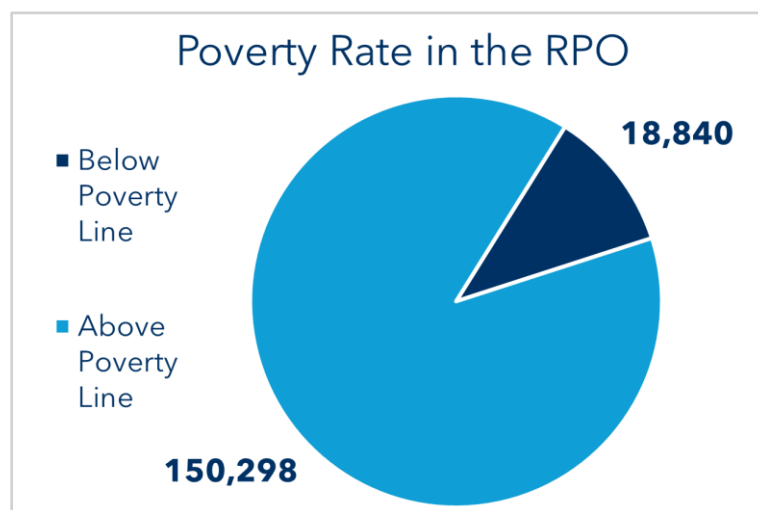


Figure 6. Source: ACS 2023 5-Year Estimates

Committee Composition

The RPO will continue to encourage its minority populations to participate in its decision-making bodies when vacancies in membership appear. The Southern Alleghenies RPO believes that an ideal committee would have a composition mirroring that of the region’s population and prioritizes the goal of giving every group in the population an opportunity to participate in the transportation planning process. This section outlines the current racial and gender composition of the two committees that direct the RPO’s activities: the **Rural Transportation Coordinating Committee** and the **Rural Transportation Technical Committee**.

The RPO strives to maintain balanced representation for each of its four counties in its committee membership. The RTCC contains one representative from each county as a member. The RTTC makes an effort to include four representatives from each county, as well as .

Rural Transportation Coordinating Committee

County	Organization	Gender	Race
-	PennDOT District 9-0	Male	White/Caucasian
Huntingdon	County Commissioner	Male	White/Caucasian
Bedford	County Commissioner	Male	White/Caucasian
Fulton	County Commissioner	Male	White/Caucasian
Somerset	County Commissioner	Male	White/Caucasian
-	PennDOT Central Office	Female	White/Caucasian
-	SAP&DC	Male	White/Caucasian
-	SAP&DC	Male	White/Caucasian

Other Non-Voting Members

County	Organization	Gender	Race
-	SAP&DC	Male	White/Caucasian
-	PennDOT District 9-0	Female	White/Caucasian
-	PennDOT District 9-0	Female	White/Caucasian
-	Federal Highway Administration	Male	White/Caucasian

Rural Transportation Technical Committee

County	Organization	Gender	Race
-	SAP&DC (2)	Male	White/Caucasian
		Male	White/Caucasian
-	PennDOT Central Office	Male	White/Caucasian
-	PennDOT District 9-0	Male	White/Caucasian
Bedford	Municipal Representative	Male	White/Caucasian
Bedford	County Planning Commission	Female	White/Caucasian
Bedford	County Planning Commission	Male	White/Caucasian
Bedford	Transportation Representative - Airport	Male	White/Caucasian
Fulton	Municipal Representative	Male	White/Caucasian
Fulton	County Planning Commission	Male	White/Caucasian
Fulton	Human Services Representative	Female	White/Caucasian
Multiple	Public Agency Representative	Male	White/Caucasian
Huntingdon	Municipal Representative	Male	White/Caucasian
Huntingdon	County Planning Commission	Female	White/Caucasian
Huntingdon	Economic Development Agency	Female	White/Caucasian
Huntingdon	Transportation Representative - Rail	Male	White/Caucasian
Somerset	Municipal Representative	Male	White/Caucasian
Somerset	County Planning Commission	Male	White/Caucasian
Somerset	Public Transportation	Male	White/Caucasian
Somerset	Parks & Trails Representative	Female	White/Caucasian
-	Private Sector Representative - Freight	Male	White/Caucasian

Impact of Regional Transportation Investments

Assessment of Impacts

One vital component of the Southern Alleghenies RPO Transportation Improvement Program (TIP) is the completion of a community demographic analysis. This type of analysis measures the benefits and burdens of any planned investments in the region's transportation network faced by its minority and low-income populations. The data gathered for this analysis can also be utilized when developing and implementing the RPO's public participation strategies. The most recent Community Demographic Analysis was completed for the FY 2025-2028 TIP; the complete analysis can be found in **Appendix 4**.

Summary of Community Demographic Analysis

The Southern Alleghenies RPO utilized information from the U.S. Census Bureau and GIS data to identify the region's low-income and minority populations. The analysis was conducted to assess the equitable distribution of planned TIP projects across all communities in the region. Areas with projects that could potentially impact these populations were reviewed further, determining where there may be burdens imposed, or benefits realized by these groups. While very few of the RPO's communities met the minority population threshold, many Census Block Groups in the region were identified as low-income. Maps displaying the locations of these communities can be found in **Appendix 4-B**.

SAP&DC employed various strategies to improve outreach and encourage underserved populations to become more involved in the planning process. Letters and other informational materials about the Draft FY 2025-2028 TIP were circulated to human services agencies in the region and to the municipalities identified in the analysis. These distributions explained the TIP, provided a link to where draft TIP documentation and maps could be found on SAP&DC's website, and informed readers about public hearings and the public comment period.

SAP&DC sent these informational materials to representatives of tribal groups that once known to reside within the Southern Alleghenies Region.

The analysis concluded that the nature of the planned projects contained in the FY 2025-2028 TIP will have minimal, if any, negative impacts on the region's low-income and minority populations. Furthermore, the analysis found that the planned projects will have a positive effect on the region's safety, mobility, accessibility, and economic opportunities. Moving forward, SAP&DC and the Southern Alleghenies RPO may continue to engage with and involve these identified communities in all regional transportation planning initiatives in accordance with Title VI of the Civil Rights Act of 1964 and other related statutes.

Title VI Complaint Procedures

Any person who believes they have been aggrieved by a discriminatory practice under Title VI has the right to file a formal complaint with SAP&DC. Any such complaint must be filed in writing and given to SAP&DC's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. A sample Title VI Complaint Form can be found in **Appendix 1**. For more information on SAP&DC's Title VI Policy, or to request a Title VI Complaint Form, please contact:

Title VI Coordinator

ATTN: Jennifer Sklodowski

Southern Alleghenies Planning & Development Commission

3 Sheraton Drive

Altoona, PA 16601

814-949-6507

jsklodowski@sapdc.net

The SAP&DC Title VI Complaint Procedures are written to specify the process employed by SAP&DC to investigate complaints while ensuring due process for complainants and respondents. The process does not preclude SAP&DC from attempting to informally resolve complaints.

The procedure applies to all external complaints relating to any program or activity administered by SAP&DC and/or its subrecipients, consultants and contractors filed under Title VI of the Civil Rights Act of 1964, as amended (including Disadvantaged Business Enterprise and Equal Employment Opportunity components), as well as other related laws that prohibit discrimination on the basis of race, color, disability, sex, age, low income, nationality or Limited English Proficiency. Additional statutes include, but are not limited to, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987 and the Americans with Disability Act of 1990.

The procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the complainant. Intimidation or retaliation of any kind is prohibited by law.

Title VI Complaint Procedures - Filing a Complaint

An individual, or their representative, who believes that they have been subject to discrimination or retaliation prohibited by Title VI and other nondiscrimination provisions, has the right to file a complaint. Complaints need to be filed within 180 calendar days of alleged occurrence, when the alleged discrimination became known to the complainant or when there has been a continuing course of conduct, the date on which the conduct was discontinued or the latest instance of the conduct.

Complaints May Also be Mailed or Delivered to:

PennDOT Bureau of Equal Opportunity

P.O. Box 3251
Harrisburg, PA 17105-3251
Phone: (717) 787-5891
Fax: 717-772-4026
Email: penndoteoreports@pa.gov

Pennsylvania Human Relations Commission

333 Market Street, 8th Floor
Harrisburg, PA 17701-2210
Phone: (717) 787-4410

FHWA Pennsylvania Division

Federal Highway Administration
30 N 3rd Street, Suite 700
Harrisburg, PA 17701
Phone: (717) 221-3461

National Title VI Program Manager

Federal Motor Carrier Safety Administration
ATTN: Lester Finkle
1200 New Jersey Avenue, SE, Room W65-312
Washington DC, 20590
Phone: (800) 832-5660

Office of Civil Rights

Federal Transit Administration
East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, DC 20590
Phone: (888) 446-4511

U.S. Department of Justice

Civil Rights Division
810 7th Street, NW
Washington, DC 20531
Phone: (202) 307-0690

Title VI Complaint Procedures – Post-Submission

Complaints shall be in writing and signed by the complainant(s). If complaints are received by telephone or in person, the Title VI Coordinator or other authorized representative shall formally interview the person to provide the basis for the written complaint. If necessary, the authorized person will assist the complainant(s) in writing the complaint.

If SAP&DC receives a complaint, the Title VI Coordinator will acknowledge receipt of the complaint by notifying the complainant and immediately transmitting the complaint to the proper state and federal agency (e.g. Federal Highway Administration, Federal Transit Administration, or PennDOT) for investigation and disposition pursuant to that agency's Title VI complaint procedures.

If the complainant elects to attempt a resolution at the local level, the Title VI Coordinator will conduct a fact-finding investigation. The Title VI Coordinator will meet with the complainant or his/her representative within ten (10) business days from the date of receipt of the written allegations, to conduct a fact-finding investigation of the circumstances underlying the allegations and attempt to informally resolve the issue(s). The Title VI Coordinator's findings will be submitted in writing to the complainant not later than ten (10) business days following the fact-finding investigation. The written notification shall include a notice of the complainant's right to request a formal investigation at the state or federal level, if a satisfactory resolution is not accomplished at the local level.

If the complainant is dissatisfied with the attempted informal resolution, they must inform the Title VI Coordinator within five (5) business days of receipt of the unsatisfactory decision and request a formal investigation at the state or federal level. The written complaint must include the following information:

- ◆ Name, address, and telephone number of complainant
- ◆ Basis of the complaint (e.g. race, color, national origin, sex, age, disability or retaliation)
- ◆ A detailed description of the circumstances of the incident that lead the complainant to believe the discrimination occurred
- ◆ Names, addresses, and phone numbers of people who may have knowledge of the alleged incident or are perceived as parties in the alleged incident
- ◆ Date(s) on which the alleged discrimination occurred
- ◆ If cross-filed, the name of other agencies where the complaint was filed

As the investigation moves forward, additional information may be required. Any complaints received are to be logged in SAP&DC's List of Transit-Related Title VI Investigations, Complaints, and Lawsuits.

Transit-Related Title VI Investigations, Complaints, and Lawsuits

SAP&DC maintains a list, which can be found in **Appendix 2**, documenting any of the following that alleges discrimination on the basis of race, color, or national origin:

- ◆ **Active investigations conducted by the FTA or another entity**
- ◆ **Lawsuits**
- ◆ **Complaints naming SAP&DC**

This list includes the date on which the transit-related Title VI complaint was received; the complainant's name, address, and category; the respondent's category; the nature of the alleged discrimination; any other agency referred to; the investigation completion date; whether the complaint was substantiated or not; and the date that the findings and recommendation was sent to the respondent.

Currently, there are zero active investigations, lawsuits, or complaints for SAP&DC and the Southern Alleghenies RPO to report.

Accessibility & Transparency

SAP&DC continuously evaluates the quality and effectiveness of its non-discrimination policies and procedures despite the low frequency in which complaints are received.

Program Monitoring

SAP&DC regularly monitors population data to track potential changes in the conditions of the region. If significant changes occur, the process to update relevant regional plans will commence. If no significant changes occur, the Southern Alleghenies RPO will update its **Title VI Compliance and Implementation Plan** in conjunction with both its **Public Participation Plan (PPP)** and its **Limited English Proficiency (LEP) Plan**.

Appendices

Appendix 1:

Title VI Complaint Form 17

Appendix 2:

List of Transit-Related Title VI Investigations, Complaints, and Lawsuits 18

Appendix 3:

Notice Under the Americans with Disabilities Act 19

Appendix 4:

Community Demographic Analysis 20

Appendix 4-A: Block Groups Meeting or Exceeding the Regional Poverty Level 37

Appendix 4-B: Maps Displaying Low-Income and Minority Populations in the RPO ... 40

Appendix 5:

Public Participation Plan 44

Appendix 6:

Limited English Proficiency Plan 51

Appendix 7:

Language Taglines 59

Appendix 8:

Disadvantaged Business Enterprise (DBE) Policy Statement 64

Appendix 9:

Title VI Public Comment Period & Adoption 65

Appendix 1: Title VI Complaint Form

Please Print All Information Below

Complainant Name:

Name of Individual Assisting Complainant:

Complainant Address:

Assisting Individual Address:

Complainant Phone #

Assisting Individual Phone # {Home or Cell}

Basis of Complaint: (e.g., Race, Color, National Origin, Sex, Age, Disability, Retaliation)

Date(s) of alleged discrimination:

Please provide a detailed description of the circumstances of the incident(s), including any additional information supporting your complaint (please use additional pages as necessary):

Please provide the name(s), title and address of the person who discriminated against the Complainant.

Please provide, if applicable, names and contact information of people who may have knowledge of the alleged incident(s) or are perceived as parties in the complained-of incident(s):

Please list any other agency where complaint has been filed:

Complainant Signature:

Date:

Date Received: _____

Docket Number: _____

Next Action: _____

Appendix 2: List of Transit-Related Title VI Investigations, Complaints, and Lawsuits

DATE RECEIVED	DOCKET NUMBER	COMPLAINANT'S NAME & ADDRESS	CATEGORY					ALLEGED DISCRIMINATION	REFERRED TO OTHER			OTHER AGENCY NAME	DATE INVESTIGATION COMPLETED	CHECK ONE		DATE FINDINGS AND RECOMMENDATION SENT TO RESPONDENT COMMENTS											
			COMPLAINANT			RESPONDENT			RACE	COLOR	AGE			SEX	POLITICAL AFF. OR BELIEF		CITIZENSHIP	RELIGION	DISABILITY	NATIONAL ORIGIN	OTHER	FEDERAL	STATE	NON-GOVERNMENTAL	SUBSTANTIATED	UNSUBSTANTIATED	
			STAFF PERSON	APPLICANT OR COMMITTEE MEMBER	PUBLIC CITIZEN OR OTHER	STAFF PERSON	OTHER																				
		Last Name, First Address, City, State, Zip Code Telephone #																									

Notice Under the Americans with Disabilities Act

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the Southern Alleghenies Planning & Development Commission (SAP&DC) will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment

SAP&DC does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication

SAP&DC will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in SAP&DC's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures

SAP&DC will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in SAP&DC offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of SAP&DC, should contact the office of Jennifer Sklodowski at 814-949-6507, or jsklodowski@sapdc.net, as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the SAP&DC to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of SAP&DC is not accessible to persons with disabilities should be directed to Jennifer Sklodowski at 814-949-6507, or jsklodowski@sapdc.net.

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Community Demographic Analysis

This analysis was conducted for the FY 2025-2028 Transportation Improvement Program (TIP). Involving traditionally underserved populations in the transportation planning process is vital to the RPO's public participation strategies.

Introduction

This analysis was completed to assist in the FY 2025-2028 Transportation Improvement Program (TIP) planning process. Demographic analyses help ensure that any 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.

These statutory requirements serve to improve outreach to 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 93.5% White, as compared to the Pennsylvania average, which is 78.3% and the United States average of 61.6%. Blacks or African Americans make up approximately 2.5% of the regional population, and other minorities account for the remaining 4.0%. 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 11.0%; other minorities account for 10.7% of the population. Across the United States, there is a 12.4% African American population; other minorities account for 26.0%. **Table 4** shows the distribution of racial minorities in the Southern Alleghenies Region.

Racial Composition of the Southern Alleghenies Region

	Bedford	Fulton	Huntingdon	Somerset	RPO
White Alone	45,917	13,802	39,925	69,572	169,216
Black or African American Alone	356	184	2,229	1,724	4,493
Hispanic or Latino Origin	606	191	919	1,182	2,898
American Indian and Alaskan Native Alone	45	7	71	16	139
Asian Alone	155	53	168	291	667
Native Hawaiian and Other Pacific Islander Alone	0	0	1	18	19
Two or More Races	600	201	1,127	1,385	3,313
Some Other Race	50	91	18	143	302
Total	47,729	14,529	44,458	74,331	181,047

Table 4. Source: ACS 2021 5-Year Estimates

Low Income Population Distribution

According to the U.S. Census Bureau’s 2021 America Community Survey on Poverty, 10.2% of individuals in the region are living below the poverty level. This was lower than the Pennsylvania average of 11.8% and lower than the United States average of 12.6% during that same time period.

Percent of Individuals Living with a Low Income

	Bedford	Fulton	Huntingdon	Somerset	RPO
% of Population for whom Low Income is Determined	10.4%	11.2%	10.5%	9.9%	10.2%

Table 5. Source: ACS 2021 5-Year Estimates

Table 6 shows county and regional income statistics. According to the U.S. Census Bureau American Community Survey (ACS) 2021 5-Year Estimates, the average median household income in the region was approximately \$56,082 in 2021 inflation adjusted dollars. This was lower than the Pennsylvania median of \$67,587 and United States median of \$69,717 the for the same timeframe. Fulton County had the highest estimated median household income, while Somerset County had the lowest. Mean income for the region averaged \$69,667, which was lower than the Pennsylvania average of \$92,849 and the United States average of \$97,962. Fulton County had the highest estimated mean income followed by Huntingdon

County, while Bedford County had the lowest. All counties in the region had lower median and mean household incomes than both Pennsylvania and the United States estimates.

Household Income in the Past 12 Months (2021 Inflation-Adjusted Dollars)

	Bedford	Fulton	Huntingdon	Somerset
Median Household Income	\$54,596	\$58,343	\$57,055	\$54,332
Mean Household Income	\$67,009	\$71,344	\$70,979	\$69,336

Table 6. Source: ACS 2021 5-Year Estimates

Identification of Underserved 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 2021 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 2021 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 relevant population areas.

Minority Communities

Minority populations were mapped at the Census Block Group level using 2021 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 6.53% of the RPO's total population, therefore, any Census Block Group that superseded the regional average was considered.

As shown in **Table 7**, there are 32 Block Groups located in all four Counties of the RPO that meet or exceed the 6.53% minority population threshold. It is important to note that the minority populations in Somerset (Somerset 208.02 and 209.2) and Smithfield Townships (Huntingdon 9503.1) are due in large part to the state correctional facility group quarters population located there.

Census Block Groups with at Least 6.52% Minority Population

County	Census Tract	Census Block Group	Minority Population (%)
Bedford	9604	3	9.2%
Bedford	9606	2	13.6%
Bedford	9606	3	7.3%
Bedford	9607	2	14.2%
Bedford	9608	1	7.1%
Bedford	9611	1	8.7%
Fulton	9601	1	13.3%
Fulton	9603	3	7.2%
Huntingdon	9502	1	22.3%
Huntingdon	9503	3	8.6%
Huntingdon	9503	1	59.1%
Huntingdon	9504	1	12.7%
Huntingdon	9504	2	15.5%
Huntingdon	9504	3	6.8%
Huntingdon	9504	5	13.9%
Huntingdon	9508	3	9.2%
Huntingdon	9509	1	31.9%
Huntingdon	9509	2	6.9%
Huntingdon	9509	3	8.0%
Somerset	201.01	2	11.5%
Somerset	201.02	1	9.8%
Somerset	201.02	3	11.6%
Somerset	202	1	8.2%
Somerset	203	4	9.5%
Somerset	205	2	6.6%
Somerset	206.02	2	9.2%
Somerset	208.02	1	40.6%
Somerset	209	2	22.7%
Somerset	210	1	7.8%
Somerset	210	4	7.6%
Somerset	215	3	11.9%
Somerset	217	3	21.7%

Table 7. Source: ACS 2021 5-Year Estimates

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 2021 ACS Estimates, so it was also used to identify low-income populations.

To identify communities where individuals living in poverty reside, a threshold of 10.2% 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, 89 of the 166 block groups (53.6%) in the RPO were at or above this threshold. Fulton County had the highest percentage of Block Groups meeting the threshold, with 81.8%. In Bedford County, 54.8% of Block Groups met or exceeded the threshold, as well as 47.4% of Block Groups in Huntingdon County, and 52.0% of Block Groups in Somerset County. See **Appendix 4-A** for a detailed list of applicable Block Groups.

FY 2025-2028 Transportation Improvement Program Evaluation

An evaluation was performed to assess the distribution of planned TIP 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 six categories: Bridge Restoration, Bridge Replacement, Highway Restoration, Safety Improvements, Stormwater Management, and New Alignments. 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 8**. Based on 2021 ACS estimates, 22.8% of the total regional population lives in a minority community. Overall, 16.7% 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 have positive impacts in these regions.

2025-2028 Draft TIP Projects Partially or Fully Located in Areas with Minority Population of at Least 6.53%

Project Type	Total Projects	Number in Minority Areas	% in Minority Areas
Bridge Restoration	88	10	11.4%
Bridge Replacement	24	3	12.5%
Highway Restoration	26	11	42.3%
Safety Improvement	7	0	0%
Stormwater	10	1	10%
New Alignment	1	1	100%
Total	156	26	16.7%

Table 8. Source: ACS 2021 5-Year Estimates

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 2025-2028 TIP. The region was broken into five Minority Population Concentration Intervals. **Table 9** shows the methodology used to create the Minority Population Concentration Intervals. **Table 10** shows the population breakdown of the Minority Population Concentration 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 1,925 bridges in the RPO, 325 bridges are located within areas where the percentage of minority population is greater than the regional average (Interval 3 or greater). Only 33 of these bridges, or 10.2%, are rated as poor or worse. There is a total of 1,238,284 square feet of bridge deck area in areas with a minority population concentration that is greater than the regional average. Of that bridge deck area, 74,661 square feet, or 6.0%, is rated poor or worse.

Definition of Minority Population Concentration Intervals

Minority Interval	Ratio of Minority Population % in Census Block Groups to Planning Partner Minority Population %
1	Census Block Minority Population %/County or Planning Partner Minority Population % ≤ 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 %/County or Planning Partner Minority Population % > 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 %/County or Planning Partner Minority Population % > 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 %/County or Planning Partner Minority Population % > 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 %/County or Planning Partner Minority Population % > 4 (Census block group minority population percentage greater than four times the regional minority population percentage)

Table 9.

Statistics of Minority Population Intervals in the Southern Alleghenies RPO

Minority Interval	Total Population	Minority Population	Percent Minority
1	84,763	1,343	1.6%
2	55,019	2,607	4.7%
3	22,314	1,997	8.9%
4	10,942	1,953	17.9%
5	8,009	3,913	49.08%
Total	181,047	11,831	6.53%

Table 10.

Bridge and Deck Area Condition Based on Minority Population Concentration Interval

Minority Interval	Total Bridges	Poor Condition or Worse (%)	Fair Condition or Better (%)	Total Bridge Deck Area (Sq ft)	Poor Condition or Worse (%)	Fair Condition or Better (%)
	Bridges			Bridge Deck Area		
1	998	121 (12.1%)	876 (87.9%)	2,386,570	108,987 (4.6%)	2,276,311 (95.4%)
2	602	64 (10.6%)	538 (65.8%)	1,685,606	52,575 (3.1%)	1,633,032 (98.7%)
3	216	26 (12.0%)	190 (88.0%)	769,180	54,774 (7.1%)	714,406 (92.9%)
4	87	7 (8.1%)	80 (92.0%)	324,931	19,887 (6.1%)	305,044 (93.9%)
5	22	0 (0%)	22 (100%)	144,173	0 (0%)	144,173 (100%)
Total	1,925	218 (11.3%)	1,706 (88.6%)	5,310,461	236,223 (4.4%)	5,072,966 (95.5%)

Table 11.

The IRI evaluation was conducted by breaking down the mileage of Federal Aid roadways based on their location relative to Minority Population Intervals. **Table 12** 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 13** 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 176 miles (17.9%) 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 2.2 miles (1.3%) of Federal Aid System roadways in minority communities are rated to have a poor IRI. A total of 6 miles (3.4%) of Federal Aid System roadways in minority communities is rated to have a poor OPI.

IRI of Federal Aid System Road Segments by Minority Population Interval

Minority Interval	Total Federal Aid Segment Miles	Excellent IRI Miles (%)	Good IRI Mile (%)	Fair IRI Miles (%)	Poor IRI Miles (%)	Other IRI Miles (%)
1	468	220 (47.0%)	143 (30.6%)	28 (6.0%)	4 (0.9%)	73 (15.6%)
2	334	156 (46.7%)	114 (34.2%)	19 (5.7%)	4 (1.2%)	41 (12.3%)
3	104	52 (50.0%)	37 (35.6%)	9 (8.7%)	1 (1.0%)	4 (3.8%)
4	61	33 (54.1%)	17 (27.9%)	3 (4.9%)	1 (1.6%)	7 (11.5%)
5	11	6 (54.5%)	5 (45.5%)	1 (9.1%)	0.2 (1.8%)	0 (0%)
Total	978	467 (47.6%)	316 (32.3%)	60 (6.1%)	10 (1.0%)	125 (12.8%)

Table 12.

OPI of Federal Aid System Road Segments by Minority Population Interval

Minority Interval	Total Federal Aid Segment Miles	Excellent OPI Miles (%)	Good OPI Miles (%)	Fair OPI Miles (%)	Poor OPI Miles (%)	Other OPI Miles (%)
1	468	112 (23.9%)	199 (42.5%)	75 (16.0%)	12 (2.6%)	70 (15.0%)
2	334	50 (14.9%)	168 (50.3%)	72 (21.6%)	4 (1.2%)	41 (12.3%)
3	104	15 (14.3%)	63 (60.6%)	17 (16.3%)	4 (3.8%)	4 (3.8%)
4	61	15 (25.0%)	26 (42.6%)	11 (18.0%)	1 (1.6%)	7 (11.5%)
5	11	5 (45.5%)	2 (18.2%)	4 (36.4%)	1 (9.1%)	0 (0%)
Total	978	197 (20.1%)	458 (46.8%)	179 (18.3%)	22 (2.2%)	122 (12.5%)

Table 13.

Bicycle and Pedestrian Crash Data in Minority Communities

Motor vehicle and Bicycle/Pedestrian crash data from 2017-2021 was obtained through PennDOT’s Pennsylvania Crash Information Tool (PCIT). **Table 14** 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 2,034 (17.1%) 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 43 (23.0%) fatalities. Minority concentration areas saw a total of 7 (25.0%) crashes involving bicycles and 22 (24.4%) 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.

Southern Alleghenies RPO Crash Statistics 2017-2021

Minority Interval	Total Reportable Crashes	Crash Fatalities	Bicycle Involved Crashes	Bicycle Involved Crash Fatalities	Pedestrian Involved Crashes	Pedestrian Involved Crash Fatalities
1	5,881	81	9	1	42	5
2	3,960	63	12	2	26	2
3	1,230	16	3	0	10	0
4	645	20	4	0	12	0
5	159	7	0	0	0	0
Total	11,875	187	28	3	90	7

Table 14.

Potential Impacts to Low-Income Communities

A similar analysis was conducted to determine the percentage of projects within low-income communities, shown in **Table 15**. **Table 16** 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 2021 ACS estimates, approximately 53.7% of the total regional population lives in a low-income community. Overall, 55.1% of TIP projects are located, either partially or completely, in one or more low-income communities. 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.

2025-2028 Draft TIP Projects Partially or Fully Located in Areas with a Low-Income Population of at Least 10.2%

Project Type	Total Projects	Number in Low-Income Areas	Percent in Low Income Areas
Bridge Restoration	88	47	53.4%
Bridge Replacement	24	7	29.2%
Highway Restoration	26	22	84.6%
Safety Improvement	7	3	42.9%
Storm Water	10	6	60%
New Alignment	1	1	100%
Total	156	86	55.1%

Table 15.

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 %/County or Planning Partner Low-Income Population % ≤ 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 % > 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 %/County or Planning Partner Low-Income Population % > 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 %/County or Planning Partner Low-Income Population % > 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 %/County or Planning Partner Low-Income Population % > 4 (Census block group low-income population percentage greater than four times the regional low-income population percentage)

Table 16.

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. Like the minority community analysis, the region was broken into four Low-Income Population Concentration Intervals. **Table 16** shows the methodology used to create the Low-Income Population Concentration Intervals. **Table 14** 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 1,949 bridges in the region, 654 bridges are in areas where the percentage of low-income population is greater than the regional average of 10.2%. Only 71 of these bridges, or 10.9%, are rated as poor or worse. There is a bridge deck area total of 5,451,685 square feet in the region. A total of 2,215,797 (40.6%) square feet of bridge deck area are in areas where the percentage of low-income population is greater than the regional average. A total of 79,276 (3.6%) square feet of bridge deck area in low-income areas is rated as poor.

Bridge and Deck Area Condition Based on Low-Income Concentration Interval

Low-Income Interval	Total Bridges	Poor Condition or Worse (%)	Fair Condition or Better (%)	Total Bridge Deck Area (Sq ft)	Poor Condition or Worse (%)	Fair Condition or Better (%)
	Bridges			Bridge Deck Area		
1	363	41 (11.3%)	322 (88.7%)	1,045,495	75,419 (7.2%)	970,076 (92.8%)
2	932	113 (12.1%)	819 (87.9%)	2,190,393	111,409 (5.1%)	2,078,983 (94.9%)
3	579	67 (11.6%)	512 (88.4%)	1,895,390	72,713 (3.8%)	1,822,677 (96.2%)
4	74	4 (5.4%)	69 (93.2%)	316,284	6,563 (2.1%)	308,448 (97.5%)
5	1	0 (0%)	1 (100%)	4,123	0 (0%)	4,123 (100%)
Total	1,949	225 (11.5%)	1,723 (88.4%)	5,451,685	266,105 (4.9%)	5,184,308 (95.1%)

Table 17.

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 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 low-income 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 low-income Block Group intervals. A total of 301 miles (29.9%) 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 6 miles (2.0%) of Federal Aid System roadways in low-income communities is rated to have a poor IRI. A total of 6 miles (2.0%) of Federal Aid System roadways in low-income communities is rated to have a poor OPI.

IRI of Federal Aid System Road Segments by Low-Income Population Interval

Low-Income Interval	Total Federal Aid Segment Miles	Excellent IRI Miles (%)	Good IRI Miles (%)	Fair IRI Miles (%)	Poor IRI Miles (%)	Other IRI Miles (%)
1	280	152 (54.3%)	92 (32.9%)	12 (4.3%)	2 (0.7%)	22 (7.9%)
2	426	192 (45.1%)	141 (33.1%)	22 (5.2%)	3 (0.7%)	68 (16.0%)
3	282	138 (48.9%)	82 (29.1%)	22 (7.8%)	5 (1.8%)	35 (12.4%)
4	19	8 (42.1%)	7 (36.8%)	3 (15.8%)	1 (5.3%)	1 (5.3%)
5	0	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	1,007	490 (48.7%)	322 (32.0%)	59 (5.9%)	11 (1.1%)	126 (12.6%)

Table 18.

OPI of Federal Aid System Road Segments by Low-Income Population Interval

Low-Income Interval	Total Federal Aid Segment Miles	Excellent OPI Miles (%)	Good OPI Miles (%)	Fair OPI Miles (%)	Poor OPI Miles (%)	Other OPI Miles (%)
1	280	58 (20.7%)	142 (50.7%)	51 (18.2%)	9 (3.2%)	20 (12.53%)
2	426	84 (19.7%)	187 (44.0%)	80 (18.8%)	10 (2.3%)	65 (9.15%)
3	282	64 (22.7%)	137 (48.6%)	42 (14.9%)	4 (1.4%)	35 (15.95%)
4	19	1 (5.3%)	12 (63.2%)	3 (15.8%)	2 (10.5%)	1 (5.3%)
5	0	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	1,007	207 (20.6%)	478 (47.5%)	176 (17.5%)	25 (2.5%)	121 (12.06%)

Table 19.

Bicycle and Pedestrian Crash Data in Low-Income Communities

Motor vehicle and Bicycle/Pedestrian crash data from 2017-2021 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 Low-Income Population Interval over the five-year period. A total of 4,085 (34.2%) 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 50 (27.0%) fatalities. Low-income concentration areas saw a total of 16 (57.1%) crashes involving bicycles and 47 (49.4%) crashes involving pedestrians. There was one (33.3%) bicycle involved crash fatality in low-income concentration areas, and there was one (33.3%) 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.

Southern Alleghenies RPO Crash Statistics 2017-2021

Low-Income Interval	Total Reportable Crashes	Crash Fatalities	Bicycle Involved Crashes	Bicycle Involved Crash Fatalities	Pedestrian Involved Crashes	Pedestrian Involved Crash Fatalities
1	2,651	39	4	1	13	2
2	5,204	96	8	1	35	5
3	3,610	45	13	1	31	1
4	466	5	3	0	16	0
5	9	0	0	0	0	0
Total	11,940	185	28	3	95	8

Table 20.

Project Specific Benefits and Burdens

Most projects on the TIP are highway or bridge asset management projects, which were not analyzed for potential benefits or burdens. Only non-asset management projects were reviewed for potential benefits and burdens. There are three safety related projects on the 2025-2028 Southern Alleghenies TIP that are near communities that are above the minority and/or low-income thresholds. All three of the projects are in a low-income community, and there are no projects in the minority communities.

Project 114119 is a safety improvement project on US 30 near the intersection of Thunder Rock Road in Brush Creek Township, Fulton County. This project will construct a truck turnaround east of the intersection of US 30 and Thunder Rock Road. The turnaround will allow trucks that failed to enter the Turnpike interchange in Breezewood to safely perform turning maneuvers in a designated area and will benefit a low-income area in Fulton County.

Project 120460 is a grouping of safety improvement projects on US 522, SR 1011 (Sinoquipe Road), SR 1012 (Plum Hollow Road), and T-433 (Brown Road) in Dublin Township, Fulton County. This project will consist of intersection improvements and will benefit a low-income area.

The final safety projects are a grouping of projects (120477) on US 522, PA 35, PA 641 and T-409 (Town Hill Street) in Dublin Township, Huntingdon County. The safety improvements will be at the PA 35 and PA 641 intersection, the US 522 and Town Hill Street intersection, and the US 522 and PA 641. This project will benefit low-income areas.

Future Analysis

In the future, SAP&DC may continue to improve the analysis process 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 Draft FY2025-2028 Transportation Improvement Program (TIP) to the county human services agencies as well as the municipalities identified in the EJ analysis. The letters explained the region's TIP, provided a link to the SAP&DC website where draft TIP 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 various statutory 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**
- ◆ **Shawnee Tribe**

Conclusion

SAP&DC used data from the United States Census Bureau combined with GIS data to identify low-income and minority communities in the region. An analysis was conducted to assess the distribution of planned TIP projects across all communities in the region. Areas of potential impacts to the identified 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. Due to the nature of the projects impacting these communities, SAP&DC has concluded that the FY 2025-2028 TIP 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 moving forward.

Block Groups Meeting or Exceeding the Regional Poverty Level (10.2%)

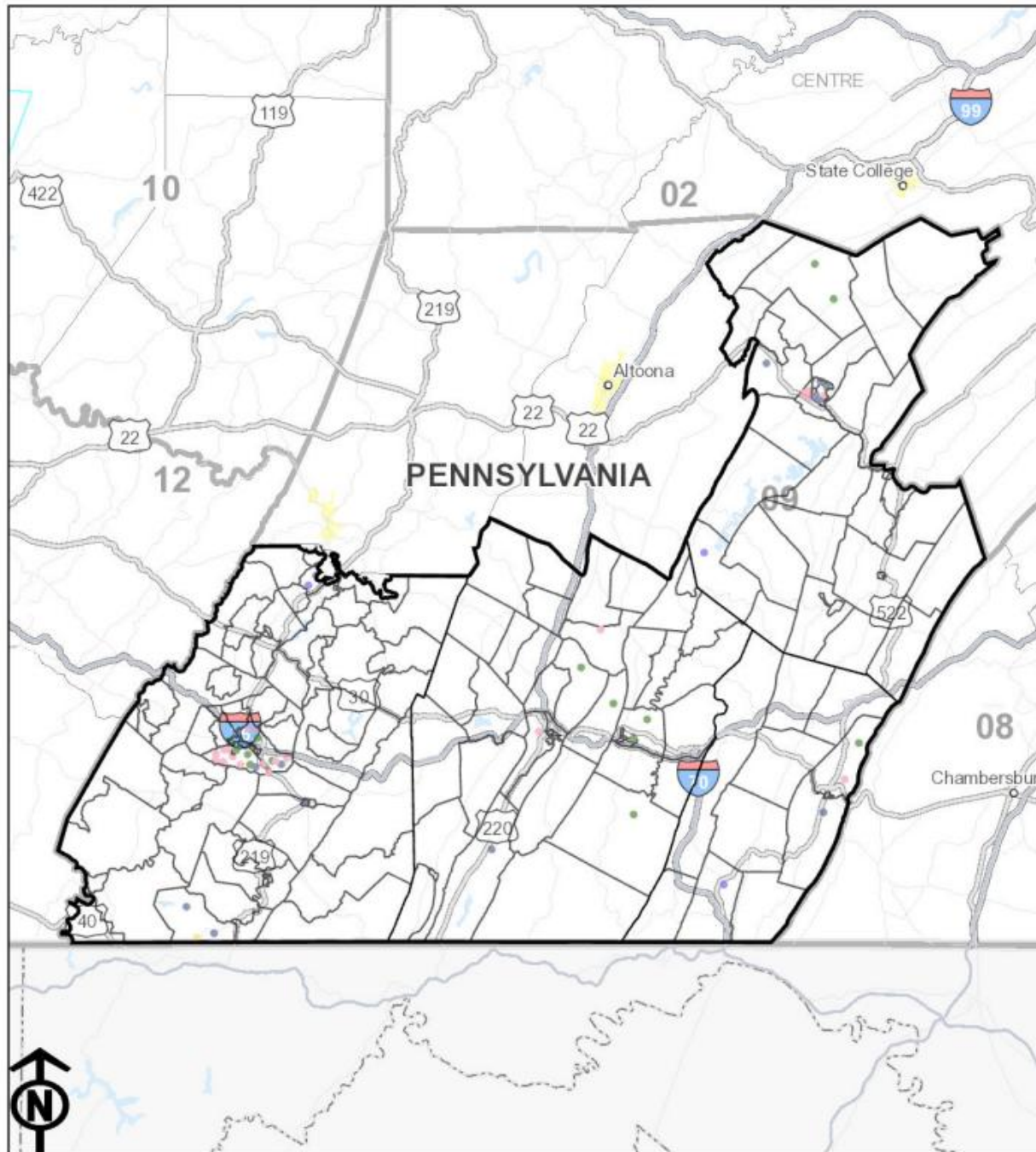
County	Census Tract	Census Block Group	Low-Income Percentage
Bedford	9601	1	21.64%
Bedford	9601	3	15.05%
Bedford	9603	3	26.67%
Bedford	9604	1	23.41%
Bedford	9604	2	13.74%
Bedford	9604	3	20.48%
Bedford	9605	1	16.53%
Bedford	9605	2	11.08%
Bedford	9605	3	17.83%
Bedford	9605	1	16.93%
Bedford	9606	2	28.53%
Bedford	9606	2	17.06%
Bedford	9606	3	10.87%
Bedford	9607	4	11.62%
Bedford	9607	2	17.71%
Bedford	9608	2	13.70%
Bedford	9608	4	11.62%
Bedford	9609	2	14.97%
Bedford	9609	3	16.71%
Bedford	9609	4	16.35%
Bedford	9610	2	14.29%
Bedford	9610	2	14.50%
Bedford	9611	3	13.46%
Fulton	9601	1	10.91%
Fulton	9601	2	27.13%
Fulton	9601	3	13.21%
Fulton	9602	1	13.89%
Fulton	9602	2	13.07%
Fulton	9602	4	11.26%
Fulton	9603	1	10.38%
Fulton	9603	2	10.34%
Fulton	9603	4	12.11%
Huntingdon	9503	1	17.61%
Huntingdon	9503	3	12.01%
Huntingdon	9503	4	13.24%
Huntingdon	9504	3	17.98%
Huntingdon	9504	4	24.71%
Huntingdon	9504	5	21.06%

Appendix 4-A: Block Groups Meeting or Exceeding the Regional Poverty Level

Huntingdon	9505	1	10.36%
Huntingdon	9508	1	13.29%
Huntingdon	9509	2	28.83%
Huntingdon	9509	3	31.32%
Huntingdon	9510	3	16.09%
Huntingdon	9511	2	16.40%
Huntingdon	9512	1	14.74%
Huntingdon	9512	2	19.13%
Huntingdon	9512	3	14.20%
Huntingdon	9512	4	16.90%
Huntingdon	9513	1	11.11%
Huntingdon	9513	2	13.25%
Somerset	201.02	1	13.35%
Somerset	201.02	2	21.36%
Somerset	202	1	17.14%
Somerset	203	1	19.37%
Somerset	203	2	21.85%
Somerset	203	4	21.56%
Somerset	203	5	19.15%
Somerset	204	2	15.19%
Somerset	205	1	12.14%
Somerset	205	2	10.67%
Somerset	206.01	2	10.27%
Somerset	206.01	3	14.39%
Somerset	206.02	2	40.51%
Somerset	206.02	3	37.39%
Somerset	208.02	1	12.05%
Somerset	209	2	15.26%
Somerset	209	4	16.96%
Somerset	210	3	20.80%
Somerset	210	4	18.99%
Somerset	211	1	10.26%
Somerset	211	2	24.06%
Somerset	212	2	10.30%
Somerset	213	1	11.17%
Somerset	213	2	13.65%
Somerset	213	3	11.24%
Somerset	214	3	17.89%
Somerset	215	1	10.23%
Somerset	215	2	22.27%
Somerset	215	3	15.46%

Appendix 4-A: Block Groups Meeting or Exceeding the Regional Poverty Level

Somerset	216	1	10.74%
Somerset	216	2	17.02%
Somerset	217	1	12.89%
Somerset	217	3	11.28%
Somerset	218	4	11.97%
Somerset	219.02	1	14.63%
Somerset	219.02	2	20.07%
Somerset	219.02	3	19.19%
Somerset	219.03	1	11.55%
Somerset	219.04	1	10.54%



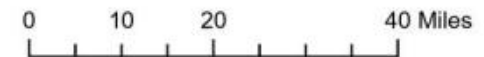
Southern Alleghenies Minority Populations by Block Group

Statistics:

Planning Partner total Population: 181,047
 Planning Partner Minority Population: 11,831
 Planning Partner Overall Minority Population Percentage: 6.5%

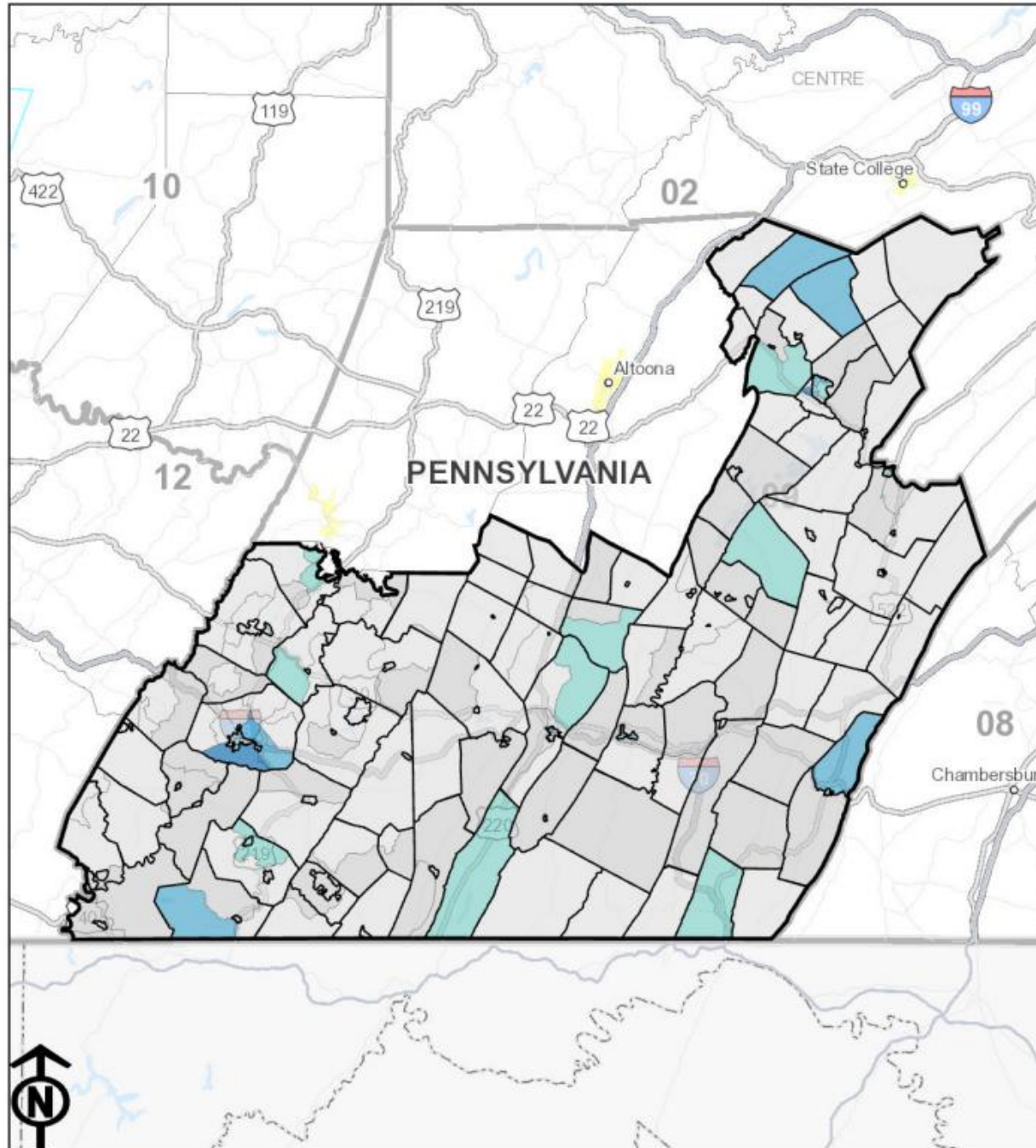
Legend

- Planning Partner Boundaries
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- 1 Dot = 100 People
- Black or African-American, Not Hispanic or Latino
- American Indian or Alaskan Native, Not Hispanic or Latino
- Asian, Not Hispanic or Latino
- Native Hawaiian or Pacific Islander, Not Hispanic or Latino
- Other Race, Not Hispanic or Latino
- Two or more Races, Not Hispanic or Latino
- Hispanic or Latino



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Southern Alleghenies Concentrations of Minority Population by Block Group

Statistics:

Planning Partner total Population: 181,047

Planning Partner Minority Population: 11,831

Planning Partner Overall Minority Population Percentage: 6.5%

Legend

Planning Partner Boundaries

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

Ratio of Block Group Minority Percent to Planning Partner Minority Percent

Less than or equal to half Planning Partner Minority Population Percentage

Greater than half and less than or equal to Planning Partner Minority Population Percentage

Greater than Planning Partner Minority Population Percentage and less than or equal to twice the Planning Partner Minority Population Percentage

Greater than twice and less than or equal to four times the Planning Partner Minority Population Percentage

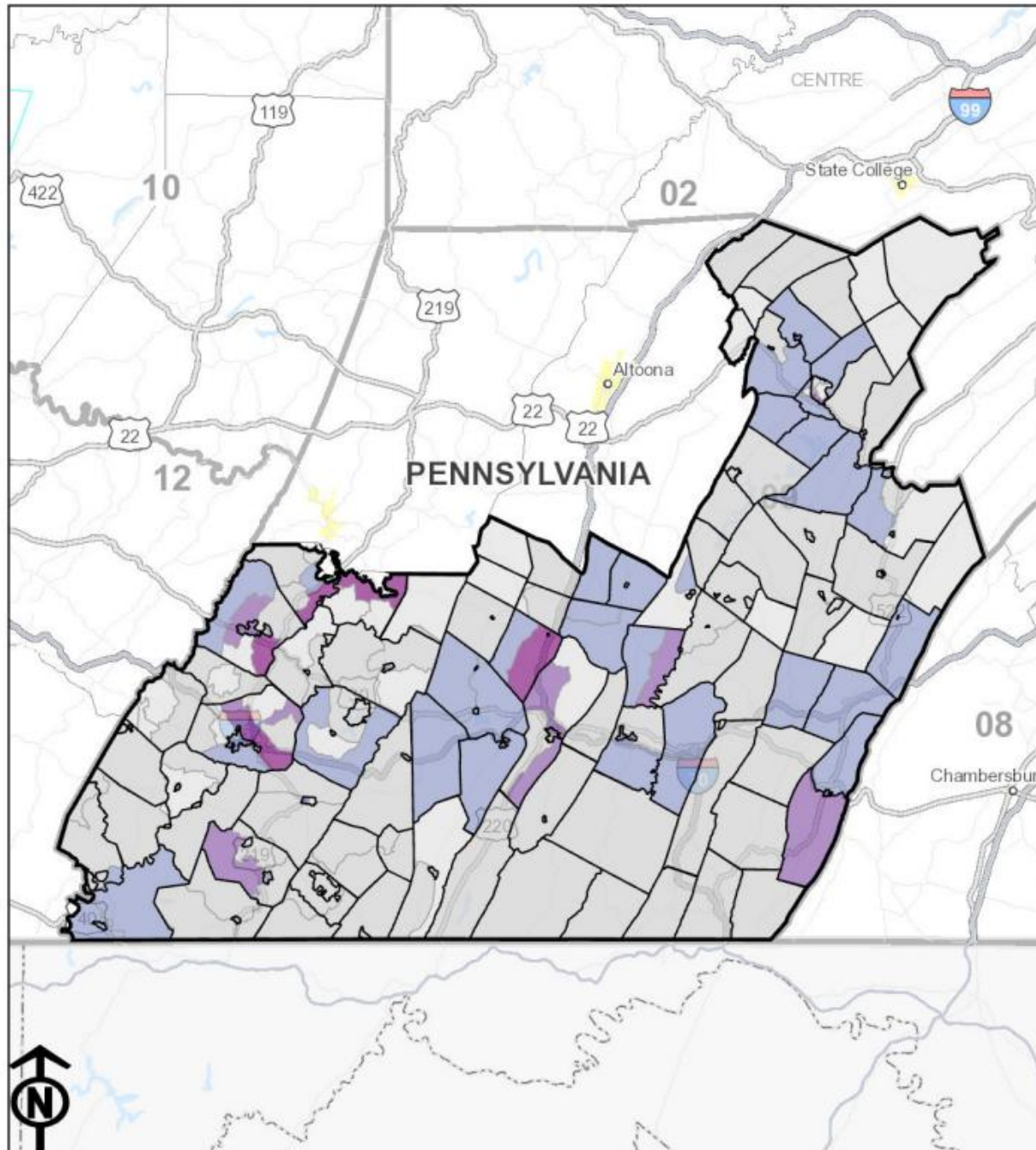
Greater than four times the Planning Partner Minority Population Percentage



0 10 20 40 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



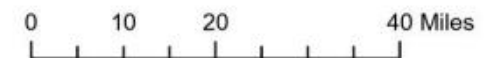
Southern Alleghenies Low Income Population by Block Group

Statistics:

Planning Partner total Population: 181,047
 Planning Partner Low Income Population: 18,476
 Planning Partner Overall Low Income Population Percentage: 10.2%

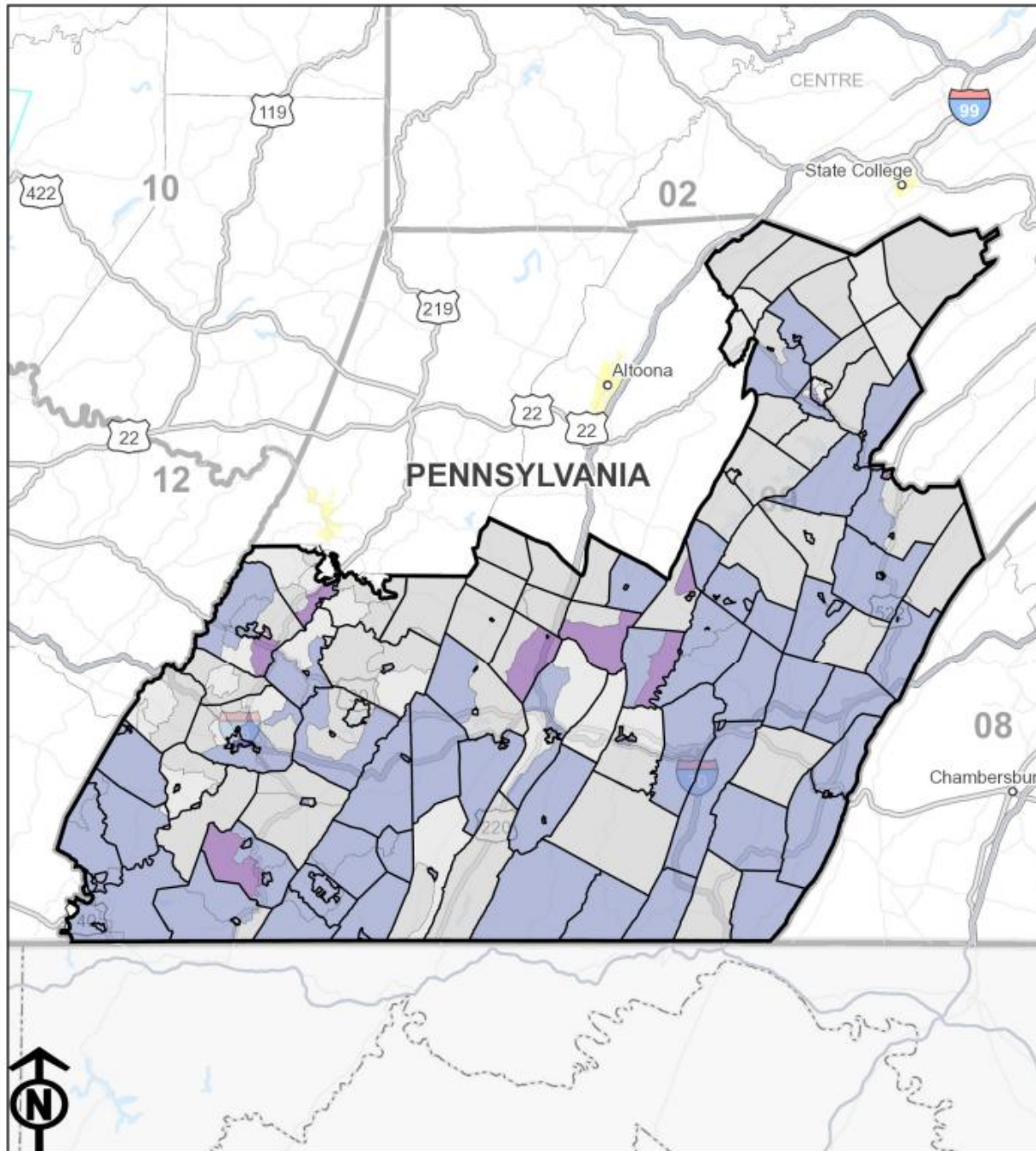
Legend

- Planning Partner Boundaries
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2019
- Low Income Population
- 3 - 14
- 15 - 27
- 28 - 44
- 45 - 72
- 73 - 579



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



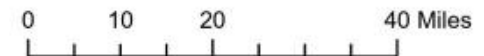
Southern Alleghenies Concentrations of Low Income Population by Block Group

Statistics:

Planning Partner total Population: 181,047
 Planning Partner Low Income Population: 18,476
 Planning Partner Overall Low Income Population Percentage: 10.2%

Legend

- Planning Partner Boundaries
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Low Income Block Group Percentage to Low Income Planning Partner Percentage
 - Less than or equal to half Planning Partner Low Income Population Percentage
 - Greater than half and less than or equal to Planning Partner Low Income Population Percentage
 - Greater than Planning Partner Low Income Population Percentage and less than or equal to twice the Planning Partner Low Income Population Percentage
 - Greater than twice and less than or equal to four times the Planning Partner Low Income Population Percentage



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

Public Participation Plan

The purpose of this plan is to outline a series of procedures the RPO may use for informing and involving the public 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). There are several laws and regulations that influence the RPO's approach to public participation.

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 of 1991 (ISTEA); and public involvement has remained a hallmark of the transportation planning process in ISTEA's successors: The Transportation Equity Act for the 21st Century (TEA-21) in 1998; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005; the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012; the Fixing America's Surface Transportation Act (FAST Act) in 2015; and the Infrastructure Investment and Jobs Act (IIJA) in 2021.

Pennsylvania Sunshine Act (Open Meetings Law)

Act 84 of 1986 established the requirement that public agencies hold open and public meetings, with prior notice, when they intend to deliberate or take official action on agency business. Act 84 was replaced by the Pennsylvania Sunshine Act, 65 Pa.C.S. §§701-716 in 1998. §702(a) of the Act states that maintaining this level of openness with public affairs is vital to guaranteeing that the public can properly fulfill its participatory role in a democratic society. The PA General Assembly finds that securing the right of the public to witness public deliberations and decision-making ensures that public trust in government does not diminish. The major provisions of the Act are summarized below:

- ◆ Written meeting minutes must be kept, including the date, time, and location of the meeting, the names of any members present, the substance of all official actions and roll call votes taken, and the names of all citizens who appeared and the subject of their testimony.
- ◆ Notice of the location, date, and time must be provided at least three days in advance for regular public meetings. This notice must be printed within a paid newspaper of general circulation as well as being posted at the location where the meeting will be held.
- ◆ Official actions cannot be taken at a meeting that is closed to the public. Official actions include agency recommendations pursuant to statutes, ordinances, or executive orders; any establishment of policy; decisions on agency business; and the vote taken on any motion, proposal, rule, regulation, ordinance, report, resolution, or order.

- ◆ Senate Bill 554 amended the Act in 2021, requiring that all regular and special public meetings to include an agenda listing all issues to be deliberated on or any planned official action to be taken.
- ◆ A meeting agenda may not be amended unless it is to address:
 - An emergency
 - Business, not involving entering a contract or fund expenditure, that arose within 24 hours of the meeting
 - A resident or taxpayer raising a matter to be reviewed for a future meeting
- ◆ An amended agenda must be publicized within one business day and the meeting minutes must reflect the substance of the amendment, the vote on the addition, and its justification.
- ◆ §707 lists three exceptions to open meetings:
 - Executive sessions
 - Agency conferences
 - Certain working sessions involving meetings of boards of auditors regarding the records and accounts those boards are responsible for
- ◆ An executive session may be held for several reasons, including but not limited to:
 - The discussion of any matter involving terms and conditions of employment.
 - The negotiation or arbitration of any collective bargaining agreement or labor dispute.
 - Consideration of the purchase or lease of real property.
 - Consultation with an attorney regarding information connected to any expected litigation.
 - Discussion of agency business that would otherwise violate a lawful privilege or lead to the disclosure of confidential information.
 - The discussion, planning, or reviewing of any matters or records deemed necessary for emergency preparedness or public safety.

Anti-Discrimination Laws

Title VI of the Civil Rights Act

Title VI states that no person shall be excluded from participating in, be denied the benefits of, or be subjected to discrimination under any program receiving federal financial assistance based on their race, color, or national origin. Persons with limited English proficiency must have a meaningful opportunity to participate in programs that receive Federal financial assistance. 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.

Pennsylvania Human Relations Act

This act established the Pennsylvania Human Relations Commission (PHRC) to be the state’s civil rights enforcement agency. The PHRC intends to promote equal opportunity for all by protecting people from unlawful discrimination. Pennsylvania law prohibits discrimination based on age, ancestry or national origin, color, race, religious creed, or sex.

The PHRC released regulations in 2023 to define sex, race, and religious creed more clearly. Sex includes pregnancy status, childbirth status, sex assigned at birth, gender identity/expression, sexual orientation, and differences in sex development. Race refers to any traits associated with race, including hair texture and protective hairstyles so long as it does not violate workplace safety standards. Religious creed refers to all aspects of religious observance, practice, and belief.

Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990

Section 504 of the Rehabilitation Act of 1973 was one of the first pieces of civil rights legislation enacted that focused on the disabled population in the United States. It prohibits discrimination against people with disabilities by employers or organizations that receive federal financial assistance. Section 504 works in tandem with the Americans with Disabilities Act of 1990 (ADA) and the Individuals with Disabilities Education Act (IDEA) to protect children and adults with disabilities from exclusion and unequal treatment in employment, education, and in their communities.

The ADA extends these protections to state and local governments, including those that do not receive any federal financial assistance. Public entities must make services, programs, and activities accessible to individuals with disabilities. This includes holding meetings in ADA-compliant buildings or providing reasonable accommodations to ensure equally effective communications for people with disabilities to allow for full participation in meetings, planning, and programming activities.

Public Participation & Underserved Populations

Accounting for the conditions and needs of traditionally underserved populations is vital to the success of any public planning process. An analysis of the region’s low-income and minority populations provides helpful information that the RPO can use to improve outreach to these underserved communities. The information from this style of analysis enables the RPO to better understand the barriers that impact low-income or minority populations’ ability to participate in the planning process. This is particularly important in a rural region like the Southern Alleghenies, where the population is widely dispersed and access to resources and services can vary from person-to-person.

Much of the content in this plan is currently guided by the Statewide and Nonmetropolitan Transportation Planning and Programming regulations found in Title 23, Section 450 of the Code of Federal Regulations (23 CFR 450). These regulations are applicable to States and any other entities, including an RPO, that are responsible for meeting the State’s transportation planning requirements pursuant to Title 23, Section 135 and Title 49, Section 5304 of the United States Code (23 U.S.C. 135 & 49 U.S.C. 5304).

Outreach Methodology

Objectives

The Southern Alleghenies RPO shall ensure that its public participation strategy 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, providers of freight transportation services, private providers of transportation, representatives of public transportation users, representatives of pedestrian walkway users, representatives of bicycle transportation facility users, 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.

Advertising Methods

During the development of all transportation plans and programs, the Southern Alleghenies RPO will utilize a variety of advertisement methods consistent with the objectives outlined above. Specific methods used for each activity will be outlined in the Public Involvement Matrix at the end of **Appendix 5**.

- ◆ **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. Social media advertisements for planning activities have the potential to provide more detail than other standard advertising 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. Its 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 often employ DMS boards to make the public aware of project specific information. Use of these boards is intended to increase public awareness of upcoming public meetings, plan displays, or public comment opportunities.
- ◆ **Local and Regional Newspapers:** Regionally 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 a variety of public participation activities consistent with the objectives outlined above. Specific methods used for each activity are outlined in the Public Involvement Matrix at the end of **Appendix 5**.

- ◆ **Public Comment Period:** For a minimum of 30-45 calendar days, depending on the plan), interested parties can review and provide comments. Major amendments or updates to a plan must adhere to this requirement. Minor revisions, such as periodic data updates, are not subject to this requirement. Comments received during the public comment period(s) will be reviewed by the RTTC and RTCC during a quarterly meeting and be added to the appendix of 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. Minor revisions do not necessitate a supplemental comment period.
- ◆ **Public Display:** During any given public comment period, the draft plan will be made available to review at the four RPO county planning commissions, SAP&DC's website (www.sapdc.net) and office in Altoona, PA, and the PennDOT District 9-0 office in Hollidaysburg, PA. The website will allow comments via a webform on the page where the final draft plan is posted.
- ◆ **Public Meeting:** Initial public meetings are held to obtain input during the plan's formative stages, while meetings during the public comment period may be used to identify improvements. Meetings may also be scheduled on an as-needed basis throughout the planning process. These meetings may be held in each RPO county or at the SAP&DC office in Altoona, PA. Additions, corrections, or deletions to a 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 the needs of persons with disabilities to ensure that all meetings are accessible.
- ◆ **Email, Mail, or Phone:** Comments will continue to be accepted via these more traditional methods. The ubiquity of these methods makes them some of the most accessible ways 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 may be employed for projects or plans requiring more specific feedback.
- ◆ **Outreach to Underserved Populations:** Communities with higher concentrations of minority and low-income populations, 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 resided in the region.
- ◆ **Online Survey Tools:** These tools will allow for more targeted and in-depth feedback. These tools also allow 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 suggest general improvements. Those comments will be collected by the platform and incorporated in the planning activity being conducted.

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 effectiveness. The PPP will be updated on a five-year cycle, concurrent with the Long Range Transportation Plan update. The need for 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 5: Public Participation Plan

Public Involvement Matrix					Public Meetings		
	Advertising Methods	Advertising Notice	Participation Methods	Comment Period	Initial Meetings	Comment Period	Meeting Frequency
Long Range Transportation Plan (LRTP)	Social Media Newsletter Email DMS Boards Newspapers	Prior to public meeting	Public Comment Period Public Display/Meetings Email/Mail/Phone VPI/Online Survey Targeted Outreach	30 Days	One in each County	One, may coincide with committee	N/A
Transportation Improvement Program (TIP)	Social Media Newsletter Email DMS Boards Newspapers	Prior to public meeting	Public Comment Period Public Display/Meetings Email/Mail/Phone VPI/Online Survey Targeted Outreach	30 Days	One, may coincide with committee	One in each County	N/A
Public Participation Plan (PPP)	Social Media Newsletter Email Local Newspaper	Prior to public meeting	Public Comment Period Public Display/Meetings Email/Mail/Phone VPI/Online Survey Targeted Outreach	45 Days	N/A	One, may coincide with committee	N/A
Other Plans	Social Media Newsletter Email Local Newspaper	Prior to public meeting	Public Comment Period Public Display/Meeting Email/Mail/Phone VPI/Online Survey Targeted Outreach	30 Days	As needed	One, may coincide with committee	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, typically held at SAP&DC

*Bolder selection indicates method(s) that will be used

Limited English Proficiency Plan

This plan was completed prior to the revocation of Executive Order 13166 in early 2025. While the analysis guidelines and LEP Plan requirements outlined in E.O. 13166 and *“Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons”* may no longer be mandatory, the Southern Alleghenies RPO included this plan to help strengthen the public involvement process. The RPO seeks to encourage **all** interested parties in the region to participate in the transportation planning process.

The Southern Alleghenies Rural Planning Organization (RPO) is responsible for transportation planning and programming across the four rural counties of Bedford, Fulton, Huntingdon, and Somerset. Southern Alleghenies Planning & Development Commission (SAP&DC) provides staff support for the Southern Alleghenies RPO. As a recipient of federal funding, SAP&DC must take reasonable steps to ensure meaningful access to the information and services it provides.

The protections granted by Title VI of the Civil Rights Act of 1964 extend to persons who, because of their **national origin**, are limited in their English language proficiency. The Southern Alleghenies RPO has prepared this plan to outline the ways in which it strives to improve access to its programs and activities by LEP persons.

The U.S. Department of Transportation (DOT) published *“Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons”* in the December 14, 2005, Federal Register. This policy guidance indicates that organizations receiving DOT funds are required to follow this guidance:

The guidance applies to all DOT funding recipients, which include state departments of transportation; state motor vehicle administrations; airport operators; state highway safety programs; metropolitan planning organizations; regional transportation agencies; hazardous transporters and other first responders; and state and local agencies with emergency transportation responsibilities... Coverage extends to a recipient’s entire program or activity, i.e., to all parts of a recipient’s operations.

Furthermore, 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.

Plan Purpose

The purpose of this Limited English Proficiency (LEP) Plan is to develop procedures to ensure meaningful access for LEP individuals to information and services provided by the Southern Alleghenies RPO. The plan includes a needs assessment, identifies individuals in the region who may need language assistance, identifies available resources, and outlines language assistance measures.

Limited English Proficient Individual Definition

Individuals who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English are considered Limited English Proficient (LEP) and are therefore entitled to language assistance under Title VI of the Civil Rights Act of 1964, with respect to a particular type of service, benefit, or encounter.

For the purposes of this plan, a Limited English Proficient (LEP) individual is defined as any individual who speaks a language at home other than English as their primary language, and who speaks or understands English “less than very well.”

Limited English Proficiency Needs Assessment

In Section V of *“Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient Persons,”* the U.S. Department of Transportation outlines a four-factor analysis for agencies to use to determine a cost-effective mix of language assistance measures and to target resource use appropriately. This guidance gives local agencies the flexibility to perform their own assessment of the factors and to determine reasonable means to accommodate LEP individuals. The four factors of the analysis are:

- ◆ **Factor 1: LEP Persons Served or Encountered in the Eligible Service Population**
- ◆ **Factor 2: Frequency of LEP Persons Interacting with RPO Programs, Activities, & Services**
- ◆ **Factor 3: Importance of Programs, Activities, and Services Provided by the RPO**
- ◆ **Factor 4: Resources Available and Overall Costs to the RPO**

The following sections further detail each aspect of the four-factor analysis and needs assessment completed by the Southern Alleghenies RPO in relation to the transportation planning process.

Factor 1:

LEP Persons Served or Encountered in the Eligible Service Population

The first step of the needs assessment is to determine the number and proportion of LEP individuals served or encountered in the Southern Alleghenies RPO service area. SAP&DC developed a profile of residents that could participate in the transportation planning process and other related activities. Demographic data for the region was reviewed to assist with the development of this regional profile. One of the most comprehensive sources of demographic information are the American Community Survey (ACS) Estimates.

This part of the analysis looks at the population over the age of five years who speaks a language other than English at home and understands English “less than very well.” **Table 21** shows the overall population and the proportion of individuals over the age of five in the region who are considered LEP. The overwhelming majority of the population is proficient in English. Only 1.15% of the region’s population speaks English “less than very well” and would be identified as LEP individuals. Somerset County has the highest concentration of LEP persons (1.60%), and Fulton County has the lowest (0.20%).

LEP Population in the Southern Alleghenies RPO					
	Bedford	Fulton	Huntingdon	Somerset	RPO
Population Aged 5 Years and Over	45,113	13,854	41,890	69,895	170,752
Number of LEP Individuals	406	32	395	1,136	1,969
Percentage of LEP Individuals	0.90%	0.20%	0.90%	1.60%	1.15%

Table 21. Source: ACS 2023 5-Year Estimates, Table S1601: Language Spoken at Home

Table 22 summarizes the language spoken at home as a percentage of the population. It includes those who may speak a language at home other than English but who can understand English, and therefore is not reflective of the LEP population. The region’s residents are predominantly English-speaking (97.28%). The most common non-English languages spoken at home are Spanish (0.85%) and Other Indo-European languages (1.58%), which includes languages such as Dutch, Italian, Portuguese, French, and German.

Language Spoken at Home as a Percentage of the Population Aged 5 Years and Over

	Bedford	Fulton	Huntingdon	Somerset	RPO
English Only	97.10%	98.80%	96.80%	96.40%	97.28%
Spanish Language	0.70%	0.40%	150%	0.80%	0.85%
Other Indo-European Languages	1.90%	0.80%	1.10%	2.50%	1.58%
Asian and Pacific Islander Languages	0.20%	0.00%	0.30%	0.30%	0.20%
Other Languages	0.00%	0.00%	0.30%	0.00%	0.08%

Table 22. Source: ACS 2023 5-Year Estimates, Table S1601: Language Spoken at Home

Table 23 shows the main language groups spoken at home by LEP individuals. It does not include those individuals that understand English “very well,” but instead accounts only for those who speak English “less than very well.” The data is displayed as the percentage of the overall population over the age of five. The most common language group in the LEP population is “Other Indo-European Languages.” The second most common is Spanish. Asian and Pacific Islander languages such as Chinese, Vietnamese, Japanese, Korean, and Tagalog, as well as other languages, are also displayed in the table.

Language Spoken at Home by LEP Persons as a Percentage of the Total Population Aged 5 Years and Over

	Bedford	Fulton	Huntingdon	Somerset	RPO % (Total #)
Spanish Language	0.32%	0.10%	0.36%	0.20%	0.26% (448)
Other Indo-European Languages	0.55%	0.13%	0.38%	1.16%	0.72% (1,230)
Asian and Pacific Islander Languages	0.04%	0.00%	0.09%	0.26%	0.14% (233)
Other Languages	0.00%	0.00%	0.12%	0.03%	0.05% (58)
Total Percentage of LEP Individuals	0.91%	0.23%	0.95%	1.58%	1.15% (1,969)

Table 23. Source: ACS 2023 5-Year Estimates, Table S1601: Language Spoken at Home

Appendix 6: Limited English Proficiency Plan

Table 24 displays the most common non-English languages spoken at home by language group. The data is displayed as the percentage of the total population over the age of five. The total number of LEP individuals in each group by county is shown as well. The percentages in parentheses indicate the overall percentage within each language group that is considered LEP. German or Germanic, primarily spoken by Amish and Mennonite communities, and Spanish are the most frequent non-English languages spoken at home in the region.

Language Spoken at Home as a Percentage of Total Population 5 Years and Over
(Percentage of Each Language Group Considered LEP)

	Bedford	Fulton	Huntingdon	Somerset	Total LEP Persons
Spanish	0.73% (31.92%)	0.35% (3.13%)	1.48% (33.48%)	0.78% (31.47%)	448
German or Germanic	1.56% (19.29%)	0.25% (0.56%)	0.70% (12.70%)	2.03% (67.45%)	1,063
Other Indo-European	0.24% (33.94%)	0.23% (8.26%)	0.24% (0.00%)	0.22% (57.80%)	109
Russian, Polish, or Slavic	0.02% (0.00%)	-	0.04% (75.00%)	0.11% (25.00%)	4
French, Haitian, or Cajun	0.12% (7.41%)	0.34% (5.56%)	0.12% (38.89%)	0.10% (48.15%)	54
Chinese, Mandarin, or Cantonese	0.02% (5.85%)	-	0.06% (12.87%)	0.23% (81.29%)	171
Arabic	-	-	0.07% (100.00%)	0.01% (0.00%)	8
Other Asian or Pacific Islander	0.08% (0.00%)	-	0.16% (75.00%)	0.02% (25.00%)	8
Korean	0.01% (0.00%)	-	0.01% (10.34%)	0.01% (89.66%)	29
Vietnamese	0.02% (38.89%)	-	-	0.02% (61.11%)	18
Tagalog, Filipino	0.03% (0.00%)	-	0.03% (100.00%)	-	7
Other Unspecified	0.03% (0.00%)	-	0.28% (80.00%)	0.02% (20.00%)	50

Table 24. Source: ACS 2023 5-Year Estimates, Table C16001: Language Spoken at Home for the Population 5 Years and Over
Note: A hyphen indicates that no data was available

Factor 2:

Frequency of LEP Persons Interacting with RPO Programs, Activities, & Services

SAP&DC has been a recipient of federal dollars for transportation planning and programming for well over ten years. To date, no requests have been made to SAP&DC by individuals or groups seeking interpreters or publications in other languages. Given the relatively small number of LEP individuals in the region, it is anticipated that most would not encounter RPO programs, activities, and services frequently.

However, SAP&DC will continue to take proactive steps to ensure that any LEP individuals in the region are engaged with throughout the implementation of various programs and activities by:

- ◆ Conducting surveys and outreach to communities, LEP advocates, and social service providers
- ◆ Generating surveys at public meetings, asking LEP-related questions

Logging LEP encounters with the RPO and planning partners, as well as acquiring logs from transit providers and the counties.

Factor 3:

Importance of Programs, Activities, and Services Provided by the RPO

SAP&DC receives federal funding to provide transportation planning to the Southern Alleghenies RPO. The funds SAP&DC receives are part of the various vital documents and written communications, including the Unified Planning Work Program (UPWP), and the Transportation Improvement Program (TIP), the Long Range Transportation Plan (LRTP), as well as web content, meeting notices, and complaint forms located on SAP&DC's website.

SAP&DC strives to ensure that all segments of the population, including LEP individuals, can participate in the transportation planning process and other related activities. SAP&DC includes a robust public involvement component in all transportation-related studies, programs, and activities. The Southern Alleghenies RPO **Public Participation Plan (PPP)** goes into further detail about public involvement in regional transportation planning processes.

Factor 4:

Resources Available and Overall Cost to the RPO

The RPO region has a small, rural population with a limited number of LEP individuals. Resources and staff available for transportation-related activities are likewise limited. For activities coordinated with PennDOT District 9-0, District staff may utilize over-the-phone interpretation on behalf of the RPO. For activities not coordinated with PennDOT District 9-0, the RPO will utilize its own available resources.

SAP&DC will continue to monitor resident population profiles and trends for increases in the LEP population and will reevaluate resources as needed.

Language Assistance Measures

Oral Language Services (Interpretation)

Interpretation is the act of listening to something in one language (source language) and orally translating it into another (target language). As a recipient of federal funding, SAP&DC must make reasonable efforts to provide interpretation services for LEP individuals. When providing interpretation services, recipients shall ensure the competency of the language service provider to maintain quality and accuracy of those services. The U.S. Department of Transportation's LEP policy guidance outlines a series of acceptable oral language assistance services that can be employed to serve LEP individuals.

When working in coordination with the RPO, PennDOT District 9-0 staff may be utilized to provide over-the-phone interpretation on their behalf. For any activities that are not in coordination with PennDOT District 9-0, the RPO will utilize its own resources to accommodate the needs of the region's LEP population. The telephone interpreter service line offers timely assistance in many different languages and is well suited to several different situations. A list of taglines in multiple languages can be found in **Appendix G**.

Written Language Services

Through its transportation planning activities, SAP&DC is responsible for the development of a variety of transportation-related plans to help guide decision-making in the region. SAP&DC has identified the following plans and documents as vital written materials:

- ◆ **Transportation Improvement Program (TIP)**
- ◆ **Twelve-Year Plan (TYP)**
- ◆ **Long Range Transportation Plan (LRTP)**
- ◆ **Meeting notices, complaint forms, and other content found on the SAP&DC website**

Safe Harbor Provisions

SAP&DC adheres to established safe harbor provisions regarding these vital written materials. This means that as a recipient, SAP&DC is obligated to provide written translations of vital materials when certain conditions are met.

The following activities will be considered strong evidence of compliance with SAP&DC's written translation obligations:

- ◆ SAP&DC will provide written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000, whichever is less, of the population of persons eligible to be served or likely to be affected or encountered. Translation of non-vital documents can be provided orally as needed. For longer documents, the RPO will initially offer a translated Executive Summary as a cost-saving measure.

- ◆ If there are fewer than 50 individuals in a language group that reaches the 5% threshold, SAP&DC will not translate vital written materials. A written notice in the primary language of the LEP group will explain their right to receive component oral interpretation of those written materials, free of cost.

Safe harbor provisions apply to translation services for *written documents only*. They do not affect the requirement to provide meaningful access to LEP individuals through oral interpreters when those services are necessary and reasonable.

Staff Training

SAP&DC will make every reasonable effort to ensure that its staff is adequately trained to assist LEP individuals in person or by telephone. All staff that assist with RPO activities and all RPO committee members will be provided with a copy of the LEP Plan and will be informed of the interpretation and translation services and policies that are offered to LEP individuals.

Providing Notice to LEP Individuals

SAP&DC shall provide notice to LEP persons of the available language services. SAP&DC advertises all public meetings in the public notice section of local newspapers. All RPO-related meeting announcements will mention that special assistance is available upon request at least seven days prior to the meeting date. SAP&DC will also include information and related documents on its website (www.sapdc.org) regarding available assistance for LEP individuals. Those documents will include a copy of this plan.

Monitoring and Updating the Limited English Proficiency Plan

SAP&DC will monitor language data for the region on an annual basis and analyze any major changes in the number of LEP individuals. SAP&DC will also continue to monitor the frequency of encounters with LEP individuals. If significant changes are noted in the concentrations of LEP individuals or if there is a notable increase in encounters with LEP individuals, an update to the LEP Plan may commence. If no significant changes occur, the Southern Alleghenies RPO may choose to update the LEP Plan in conjunction with or be merged into the next major update of the **Public Participation Plan (PPP)**.

Language Taglines

English

ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call 1 (717)787-5851.

Vietnamese

CHÚ Ý: Nếu bạn nói một ngôn ngữ khác ngoài tiếng Anh, dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho bạn. Gọi 1 (717)787-5851.

Korean

주의: 영어 외에 다른 언어를 사용하시는 경우, 언어 지원 서비스를 제공받으실 수 있습니다. 전화번호 1 (717)787-5851로 전화하세요.

French

« ATTENTION : Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. Appelez le 1 (717) 787-5851. »

Somali

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale aanan ahayn Ingiriisiga, adeegyada gargaarka luqadda ayaa lagu diyaarin karaa. Wac 1 (717) 787-5851.

Russian

ВНИМАНИЕ: Если вы говорите на другом языке, кроме английского, вам могут быть предоставлены услуги языковой помощи. Позвоните по номеру 1 (717)787-5851.

Ukrainian

УВАГА: Якщо ви говорите іншою мовою, окрім англійської, вам можуть бути надані послуги мовної підтримки. Телефонуйте за номером 1 (717)787-5851.

Simplified Chinese

注意：如果您讲英语以外的其他语言，我们可以为您提供语言协助服务。请致电 1 (717)787-5851。

Traditional Chinese

注意：如果您說英語以外的其他語言，我們可為您提供語言協助服務。致電 1 (717) 787-5851。

Arabic

تنبيه: إذا كنت تتحدث لغة أخرى غير اللغة الإنجليزية، يمكننا توفير خدمات المساعدة اللغوية لك. اتصل بالرقم 825 1589 (570) 1.

Burmese

အာရုံစိုက်မှု- အင်္ဂလိပ်ဘာသာမှတစ်ပါး အခြားဘာသာစကားကို ပြောဆိုပါက ဘာသာစကားအထောက်အပံ့ ဝန်ဆောင်မှုများကို သင့်အား ရရှိနိုင်ပါသည်။ ဝ (၇၁၇)၇၈၇-၅၈၅၁ ခေါ်ဆိုပါ။

Japanese

注意：英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることができます。電話 1 (717) 787-5851.

Hindi

ध्यान दें: यदि आप अंग्रेजी के अलावा कोई अन्य भाषा बोलते हैं, तो आपको भाषा सहायता सेवाएं उपलब्ध कराई जा सकती हैं। 1 (717)787-5851 पर कॉल करें।

Italian

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione. Chiama 1 (717) 787-5851.

Polish

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (717) 787-5851.

Nepali

ध्यान दिनुहोस्: यदि तपाईं अङ्ग्रेजीबाहेक अरू भाषा बोल्नुहुन्छ भने, भाषा सहायता सेवाहरू तपाईंलाई उपलब्ध गराउन सकिन्छ। 1 (717)787-5851 को कॉल करें।

Urdu

توجہ: اگر آپ انگریزی کے علاوہ دوسری زبان بولتے ہیں تو، زبان کی مدد کی خدمات آپ کو دستیاب 5851-787)717(1 کال کریں۔

Spanish

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (717) 787-5851.

Greek

ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε 1 (717)787-5851.



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA 17101-1900

OFFICE OF
SECRETARY OF TRANSPORTATION

Disadvantaged Business Enterprise (DBE) Policy Statement

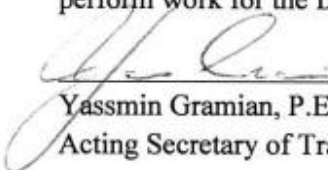
The Pennsylvania Department of Transportation (Department) has established a Disadvantaged Business Enterprise (DBE) Program in accordance with the regulations of the U. S. Department of Transportation (DOT), 49 CFR Part 26 (Part 26). The Department receives Federal financial assistance from DOT, and as a condition of receiving this assistance, the Department has signed an assurance that it will comply with Part 26.

It is the policy of the Department to ensure that DBEs defined in Part 26 have an equal opportunity to receive and participate in DOT-assisted contracts. It is also our policy:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts in the Department's highway, transit, and airport programs;
- To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- To ensure that the Department's DBE Program is narrowly tailored in accordance with applicable law;
- To ensure that only firms that fully meet the certification standards of 49 CFR 26, Subpart D are permitted to participate as DBEs;
- To help remove barriers to the participation of DBEs in DOT-assisted contracts;
- To promote the use of DBEs in all types of federally-assisted contracts and procurement activities conducted by the Department;
- To assist in the development of firms in order to compete successfully in the marketplace outside the DBE Program; and
- To provide appropriate guidance to Bureaus and Districts in establishing and providing opportunities for DBEs.

The Deputy Secretary for Administration has been designated the DBE Liaison Officer. In this capacity, the DBE Liaison Officer is responsible for implementing all aspects of the DBE Program. Implementation of the DBE Program is accorded the same priority as compliance with all other legal obligations incurred by the Department in its financial assistance agreements with DOT.

The Department has disseminated this policy statement to its Deputy Secretaries, Bureau Directors, District Executives, Managers, Supervisors, and to every level of the Department. This policy statement has also been distributed to DBE and non-DBE business communities that perform work for the Department on DOT-assisted contracts.



Yassmin Gramian, P.E.
Acting Secretary of Transportation

02/06/2020
Date

Title VI Public Comment

Public Comment Period

The required 45-day public review and comment period for the Southern Alleghenies RPO Title VI Compliance and Implementation Plan, Public Participation Plan, and Limited English Proficiency Plan commenced on March 24, 2025, and concluded on May 9, 2025. A virtual public meeting to discuss the plans was concurrent with the Southern Alleghenies Rural Transportation Technical Committee (RTTC) meeting on May 7, 2025.

During the virtual public meeting, SAP&DC staff gave a presentation on the contents of the three plans. The presentation touched upon the Federal laws and regulations that guide the Southern Alleghenies RPO's Title VI procedures and emphasized the ways in which the three plans build upon and strengthen the others.

Following the presentation, a PennDOT representative present in the meeting offered their input and recommended minor alterations to ensure the plan's compliance with current Federal guidelines. One committee member inquired about the complaint procedures described in the plan. The staff explained that the RPO shares a Title VI Coordinator with SAP&DC and that their contact information is listed throughout the document.

With no further discussion, a committee member motioned to recommend approval of the Title VI Compliance and Implementation Plan, including the Public Participation Plan and Limited English Proficiency Plan by the Rural Transportation Coordinating Committee (RTCC). The motion was seconded and approved unanimously by those in attendance.

Plan Adoption

The Rural Transportation Coordinating Committee (RTCC) met one week after the Rural Transportation Technical Committee (RTTC), on May 14, 2025. SAP&DC staff gave an updated presentation on the Title VI Compliance and Implementation Plan to the committee. The presentation contained minor alterations and updates following the input and recommendations received from the aforementioned PennDOT representative.

These updates simplified explanations of the Federal regulations and code that guided the content of the three included plans. At the conclusion of the presentation, a committee member motioned to approve and adopt the Title VI Compliance and Implementation Plan, including the Public Participation Plan and Limited English Proficiency Plan. The motion was seconded and approved unanimously by those in attendance.