

The Blair County 2021-2045 Long Range Transportation Plan

Prepared by the

Blair County Planning Commission

With assistance from the Pennsylvania Department of Transportation

Federal Highway Administration

&

Altoona Metro Transit

Adopted by the

Blair Metropolitan Planning Organization (MPO)

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Introduction

Since the early 1990s, a long range transportation plan, which must be updated at least every 5 years and have at least a 20 year time horizon, has been a federally required part of the transportation planning process. The long range plan documents the status of the existing transportation system and identifies long-term needs/projects and is intended to serve as a guide that helps the MPO implement transportation projects that move people and goods safely and efficiently, that preserve the current transportation system, and that improve the quality of life to retain and attract people and businesses to Blair County. The plan is an ongoing document that may be amended when additional funds become available.

The federal and state requirements of the Transportation Improvement Program and the 12 Year Transportation Program, which are updated every two years, are part of the long range plan and are also required by federal and state acts to receive highway, bridge and transit funds.

In preparing these plans and programs, the Blair County Planning Commission assists the MPO in conducting the required continuing, cooperative and comprehensive (3 C) transportation planning process that includes PennDOT, the County and municipal elected officials, the public, non-profit and private sector organizations, environmental justice communities, other elected officials, and various stakeholders identified in the MPO's Public Participation Plan.

Long Range and Short Range Strategies and Actions

23 CFR 450.324 states that the transportation plan shall include both long range and short range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

In 2018, the County Commissioners adopted the Blair County portion of the 2018 *Alleghenies Ahead: Shared Strategies for a Stronger Region*, that is a collaborative effort to implement strategies that will boost the region's ability to create and compete for jobs, attract and retain residents, and become a place with stronger and more vital communities.

One of the Alleghenies Ahead Comprehensive Plan's top strategies/priorities for Blair County is improving Public Health and Safety through improving mobility options for people who walk, jog, and bicycle. Some of the planning steering committee's reasons as follows:

"The region's recreational amenities play an important role in attracting investment to the region by contributing to the set of lifestyle option that will make the Southern Alleghenies competitive to businesses and households that could locate almost anywhere. Parks, trails, rivers, museums, and restaurants – and everything in between – make the region attractive to tourists and bolster the service economy, but their role in making the region a good place to live is of foremost importance."

The Alleghenies Ahead Plan also identifies transportation as one of the region's top strategies/priorities that has the biggest impact on the vitality and prospects of the Southern Alleghenies Region -- impacting the region's ability or inability to compete for younger households and build financially sustainable communities. The plan notes that for decades, the expansion of transportation networks was an important focus, driven by a need to reduce isolation, boost economic opportunities, and improve safety. Today, preserving and maintaining this system is a priority and a challenge.

The transportation goals, strategies and actions of the Alleghenies Ahead Plan are consistent with the MPO's adopted safety performance measures that include the numbers of "non-motorized serious injuries and fatalities" that it uses for its shorter range transportation improvement program. Including the Alleghenies Ahead strategies in the MPO's long range transportation plan is consistent with and supports the MPO's safety performance measures.

Other plans and studies that are also consistent with the above mentioned goals and strategies are as follows:

- *Pennsylvania Active Transportation Plan* - "Biking and walking are integral elements of Pennsylvania's transportation system that contribute to community health, economic mobility, and quality of life"
- *Ahead of the Curve Altoona Housing Strategy & Downtown Investment Plan* and the *10th and 12th Avenue Altoona Study* that is currently assessing the feasibility to construct a shared use path and greenway along 10th Avenue across from the Altoona Transportation Center
- *2020-2024 Southern Alleghenies Region Comprehensive Economic Development Strategy* by the Southern Alleghenies Regional Planning & Development Commission. This economic development strategy includes the following objectives:
 - Encourage mixed-use commercial/residential development in pedestrian-oriented commercial districts.
 - Support the implementation of Active Transportation Plans and Policies
- *Positively Altoona*, The City of Altoona's Comprehensive Plan
- *2012 Logan Township Comprehensive Plan Update*
- *2012 Plank Road Pedestrian Access Study* requested by the Blair County Chamber of Commerce
- *2010 Campaign for Active Transportation* led by the Altoona-Blair County Development Corporation.

The map displays the state of Tennessee with its county boundaries. Major cities are marked with dots and labeled. An inset map in the top left corner shows the state of Tennessee with a box indicating the location of the study area. The study area is located in the central part of the state, around Nashville. The map includes labels for various counties and cities, such as Nashville, Memphis, and Knoxville. A scale bar at the bottom indicates distances up to 10 miles.

- Blair County: 127,089
- City of Altoona: 46,320
- Urbanized Area: approximately 80,000
- Pennsylvania: 12.7 million

Source: US Census

- Blair County: 121,829
- City of Altoona: 43,364
- Pennsylvania: 12.8 million

Land Use

- Area Total 526 Square Miles; Municipalities;
- Forest/Game Lands - 64.7%
- Agricultural – 20%
- Residential – 8.4%
- Transportation/Utilities – 3%

Source: Blair County 2007 Comprehensive Plan

The long range transportation plan is required to contain population and employment projections, which greatly affect the region's transportation demand for vehicles trips. The US Census Bureau provides short term population projections like the one shown in Table 1, which would if verified in 2020, be a decline of 5,260 persons or - 4.1% since the 2010 US Census.

Table 1. Population Trends, Blair County 1920-2019

1920	128,334	1980	136,621
1930	139,840	1990	130,542
1940	140,358	2000	129,144
1950	139,519	2010	127,089
1960	137,270	2019*	121,829
1970	135,356		

Source: Alleghenies Ahead Plan; *US Census Bureau

For population projections beyond 2020, the Southern Alleghenies Region Comprehensive Economic Development Strategy (CEDS) 2020-2024 provides four population projection alternatives that all show the Region losing population for the foreseeable future, although each alternative shows varying rates of population decline (1.5% to 11.6% loss between 2015 and 2040). The CEDS report also includes the Center for Rural Pennsylvania's statewide population projection study in which the Southern Alleghenies Region is expected to gain 1.9% population from 2015 to 2040.

For employment trends, according to the PA Department of Labor, the Blair County annual civilian labor force (employed and unemployed) was 61,800 in 2010 and 60,515 in 2016 as reported by the Alleghenies Ahead Comprehensive Plan. The CEDS plan reported a loss of 3,589 jobs between 2013 and 2017 (-1.02%) for the six county region that includes Blair County, and a growth in PA by 2.3% and the US by 4.6%. Employment is more of a challenge to project due to workers not covered by Unemployment Compensation that aren't included in the labor force figures, such as railroad and postal workers, farmers and the growing self-employed/gig workers that don't have employees.

Also helpful in projecting transportation demand is daily vehicle miles of travel. Blair County had a 13% decline in daily vehicle miles traveled (DVMT) from 2007 to 2013. Although daily vehicle miles traveled in the county rose 3.7% from 2.7 million to 2.8 million DVMT of travel between 2013 and 2018, that figure would have to climb over 9% percent to achieve 2007 levels.

In case of a huge increase in DVMT occurs, there has been several capacity adding project on major arterials since 2007 that would allow the system to function well, which includes an increase in freight. And two current studies are underway to examine the places where the most congestion is occurring: the PA Route 36/164 Safety Improvements Study and the Frankstown Road Park Avenue to PA Route 36 Study. Additional preparedness for increased freight on the system is addressed in planning factor 4.

Another part of transportation demand is for people who cannot drive. The U.S. Census Bureau data shows that of the county population, 12.8 % under age 65 have a disability compared to 9.8% for the state. In addition, 21.3% of Blair's population is age 65 and over compared to 18.7% for the state. As a result, the need for transporting people with disabilities and the need for sidewalks in the urban areas that meet American's With Disabilities Act (ADA) standards may increase. Altoona Metro Transit, Blair Senior Services, Inc. and other paratransit providers specialize in serving people with disabilities.

Federal Planning Factors

The federal rule 23 CFR 450 asks that the transportation plan provide consideration for projects, strategies, and services to address the following factors as they relate to Blair County's Transportation System, which includes as follows:

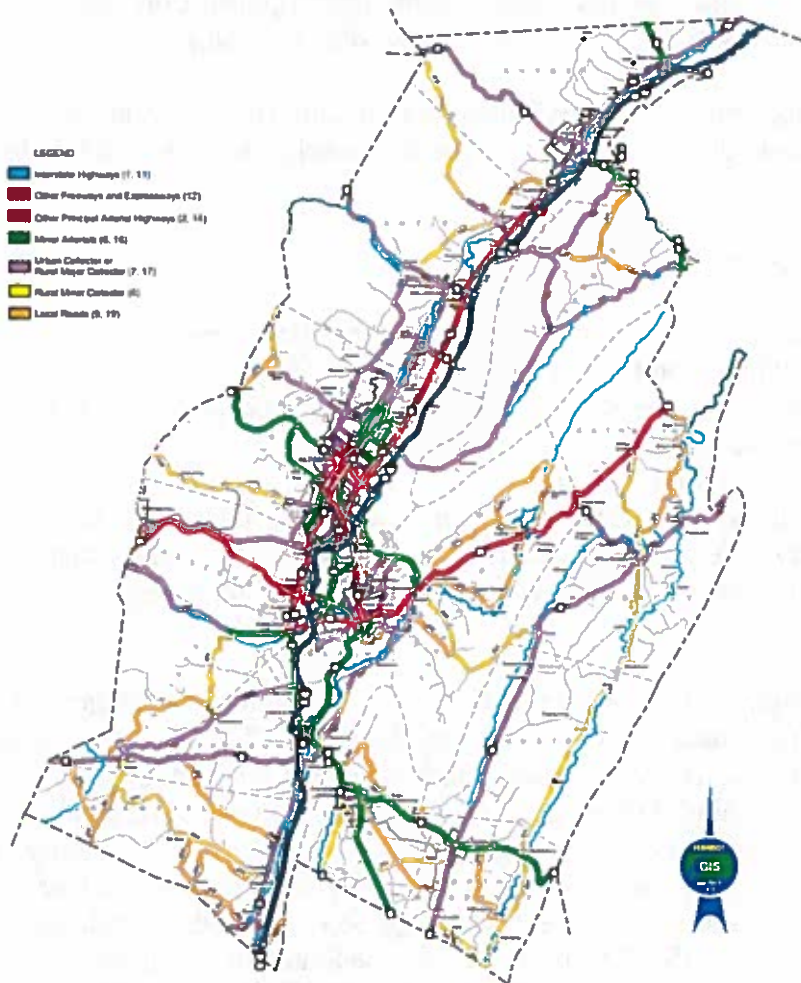
Blair County Transportation System

- **1,225 Total Linear Roadway Miles**
- **755 Roadway Miles Local & 462 Roadway Miles State**
- **323 State Bridges; 138 local bridges in BMS2**
- **2.8 Million Daily Vehicle Miles Traveled (DVMT)**
Source: Pennsylvania Highway Statistics 2019
- **Approximately 26 Miles of Shared Use Paths**
- **Sidewalks in the 9 Boroughs, the City of Altoona, and some in Townships**
- **3 Freight Rail Lines**
- **AMTRAK Passenger Rail**
- **3 Public Airports**
- **12 Fixed Routes, 9 Tripper Routes, Amtran**
Annual Ridership 459,627
- **ADA Paratransit, Blair Senior Services, Inc. & Amtran**
- **Greyhound Bus – Altoona to State College, Harrisburg and Pittsburgh**
- **CATA Commute – Vanpools**

Factor (1.) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

The Altoona Blair County Development Corporation emphasizes that *"Blair County, PA is the Heart of the I-99 Innovation Corridor that joins the Altoona and University Park campuses of The Pennsylvania State University"*. Interstate Highway 99, along with U.S. Route 22, support the county's economic vitality by helping to connect it to larger metropolitan areas, I-80, and the PA Turnpike. The County also has several PA Routes many state and local federal-aid routes as shown in the following map:

Federal-Aid Functional Classification Blair County



The top goal of the long range plan transportation plan and a goal of the 2018 Alleghenies Ahead County Comprehensive Plan is to preserve the state and local roadways and bridges, passenger rail and bus, rail freight and airports that serve the Blair County residents and businesses. The top five private employment sectors identified in the comprehensive plan are as follows:

- Education and health care services, 26.1%
- Retail trade, 14.8%
- Manufacturing, 11.3%
- Arts, entertainment, and recreation, and accommodation and food services, 9.5%
- Transportation and warehousing and utilities. 6.7%.

While railroad employment is well below its peak, rail transport is vital to the economy of Blair County as the Norfolk Southern Corporation Class I Railroad provides interstate rail freight service and is a large employer. Other railroads like the Everett Railroad Company and the Nittany & Bald Eagle Railroad are Class III Railroads that have six transload facilities that serve

many businesses and industries. Two of those businesses, the McCabe Group, Inc. in Greenfield Township and Smith Transport, Inc., in Taylor Township, have transload facilities served by the Everett Railroad and provide trucking, warehousing and distribution services. Smith Transport, Inc., also has a Warehouse is located in the Altoona Blair County Development Corporation's industrial park served by the Nittany & Bald Eagle Railroad in Snyder Township.

The Altoona-Blair County Development Corporation supports economic vitality by providing corporate financing, marketing, and business expansion programs to help create and retain jobs and manages the following:

- Eight business and industrial parks;
- Two industrial buildings
- The Devorris Center for Business Development, a multi-tenant business center
- A State Enterprise Zone Revolving Loan Program that supports development in the City of Altoona, Hollidaysburg, Duncansville, Tyrone and Bellwood Boroughs and portions of the Allegheny, Antis, Blair, Logan and Snyder Townships.
- Four active Keystone Opportunity Zones (KOZ).
- Keystone Opportunity Expansion Zones (KOEZ) impacting the DeGol Industrial Center in Frankstown Township, the I-99 Enterprise Campus in Antis Township, the 764 Associates site in Allegheny and Blair Townships, and other former KOZ's that maintain current designations through 2027.

The Altoona-Blair County Development Corporation (ABCD Corp.) provides staff services to the Pennsylvania Department of Community & Economic Development's City of Altoona/Logan Township Enterprise Zone Committee. That zone recently terminated but the strategy is to reapply for new designation in 2021. ABCD Corp. uses other State Infrastructure Development funds and funds from the Appalachian Regional Commission (ARC) to improve accessibility and mobility for freight by constructing access roads to support private investment in places like Convention Center Commons and access improvements along SR 36 in Allegheny Township for the Logan Medical Center. In addition, ABCD Corp. work with the Southern Alleghenies Planning & Development Commission to acquire funding from the Appalachian Regional Commission to improve access to the Tyrone Industrial Park. ABCD Corp. also assists the Altoona Parking Authority with managing the Altoona Transportation Center's public parking garage and central business district parking lots.

Another top economic goal of the Alleghenies Ahead Plan and long range transportation plan is to help households and businesses stay here and thrive and move here, which involves improving facilities for walking and bicycling that improve public health, reduce traffic congestion, and boost travel and tourism. The importance of tourism to the economy is addressed in factor 10.

Factor (2.) Increase the safety of the transportation system for motorized and non-motorized users

The top goal of the *Pennsylvania Strategic Highway Safety Plan of 2017* is “to reduce average fatalities and serious injuries to support the national effort of ending fatalities on our nation’s roads within the next 30 years.” The highway safety plan has identified 16 key emphasis areas that have the greatest potential to reduce highway fatalities and serious injuries. One of those focus areas is reducing lane departures. For that purpose, the long range plan has funds to install Reflective Pavement Markers and to install Intelligent Transportation System Devices at three new locations along I-99 that increase safety by helping to manage roadway incidents and alert motorists of hazardous driving conditions.

The 2021 Transportation Improvement Program (TIP) part of the long range plan has over \$ 7.6 million in Safety Mobility Initiative (SAMI) and Highway Safety Improvement Program (HSIP) funds for the projects as show in the table below:

Route	Project Number	Title	Description
Various	114144	2022 Reflective Pavement Marker Installation	SAMI
Various	114389	2021 RPM Installation	SAMI
PA 36 & PA 164	110134	PA 36 – PA 164 Intersection Improvements	SAMI/HSIP
State Route (SR) 1009 Frankstown Road	108201	SR 1009 SR 1021– PA 36	SAMI/HSIP Intersection Improvements
Church Street in Greenfield Township	106320	Church St. RR Grade Crossing	SAMI

- Reflective Pavement Marker (RPM) Projects of \$ 400,000;
- PA Route 36 & 164 Intersection Improvements and Corridor Safety Study, \$ 4,504,000;
- Frankstown Road (SR 1009) Resurfacing and Intersections Improvements, includes signal upgrades, \$ 2,184,000;
- Church Street Railroad Grade Crossing over the Everett Railroad, includes mounted flashing warning lights, \$ 609,270.

The 12 Year Program part of the long range plan contains the PA Route 764 Intersection Improvement on 6th and 7th Avenues as a highway restoration project, but it is also a safety type project. The 12 Year Program contains a total of \$ 8,737,000 in HSIP funds.

Additional safety recommendations for motorized users are presented in the 2019 Transportation Systems Management and Operations (TSMO) Plan for the Central Region. The plan includes PennDOT maintaining existing *dynamic message signs* to inform motorists of hazardous road conditions due to weather or accidents at the following locations:

- Interstate Highway 99 – between Duncansville and 17th St.;
- US Route 22 – between Cambria County & the Duncansville Intersection;
- PA Route 764 – between US Route 22 & Veeder-Root Company;
- Old US Route 220 – Inlows to the Duncansville Intersection;
- I-99 at the Pinecroft Interchange.

Also to help increase safety, the PennDOT Connects project review form includes questions for municipalities regarding their plans for walking and bicycling projects. For more on increasing safety for non-motorized users, please see the draft Active Transportation Plan in Appendix A.

Factor (3.) Increase the security of the transportation system for motorized and non-motorized users

The MPO had planning commission and PennDOT District 9-0 representation on the working group that prepared the former Regional Operations Plan, and the MPO approved project recommendations from the plan for increasing the security of the transportation system like the *closed circuit television cameras* that PennDOT uses to help monitor crashes and movement of traffic on the following sections of highways:

- Interstate Highway 99 - from US Route 22 to 17th Street;
- Plank Road - from the Meadows Intersection north;
- 17th Street – bridge over 10th Avenue to I-99;
- Chestnut Avenue – Juniata Gap Road to 8th Street Bridge;
- 7th Street Bridge – City of Altoona.

There is more on the use of technology to improve traffic operations in planning factor 7.

To improve security, Amtran has used a federal grant for \$ 700,000 with a project total of \$ 1.3 million to implement an Intelligent Transportation System/Smart Bus Project, which was fully implemented in April 2009 and includes the following:

- on-board surveillance systems on all fixed route buses;
(Includes 5 interior and 3 exterior cameras per bus by the end of 2015.)
- silent alarm for driver to alert dispatcher in the event of a safety/security problem;
- covert microphone in the driver's area so that the dispatcher can monitor a problem on-board;
- digital video surveillance systems for its operations and maintenance facility.

Amtran has also had significant capital investment in peripheral security systems. These investments draw upon Amtran's FTA discretionary grant for Intelligent Transportation Systems under the FHWA's Rural Deployment program. Some of these investments include Automatic Vehicle Location, monitoring systems for Amtran's mainline fleet, new fare collection systems, video surveillance systems for all Amtran buses, and communications.

The Blair County Airport Authority has taken measures to increase the security of air transportation as follows:

- enclosed 90% of its grounds with security fencing;
- added close circuit television cameras to record the property perimeter, runway ramps, parking, and terminal frontage;
- created a badging system for employers and contractors;
- checks of all passengers, baggage, and cargo as required by the Transportation Security Administration.

Factor (4.) Increase accessibility and mobility of people and freight

The completion of Interstate 99 has increased accessibility and mobility for freight transport by providing a better connection to the Pennsylvania Turnpike, State College and Interstate 80, and the rebuilding of U.S. Route 22 has provided more accessibility to the west. Previous roadway projects that increased freight or truck access to I-99 and Route 22 are as follows:

- Widened PA Route 764 to four lanes from the Borough of Duncansville to the interchange with U.S. Route 22 near the Village of Cross Keys in Allegheny Township;
- Widened PA Route 36 and added a center turn lane from Roaring Spring Borough to the Leamersville Interchange of Interstate 99 in Freedom Township; a current study of this corridor is included in the 2021 TIP and is underway to evaluate further safety improvements;
- Widened Chestnut Avenue to four lanes from 4th Street to N. 4th Street on 4th Avenue, City of Altoona, which also improves access to the Immigration and Naturalization Service & U.S. Border Patrol Training Center and Weapons Facility and the Army Reserve Center;
- Widened Plank Road to include two additional lanes and a center left turning lane from I-99 in Allegheny Township to US Route 22 at the Wye Switches in Blair Township;
- Realigned PA Route 865 from the Borough of Bellwood to the Bellwood Interchange of I-99 in Antis Township;
- Park Avenue Improvements widened Park Avenue to four lanes in Logan Township from PA Route 36/Logan Blvd. to the I-99 Interchange at Frankstown Road, completed in 2010.
- Plank Road Interchange added a lane on Plank Road from Ramp A in Allegheny Township to Goods Lane and added a left turn lane on Plank Road at the Goods Lane intersection in Logan Township, completed in 2016.

According to the Pennsylvania Highway Statistics 2019 Highway Data report, the statewide total of daily truck miles traveled have increased from 26.4% in 2010 to 28.5% of all vehicles miles traveled in 2019. However, the total daily truck miles traveled isn't shown by county.

But to help prepare for the long term potential increase in freight traffic, the Blair MPO in 2016, worked with the Federal Highway Administration and PennDOT and consultants to evaluate freight volumes, tonnage, and value of shipments to identify PA Top Freight Generators. In consultation with Altoona Blair County Development Corp., the MPO identified the area north and south of the Cross Keys Interchange of I-99 as the County's top freight generator. The MPO also recommended one Urban and four Rural Critical Freight Corridors for improving freight access to I-99 as follows:

- PA Route 764, from US Route 22 in Duncansville to Sugar Run Road in Allegheny Township, Urban
- PA Route 36, Smith Transport in Taylor Township to I-99, Rural
- Sheetzway to the Sproul Interchange of I-99 in Greenfield Township, Rural
- PA Route 453 from I-99 east to the County line in Snyder Township, Rural
- PA Route 350 from I-99 west to the Co. Line in Snyder Township, Rural.

To increase accessibility and mobility for motor vehicle commuters, park-and-ride lots have been installed at the interchanges of I-99 at the Village of Pinecroft (2000), at PA Rt. 865 (2007) and at Borough of Tyrone (2007). Blair Planning and PennDOT helped Antis Township and Tyrone Borough to identify the sites, and the MPO used Congestion Mitigation and Air Quality funds and assistance from PennDOT Engineering District 9-0 to design, pave, and install the lighting.

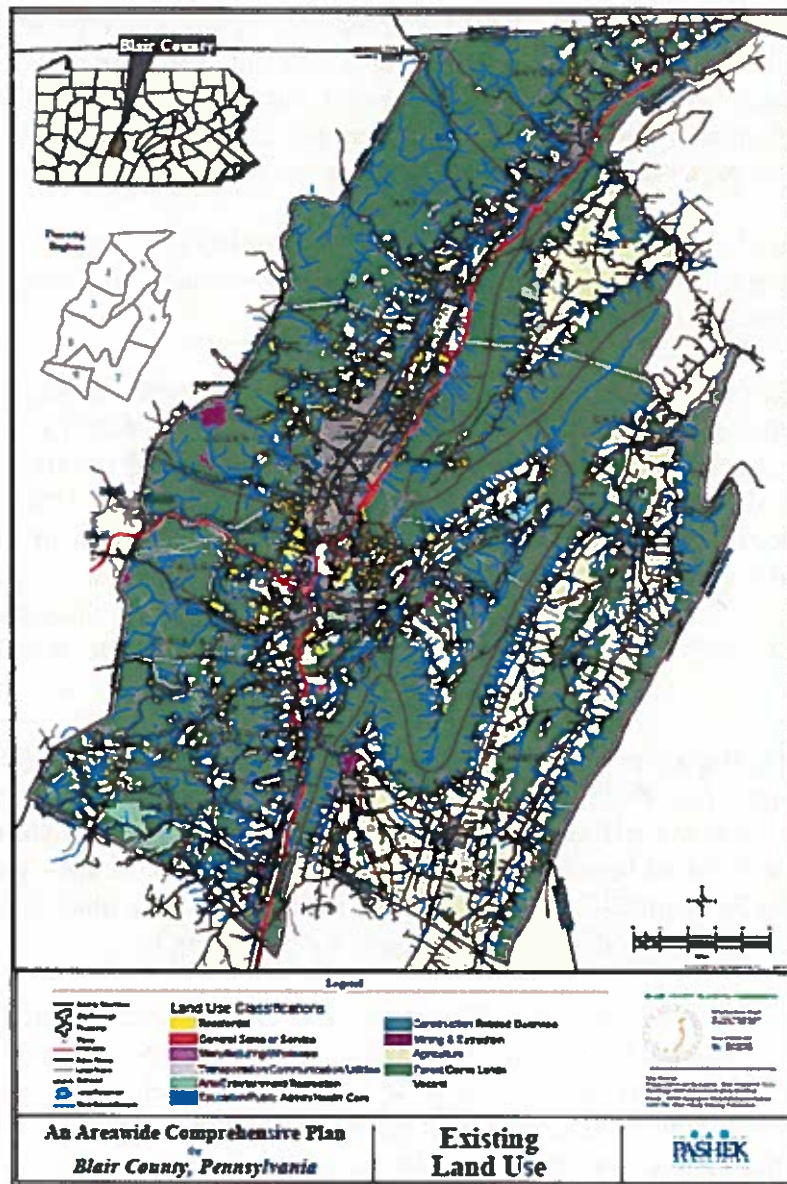
To increase the accessibility and mobility for people who use transit, Altoona Metro Transit (AMTRAN) serves the City of Altoona, parts of Logan and Allegheny Townships and the Borough of Hollidaysburg Monday through Saturday. AMTRAN operates 28 accessible buses to provide approximately 1,000 transit trips per day with about 25% of those trips taken for work. Amtran also coordinates nine tripper routes for students of the Altoona Area School District and local parochial schools. A private bus company, the Greyhound Bus Lines, provides two trips daily to and from the City of Altoona to the Borough of State College and the Cities of Harrisburg and Pittsburgh with nationwide connections.

Blair Senior Services, Inc., provides transportation for seniors and people with disabilities for AMTRAN, the Pennsylvania Department of Public Welfare and the Altoona Area School District during weekdays, and AMTRAN provides the service on Saturdays.

To increase accessibility and mobility for people who walk, jog, bicycle and use mobility devices, the PennDOT Connects part of project development helps municipalities implement these types of projects where feasible, as does special types of grant funding included in the draft Active Transportation Plan in the Appendix.

Factor (5.) Protect and enhance the environment, promote energy conservation, improve quality of life and promote consistency between transportation improvements and state and local planned growth and economic development patterns

The National Environmental Policy Act (NEPA) Process requires that environmental and community resources be considered when selecting transportation projects for the plan area. Blair County is about 526 square miles, with about 122,000-124,000 people, 25 municipalities, and an urbanized area. The proportion of land uses, which are shown in the map below, are approximately 8% residential, 20% agriculture, 65% forest, 3% transportation and utilities.



The County's comprehensive plan maps are used to help consider the impact of transportation projects to environmental resources. Those maps include the following:

- Existing land use
- Agricultural easements and soils of statewide importance
- Hydraulic resources
- Wetlands and floodplains local data with hydric soils
- Wildlife, biological diversity and conservation bird and mammal resource areas
- Community facilities and cultural resources and places eligible for the national historic landmarks and historic districts
- Greenways that include water and public trails
- Hazardous land sites and storage tanks and 969 EPA waste sites.

A top priority of the 2018 Alleghenies Ahead Comprehensive Plan is land preservation for agriculture, which is the region's largest industry by land area and plays a significant role in the development of a diverse local food economy. The Blair County Conservation District was a member of the Alleghenies Ahead Plan steering committee and noted that the county had over 7,600 acres on 50 farms preserved in agricultural conservation easements.

To help mitigate loss of wetlands from projects like I-99, PennDOT has implemented wetlands projects in Frankstown and Antis Townships in Blair County and near the intersection of U.S. Route 22 and PA Route 26 in Huntingdon County.

The NEPA long range planning process also requires coordination with environmental and cultural resource agencies. In December 2020, Blair Planning and PennDOT coordinated with the Air Quality ICG (Interagency Consultation Group), which reviewed a draft air quality conformity report for the long range plan. This included the EPA's review of the draft long range plan's three air quality projects with no comments. On January 27, 2021, Blair Planning presented a review of the impacts for long range plan projects on cultural and environmental resources at the Agency Coordination Committee Meeting. In summary, the plan projects are consistent with the County's Hazard Mitigation, and farmland preservation, greenways, and comprehensive plans.

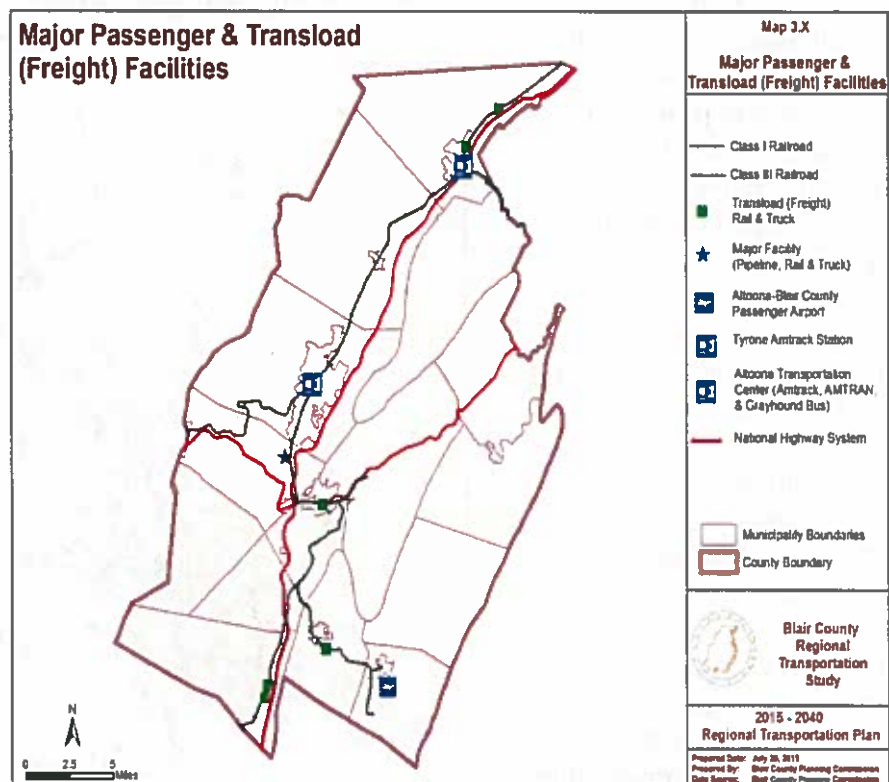
With broadband access the top priority of the 2018 Alleghenies Ahead Comprehensive Plan, energy conservation may occur with possible fewer commuter miles driven. The plan states that "People who work from home and can live almost anywhere – a population that increasingly relies on broadband and should be a key part of the region's economic future – grew by 20% in Pennsylvania between 2009 and 2015, and by 14% nationally." But the plan notes that currently 3.2% of the region's workers are at home compared to 4.4% nationally.

Another top action item of the Alleghenies Ahead plan and long range transportation plan is to preserve the region's recreational amenities and natural assets that play an increasingly vital role in attracting investment by contributing to the lifestyle options that help the region compete for households and visitors. This includes maintaining parks, walk and bike trails, and water trails as described in the draft Active Transportation Plan in Appendix A.

And to help promote consistency between transportation improvements and local planned development, the Blair County Planning Commission uses the Alleghenies Ahead Comprehensive Plan, municipal comprehensive plans, municipal zoning and subdivision and land development ordinances, and the County's Greenways Plan to help review and comment on proposed land developments and potential impacts to roadways, waterways, walkways and recreational assets.

Factor (6.) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Connectivity relates to directness of travel from one place or another by bicycle, on foot, by motor vehicle, air or rail. To enhance the connectivity of the transportation system between modes, the City of Altoona has applied for Multimodal Transportation Program grants to rehabilitate its downtown Transportation Center. The Center is a transfer point for Amtrak's intercity passenger rail that had 21,705 boardings and alightings in 2017, according to the Altoona-Pittsburgh Passenger Rail Study. In addition, the Center also had 24,708 boardings and lightings of Greyhound Bus in 2011 as reported by the Altoona Mirror.



The MPO has used Transportation Enhancement Program funds to improve the connectivity for people who walk with streetscape improvements along 11th and 12th Avenues in the City of Altoona, and is currently using PennDOT Connects funds with a local match to study a proposed shared use path along 10th Avenue.

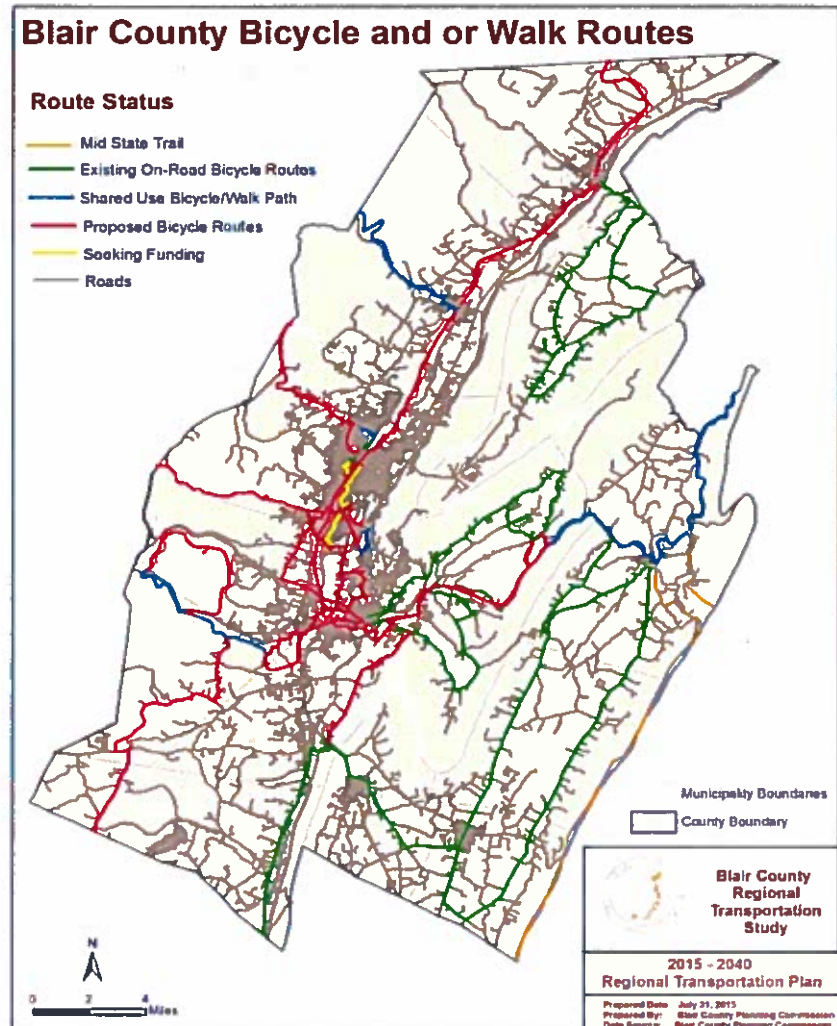
Special Congressional funds were used to construct a walkway crossover of the Norfolk Southern Corporation's railway at Tenth Avenue and Thirteenth Street. The crossover connects the Altoona Transportation Center to the Altoona Railroaders Memorial Museum and the Station Medical Center, which has used Secretary discretionary Transportation Enhancement funds to construct a Health Walkway.

Transload facilities, as mentioned in Factor 1, also improve connectivity for moving freight by way of railcar to truck, truck to truck, pipeline to truck and pipeline to railcar. An example of a pipeline to truck and rail facility is the Petroleum Products Corporation (PPC) terminal on Burns Avenue in Allegheny Township. By generating over 250 truck trips per day in each direction on the principal connecting route, it is a *major intermodal facility*. To enhance the connectivity of freight, the portion of PA Route 764 that connects the facility with U.S. Route 22 has been designated a *National Highway System (NHS)* route.

The connectivity for rail freight is supported by the MPO's transportation improvement program funds for railroad crossings and the Rail Freight Assistance Grant Program funds for rail sidings and track improvements.

To enhance the connectivity for people who walk and bike, the Allegheny Ridge Corporation works to fund the construction of trails between historical, cultural, and natural resource sites.

To enhance the connectivity for air passengers, air freight, and truck freight, the MPO funded a current study of the corridor from I-99 to PA Route 36 & 164 in Freedom and Taylor Townships and Roaring Spring Borough.



The Centre Area

Transportation Authority improves connectivity, conserves energy and reduces traffic congestion for people who commute between Blair County and the Centre County region by organizing 28 carpools and 16 vanpools of which 206 people participate. A vanpool group usually has between seven and 15 people.

Factor (7.) Promote efficient system management and operation

The *Pennsylvania Long Range Transportation & Comprehensive Freight Movement Plan* has a goal to “increase efficiency through modernization of assets and streamlining of processes”. One way that PennDOT has increased efficiency through modernization is by preparing the 2019 Transportation Systems Management and Operations (TSMO) Plan for the Central Region. The TSMO plan addresses the reliability (shorter travel time), mobility, and congestion of roadways by using operations focused strategies and technology based solutions instead of building extra capacity. Blair Planning and PennDOT District 9-0 served on the working group for preparing

the 2019 plan and the MPO will approve of the implementation of projects resulting from the plan as needed.

And as stated in the PA 2021 Transportation Program General and Procedural Guidance, long range plan and Transportation Improvement Program projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes. The guidance explains that the Department uses a risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System and Bridge Asset Management System are the foundations for this asset management approach, as is the federally required Transportation Asset Management Program for major arterial roadways. Each year, PennDOT prepares Performance Measures Annual Reports for Pavements and Bridges to help evaluate the 540 miles of federal-aid roadways and bridges in Blair County.

Continuous monitoring of roadway data, is also part of efficient roadway management. For this effort, the Blair County Planning Commission helps PennDOT gather data on selected state and local federal-aid roadways, which are reported to the Federal Highway Administration that it uses to help determine federal funding levels and to PennDOT that it uses to determine local liquid fuel funding levels.

Factor (8.) Emphasize the preservation of the existing transportation system

The Moving Ahead for Progress in the 21st Century transportation act of 2012 and the Fixing American's Surface Transportation Act of 2015 require that states develop and implement a risk-based *asset management plan* to achieve and sustain a state of good repair over the life cycle of transportation assets and to improve or preserve the condition of the National Highway System. Asset Management is making infrastructure last as long as reasonably possible in the desired state of good repair by timely preservation activities that minimize costlier repairs.

As noted in Factor 7, PennDOT uses Performance Measures Reports to help preserve state roadways and bridges, the County and the municipalities are responsible for maintaining 762 miles of locally owned roadways and local bridges plus the alleys of the boroughs and the City of Altoona. To evaluate local bridge projects above 8 feet in length, the Blair MPO uses a Local Bridge Risk Assessment prepared by PennDOT Engineering District 9-0 as a guide in consultation with the municipalities. Similar to evaluating state bridges, data from recent bridge inspections are included in the assessment to provide scores of good, fair, and poor on a bridges decks, super and sub-structures and culverts.

To help preserve existing road capacity and reduce congestion, municipalities could limit the number of vehicle access points on arterial roadways by requiring shared parking and shared driveways for developments where possible. In addition to reducing roadway congestion, fewer access points and shared parking allows more space for sidewalks, landscaping, storm water retention, and businesses and reduces the number of conflicts between vehicles and between motorists and people who walk, jog and bicycle.

Amtran will continue to operate and maintain its existing offices, buses and garage on 5th Avenue and will work with the Altoona Redevelopment Authority to preserve the Altoona Transportation Center at 12th Street and 11th Avenue in the City of Altoona.

The Blair County Airport Authority maintains the Altoona-Blair County Airport, and the authority has reconstructed the terminal building, improved the airport entrance road connecting to PA Route 866 and has extended runway 2-20.

Rails to Trails of Central Pennsylvania, Inc. has maintained its recreational multi-use trail with assistance from former federal Transportation Enhancements Program funds awarded through the MPO (the six mile extension of the trail and the re-decking of two bridges at Mt. Etna), grants from the Pennsylvania Department of Conservation and Natural Resources, business sponsors, members, and special Congressional funds. The Township of Antis maintains the Bells Gap Rail Trail, which was also funded in part by the federal Transportation Enhancements Program, now called the Transportation Alternatives Set-Aside Program (TAP). More TAP projects are listed in the draft Active Transportation Plan in Appendix A.

Factor (9.) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

The PennDOT Connects policy, introduced in December of 2016, involves meetings with PennDOT District 9-0, planning partners and local governments to review community needs and plans that includes walking and bicycling and storm water early in the project selection process. Projects aimed at helping people who walk and jog that resulted from PennDOT Connects are listed in the draft active transportation plan. These mobility projects improve the resiliency and reliability of the transportation system by providing more travel options and reducing roadway congestion.

The PennDOT Connects project collaboration form also includes storm water and green infrastructure within the project limits. The form lists several stormwater retention and infiltration options available to address flooding and drainage issues within the limits of a project, such as rain gardens, vegetated bioretention areas (retention basins), vegetated swales, vegetated infiltration gardens, storm water tree trenches, permeable pavements, etc. The feedback is used to determine appropriate stormwater elements during roadway and bridge project design that would help to mitigate storm water impacts of surface transportation.

Stormwater is also mitigated in Blair County by an MS4 Stormwater Program and the Intergovernmental Stormwater Committee in which the Blair County Conservation District partners with 10 local municipalities work to address federal and state stormwater regulations and issues. PennDOT Engineering District 9-0 attends the meetings to coordinate road and bridge construction projects with the group. The long range plan has an MS4 project for \$ 425,250 for stream restoration to help mitigate stream impacts and reduce pollutants entering local streams, downstream drinking water systems, and the Chesapeake Bay. Reducing stormwater also helps mitigate the impact of floods on pavements and bridges.

Municipal subdivision and land development ordinances can help improve resiliency, reliability of the transportation system and reduce storm water impacts if they contain best practices in reducing impervious surfaces.

Factor (10.) Enhance travel and tourism

A great amount of funding and effort has been put toward enhancing travel and tourism in Blair County. In the 1980s and 1990s, the National Park Service took efforts to preserve and promote the region's cultural heritage of the iron, steel, coal, and transportation industries and the U.S. Department of the Interior established the Southwestern Pennsylvania Heritage Preservation Commission and the Path of Progress Heritage Route that established nine of its 28 sites in Blair County as follows:

- Allegheny Portage Railroad National Historic Site, which includes the Incline 6-10 Trail, (Juniata and Allegheny Townships);
- Baker Manson and Allegheny Furnace, (City of Altoona);
- Canal Era Gateway at Hollidaysburg Canal Basin Park;
- Canoe Creek State Park and Blair Limestone Co. Kilns, (Frankstown Township);
- Fort Roberdeau, (Tyrone Township);
- Horseshoe Curve National Historic Landmark, (Logan Township to Tunnelhill Borough);
- Leap the Dips National Historic Landmark, (Logan Township);
- Mount Etna Furnace, (Catharine Township);
- Altoona Railroaders Memorial Museum, (City of Altoona).

Since 1992, the Allegheny Ridge Corporation has helped to manage these natural and cultural resources, i.e.: historic sites within the Allegheny Ridge State Heritage Area.

Explore Altoona serves as Blair County's designated Tourism Promotion Agency, or Destination Marketing Organization; the organization completed an extensive strategic branding project in 2013, and introduced a fully integrated travel and tourism marketing program.

The Altoona Blair County Development Corporation markets the county as "The First Frontier" region and advocates for facilities for walking and bicycling that make Blair County attractive for employers and families to locate here.

Other Blair County attractions that boost travel and tourism include the County Ballpark and Convention Center, Lakemont Park, DelGrosso's Amusement Park, major retailers, festivals, state game lands, hiking, biking, and water trails, movie theaters, The Mishler Theater, Canoe Creek State Park, the Lower Trail, Bells Gap Rail Trail, and the Logan Valley Streetcar Trail/First Frontier Trail that is in development.

In addition to the mentioned off road rail trails and shared use paths, Blair has road bicycling opportunities that include the September 11th National Memorial Trail and the Bicycle PA Route G. The annual MS 150 Keystone Country Bike Tour begins and ends in Hollidaysburg, and Blair County also has three Cycle the Southern Alleghenies Road Cycling Tours: Horse and

Buggy, Diamond Loop, and the Fort Roberdeau Revolutionary Tour. The Blair Bicycle Club leads many other bicycle rides.

Also enhancing travel and tourism in the region are the public recreation areas in neighbor counties like *Prince Gallitzin State Park* in Cambria County, *Raystown Lake* located Huntingdon and Bedford Counties, as well as *Blue Knob State Park* in Bedford County. Blair County has 8 golf courses, 6 places to swim, over 45 miles of trails, and 30 parks contained in an Active Living Brochures prepared in a team effort of Blair Planning, the Healthy Blair County Coalition, and the South Hills School of Business.

The efforts are having a great effect on tourism as the 2017 annual economic impact report by the state Department of Community and Economic Development showed that Blair County businesses benefited from \$ 358 million annually in travel spending. The report also said that travel spending for Blair had increased 29% in the past decade and 7% in the past year compared to the eight county Alleghenies region increase of 4.7% and the state's increase of 4%. Source: Altoona Mirror, 5-24-2019.

Financial Plan for Federal and State Costs and Revenues (Highways and Bridges)

23 CFR 450 states that a long range transportation plan must contain a financial plan that demonstrates how the adopted transportation plan can be implemented. For the purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways and public transportation.

The most recent five year federal authorizing legislation is The Fixing America's Surface Transportation (FAST) Act, enacted in December 2015. At the state level, Act 89 of 2013, while helping to fill funding gaps, did not meet the need identified by the Transportation Funding Advisory Commission in 2011. From these plus other state funding sources, Blair County gets an annual base allocation from the Pennsylvania Department of Transportation. Table 1 below shows the County's base allocation for years 2021-2032 and Secretary Discretionary funds.

The Long Term highway and bridge revenue projections for years 2033-2045 in Table 1 below are projected by taking year 2032 of the 12 Year Program and multiplying by the 13 years with no inflation factor due to current funding uncertainties. The long range financial plan is balanced as required with revenue totals that equal project costs. The list of plan highway and bridge projects follows this section before the Appendices. It is important to note that the MPO may amend the long range plan project list to include more projects when additional funding becomes available.

Table 1

Blair MPO Transportation Plan (2021-2045) Highways

Municipality	Projects	Description	Shorter Term 4 Yrs (TIP) 2021-24	Mid Term 8 Yrs (TYP) 2025-32	*Long Term 13 Yrs 2033-45	Total 25 Yrs 2021-2045
Snyder Township	I-99 in 2021 McCoy St. Bridge to the Centre Co. Line; NB lanes from 0484/1200 to 0554/2407; SB lanes from 0485/1200 to 0555/2331	Install High Tension Cable Median Barrier	2,340,000	-	-	\$ 2,340,000
Various	Reflective pavement markers	Safety	\$ 400,000	-	-	\$ 400,000
Greenfield Township	Church Street Railroad grade crossings	Safety	609,270	-	-	609,270
Various	Altoona MS4	Stream Restoration	425,250	-	-	425,250
Various	Bridge and Highway Reserve	Reserve funds	-	8,737,000	91,689,000	100,426,000
Freedom and Logan	Trans. System Management & Oper.	Install New ITS Devices at 3 locations along I-99	135,500	-	-	135,500
Antis Township	Logan Valley Streetcar Trail, Phase I	TA Set-aside Program	875,780	-	-	875,780
Allegheny Township	US Route 22 - Cambria County Line to PA Route 764	Highway Restoration	-	6,324,870	-	6,324,870
Frankstown Township	US Route 22 - Turkey Valley Road at Geeseytown to Village of Canoe Creek	Highway Restoration	1,609,304	818,517	-	2,427,821
Frankstown and Catharine Twp	US Route 22 - Beaverdam Road to end of 4 lane	Highway Restoration	228,478	3,880,670	-	4,109,148
Duncansville & Hollidaysburg Borough, Blair Frankstown Twp	US Route 22 - SR 3012 /Duncansville Intersection to Turkey Valley Rd.	Highway Restoration ** Safety, Signal	4,571,303	-	-	4,571,303
Hollidaysburg Boro	US Route 22 - Intersections at N. Juniata & Allegheny Streets and Historic Arch Bridge Rehabilitation	upgrades, ADA crosswalks, sidewalks, new railroad crossing	4,552,080	-	-	4,552,080
City of Altoona and Logan Twp.	PA Route 36 - Frankstown Rd. to Mill Run Road	Highway Restoration	1,092,869	5,253,830	-	6,346,699
Borough of Roaring Spring and Taylor Township	PA Route 36 - PA Route 164 Intersection Improvements	Safety	2,884,000	-	-	2,884,000
Tyrone Borough and Snyder Twp	PA Route 453 - I-99 to Beasleys Road	Highway Restoration	1,328,100	7,403,124	-	8,731,224
Tyrone Borough and Snyder Twp	PA Route 453 - Huntingdon Co. Line to I-99	Highway Restoration	347,782	4,838,099	-	5,185,881
City of Altoona and Logan Twp.	PA Rt. 764 - 17th St. to Pleasant Valley Blvd.	Highway Restoration	115,927	2,389,483	-	2,505,410

City of Altoona	PA Rt. 764 6th and 7th Ave. Intersection Improvement	** Highway Restoration	115,927	1,326,952	-	1,442,879
		** Highway Safety Improvement Program Resurface & signal upgrades				
City of Altoona and Logan Twp.	SR 1009 /Frankstown Rd. - Park Avenue to PA Rt. 36		2,184,000	-	-	2,184,000
Frankstown Township	SR 1011 /Turkey Valley Road and Beaverdam Road - Canoe Creek to US Rt. 22	Highway Restoration	-	3,748,574	-	3,748,574
Blair Township	SR 2016 /Chimney Rocks Rd. - PA 36 to W. Loop Rd	Highway Restoration No additional lanes	-	2,452,093	-	2,452,093
Greenfield Township	SR 3004 - Locust Hollow Rd. to Ski Gap	Highway Restoration No additional lanes	-	885,736	-	885,736
Allegheny Township	Sugar Run Rd /SR 4002 -Tunnelhill St to PA 764	Highway Restoration No additional lanes	-	3,184,660	-	3,184,660
City of Altoona	SR 4003 /Logan Blvd. - PA Rt. 36 to Broad Avenue SR 4024	Highway Restoration	57,964	5,296,069	-	5,354,033
City of Altoona	10th Ave./SR 4009 - 19th to 4th St.	Highway Restoration	1,100,666	-	-	1,100,666
City of Altoona	SR 4013 /Chestnut Ave. - 10th Ave. to Greely St.	Highway Restoration	2,832,361	303,113	-	3,135,474
City of Altoona	SR 4015 /4th St.- Chestnut to Howard Ave.	Highway Restoration	82,000	-	-	82,000
		Highway Program	\$ 27,888,561	\$ 56,842,790	91,689,000	176,420,351
		Highway Revenue	\$ 27,888,561	56,842,790	91,689,000	176,420,351
		Bridge Revenue	20,501,610	35,658,476	55,198,000	111,358,086
		Highway & Bridge Revenue	\$48,390,171	\$92,501,266	146,887,000	287,778,437

Source: PennDOT & Blair County Planning Commission

** Significant Air Quality Project

*Years 2033-2045 are projected using the MPO's 2021-2032 TIP and 12 Year Program Base Allocation with no annual increase for inflation.

Table 2

Blair MPO Transportation Plan (2021-2045) Bridges

Municipality	Project	Description	Short Term 4 Yrs (TIP) 2021-24	Mid Term 8 Yrs (TYP) 2025-32	*Long Term 13 Yrs 2033-45	Total 25 Yrs 2021-45	MPMS #
Various municipalities	Local Bridge	Line Item	-	10,124,262		\$ 10,124,262	75709
Various municipalities	Bridge Preservation	Line Item	1,018,169	-	55,198,000	56,216,169	114146
Holidaysburg Borough	PA 36 over SR 2014 & NSRR	Rehab	\$51,324	\$2,151,049	-	2,202,373	21951
Frankstown Twp & Hollidaysburg Borough	PA 36 over Brush Run by YMCA	Replace/Rehab	39,731	688,729	-	728,460	94437
City of Altoona	PA 36 over Mill Run at 31st St.	Replace/Rehab	576,540	2,243,460	-	2,820,000	22078
Martinsburg Borough	PA 164 Marsh Run Culvert	Replace/Rehab	347,782	1,634,556	-	1,982,338	22103
Tyrone Twp	PA 453 Sinking Run Culvert	Replace/Rehab	1,200,000	750,000	-	1,950,000	98732
City of Altoona	PA 764 Culvert by 57th St.	Replacement	50,000	1,075,133	-	1,125,133	92661
Roaring Spring Borough	PA 867 over Cabbage Creek	Replace/Rehab	299,723	1,744,059	-	2,043,782	22086
Logan Twp	SR 1001 over Trib of Mill Run	Replacement	50,000	2,105,875	-	2,155,875	98737
Tyrone Twp	SR 1013 Sinking Run Bridge # 1	Replacement	-	1,722,131	-	1,722,131	92642
Tyrone Twp	SR 1013 Sinking Run Bridge # 3	Replacement	-	1,480,055	-	1,480,055	92643
Tyrone Twp	SR 1013 Sinking Run Bridge # 5	Replacement	-	617,334	-	617,334	92644
Woodbury	SR 2020 Lock Mt. Rd Piney Cr.	Replace/Rehab	1,400,094	-	-	1,400,094	106119
Allegheny Township	SR 4002 Sugar Run	Replacement	1239718	-	-	1,239,718	74400
City of Altoona	SR 4003 Logan Blvd over NSRR	Replace/Rehab	147,329	597,026	-	744,355	73194
City of Altoona	SR 4003 Logan Blvd over Mill Run	Replace/Rehab	147,329	477,621	-	624,950	114147
Allegheny Township	SR 4004 Cal Ave over Burgoon R	Replace/Rehab	50,000	2,217,463	-	2,267,463	21821
City of Altoona	SR 4004 58th St over Mill Run	Replace/Rehab	16,673	3,291,008	-	3,307,681	22029
Logan Twp	SR 4013 N. Juniata Homers Gap	Replacement	1,584,454	-	-	1,584,454	74402
City of Altoona	SR 4015 Wopsonnock Ave	Replacement	1,200,000	-	-	1,200,000	22088
Snyder Twp	SR 4027 Hutchinson Run	Replacement	1,500,000	-	-	1,500,000	92646
Snyder Twp	4027 Grazierville Truss over NFS	Rehabilitate	2,204,989	-	-	2,204,989	92600
Tyrone Borough	Clay Ave Sinking Run Bridge	Replacement	1,050,000	-	-	1,050,000	92665
Snyder Twp	McCoy Street over I-99	Rehab	115,927	1,175,915	-	1,291,842	114148
Allegheny Township	Cov. Cent. Blvd. Co. # 86	Rehab	391,174	478,000	-	869,174	114149
Blair Township	Monastery Rd over Fr. Br. Juniata Co. # 82	Replacement	883,550	-	-	883,550	111768
Frankstown Township	West Loop Rd over Old Town Run Co. # 67	Replacement	2,077,002	-	-	2,077,002	21918
Greenfield Township	Bedford St. over S. Poplar Run Co. # 70	Rehabilitate	650,000	-	-	650,000	88171
Logan Township	T-456 over Old Mill Run Co. # 33	Replace/Rehab	70,000	145,000	-	215,000	22617
City of Altoona	5th Ave over Mill Run	Replace/Rehab	1,586,001	-	-	1,586,001	110135

City of Altoona	S. 12th St. over Brush Run	Improvement	122,300	-	-	122,300	109167
City of Altoona	S. 16th St. over Brush Run	Improvement	122,300	-	-	122,300	109169
City of Altoona	E. 25th Ave over Spring Run	Improvement	152,300	-	-	152,300	109170
City of Altoona	37th St. over Norfolk Southern	Replace/Rehab	157,201	939,800	-	1,097,001	114151
Bridge Program			\$20,501,610	\$35,658,476	\$55,198,000	\$111,358,086	
Bridge Revenue			20,501,610	35,658,476	55,198,000	\$111,358,086	
Highway Revenue			\$ 27,888,561	56,842,790	91,689,000	\$176,420,351	
Highway & Bridge Revenue			\$48,390,171	\$92,501,266	\$146,887,000	\$287,778,437	

Source: PennDOT & Blair County Planning Commission

*Years 2033-2045 are projected using the MPO's 2021-2032 TIP and 12 Year Program Base Allocation with no annual increase for inflation.

Table 3

Blair MPO Transportation Plan (2021-2045) Interstate 99

Municipality	Projects	Description	Shorter Term 4 Yrs (TIP) 2021-24	Mid Term 8 Yrs (TYP) 2025-32	Long Term 13 Yrs 2033-45	Total 25 Yrs 2021-45	MPMS #
Logan, Antis & Snyder Twps.	I-99 Plank Rd. Interchange to 17th St. and ramps from Frankstown to Tyrone Borough Interchanges	Resurface with hot mix overlay	\$2,100,000	-	-	\$ 2,100,000	112239
	I-99 Plank Rd. Interchange to 17th St. and ramps from Frankstown to Tyrone Borough Interchanges	Resurface with hot mix overlay		1,376,527		1,376,527	112239
Logan, Antis & Snyder Twps.	I-99 Newry Pulloff to Plank Rd Interchange	Resurface with hot mix overlay	3,100,000	-	-	3,100,000	112241
	I-99 Newry Pulloff to Plank Rd Interchange	Resurface with hot mix overlay	-	3,190,299	-	3,190,299	112241
Allegheny, Blair, Freedom, Logan Twp.	Interstate Program		\$5,200,000	\$4,566,826	-	\$9,766,826	
	Interstate Revenue		5,200,000	4,566,826	unknown	9,766,826	

Source: PennDOT & Blair County Planning Commission

Note: Interstate projects are selected through a statewide Transportation Asset Management Plan that follows the FHWA requirement that no more than 5% of interstate pavements be in poor condition.

AMTRAN, Altoona, PA

FFY 2021-2024 TIP - Transit Element

TIP #	MPMS#	FFY	PROJECT NAME	DESCRIPTION	FUNDING TYPE	FEDERAL	RECIPIENT	FUNDING	FEDERAL	State	TIP COST (\$)	TOTAL
2021-1		2021	Operating Assistance/Planning	AMTRAN Bus Operations	5307	1513	AMTRAN	1,275,000	1,275,000	3,207,473	182,328	4,664,801
2021-2		2021	Revenue Equipment	Purchase 7 replacement buses	5339	1517.1	AMTRAN	1,800,000	1,800,000	2,200,000		4,000,000
2021-3		2021	Buildings/Structures	Engineering/Design		1514	AMTRAN			9,670	330	10,000
2021-4		2021	Buildings/Structures	Rehab/Renovate		1514	AMTRAN			96,700	3,300	100,000
2021-5		2021	Bus Support Equipment/Facilities	Maintenance Tools & Equipment		1514	AMTRAN			48,350	1,650	50,000
2021-6		2021	Bus Support Equipment/Facilities	Computer Equipment		1514	AMTRAN			9,670	330	10,000
2021-7		2021	Bus Support Equipment/Facilities	Office Furniture		1514	AMTRAN			9,670	330	10,000
2021-8		2021	Bus Support Equipment/Facilities	Security Upgrades	5307	1514	AMTRAN	12,750	12,750	3,100	150	16,000
					Sub-Total FFY 2021			3,087,750	5,584,633	188,418		8,860,801
2022-1		2022	Operating Assistance/Planning	AMTRAN Bus Operations	5307	1513	AMTRAN	1,275,000	1,275,000	3,271,622	191,444	4,738,066
2022-2		2022	Revenue Equipment	Vehicle overhaul of 3 buses		1514	AMTRAN			290,100	9,900	300,000
2022-3		2022	Buildings/Structures	Engineering/Design		1514	AMTRAN			48,350	1,650	50,000
2022-4		2022	Buildings/Structures	Rehab/Renovate		1514	AMTRAN			483,500	16,500	500,000
2022-5		2022	Bus Support Equipment/Facilities	Maintenance Tools & Equipment		1514	AMTRAN			24,175	825	25,000
2022-6		2022	Bus Support Equipment/Facilities	Computer Equipment		1514	AMTRAN			19,340	660	20,000
2022-7		2022	Bus Support Equipment/Facilities	Security Upgrades	5307	1514	AMTRAN	12,750	12,750	3,100	150	16,000
2022-8		2022	Service Vehicles	Replace 1 Service Vehicle		1514	AMTRAN			33,845	1,155	35,000
					Sub-Total FFY 2022			1,287,750	4,174,032	222,284		5,684,066
2023-1		2023	Operating Assistance/Planning	AMTRAN Bus Operations	5307	1513	AMTRAN	1,300,000	1,300,000	3,271,622	201,016	4,772,638
2023-2		2023	Buildings/Structures	Engineering/Design		1514	AMTRAN			9,670	330	10,000
2023-3		2023	Buildings/Structures	Rehab/Renovate		1514	AMTRAN			96,700	3,300	100,000
2023-4		2023	Buildings/Structures	Stations and Shelters		1514	AMTRAN			96,700	3,300	100,000
2023-5		2023	Bus Support Equipment/Facilities	Public Information Aids		1514	AMTRAN			9,670	330	10,000
2023-6		2023	Bus Support Equipment/Facilities	Maintenance Tools & Equipment		1514	AMTRAN			48,350	1,650	50,000
2023-7		2023	Bus Support Equipment/Facilities	Computer Equipment		1514	AMTRAN			9,670	330	10,000
2023-8		2023	Bus Support Equipment/Facilities	Security Upgrades	5307	1514	AMTRAN	13,000	13,000	3,000	250	16,250
					Sub-Total FFY 2023			1,313,000	3,545,382	210,506		5,068,888
2024-1		2024	Operating Assistance/Planning	AMTRAN Bus Operations	5307	1513	AMTRAN	1,300,000	1,300,000	3,271,622	211,067	4,782,689
2024-2		2024	Revenue Equipment	Purchase 3 replacement buses		1517.1	AMTRAN			1,800,000		1,800,000
2024-3		2024	Bus Support Equipment/Facilities	Maintenance Tools & Equipment		1514	AMTRAN			24,175	825	25,000
2024-4		2024	Bus Support Equipment/Facilities	Computer Equipment		1514	AMTRAN			19,340	660	20,000
2024-5		2024	Bus Support Equipment/Facilities	Office Furniture		1514	AMTRAN			9,670	330	10,000
2024-6		2024	Bus Support Equipment/Facilities	Security Upgrades	5307	1514	AMTRAN	13,000	13,000	3,000	250	16,250
2024-7		2024	Service Vehicles	Replace 1 Service Vehicle		1514	AMTRAN			38,680	1,320	40,000
					Sub-Total FFY 2024			1,313,000	5,166,487	214,452		6,693,939
					Sub-total - Operating			5,150,000	13,022,339	785,855		18,958,194
					Sub-total - Capital			1,851,500	5,448,195	49,805		7,349,500
					Grand Total FFY 2021-2024			7,001,500	18,470,534	835,660		26,307,694

Table 1. Blair County Base Revenue Allocations for 2021-2032 for Highways and Bridges Plus Secretary Discretionary and a Projection for 2033-2045

Fund Type	Shorter Term 2021-2024	Mid Term 2025-2032	Long Term 2033-2045	25 Year Total 2021-2045
NHPP	7,171,000	7,475,000	9,685,000	24,308,000
STP	7,973,000	18,254,000	29,666,000	54,640
State Highway	9,170,000	23,482,000	38,142,000	68,025
State Bridge	10,177,000	24,723,000	40,157,000	83,125
Off System Bridge	3,822,000	9,252,000	15,041,000	27,238
High Safety Imp. Program	4,369,000	8,738,000	14,196,000	27,306
Sec. Discretionary and local	5,708,171	600,266	0	6,308,437
Total	\$ 48,390,171	\$ 92,501,266	146,887,000	\$ 287,778,437

Table 2. Blair County Revenue for Interstate Projects from a Statewide Transportation Asset Management Plan

Fund Type	Shorter Term 2021-2024	Mid Term 2025-2032	Long Term 2033-2045	25 Year Total 2021-2045
Interstate	5,200,000	4,566,826	unknown	9,766,826

Financial Plan for Federal and State Costs and Revenues (Public Transit)

Amtran is permitted to include its 2021-2024 TIP for the Long Range Plan submission without showing additional revenue years. Amtran's current long range plan projects Operating Assistance at a 1% annual increase in revenue. The list of plan public transit projects follows this section before the Appendices.

Appendices

Appendix A Draft Blair County Active Transportation Plan

Purpose

The Blair Active Transportation Plan will help achieve the following:

- to improve access and safety for people who walk, jog, bicycle and use mobility devices
- to help implement the Public Health and Safety action item in 2018 Alleghenies Ahead Comprehensive Plan
- to help achieve the statewide and the Blair MPO's adopted Safety Performance Measures for reducing the numbers of non-motorized serious injuries and fatalities;
- to meet the federal requirements of the Fixing America's Surface Transportation Act of 2015, in CFR 450.324.

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- 3 MPO 2000 Bicycle and Pedestrian Plan Goals, Accomplishments, and Priorities
- 4 Waiting List of 2020 Active Transportation Plan Projects
- 5 Funding for Active Transportation
- 6 Bicycle and Pedestrian Crash Statistics
- 7 Improving Active Transportation Safety

1. Overview

Every five years, the Blair MPO is required to update its Long Range Transportation Plan to be eligible to receive federal transportation funds for highway, bridge, transit, and active transportation projects. The federal surface transportation legislation, the Fixing America's Surface Transportation (FAST) Act of 2015, states the following in the final rules:

- "In section 450.324(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

In 2018, the County of Blair adopted its portion of the Alleghenies Ahead Comprehensive Plan, and one of its top priorities is improving Public Health and Safety through improving mobility options for people who walk, jog, and bicycle. The plan describes the committee's reasons as follows:

"The region's recreational amenities play an important role in attracting investment to the region by contributing to the set of lifestyle option that will make the Southern Alleghenies competitive to businesses and households that could locate almost anywhere. Parks, trails, rivers, museums, and restaurants – and everything in between – make the region attractive to tourists and bolster the service economy, but their role in making the region a good place to live is of foremost importance."

2. Growing Importance of Active Transportation Planning

Blair Bicycle and Pedestrian Plans



In 1977, the Blair County Planning Commission prepared the first Bike Route Plan for the Altoona Area Transportation Study. The next plan occurred from 1999-2000 when the Pennsylvania Department of Transportation provided funding to Gannett Fleming, Inc. to prepare a bicycle and pedestrian plan for the MPO. The plan included both on and off road existing bicycling and walking routes and routes proposed by the plan committee.

The third plan came in the form of the 2010 Campaign for Active Transportation Report. This document was prepared by the Allegheny Ridge Corporation and the Altoona Blair County Development Corporation and the "Committee for An Active Blair County" as part of a grant application to

the National Rails to Trails Conservancy for walking and bicycling improvements along Plank Road and Logan Boulevard.

Special Studies

In the last decade, the MPO has approved the use of PennDOT funding with local share matches to fund studies that have led to the installation sidewalks and/or crosswalks as part of roadway and bridge projects. The studies and projects are as follows:

- The Penn State Altoona Campus and Vicinity Study (2008)
 - Broadway and Grandview Intersection Traffic signal and crosswalk, City of Altoona
- The Plank Road Pedestrian Access Study (2012)
 - Sidewalks over Union Avenue/PA Route 36 Bridge and sidewalks and crosswalk at

intersection of Union Avenue and Plank Road, City of Altoona, 2017

- The Altoona Transportation Improvement Project Study (2013)
- 17th Street crosswalks and Pleas Valley Blvd. crosswalks with pedestrian countdown timers, City of Altoona
- The U.S. Route 22 Corridor Study (2014).
 - US 22 and 7th St. Intersection Improvements crosswalks and sidewalks in Duncansville Borough
 - US 22. and 13th Street Intersection Improvements crosswalks and sidewalks in Duncansville Borough, 2018
 - US 22 and Frankstown Road Intersection that included crosswalks with pedestrian countdown timers, a flashing “Signal Ahead” sign that informs motorists of the intersection, and Share the Road Signs, 2018.

Sidewalk and crosswalk projects have been included in other state roadway projects as follows:

- Sidewalks on the 7th Street Bridge, City of Altoona
- Sidewalks on the Plank Road Street Bridge, Hollidaysburg Borough
- Sidewalks on the Bedford Street Bridge, Hollidaysburg Borough
- Crosswalk and pedestrian signals on the main intersection of Old US 220 in Newry Borough
- Sidewalk across the bridge between the Borough of Williamsburg and Catherine Township and sidewalk leading from bridge to the community center and Farm Show Building in 2015
- Sidewalk over Old Rt. 220 Bridge connecting sidewalk in Newry Borough to Leighty’s Farm Market in Blair Township, completed in 2018
- Crosswalks with pedestrian push buttons on US Route 22 and PA Route 36/Penn Street Intersection in Hollidaysburg Borough, completed in 2019.

PennDOT Connects

In December of 2016, PennDOT Secretary Leslie Richards announced the PennDOT Connects policy, which provides emphasis for including active transportation in projects where feasible. The policy includes PennDOT collaboration meetings with planning partners and local governments to review community needs and plans that includes walking and bicycling.

PennDOT Connects also provides local communities technical assistance and funds for special studies. For example, the MPO has requested the use of PennDOT Connects funds for the “10th and 12th Avenue Altoona Study” that is currently assessing the feasibility to construct a shared

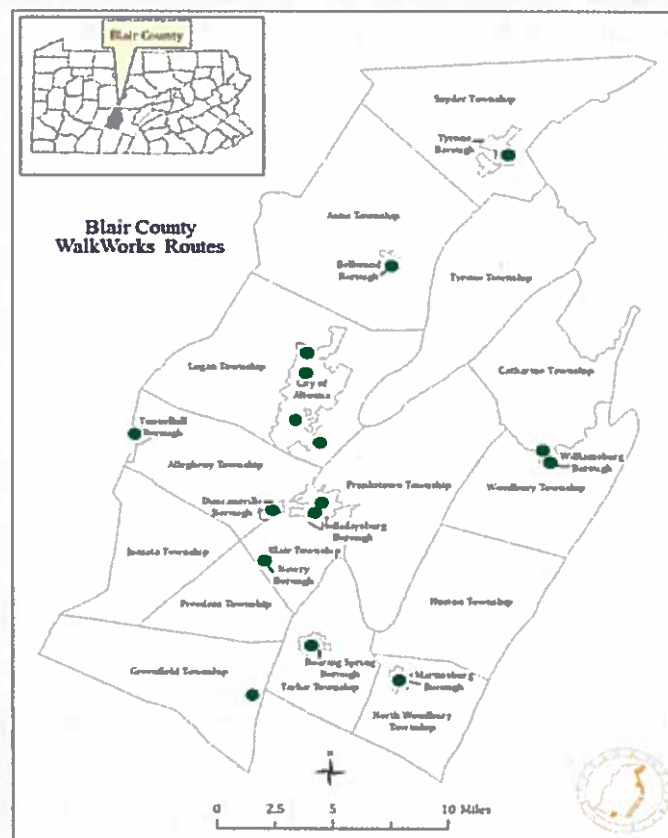
use path and greenway along 10th Avenue across from the Altoona Transportation Center. The City of Altoona, Altoona Metro Transit, Altoona Blair County Development Corporation and the Altoona Parking Authority contributed the local match.

PA WalkWorks

To increase opportunities for physical activity, the Pennsylvania Department of Health has partnered with the University of Pittsburgh Graduate School of Public Health Center for Public Health Practice to create a network of community-based walking routes and walking groups. The WalkWorks program does the following:

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

Since 2015, the Blair County Planning Commission (BCPC) has collaborated with the PA Dept. of Health and the University of Pittsburgh to fund and obtain technical assistance to help 13 municipalities establish 16 PA WalkWorks Routes.



PennDOT Engineering District 9-0 Unsigned Bicycle Route Inventory

In the summer of 2018, PennDOT District 9-0, invited input from representatives of the Blair Bicycle Club to prepare in inventory of unsigned bicycle routes. At the Bicycle Route Inventory

meeting PennDOT District 9-0 explained PennDOT requirements and how to obtain funding for bicycle facilities. This includes a project sponsor and/or local match and a municipality's willingness to enter a maintenance agreement for bike lane/route signs and pavement markings. Information on the club's routes can be found at Blairbicycle.org.

The Pennsylvania Active Transportation Plan

The Pennsylvania Department of Transportation in 2019 completed a statewide plan that outlines a vision and framework for improving conditions for walking and bicycling across Pennsylvania, most notably for those Pennsylvanians who walk and bicycle out of necessity rather than for leisure and recreation. The plan identifies strategies that increase walking and bicycling, while supporting safety and multimodal connectivity throughout the state.

Transportation Enhancements

Since the federal Intermodal Surface Transportation Efficiency Act of 1991 that created the Transportation Enhancements Program through the present Fixing America's Surface Transportation Infrastructure Act of 2015, federal transportation legislation has dedicated funds for the planning and funding of active transportation to be distributed by PennDOT to the MPOs. Those funds have been allocated by the MPO to the following projects:

- Roaring Spring Train Station
- Tyrone Historic Railway Park
- Hollidaysburg Canal Basin Park
- Altoona Railroaders Museum
- re-decking of two Lower Trail Bridges
- Lower Trail Extension from Williamsburg to Flowing Spring
- Bells Gap Rail Trail
- Signs for the Cycle the Southern Alleghenies Bicycle Routes
- Shared Use Path along Juniata Gap Road
- Station Mall and Pleasant Village Walkways
- Streetscape/sidewalk and shade tree projects in the City of Altoona, Hollidaysburg, Martinsburg, and Tyrone Boroughs.

In recent federal legislation, the TE Program has been renamed the *Transportation Alternatives Set-Aside Program*, which has helped to fund the following projects plus local matching funds:

- The Juniata Gap Pathway Project, which includes sidewalks along Juniata Gap Road from Wopsononock Avenue in the City of Altoona toward the Penn State Altoona Campus entrance
- 12th Street Pedestrian Crossover rehabilitation in the City of Altoona,
- Logan Valley Streetcar - First Frontier Trail, Phase I, Antis Township and Bellwood Borough.

3. MPO's 2000 Bicycle and Pedestrian Plan Goals, Accomplishments and Priorities

The following section includes the goals of the MPO's 2000 Bicycle and Pedestrian Plan and some of the achievements and progress made towards those goals and priorities.

Goal 1: Provide Connections and Linkages

- Improve bicycle and pedestrian access to downtown areas
- Make safe walking and bicycling connections from residential areas/communities to schools, parks, libraries, historical sites, trails, parks and retail establishments.

Progress: Municipalities have used Transportation Enhancements Program and Transportation Alternatives Set-Aside funds from PennDOT through the MPO for various streetscape projects in the city and several boroughs and trail projects as previously mentioned.

In addition, the Hollidaysburg School District has worked with the Blair Regional YMCA to install a crushed limestone walking and bicycling path that connects the Fox Run Development to the High School and the Blair Regional YMCA.

- Support the proposed Pennsylvania Millennium Legacy Trail

Progress: The Pennsylvania Millennium Legacy Trail is now the September 11th National Memorial Trail, which includes portions of the Incline 6-10 and Lower Trails.

Rails to Trails has secured a trail easement that may be used toward the connection of the Lower Trail to Hollidaysburg (and the 6 through 10 Trail.)

Goal 2: Provide Education

- Educate drivers and bicyclists to share roadways
- Educate drivers about pedestrian laws
- Promote walking/bicycling for health/wellness
- Educate children on safe bicycling and walking.

Progress: The Healthy Blair County Coalition worked with the Blair County Planning Commission and the South Hills School of Business and Technology to prepare an *"Active Living Brochure"* that contains Blair County attractions and parks in 2018. This project was sponsored by UPMC Altoona.

The BCPC distributed the Active Living Brochure and the PA WalkWorks Brochure for Blair County at the Blair County Ball Park for Healthy Blair County Day and at community day events.

Goal 3: Improve Safety

- Prioritize improvements for people who walk and bicycle.

Progress: The city of Altoona and the boroughs of Hollidaysburg, Martinsburg, Tyrone and Roaring Spring have used the PennDOT Transportation Enhancement and Transportation Alternatives Set-aside Programs to fund numerous streetscape projects that include accessible sidewalks, street trees and/or lighting.

The township of Antis has been awarded PennDOT Transportation Alternative Set-aside and DCNR funds toward the construction of the Logan Valley Streetcar –First Frontier Trail.

The Borough of Tyrone is using CDBG funds for a streetscape project on Logan Avenue and using DCED Multimodal Transportation and local funds to rehabilitate the 9th Street Pedestrian Bridge.

The Borough of Hollidaysburg has installed four speed humps to lower vehicles speeds near the Junior and Senior High Schools and the Canal Basin Park.

Some sidewalks and crosswalks are funded with MPO TIP funds as part of state roadway and bridge projects, if the municipality is willing to accept the maintenance. For example, in 2020, a sidewalk was constructed and street trees planted from Legion Park to Garber Street in Hollidaysburg Borough as part of the N. Juniata Street repaving project.

Goal 4: Provide Facilities

- Provide secure bicycle parking and lockers where needed
- Upgrade land use ordinances to provide for sidewalks, street trees, street lighting and bicycle parking

Progress: The City of Altoona adopted a Subdivision and Land Development Ordinance that requires bicycle parking and has a Sidewalk and Street Tree Ordinance and a Shade Tree Commission.

Hollidaysburg Borough has a Street Tree Ordinance and a Shade Tree Commission, a Street and Sidewalk Ordinance, and a Subdivision and Land Development Ordinance that addresses street lighting.

Logan Township has a Subdivision and Land Development Ordinance that addresses sidewalks, street trees and street lighting.

Blair Township has a Streets and Sidewalks Ordinance and sidewalk design standards in its Subdivision and Land Development Ordinance.

Roaring Spring Borough and Tyrone Borough have ordinances that concern snow removal from sidewalks.

- Increase shoulder width to roadways where needed for bicyclists, walkers, and joggers

N. Juniata Street and Municipal Drive from Legion Park to PA Route 764 has been resurfaced with wider shoulders in 2020 for people who walk, jog, and bicycle as requested by the Blair Bicycle Club and the Altoona Blair County Development Corporation.

- Build trails and/or separated bicycle lanes with highway projects

Protected bicycle lanes and shared use paths require a project sponsor to apply for project funding, acquire right-of-way if needed, provide local match funds, and enter signage and maintenance agreements. Non-protected bicycle lanes require agreement of the municipality to maintain the signs and pavement markings and acquire right-of-way if needed. The shared use paths that exist in the county are along Park Avenue by the Blair County Ball Park, along Juniata Gap Road, and three rail trails.

- Provide signing where needed

PennDOT Dist. 9-0 has installed many “Share the Road Signs” on state routes frequented by bicyclists.

- Provide restrooms, parking areas, lighting where needed.

Central PA Rails to Trails, Inc., provides restroom facilities, lighting and parking at its trail heads.

Other recommendations from the MPO’s 2000 Bicycle and Pedestrian Plan that have been accomplished are as follows:

- Bike racks were installed on AMTRAN buses

- Bus shelters were constructed at some transit stops
- Signs were installed for “Bicycle PA Route G”
- Signs were installed for the “Cycle the Southern Alleghenies Routes”
- Positively Altoona - The City of Altoona’s Comprehensive Plan was completed
- The City of Altoona prepared a Bicycle Route Map
- Installation of bicycle friendly drainage grates on state and municipal maintained roads.



- Installation of accessible sidewalks and curbs in some locations
- PennDOT placement of “Share the Road” signs on many bicycle routes
- Placement of “yield to pedestrian in crosswalk” signs in some locations
- Provision of some traffic light sensors that can be triggered by bicycles, i.e. Penn and Allegheny Streets in Hollidaysburg Borough
- Provision of sidewalks, crosswalks, and pedestrian count-down timers in some locations
- Audible signal devices for the visually impaired in some locations.

The following section includes the priority projects and action items of the MPO’s 2000 Bicycle and Pedestrian Plan and progress made towards those priorities.

Project Priorities

1. Completion of the Mainline Greenway/September 11th National Memorial Trail and links
2. Provide bicycle/pedestrian access to area attractions, schools and parks
3. Link the PA Mainline Greenway/September 11th Trail to the Bellwood area with a rail trail
4. Explore other greenway possibilities through the City of Altoona (Mill Run, Brush Run, etc.)
5. Stronger pedestrian component in municipal comprehensive plans and subdivision and land development ordinances
6. System continuity

Priority/Action item #1 Complete the PA Millennium Legacy /September 11th National Memorial Trail

Objective: Complete the development of the trail and greenway from the Allegheny Portage Railroad National Historic Site to the Lower Trail while identifying potential connections for links and spurs.

Progress: Keller Engineers, Inc., conducted a feasibility study for Rails to Trails of Central PA, Inc. to connect the Lower Trail to Hollidaysburg and the Incline 6-10 Trail. To date, the Incline

6-10 Trail has been completed to near Duncansville Borough and the Lower Trail has been completed to Canoe Creek State Park.

Priority/Action Item #2 Provide bicycle and pedestrian access to area attractions, schools and parks

Objective: The plan committee will prepare an inventory of area attractions, schools and parks and note existing bicycle and pedestrian facilities.

Progress: The Healthy Blair County Coalition worked with the Blair County Planning Commission and the South Hills School of Business and Technology to prepare an “*Active Living Brochure*” that contains the areas attractions and parks in 2018. This project was sponsored by UPMC Altoona.

Other areas proposed in the plan were as follows:

- N. Juniata Street, Hollidaysburg Borough: adding sidewalks, shoulders and crosswalk at the intersection with Bel Air Circle across N. Juniata Street to Legion Park.

Progress: Hollidaysburg Borough used a Transportation Enhancements Grant in 2002 to add sidewalks and street trees to N. Juniata Street from U.S. Route 22 to Garber Street. In 2020, PennDOT constructed a sidewalk and replanted street trees along N. Juniata Street from Legion Park to Garber Street as part of its repaving project. In December 2020, the Borough applied for \$ 27,310 CDBG funds for the Bel Air Road Sidewalk Connectivity Project from the Public Library to Legion Park.

- Pedestrian access from the Convention Center to the Blair County Ballpark

Progress: The Park Avenue Widening project included a *shared use path* that connects the residents of the Village of Lakemont with Lakemont Park and the Blair County Ball Park

- The 7th Street and 8th Street Bridges, City of Altoona,

Progress: accessible sidewalks were built across the 7th Street Bridge when it was replaced by PennDOT and the 8th Street Bridge has sidewalks.

- Better traffic control and pedestrian facilities at:
 - 25th avenue and Juniata Gap Road and at Ivyside Drive
 - Wopsononock and Juniata Gap Road

Progress: Crosswalks and sidewalks were installed at Wopsononock Avenue and Juniata Gap Road intersection as part of the *Juniata Pathway Project*, which includes sidewalks along Juniata Gap Road from Wopsononock Avenue to near the entrance to the Penn State Altoona Campus.

- Pedestrian crossings on Pleasant Valley Blvd. at McDonalds, Planet Fitness, and Cayuga Avenue

Progress: These requests were recorded in the Plank Road Pedestrian Access Study.

Priority/Action Item # 3 Link Pennsylvania Millennium Legacy/September 11th National Memorial Trail to the Bellwood Area with a Rail Trail/Greenway

Progress: Phase I of the Logan Valley Streetcar - First Frontier Trail from Bellwood Borough southward to Becker Road in Antis Township has been funded in part by Antis Township, DCNR and PennDOT's Transportation Alternatives Set-Aside Program. The Township of Antis has acquired the land to extend the trail further south to near N. 20th Street in the City of Altoona.

Priority/Action Item # 4 Explore greenway possibilities through the City of Altoona

Objective: Establish a system of greenways through the city that connect to greenbelts such as along streams (Mill Run, Brush Run, etc.) and recreational trails.

Progress: The City completed The Ahead of the Curve Altoona Housing Strategy & Downtown Investment Plan. As a result of this plan, the 10th and 12th Avenue Altoona Study is currently assessing the feasibility to construct a shared use path and greenway along 10th Avenue across from the Altoona Transportation Center that would provide visitors to City with another attraction and that could be linked to the First Frontier Trail.

Priority/Action Item #5 Stronger pedestrian component in municipal and the City's Comprehensive Plan

Objective: Draft policy language for the incorporation of pedestrian needs into current City of Altoona Comprehensive Plan.

Progress: The City prepared a comprehensive plan in 2013 "Positively Altoona" and prepared the "Ahead of the Curve Altoona Housing Strategy & Downtown Investment Plan".

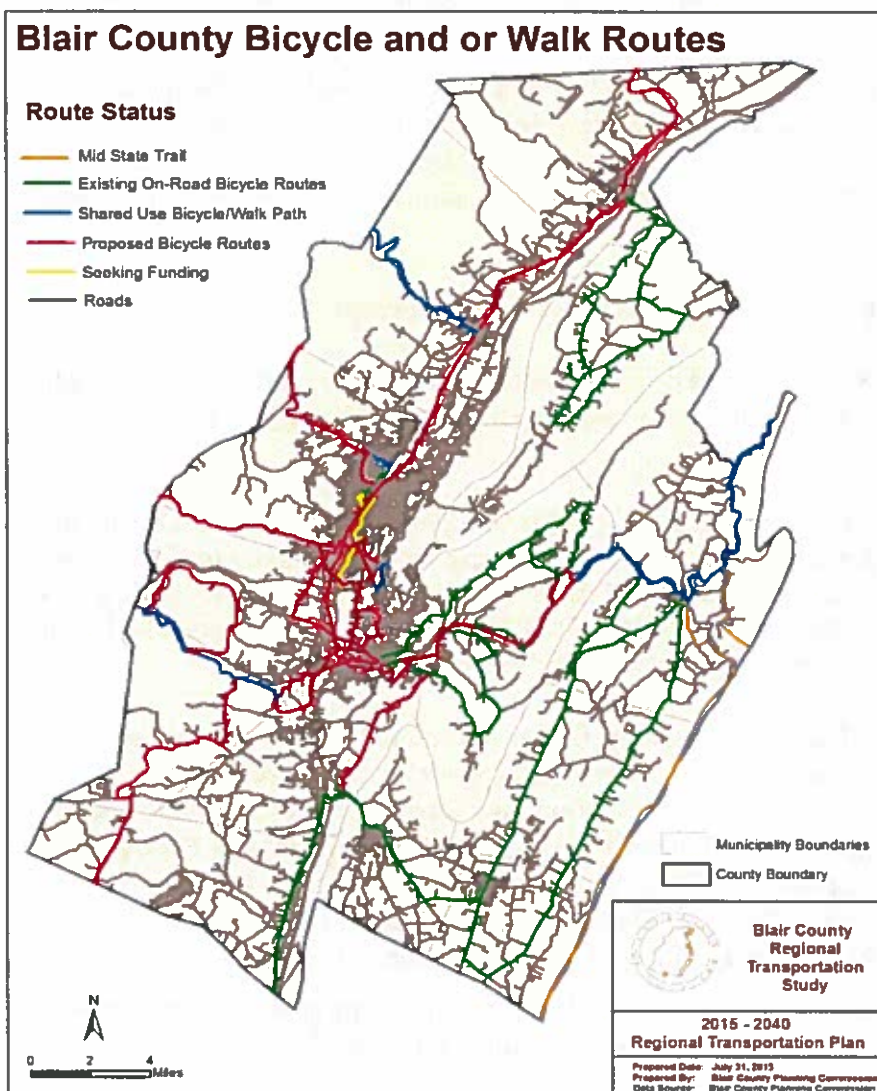
Objective: The city will continue to incorporate bicycle/pedestrian planning into subdivision review, zoning, street maintenance and comprehensive planning.

Progress: The City has a Sidewalk and Street Tree Ordinance and a Shade Tree Commission and the City has installed crosswalks and accessible curb ramps and has rehabilitated the 12th Street Pedestrian Bridge.

Priority/Action Item #6 System continuity

Objective: The active transportation committee will work with municipalities, the public and the MPO to prioritize projects and roadway improvements for people who walk, jog, and bicycle and use mobility devices.

Progress: In the PennDOT Connects process that occurs during roadway and bridge project planning, PennDOT asks the municipalities if they have plans for or needs for walkway or bicycle facilities in the project area. The planning committee for the 2018 Alleghenies Ahead Plan made active transportation as one of its top goals of its comprehensive plan. The MPO and its technical committees assign priority to applications for the Transportation Alternative Set-Aside Program, although the final decision is currently at the state level.



4. Funding for Active Transportation

5.1.1 Transportation Alternatives Set-Aside Program

The federal Transportation Alternatives Set-Aside Program (formerly the Transportation Enhancement Program) provides funds to build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trails projects that serve a transportation purpose, while promoting safety and mobility. Eligible project sponsors include local governments, transportation authorities, transit agencies, federal agencies and school districts.

TA Set-Aside applications are submitted to PennDOT and then reviewed and prioritized by the MPO with recommendations forwarded to the Statewide Committee. The construction cost of a project must be at least \$50,000. The applicant pays the pre-construction costs and the TAP funds cover the constructions costs. Blair Planning notifies municipalities of program funding announcements.

PennDOT and DCED Multimodal Transportation Fund Programs

In 2013, Pennsylvania's Act 89 established a dedicated Multimodal Transportation Fund. In addition to funding ports, rail freight, and aviation, the act established dedicated funding for bicycle and pedestrian improvements.

The programs are similar in that total project costs must be \$100,000, but no more than \$ 3 million unless determined to be of exceptional value. Eligible applicants include Councils of Governments, municipality, business/non-profit, economic development organization, transit agency, rail or port related activities. Financial assistance under the PennDOT Multimodal Transportation Fund shall be matched by local funding in an amount not less than 30% of the amount awarded.

Financial assistance under the DCED Multimodal Transportation Fund shall be matched by local funding in an amount not less than 30% of the non-federal share of the project costs.

PennDOT has awarded one Multimodal Transportation Fund grant in Blair County for the extension of the Lower Trail from the Village of Flowing Spring to Canoe Creek State Park. Rails to Trails of Central PA applied for the grant and agreed to maintain the trail and contributed \$25,000 toward the local match. The County contributed \$100,000 and Frankstown Township contributed \$50,000 and land. The MPO also contributed TIP funds.

The PA Department of Community and Economic Development has awarded one Multimodal Transportation Fund grant in Blair County for the rehabilitation of the 9th Street Pedestrian Bridge in the Borough of Tyrone.

Pennsylvania DCNR's Community Conservation Partnerships Program

The following types of projects are eligible for funding:

- Planning, acquisition, and development of public parks
- Recreation areas

- Motorized and non-motorized trails
- River conservation and access
- Conservation of open space

Eligible applicants for Community Conservation Partnerships Program funding include:

- Counties
- Municipalities
- Municipal agencies
- Nonprofit organizations
- State Heritage Areas
- Prequalified land trusts
- For-profit enterprises (for some grant types)

Most programs require a minimum cash or noncash matching contribution from the applicant that is equal to 50 percent of the project cost.

The Southern Alleghenies Planning & Development Commission's Mini-Grant Program is also funded by the Conservation Community Partnerships Program. State and federal funding sources for Community Conservation Partnership Program are as follows:

- Snowmobile and ATV Registrations -- Act 97 of 2016
- Growing Greener Bond Fund -- Growing Greener 2 -- 2005
- Environmental Stewardship Fund -- Growing Greener 1 -- 1999
- Keystone Recreation, Park and Conservation Fund -- Key 93 --
- Land and Water Conservation Fund
- Recreational Trails Program
- Land and Water Conservation Reclamation Act.

PA WalkWorks

WalkWorks provides mini-grants to assist municipalities with the development of active transportation plans and related policies.

A WalkWorks grant and a DCNR grant will be used by the BCPC to prepare an "Active Transportation Plan" for Williamsburg Borough with assistance from University of Pittsburgh and the Pennsylvania Department of Health. The Borough, the PennDOT District Office, the Department of Conservation and Natural Resources, economic development, education, bicyclists, and people with disabilities groups will be among the stakeholders.

PennDOT's Local Technical Assistance Program

LTAP Engineers are available by phone, email, and in person to help municipalities troubleshoot specific maintenance and safety problems on their roadways. LTAP courses include Active

Transportation, Local Road Safety Plans, Traffic Calming, Pedestrian and Crosswalks, and Speed Limits and Speed Management

PennDOT's Green Light-Go-Program

The Green Light-Go: Pennsylvania's Municipal Signal Partnership Program, also known as the "Green Light-Go Program", provides state funds for the operation and maintenance of traffic signals along critical and designated corridors on state highways by Act 89 of 2013. There is a 20% local match requirement. Eligible projects are as follows:

- Traffic Signal Study and Removal
- Traffic Signal Retiming
- Development of Detour, Special Event and Operations Plans
- LED Replacement
- Asset Management
- Traffic Signal Operations (Real-Time Monitoring)
- Traffic Signal Maintenance
- Innovative Technologies (e.g. adaptive signals)
- Communications
- Connections back to Traffic Management Center (TMC)
- Detection Upgrades
- Controller Upgrades
- Modernization Upgrades (poles, etc.)
- ITS Applications (such as connected and automated vehicle applications).

Automated Red Light Enforcement Program

Available funds vary by year due to fines levied by the Philadelphia Parking Authority. The intent of this program is to fund worthwhile, relative low-cost projects that improve the safety and mobility of the traveling public. The kinds of projects vary widely from improvements to traffic signals, roadway improvements at signalized intersections, to school zones, and roadside safety, including countdown timers, accessible push buttons, and crosswalk striping. Improvements recommended by LTAP programs such as the Local Safe Roads Communities and Walkable Communities are eligible.

County and Municipal Liquid Fuels Tax Funds

According to the PennDOT Publication 9, Policies & Procedures for the Administration of County Liquid Fuels Funds can be used for the following:

- Lane and crosswalk painting and marking.
- Curb ramps to provide access by individuals with disabilities in accordance with the current ADA and PennDOT standards.
- Traffic calming activities in accordance with PennDOT's Traffic Calming Handbook.
- Traffic and engineering studies in accordance with PennDOT Publication 212,

Official Traffic Control Devices.

Community Development Block Grant Program

There grants can be used for housing rehabilitation, public services, community facilities, infrastructure improvement, development and planning in federal designated municipalities, as long as 70 percent of each entitlement grant is used for activities that benefit low- and moderate-income persons.. The two program components are as follows:

- Entitlement program which provides annual funding to designated municipalities
- Competitive program is available to all municipalities that are not direct federal recipients of CDBG funds and state Act 179 entitlement municipalities with a population less than 10,000.

Entitlement funding is set by Act 179 formula. Competitive Program has a minimum request of \$100,000 and a maximum of \$ 750,000.

5. Waiting List of Proposed Active Transportation Plan Projects

- North Main Street Gateway Access/Streetscape Improvements Project in Roaring Spring Borough. The Streetscape improvements include curbs, sidewalks, utility relocation, highway and street lighting that would connect to a PA WalkWorks Route. The project would also make the road safer for bicyclists because the Blair Bicycle Club uses the road and as does the annual MS 150 Keystone Country Bicycle Tour. The Borough has applied for both the DCED and PennDOT Multimodal Transportation Funds to assist with project funding.
- County Road 101 Resurfacing in Freedom and Greenfield Townships – The project would improve safety for the Blair Bicycle Club that uses the route for weekly for club rides and the bicyclists who use PA Bicycle Route G. The project would also connect to a PA WalkWorks Route and include roadway resurfacing, drainage and sidewalks from Railroad Street to Hickory Street in Greenfield Township. The County is in the process of repairing the culverts and bridges on the roadway and resurfacing from Dunning's Highway to Mansion Blvd. The County has applied for both the DCED and PennDOT Multimodal Transportation Fund grants.
- The connection of the Lower Trail to Canal Basin Park, which is dependent on property acquisition.
- The White Bridge in Frankstown Township. The Commissioners have applied to DCNR for funds for the bridge's design as a walking and bicycling trail and plan to apply for Transportation Alternative Set-Aside Program funds for the construction. The County

would like the Township of Frankstown to accept the bridge maintenance. The project is of high safety importance to the bicyclists of the Blair Bicycle Club and Spokes and Skis and to bicyclists who use the Diamond Loop Cycling Tour Route and the September 11th National Memorial Trail.

- Beale Avenue Traffic Calming and Urban Sustainability Improvements Project – This project would provide safe travel for alternative methods of transportation with a mixed use trail, security street lighting, storm water features, and traffic calming measures, such as the elimination of a travel lane and curb “bump-outs” from 24th Street to Broad Avenue and then continue to the University of Pittsburgh Medical Center walking path. The City of Altoona has applied for both the DCED and PennDOT Multimodal Transportation Fund grants for this project,
- Phases II and III of the Logan Valley Streetcar/First Frontier Trail from Becker Road to Lower Riggles Gap Road in Antis Township then through Logan Township to near N. 20th Street.
- The Multi-use Trail that would connect Prince Gallitzin State Park to the Horseshoe Curve National Historic Landmark and overlook in Logan Township, the Allegheny Portage Railroad National Historic Site in Allegheny Township, the WalkWorks Route in Tunnelhill Borough, the Red Arrow Trail wreck site, and Bennington Cemetery. The Glendale Snowmobile Club is leading this effort.
- Traffic signal re-timing at the Horseshoe Curve National Historic Landmark The project would improve safety for bicyclists who use the tunnel on Horseshoe Curve Road, as requested during the State Transportation Commission’s public comment period. The project would require Logan Township to request the signal timing change from PennDOT. The project could be funded with a Green Light-Go or an Automated Red Light Enforcement Grant.
- Bel Air Road Sidewalk construct a sidewalk along Bel Air Road from the library on Montgomery Street to Legion Park on N. Juniata Street in Hollidaysburg Borough.
- Bicycle parking at select locations in Hollidaysburg Borough and a bicycle repair station in Hollidaysburg Canal Basin Park, which is on the September 11th National Memorial Trail.

Planning for projects involves defining project scope of work, feasibility, and estimating projects costs, obtaining right-of-way if needed, identifying funding sources and municipalities willing to apply for the grants, cover the local match, and maintain the projects if awarded the funding.

6. Blair County Reportable Bicycle and Pedestrian Crash Statistics

The tables below show that these statistics for *reportable* pedestrian and bicyclist serious injuries and fatalities in Blair County. A “reportable crash” is a crash resulting in a fatality within 30 days of the crash; or injury in any degree, to any person involved; or crashes resulting in damage to any vehicle serious enough to require towing. (Source: 2017 Pennsylvania Crash Facts and Statistics.)

Reportable Bicycle and Pedestrian Crashes, Fatalities, and Suspected Serious Injuries in Blair

	2010	2011	2012	2013	2014	2015	2016	2017	2018
Bicycle crashes	19	6	9	14	7	11	15	9	14
Fatalities	1	0	0	0	0	0	2	0	0
Suspected Serious Injuries	0	0	0	0	0	1	2	2	1
Pedestrian Crashes	31	38	34	33	16	30	24	26	27
Fatalities	5	2	2	2	0	3	1	0	1
Suspected Serious Injuries	4	3	1	3	5	2	1	4	7

Source: Pennsylvania Crash Information Tool, PennDOT

Reportable Pedestrian Serious Injuries and Fatalities, 5 Year Averages, in Blair County

Serious Injuries	2.4	2.2	2.4	2	2.4
Fatalities	2	2.6	2.4	2.8	2.4
5 Year Average	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013

Source: Altoona MPO Highway Safety Guidance Report 3rd Edition – July 2014, PennDOT

Reportable Bicyclist Serious Injuries and Fatalities, 5 Year Averages, in Blair County

Serious. Injuries	0.6	0.4	0.4	0.0	0.0
Fatalities	0.4	0.4	0.4	0.2	0.2
5 Year Average	2005-2009	006-2010	2007-2011	2008-2012	2009-2013

Source: Altoona MPO Highway Safety Guidance Report 3rd Edition – July 2014, PennDOT

According to the 2017 Pennsylvania Crash Facts and Statistics, pedestrian-related crashes in the state represent 3.2% of the total reported traffic crashes and account for 13.2% of all traffic fatalities, and bicycle crashes in the state represent 1% of the total reported crashes and 1.8% of all traffic fatalities.

The Pedestrian and Bicycle Information Center reports that lighting conditions are a major factor in pedestrian fatalities as 75% of pedestrian fatalities and 45% of bicycle fatalities occur in dark conditions. The Center states that the hours from 6:00pm to 9:00pm account for more pedestrian and bicyclist fatalities than other times of day. The Center also states that at a national level, the majority of pedestrian fatalities (73 percent) and bicyclist fatalities (58 percent) occur at non-intersections.

7. Improving Active Transportation Safety

At the national level, between 2008 and 2017 traffic related pedestrian deaths increased over 35%, while motor vehicle occupant deaths decreased 6.1 %. (Source: Dangerous By Design 2019).

The June 2019 issue of “Planning” reported the results of a Governors' Highway Safety Association study that shows the major causes of pedestrian deaths in vehicle crashes are drunk driving and speeding, the growing numbers of SUVs on the road and the increased use of smartphones. The article points out that in the late 1960s traffic deaths were reduced by safer vehicle design, while in the 1980s deaths were reduced more with the increased penalties for drunk driving. The article reports that 40 U.S. Cities have Vision Zero policies that emphasize street design and law enforcement to deter speeding, which is the leading cause of death and injuries.

The article notes some examples of the *best practices* to reduce crash fatalities of people who walk, jog, bicycle, and use mobility devices for transportation as follows:

- Leading Pedestrian Intervals that give pedestrians a three second head start in the crosswalk to make them more visible to motorists making turns
- 20 mph “neighborhood slow zones”
- Reduced vehicle lane width to reduce speeding
- ADA accessible sidewalks
- Sidewalk bulb-outs
- Pedestrian Islands of at least 5 feet on two way multilane streets
- Enhance the public space by wayfinding signs, benches, bus shelters, and rain gardens
- Protected bicycle lanes where traffic speeds are over 20 mph.

The FAST Act of 2015, 23 CFR 490 Subpart B, requires performance measures which includes the number of non-motorized fatalities and serious injuries as safety performance measures, which both the Department and the Blair MPO have adopted.

Revisions to the State Vehicle Code

In December 1998, Title 75 of the state vehicle code was amended to allow for more bicycle and pedestrian-friendly policies. Highlights of the bill include:

- The legalization of installing bicycle racks on buses.
- Both motorized as well as hand powered wheelchairs are now permitted on sidewalks.
- The mandatory use of available bike paths and lanes has been eliminated. Prior to this amendment to the Pennsylvania vehicle code, a bicycle was required to use a bicycle path or lane if one was available and usable adjacent to the road on which the bicycle was travelling.
- The subsection authorizing use of shoulders for bicycle travel was amended to require that all turns be made in accordance with section 3331, which specifies the required lane position and method for making turns.

In addition, an earlier law replaced the language that required bicycles to travel as far to the right “as practicable,” and now requires bicycles that are travelling at slower than the prevailing speed of traffic to keep to the right, while permitting bicyclists to make movements consistent with their intended travel route.

In April of 2012, PA enacted the “safe passing” law, 75 Pa C. requires that a driver overtaking a bicyclist to provide *at least four feet of space between their car and the bicycle*. Drivers are permitted to cross the center line, even in a no passing zone, if it is safe to do so. Still, due to light penalties for motorists who injure pedestrians and bicyclists, five states have passed vulnerable user laws.

Appendix B

Core Elements Environmental Justice Analysis for 2021 Long Range Transportation Plan

Background

Recipients of Federal-aid are required to certify and the U.S. DOT must ensure non-discrimination under Title VI of the Civil Rights Act of 1964. To address *Executive Order 12898 of 1994*, in 1997 and in 2012, the U.S. DOT, issued orders to address *Environmental Justice in Minority and Low-Income Populations*, which includes the following principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

The U.S. DOT defines those populations as follows:

- “low-income” individual - a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines.
- “minority” individual as a person who is: – (1) Black – (2) Hispanic or Latino – (3) Asian American – (4) American Indian and Alaskan Native – (5) Native Hawaiian and Other Pacific Islander.

A disproportionately high and adverse effect is defined as follows:

1. Is predominately borne by a minority population and/or a low-income population;
2. Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

The Core Elements Approach to EJ Analysis

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are encouraging PennDOT and MPOs to incorporate the Core Elements of Environmental Justice (EJ) into the transportation planning process tailored for each region needs, demographics, and staff capacity.

The York Area MPO was the first in the state to use the Core Elements approach to EJ analysis. For this approach, the MPO used the 2010 Census and American Community Survey Data at the Census Block Group level (areas of 600-3,000 people) to map where low-income and minority groups are higher than the regions average. At the request of the PennDOT Central Office, Michael Baker International, LLC, has provided this data for all the counties in the state to assist them in preparing a similar analysis.

Recommended Core Elements Process Steps

1. Identify EJ Populations

2. Assess Conditions and Identify Needs

To assess the transportation system performance and conditions in relation to EJ populations, a core analysis will consider the following factors:

- Pavement condition (federal-aid and state-owned system);
- Bridge condition (over 20 ft.);
- Safety conditions (including bicycle and pedestrian crashes);
- Access to fixed-route transit services

3. Prepare the Transportation Improvement Program and the Long Range Transportation Plan

4. Identify and Evaluate Burdens and Benefits

Conduct an overall assessment of the long range plan to determine if there are disproportionate and adverse impacts or burdens to EJ populations as defined by the Executive Order and consider the benefits of the transportation plan projects. Projects should be mapped in relation to EJ populations.

5. If disproportionate and adverse impacts are identified, work with PennDOT, FHWA, and FTA to identify and document strategies to avoid, mitigate or minimize impacts.

The Blair MPO Core Elements Process

1. Identify EJ populations

The PennDOT Consultant, Michael Baker International, provided the planning commission with 2010 Census data and American Community Survey (ACS) 2013-2017 5-Year Estimates at the Census Block Group level. The consultant also prepared maps of the data to help identify where low-income and minority groups are higher than the regional averages. The ACS estimated data places the County's minority persons at 6,522 or 5% of the total population and the low-income persons at 19,002 or 15.4%. *Table 1. shows this data for the different races.*

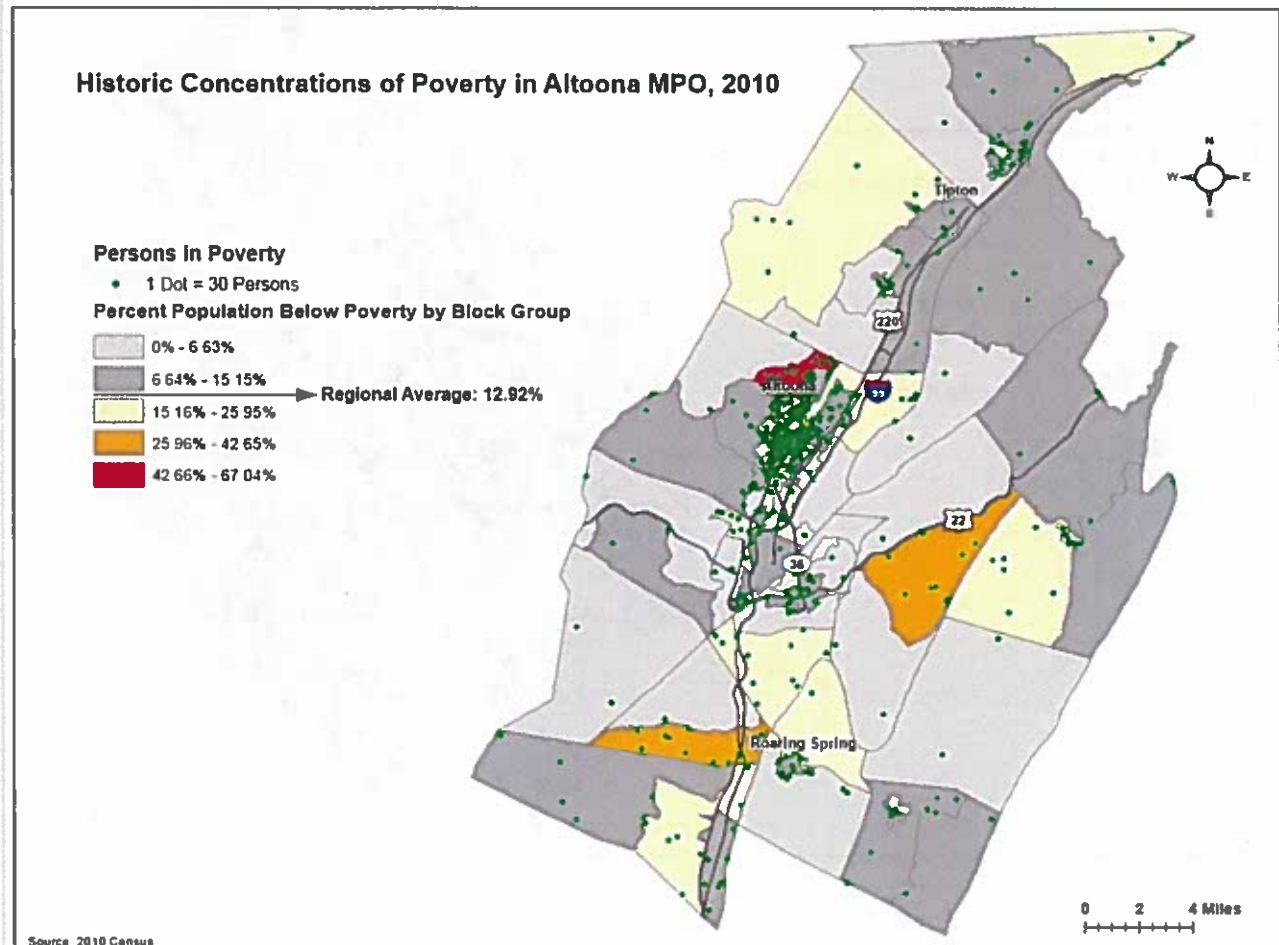
Table 1. Blair County Estimated Race and Low-income Populations and % Low-Income

White	Total Low-income Low-income %	116,765 16,455 14
Black	Total Low-income Low-income %	1,722 877 51
American Indian	Total Low-income Low-income %	22 0 0
Asian	Total Low-income Low-income %	799 46 6
Native Hawaiian	Total Low-income Low-income %	45 7 16
Some Other Race	Total Low-income Low-income %	419 229 55
Two or More Races	Total Low-income Low-income %	2,127 865 41
Hispanic	Total Low-income Low-income %	1,398 523 37
Total Population	Total Low-income Low-income %	123,287 19,002 15.4

Source: ACS 2013-2017 5-Year Estimates

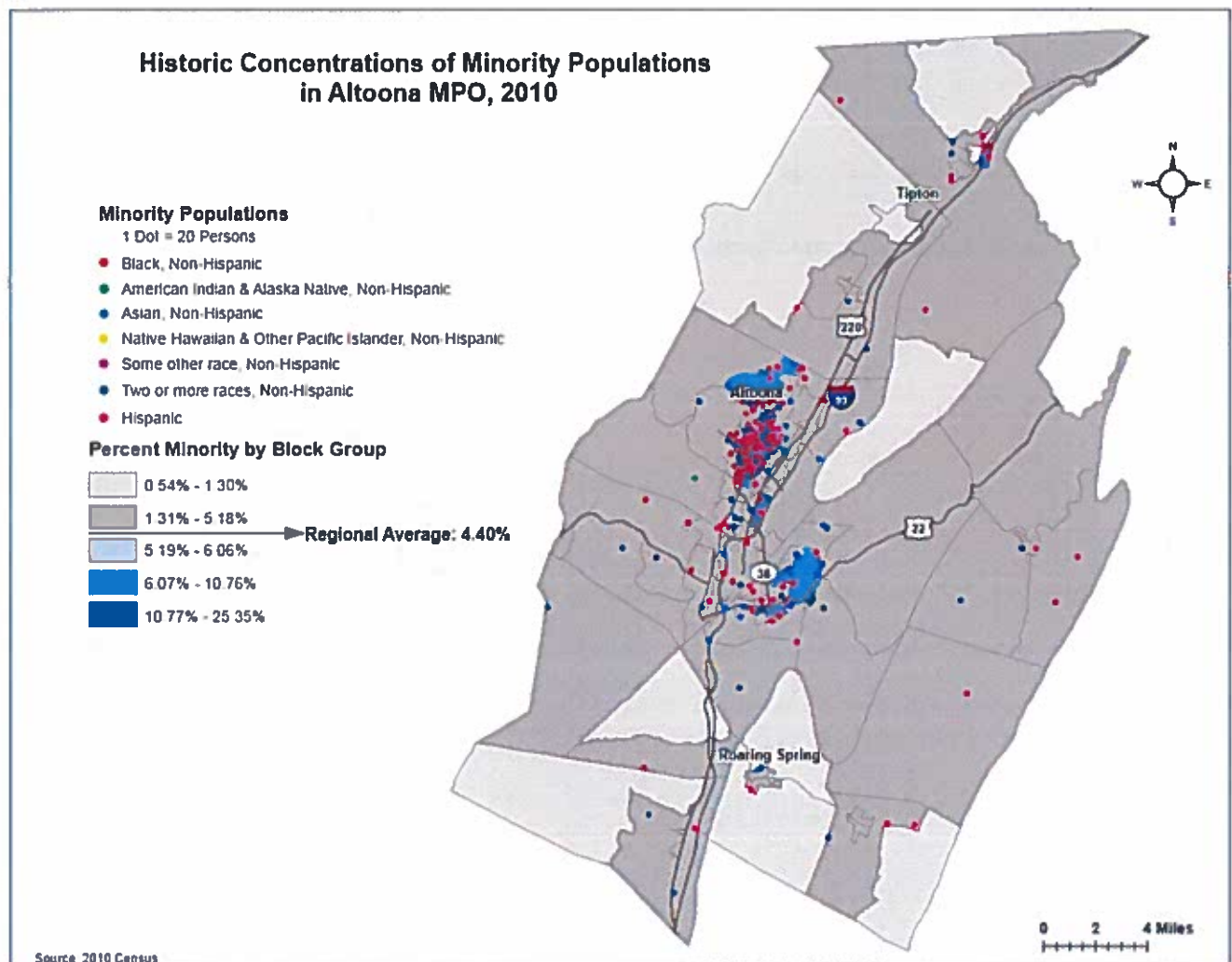
The map in Figure 1 identifies the block groups that have below (in grey) and above average poverty for the region (in beige, orange and red). Since each dot represents 30 low-income persons, one can see that the concentration of these persons is highest in the City of Altoona and in the boroughs and that there are pockets of low-income populations in the townships.

Figure 1.



The map in Figure 2 shows the 2010 Census block groups that have below (in grey) and above regional average minority populations (in blue). Because each dot represents 30 minority persons, one can see that the concentration of these persons is in the City of Altoona and a portion of Frankstown, Blair, and Logan Townships. This map shows that minority populations are more concentrated than the low-income populations.

Figure 2.



2. Assess Pavement, Bridge, and Safety Conditions and Identify Needs

PennDOT also asked its consultant, Michael Baker International, to provide the planning commission with maps of PennDOT pavement, bridge and safety conditions data on federal-aid and state-owned roadways.

The map in Figure 3 shows that the condition of segments of roadways that have an International Roughness Index (IRI) of excellent and poor are found in each block group.

Figure 3

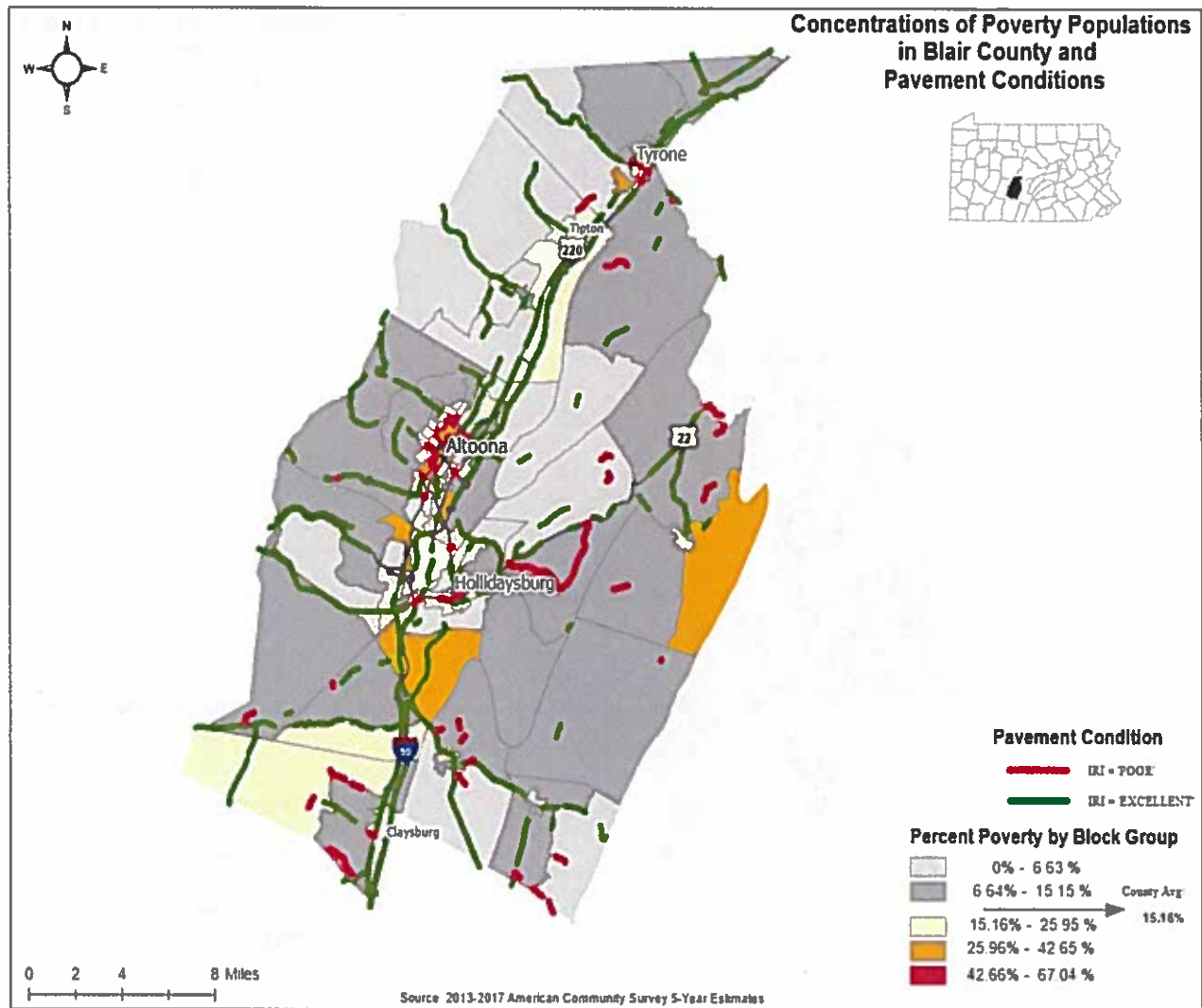
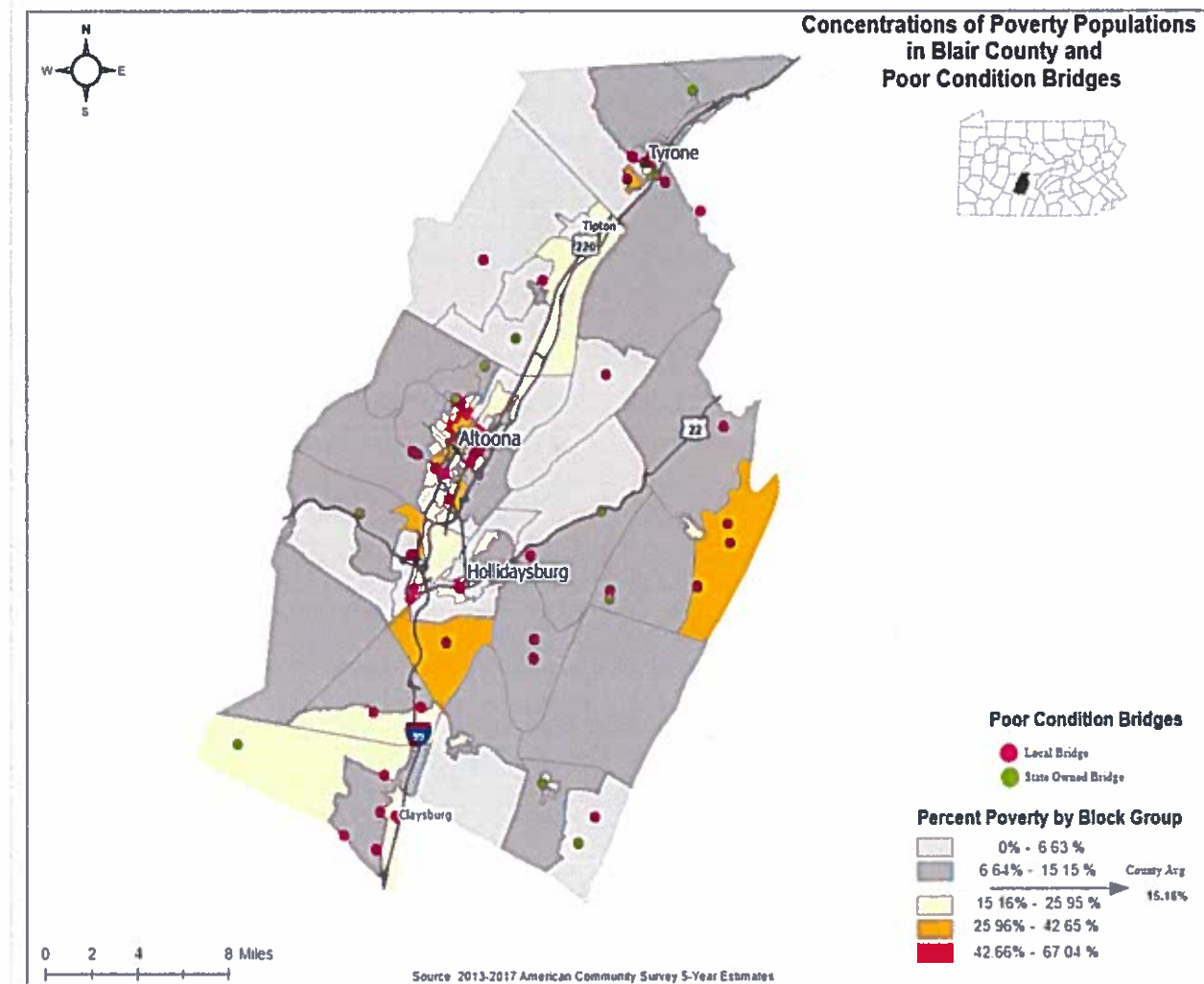


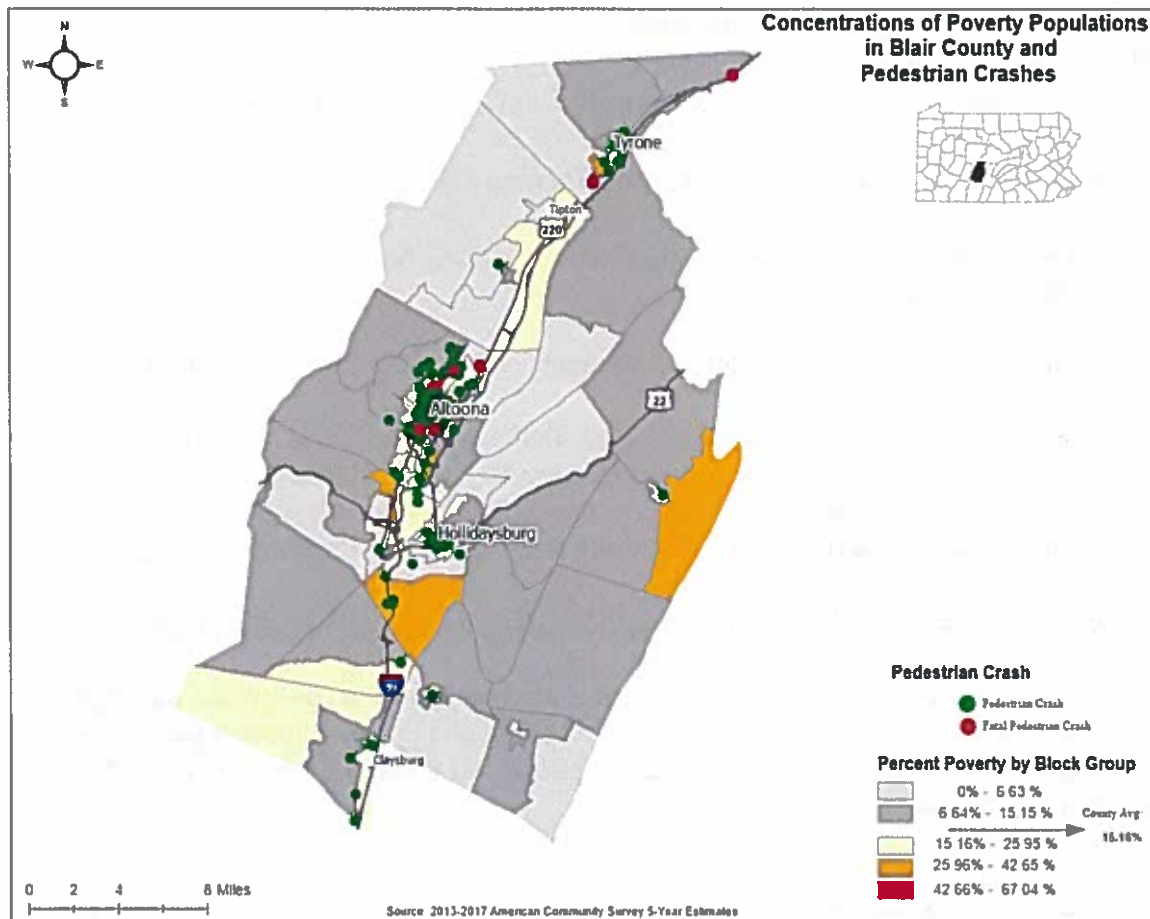
Figure 4



The map in Figure 4 above shows that state and local bridges in poor condition can be found in most of the block groups.

The map in Figure 5 below shows the approximate locations of pedestrian crashes that had serious injuries or fatalities. The majority of the crashes occurring in the City of Altoona and Hollidaysburg and Tyrone Boroughs and many in proximity of Old U.S. Route 220, PA Route 764, and US Route 22 corridors that also have relatively high low-income populations. The Pennsylvania Active Transportation Plan, 2019, notes that about half of the pedestrian collisions occur in the highest low-income areas.

Figure 5



With PennDOT Connects, PennDOT asks municipalities if there are needs for people who walk, bicycle, and take public transit when evaluating roadway and bridge projects for the long range plan and TIP. During the Draft 2021 long range plan/TIP project interviews, municipalities requested 7 sidewalk projects, 6 projects to keep sidewalks on existing bridges, and four projects to include wider shoulders along state roadways for people who walk and bicycle. While these projects are being considered, the last two program cycles resulted in 7 projects with sidewalks and/or crosswalks constructed in areas with low-income populations.

3. Prepare the Draft Long Range Plan

In the process of preparing the draft long range transportation plan, the planning commission sends a memorandum and copies of the draft plan to the organizations that serve people of low-income and minority populations to provide them an opportunity to voice their comments,

questions and concerns about transportation needs. The organizations that the planning commission invites for comments are as follows:

- The Arc of Blair County;
- Blair/Clearfield Association for the Blind;
- Blair County Community Action Agency;
- Blair Senior Services, Inc. (provides transport for people with disabilities and seniors);
- Center for Independent Living;
- National Association for the Advancement of Colored People.

Other actions taken to make the draft 2021 long range plan available to people of low- income and minorities have been as follows:

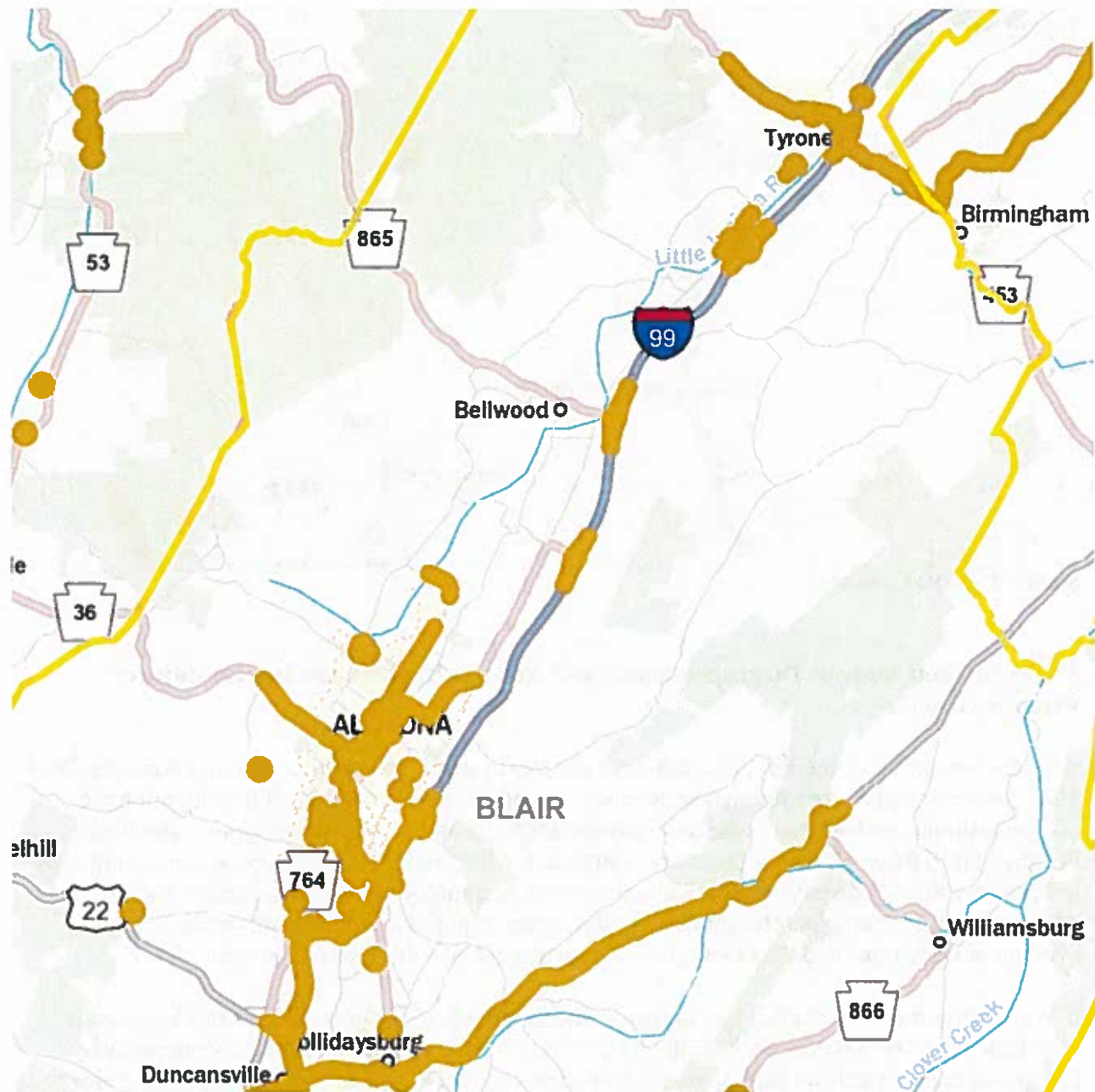
- placed the long range plan and related documents on the Blair County Planning Commission's Web site;
- placed an advertisement in the Altoona Mirror that announced the 30 day public comment period from on December 29 to January 29, 2021 and how people could obtain a copy of the draft long range plan and how they could make comments on the plan;
- held a virtual public meeting on the draft long range plan on January 21, 2021, 2:00 to 3:00 p.m.
- sent copies of the Draft plan to American Indian Nations and Tribes of the region.

An additional way that EJ organizations can comment on transportation concerns is during the Secretary of Transportation's biennial online Public Meeting and public comment period. However, no comments during the 2019 outreach impacting EJ areas or other projects on the long range plan were made,

4. Evaluate Burdens and Benefits of Draft Long Range Plan Projects in Relation to EJ Populations

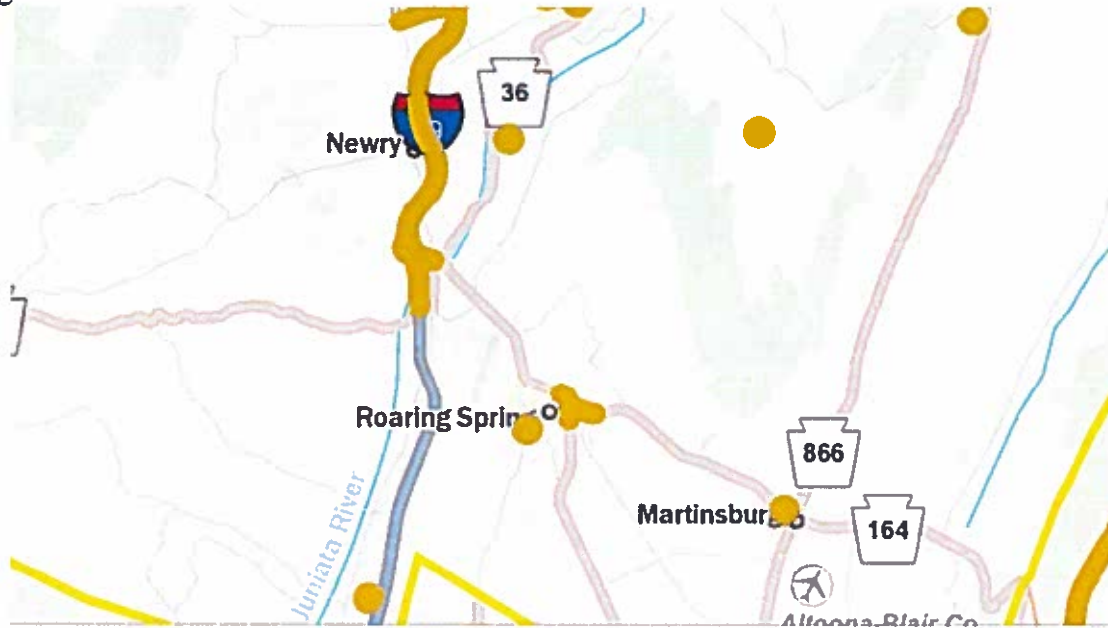
The Figure 6 map shows the Draft 2021 long range plan's roadways and bridges projects. By comparing this map to the Figure 1 and 2 maps of low-income and poverty populations, one can see that draft plan projects are evenly distributed in relation to the EJ populations. In addition, Draft plan projects do address some of the identified needs and concerns of EJ populations such as the need for sidewalks on bridges and along roadways as noted above.

Figure 6



Source: PennDOT One Map

Figure 6 Continued



Source: PennDOT One Map

5. Identify and Address Disproportionate and Adverse Impacts and Inform Future Planning Efforts

With the exception of the First Frontier Trail project in Antis Township, the projects on the Draft 2021 long range plan are routine maintenance of roadways and bridges and thus do not have disproportionate and adverse impacts or disparities to EJ and non-EJ populations. The First Frontier Trail, when all three phases are completed, will benefit the surrounding communities by providing a shared use path as a safe alternative for non-motorized forms of transportation. In addition the trail municipalities all have certain areas of populations with above the regional average poverty rates and thus the trail will benefit persons with lower-incomes.

It is also important to note that the highway, bridge and transit projects in the draft long range plan have projects that directly help the EJ communities by maintaining the existing roadway, bridge and transit facilities that Altoona Metro Transit uses to provide fixed route bus service to portions of Logan Township and the City that have the highest concentration of low-income and minority populations.

ALSO THE
COORDINATING
COMMITTEE OF THE
ALTOONA AREA
TRANSPORTATION STUDY
(AATS)

Metropolitan Planning Organization Blair County (Altoona MSA)

**Blair County Courthouse
423 Allegheny Street, Suite 046
Hollidaysburg, PA 16648**

**(814) 693-2080
FAX (814) 696-3490**

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SCOTT G. CESSNA

DAVID W. MCFARLAND, III, AICP
SECRETARY

Memorandum

To: Maria Brandt, Executive Director, The Arc of Blair County
Sergio Carmona, Executive Director, Blair County Community Action Agency
George Palmer, III, Executive Director, Center for Independent Living
Gloria Pattie, Executive Director, Blair/Clearfield Association for the Blind
and Visually Impaired
Stephen Williamson, Executive Director, Blair Senior Services, Inc.
Bill Sweet, Vice President, Blair County Chapter, National
Association for the Advancement of Colored People

From: Wesley L. Burket, AICP, Transportation Planner
Blair County Planning Commission

Date: December 30, 2020

Subject: Notice of the Public Comment Period for the Draft 2021-2045 Long Range Transportation
Plan to Organizations that Serve Environmental Justice Communities

To comply with the Fixing America's Surface Transportation Infrastructure Act of December 2015, and Executive Order 12898, please find attached copies of the Blair Metropolitan Planning Organization (MPO)'s Draft 2021-2045 Long Range Transportation Plan for highways and bridges, public transit, and active transport. Other parties and the general public are receiving the same information for a 30 day public review and comment period. The draft long range plan contains the federally funded transportation project priorities of the MPO's current 2021-2024 Transportation Improvement Program and the 2021-2013 12 Year Transportation Program.

The draft plan and related documents can also be found at the Blair County Planning Commission's Web site: <https://www.blairplanning.org/transportation-program>.

Please note the projects included in the Draft 2021-2045 Long Range Transportation Plan (LRTP) are maintenance projects that will occur within the existing public right-of-ways. The one exception is the Logan Valley Streetcar Trail in Antis Township that will occur within an abandoned railroad right-of-way.

Notice of LRTP Public Comment Period
December 30, 2020
Page 2

If you have comments or questions regarding the plan or its projects, please send them to us at wburket@blairplanning.org or phone (814) 693-2080 Ext. 2. You may also send comments by mail to the Blair County Planning Commission, 423 Allegheny Street, Hollidaysburg, PA, 16648, by **Friday, January 29, 2021**.

In addition, you may attend a virtual public meeting that will be held to take comments and questions on the Draft 2021-2045 LRTP that is scheduled for Thursday, January 21, 2021, 2:00 to 3:00 PM. You may also attend a virtual meeting of the MPO to consider approval of the draft plan that is scheduled for Wednesday, February 10, 2021, at 10:30 AM. To obtain the call-in number for these meetings, please use the above contact information.

The MPO will provide auxiliary services for persons with language, speech, sight or hearing impediments provided the request for assistance is made (5) days prior to the meetings by contacting the Blair County Planning Commission.

We thank you for your time and attention to this matter.

cc: Blair County Planning Commission

ALSO THE
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THOMAS M. HITE
SCOTT G. CESSNA**

**DAVID W. MCFARLAND, III, AICP
SECRETARY**

Memorandum

To: Brett Barnes, THPO, Eastern Shawnee Tribe of Oklahoma
Dr. Brice Obermeyer, Director, Delaware Tribe of Indians
Erin Thompson-Paden, Director, Delaware Nation, Oklahoma
William Tarrant, Cultural Director, Seneca-Cayuga Nation
Tonya Tipton, THPO, Shawnee Tribe
Edwina Butler-Wolfe, Governor, Absentee-Shawnee Tribe of Oklahoma

From: Wesley L. Burket, AICP, Transportation Planner
Blair County Planning Commission

Date: December 30, 2020

Subject: Notice of the Public Comment Period for the Draft 2021-2045 Long Range
Transportation Plan

To comply with the Fixing America's Surface Transportation Infrastructure Act of December 2015, please find attached copies of the Blair Metropolitan Planning Organization (MPO)'s Draft 2021-2045 Long Range Transportation Plan for highways and bridges and public transit. Other parties and the general public are receiving the same information for a 30 day public review and comment period. The draft long range plan contains the federally funded transportation project priorities of the MPO's current 2021-2024 Transportation Improvement Program and the 2021-2013 12 Year Transportation Program.

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Please note the projects included in the Draft 2021-2045 Long Range Transportation Plan (LRTP) are maintenance projects that will occur within the existing public right-of-ways. The one exception is the Logan Valley Streetcar Trail in Antis Township that will occur within an abandoned railroad right-of-way.

Notice of LRTP Public Comment Period
December 30, 2020
Page 2

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In addition, you may attend a virtual public meeting that will be held to take comments and questions on the Draft 2021-2045 LRTP that is scheduled for Thursday, January 21, 2021, 2:00 to 3:00 PM. You may also attend a virtual meeting of the MPO to consider approval of the draft plan that is scheduled for Wednesday, February 10, 2021, at 10:30 AM. To obtain the call-in number for these meetings, please use the above contact information.

The MPO will provide auxiliary services for persons with language, speech, sight or hearing impediments provided the request for assistance is made (5) days prior to the meetings by contacting the Blair County Planning Commission.

We thank you for your time and attention to this matter.

cc: Blair County Planning Commission

Minutes of the Virtual Public Meeting for
The Draft Transportation Conformity Determination
Report for the Blair County 2021-2045 Long Range Transportation Plan
&
The Draft Blair County 2021-2045
Long Range Transportation Plan

Date: Thursday, January 21, 2021
Time: 2:00 – 3:00 PM
Place: Virtual Meeting Hosted by PennDOT Engineering District 9-0

Agenda

Item

- 1. Welcome**
- 2. Review of the following:**
 - **Draft Transportation Conformity Determination Report (1997 Ozone National Ambient Air Quality Standards) for the Draft Blair County 2021-2045 Long Range Transportation Plan;**
 - **Draft Blair County 2021-2045 Long Range Transportation Plan.**
- 3. Public Comment**
- 4. Adjournment**

No members of the public attended this meeting, so no public comments were recorded.

Those in attendance were Anne Stich and Chris Hull, PennDOT Engineering District 9-0 and Wes Burket, Blair County Planning Commission.

Public Comment Period & Meetings for the Draft Transportation Plan & Conformity Report

The Blair Metropolitan Planning Organization (MPO) invites public comments regarding the draft 2021-2045 Long Range Transportation Plan, which contains federally funded projects for highways, bridges, interstate, public transit and active transport. The MPO also invites comments on the draft Transportation Conformity Determination for the plan and Core Elements Analysis at <https://www.blairplanning.org/transportation-program> or to request a copy. Please send comments to the Blair County Planning Commission, wburket@blairplanning.org, or to 423 Allegheny St, Suite 046, Hollidaysburg, PA, 16648, now through Friday, January 29, 2021. A virtual public meeting to review and take comments on the draft plan and documents is scheduled for Thursday, January 21, from 2:00 PM to 3:00 PM. A virtual meeting of the MPO to consider approval of the draft plan and documents is scheduled for Wednesday, February 10, 2021, at 10:30 AM. You are invited to participate in these meetings by contacting the BCPC at (814) 693-2080 Ext. 2 to receive the call in number prior to the meetings. The MPO will provide services for persons with language, speech, sight or hearing impediments and people with disabilities provided the request for assistance is made (5) days prior to the meeting by contacting the Blair County Planning Commission at 693-2080 or TTY (800) 654-5984. David W. McFarland, III, AICP, MPO Secretary.

Public Comments Received During the
30 Day Public Review and Comment Period from December 29, 2020
Through January 29, 2021 for the Draft Blair County 2021-2045
Long Range Transportation Plan

Karl King, Rails-to-Trails of Central PA, Inc.:

In Appendix A, under Section 3, MPO's 2000 Bicycle and Pedestrian Plan Goals, Accomplishments and Priorities, in the section on Priorities and Progress, it could be mentioned that Rails to Trails has secured a trail easement that may be used toward the connection of the Lower Trail to Hollidaysburg (and the 6 through 10 Trail.)

The Waiting List of projects might also include the connection of the Lower Trail to Canal Basin Park, which is dependent on property acquisition.

Mark Ickes, Explore Altoona for page 19:

Explore Altoona serves as Blair County's designated Tourism Promotion Agency, or Destination Marketing Organization; the organization completed an extensive strategic branding project in 2013, and introduced a fully integrated travel and tourism marketing program.

PROOF OF PUBLICATION OF NOTICE IN ALTOONA MIRROR

STATE OF PENNSYLVANIA
COUNTY OF BLAIR

Ed Kruger

Publisher of the ALTOONA MIRROR
Number 301 Cayuga Avenue, Altoona,
State of Pennsylvania.

That said newspaper was published
on the Thirteenth Day of June 1880
daily in the City of Altoona; that
as the same was printed and published
MIRROR published on the following

The affiant further deposes that
matter of the aforesaid notice (is)
statement as to time, place and

Public Comment Period & Meetings for the Draft Transportation Plan & Conformity Report

The Blair Metropolitan Planning Organization (MPO) invites public comments regarding the draft 2021-2045 Long Range Transportation Plan, which contains federally funded projects for highways, bridges, interstate, public transit and active transport. The MPO also invites comments on the draft Transportation Conformity Determination for the plan and Core Elements Analysis at <https://www.blairplanning.org/transportation> program or to request a copy. Please send comments to the Blair County Planning Commission, whurke@blairplanning.org or to 423 Allegheny St., Suite 048, Hollidaysburg, PA, 16848, now through Friday, January 29, 2021. A virtual public meeting to review and take comments on the draft plan and documents is scheduled for Thursday, January 21, from 2:00 PM to 3:00 PM. A virtual meeting of the MPO to consider approval of the draft plan and documents is scheduled for Wednesday, February 10, 2021, at 10:30 AM. You are invited to participate in these meetings by contacting the BCPC at (814) 693-2080 Ext. 2 to receive the call in number prior to the meetings. The MPO will provide services for persons with language, speech, sight or hearing impediments and people with disabilities provided the request for assistance is made (5) days prior to the meeting by contacting the Blair County Planning Commission at 693-2080 or TTY (800) 654-5984.

David W. McFarland, III,
AICP, MPO Secretary.
December 29, 2020

duly sworn says: That he is the
owner of general circulation, published at
City of Altoona, County of Blair, and

daily newspaper of general circulation
that said newspaper has been published
dated notice, hereto attached, is exactly
regular edition of the daily ALTOONA

that he is not interested in the subject
that all allegations in the foregoing
statement are true.

Sworn to and subscribed before me the 6 day of January, 20 21

Debra D. Miller
Debra D. Miller, Notary Public

My Commission expires

Commonwealth of Pennsylvania

Notarial Seal
DEBRA D MILLER, Notary Public
ALTOONA CITY, BLAIR COUNTY
My Commission Expires July 25, 2021

Wes Burket

From: Wes Burket
Sent: Wednesday, December 30, 2020 10:30 AM
To: Dennis Wisor; George Palmer III (gapalmerIII.cilscpa@gmail.com); Gloria Pattie; Maria Brandt; Sergio Carmona (sergio.carmona@blaircap.org)
Subject: 30 Day Public Comment Period on the Draft Blair County Long Range Transportation Plan
Attachments: Memo to Environmental Justice Groups Re Transportation Plan.pdf; DRAFT Blair MPO 2021-2045 LRTP.pdf

Good Morning:

Please find attached a memorandum explaining how you may provide comments, questions or concerns on the Draft 2021 Long Range Transportation Plan for Blair County, PA, and a copy of the draft document. If you have questions or desire additional information, please email or phone.

Sincerely,

Wesley Burket, AICP
Transportation Planner
Blair County Planning Commission &
Blair Metropolitan Planning Organization
423 Allegheny Street
Hollidaysburg, PA 16648
(814) 693-2080 Ext. 2

Wes Burket

From: Wes Burket
Sent: Wednesday, December 30, 2020 10:35 AM
To: Brett Barnes (thpo@estoo.net); Brice Obermeyer (bobermeyer@delawaretribe.org); Edwina Butler-Wolfe (edwinab@astribе.com); Erin Thompson-Paden (epaden@delawarenation-nsn.gov); Tonya Tipton (tonya@Shawnee-Tribe.com); William Tarrant (wtarrant@sctribе.com)
Subject: 30 Day Public Comment Period on the Draft Blair County Long Range Transportation Plan
Attachments: Memo to American Indian Tribes and Nations Re Transportation Plan.pdf; DRAFT Blair MPO 2021-2045 LRTP.pdf

Good Morning:

Please find attached a memorandum explaining how you may provide comments, questions or concerns on the Draft 2021 Long Range Transportation Plan for Blair County, PA, and a copy of the draft document.

If you have questions or desire additional information, please email or phone.

Sincerely,

Wesley Burket, AICP
Transportation Planner
Blair County Planning Commission &
Blair Metropolitan Planning Organization
423 Allegheny Street
Hollidaysburg, PA 16648
(814) 693-2080 Ext. 2

Wes Burket

From: Wes Burket
Sent: Wednesday, December 30, 2020 11:20 AM
To: blindassociation@bcabvi.org
Subject: 30 Day Public Review and Comment Period for the Draft Blair County Transportation Plan
Attachments: Memo to Environmental Justice Groups Re Transportation Plan.pdf; DRAFT Blair MPO 2021-2045 LRTP.pdf

Dear Representative of the Blair/Clearfield Association for the Blind:

Please find attached a memorandum explaining how you may provide comments, questions or concerns on the Draft 2021 Long Range Transportation Plan for Blair County, PA, and a copy of the draft document.

If you have questions or desire additional information, please email or phone.

Sincerely,

Wesley Burket, AICP
Transportation Planner
Blair County Planning Commission &
Blair Metropolitan Planning Organization
423 Allegheny Street
Hollidaysburg, PA 16648
(814) 693-2080 Ext. 2

Appendix C

The Project Selection Process Documentation for the Long Range Transportation Plan and 12 Year Transportation Program of the Blair Metropolitan Planning Organization (MPO)

The federal Fixing America's Surface Transportation (FAST) Act legislation and the federal Statewide and Metropolitan Transportation Planning Final Rule (Title 23 U.S.C. Section 134) require that local and state officials in areas with a population of over 50,000 persons to prepare plans and programs through a continuing, cooperative and comprehensive (3 C) planning process that certifies the area as eligible to receive federal transportation funds. The group of elected and appointed officials to carry out the process called a Metropolitan Planning Organization (MPO). This process has been continuously carried out in Blair County since 1965, when the Altoona Area Transportation Study, which is now known as the Blair MPO, was created.

Every two years Pennsylvania's MPOs and Rural Planning Organizations work in partnership with PennDOT, transit providers, elected officials, the general public and other participants to identify priority transportation needs that may be included in the long range plan, Transportation Improvement Program (TIP) and 12 Year Program.

The Department's financial guidance lists the planned expenditure of federal and state capital funds that are available to the MPO and the MPO prioritizes the projects that receive the funds in its Transportation Improvement Program (TIP), which is the first four years of the 12 Year Program. Proposed projects have to be consistent with or included in the Long Range Transportation Plan (LRTP).

In addition to the FAST Act of 2015, the Clean Air Act Amendments (CAAA) of 1990 require planning activities for areas with air quality that is not in attainment with acceptable standards. Although Blair County is considered an "attainment area" for current air quality standards, transportation conformity analysis on certain projects is required due to its 1997 violation of the 8-hour Ozone Standard and the February 16, 2018 D.C. Circuit decision in South Coast Air Quality Management District v. EPA (case no. 15-1115). In December 2020, Blair Planning and PennDOT coordinated with the Air Quality ICG (Interagency Consultation Group), which reviewed and approved a draft air quality conformity report for the long range plan. This included the EPA's review of the draft long range plan's three air quality projects with no comments. The conformity report will be advertised for 30 day public review and comments period December 29, 2020 to January 29, 2021, and a public meeting held on January 21.

Project Selection

The MPO conducts public outreach in preparing the long range plan and 12 Year Program as required in the MPO's Public Participation Plan. Blair Planning helps to inform municipalities and stakeholders of the State Transportation Commission's public meeting and comment period for the update of the 12 Year Transportation Program and considers the resulting comments in selecting projects for the long range plan. The Blair MPO's public outreach for the long range

plan and 12 Year Program projects includes the Blair County Planning Commission asking for public comment on transportation priorities through surveys of local governments for roadway safety and local bridge projects and conducting public meetings, newspaper advertisements, and publishing draft plans and program documents on its website and performing the Core Elements Environmental Justice Analysis. Blair Planning performed municipal surveys for long range plan and 12 Year Program projects in 2017 and 2020 and coordinates with PennDOT District 9-0 and the county and local governments with project needs as they occur.

An example of such ongoing stakeholder feedback occurred in late 2018 and early 2019 when Logan Township asked the MPO by letter, to remove the Park Avenue Connector Project from the long range plan to promote business development. The MPO also received supports letters from the City of Altoona, the Blair County Chamber of Commerce and Altoona Blair County Development Corp. As a result, an air quality conformity report was prepared with the project removed from the plan and both the report and the plan went through the MPO's 30 day public review process and the amended plan was approved by the MPO.

Public and municipal input that influences the selection of projects for the long range plan and 12 Year Program also comes from special corridor and project studies that include citizen advisory and/or study committees. Examples of projects in the 2021 12 Year Program and long range plan include the highway, bridge, and intersection projects on US Route 22, PA Route 764/6th and 7th Avenues, PA Route 36 and PA Route 164, and 10th Avenue.

Projects in the 12 Year Program and long range plan address a variety of transportation projects including improvements to roadways, bridges, transit, bicycle and pedestrian facilities, rail freight facilities and sometimes airports. In recent years, system maintenance has required a growing share of the Commonwealth of Pennsylvania's resources. As a result, a high priority is given to assess management projects or those that rehabilitate and reconstruct existing and aging transportation infrastructure.

The projects selected for inclusion in the 12 Year Program and long range plan are either carryover projects from the previous TIP, 12 Year Program, long range plan and/or are consistent with PennDOT's "Business Plan" and "Transportation Asset Management Plan". The purpose of the plans is to make ongoing assessments and to reevaluate the data associated with the transportation decision-making process by ensuring that each dollar invested is being directed in a fashion that meets a "strategic direction" and that enhances the overall "performance" of the Commonwealth's transportation system. The priority areas are as follows:

- Bridges on the National Highway System (NHS) that includes major arterial roadways
- Roadway conditions on the National Highway System
- Bridges on the remainder of the roadway system
- Roadway conditions on the remainder of the state roadway system.

In addition, projects are also recommended for programming from criteria in the following documents:

- Regional Long Range Transportation Plan

- Regional Coordinated Public Transit – Human Services Transportation Plan
- Safety needs identified through statewide Intersection Safety Implementation and Roadway Departure Implementation Plans, regional safety plans, and regional operation plans.

In preparing a draft list of projects for the draft 12 Year Program and long range plan, PennDOT District 9-0 asks the county planning commission for candidate projects including safety projects and local bridges for possible inclusion. All public comments, whether from the STC outreach, the MPO's outreach, citizen advisory committees for specific projects/studies, environmental justice organizations, and comments that are made between updates, as described above with the Park Avenue Connector Project, are all considered in determining the selection of 12 Year Program and long range plan projects.

The draft 12 Year Program and long range plan include projects in the following categories:

- carryover projects (projects that have begun on a prior TIP or long range plan)
- Transportation Asset Management Plan for the National Highway System (major arterial roadways)
- Performance Measures and Targets
- Strategic Highway Safety Plan
- County and local bridge priorities (The planning commission surveys the County and the municipalities for potential safety projects and local bridge priorities that could become candidate projects. The local bridge projects are also evaluated using the District's Local Bridge Risk Assessment.)
- Special project plans and studies that were initiated in collaboration with County, local government, PennDOT, and other stakeholders and the general public
- PennDOT District 9-0 conducts PennDOT Connects project interviews with the municipalities in which candidate TIP and 12 Year Program state highway and bridge projects are located. The planning commission may do this for local bridge projects.

After the PennDOT District reviews project information and candidate project requests, it establishes a proposed list project priorities and prepares a fiscally balanced draft 12 Year Program of highway and bridge projects. Altoona Metro Transit prepares the draft public transit projects.

The MPO Technical and Coordinating committees then review and approve the draft 12 Year Program/TIP and forward to the PennDOT Program Center and the Federal Highway Administration for further review.

The planning commission conducts a Core Elements Environmental Justice Analysis and sends copies of the draft 12 Year Program and long range plan to Environmental Justice Organizations and other stakeholders for their review and comment as required in the MPO Public Participation Plan. If any comments are received, they are responded to and considered in project selection.

Roadway Projects

The District updates its roadway inventories annually, which is used to update the Roadway Management System (RMS). This information is then used to update the District's Roadway "5-Year Plan" process, where roadway needs are assessed and planned, using cycles that follow PennDOT's Pavement Policy Manual. Projects are then funded on the TIP/TYP or County maintenance plans. Factors for which projects are picked from the 5-Year Plan may include projects on the Decade of Investment (DOI) plan that still need to be constructed; fulfillment of and maintaining acceptable levels on the scorecard of influence; hierarchy (Business Plan Network) of the roadway (i.e., Interstate gets more preference than a 4-digit state route); current roadway conditions; and the next needed pavement treatment cycle.

Bridge Projects

The physical condition of a bridge's superstructure is compared to its original as-built condition. A number is assigned by state-certified bridge inspectors during each inspection of the bridge, which occurs at least every two years on bridges 20 feet or > in length. Bridge condition ratings range from nine to zero. A rating of 4 or below indicates poor conditions that result in a "Poor" classification.

A. Replacements:

1. Bridges with condition 5 or less are evaluated
2. Prioritization by Business Plan Network: Interstate top priority and Non-NHS with less than 2,000 ADT lowest priority
3. Consider roadway projects for combination with bridge replacements
4. Evaluate if Department Forces can possibly complete the work

B. Rehabilitations:

Same logic as Replacements, but mostly look for bridges that we can raise the condition ratings to a 6 or greater for all three major bridge components (substructures, superstructures and deck).

C. Preservation:

1. Rely on evaluations and where appropriate cycles for each preservation treatment:
 - a. 10 to 20-year cycle for deck overlays (depends on type of overlay and traffic volumes)
 - b. 10-year replacement cycle for expansion dam strip seal glands

- c. 15-year replacement cycle for tooth dam expansion troughs
 - d. 50 to 75-year cycle to replace entire expansion dams
 - e. 30 to 40-year cycle for painting steel girder bridges
 - f. 15 to 20-year cycle for painting steel trusses and steel through plate girders
2. If appropriate, the deck and joint preservations are included with roadway projects on Business Plan Networks 1 to 3.
 3. Standalone group bridge preservation projects are established for:
 - a. Painting projects
 - b. To get bridges on cycle when no roadway projects are planned
 - c. To address Business Plan Network 4 when Department Forces cannot complete the work
 - d. Scour or substructure repairs
 4. Prioritize by Business Plan Network and by the highest cost assets (major river crossings)

The long range plan, TIP and 12 Year Program may also include funds for projects that received funding from programs allocated on a statewide basis, including the following:

- Transportation Alternatives Set-Aside
- Appalachian Regional Commission Local Access Road Program
- Automated Red Light Enforcement and Green-Light-Go Programs
- Multimodal Transportation Fund
- Congested Corridor Improvement Program
- Rapid Bridge Replacement Program (P3)
- Highway-Rail Grade Crossing Safety Program (RRX)
- Highway Safety Improvement Program (HSIP) Statewide Set-aside.

In addition to the above process, please refer to the “Pennsylvania Transportation Performance Management Performance-based Planning and Programming Procedures” that describes the cooperative efforts between the planning partners, the Federal Highway Administration, and the Pennsylvania Department of Transportation to address those required procedures.

Appendix D

Blair MPO System Performance Report for the 2021-2045 Long Range Plan

The purpose of the System Performance Report is to describe the progress made toward meeting the performance measure targets with the transportation projects in the 2021 long range transportation plan, TIP and 12 Year Program.

Performance Measures planning requirements were established by the Moving Ahead for Progress in the 21st Century (MAP-21) Act and reaffirmed in the Fixing America's Surface Transportation (FAST) Act. Under these rules, PennDOT and its MPOs/RPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, public transportation asset management and safety, and the performance of the National Highway System, and to use performance measures to track their progress toward meeting these targets

PennDOT and the MPOs/RPOs are required to comply with 23 USC 150, which provides strategies for the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through Performance Based Planning and Programming (PBPP). 23 CFR 450.314(h) requires PennDOT, MPOs/RPOs, and public transit agencies to create jointly agreed upon written provisions for how they will cooperatively develop and share information related to five key elements of PBPP: • Transportation performance data • Selection of performance targets • Reporting of performance targets • Reporting of performance to be used in tracking critical outcomes for each region • Collection of data for the State asset management plan for the National Highway System (NHS).

MAP-21 established three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
 - PM2 – measures for the condition of National Highway System (NHS) pavements, Interstate pavements, and bridges carrying the NHS
 - PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the CMAQ Program
- The PM1, PM2, and PM3 measures each have multiple targets. Based on the jointly-written provisions, the statewide targets for the above measures were set in coordination between PennDOT and the MPOs/RPOs. Currently, all MPOs/RPOs have adopted PennDOT's statewide targets.

To meet these goals, the Blair MPO cooperated with PennDOT on statewide performance measures and approved the use of statewide targets and performance measures in 2018 and 2019. The table below lists the five year target and baseline averages for *highway safety* performance measures (PM-1).

PM-1 Safety Performance Measures Table 1

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2016-2020	2016-2020	2014-2018
Number of Fatalities	13.3		15.8
Fatality Rate	1.277		1.528
Number of Serious Injuries	64.0		52.0
Serious Injury Rate	6.146		5.028
Number of Non-motorized Fatalities and Serious Injuries	7.7		6.4

The Blair County 2021 long range plan and the TIP have over \$ 7.6 million in Safety Mobility Initiative (SAMI) and Highway Safety Improvement Program (HSIP) projects. The long range plan and TIP projects that help to meet the safety targets are as follows:

Table 2

Route	Project Number	Title	Description
Various	114144	2022 RPM Installation	SAMI
Various	114389	2021 RPM Installation	SAMI
PA 36 & PA 164	110134	PA 36 – PA 164 Intersection Improvements	SAMI/HSIP
State Route (SR) 1009 Frankstown Road	108201	SR 1009 SR 1021– PA Route 36	SAMI/HSIP Intersection Improvements
Church Street in Greenfield Township	106320	Church St. RR Grade Crossing	SAMI
US 22/N. Juniata & Allegheny St. Hollidaysburg	98785	US 22/N. Juniata St. Intersection	SAMI

- Reflective Pavement Marker (RPM) Projects of \$ 400,000;
- PA Route 36 & 164 Intersection Improvements and Corridor Safety Study, \$ 4,504,000;
- Frankstown Road (SR 1009) Resurfacing and Intersections Improvements, includes signal upgrades, \$ 2,184,000;
- Church Street Railroad Grade Crossing over the Everett Railroad, includes mounted flashing warning lights, \$ 609,270.

- US 22/N. Juniata & Allegheny St. Hollidaysburg, includes historic arch bridge rehab, signal upgrades, ADA crosswalks, sidewalks, new railroad crossing, \$ 4,552,080.

The PA Route 764 Intersection Improvement on 6th and 7th Avenues on the 12 Year Program part of the long range plan is listed in table 3 as a highway restoration project, and it is also a safety type project. The 12 Year Program contains a total of \$ 8,737,000 in HSIP funds.

Like safety performance measures, the Blair MPO has agreed to follow the statewide *pavement and bridge* performance measures for the non-Interstate National Highway System (NHS) pavements and bridges. Statewide and county data are shown in the table below:

PM-2 Baseline and Target Values for Pavement Condition Measures (State and Blair County)

Table 3 NHS Non-Interstate Highways:

Measure	State 2017 Baseline	State 2019 2-year Target	State 2021 4-year Target	2018 Blair County
Percentage in Good Condition	36.8	35	33	40.8
Percentage in Poor Condition	2.3	4	5	0.4

The Blair County 2021 long range plan and TIP have over \$ 14.6 million in highway restoration projects. The long range plan and TIP projects that help to meet the NHS Non-Interstate pavement conditions targets are as follows:

Table 4

State Route	Project Number	Title	Description
US Rt. 22	106214	Turkey Valley Rd. to Village of Canoe Creek	Restoration
US Rt. 22	108213	SR 1011/Turkey Valley Rd. east to end of 4 lane	Restoration
US Rt. 22	96398	SR 3012 to Turkey Valley Rd.	Restoration
US Rt. 22	98785	US 22/N Juniata St. Intersection	Safety Mobility Initiative and rehab bridge
PA Route 764	94439	6 th Ave./7 th Ave. Intersection Improvement	Install left turn lane and pedestrian improvements/safety
SR 4009/10 th Avenue	106139	SR 4009 19 th St.-SR 4015/4 th Street	Restoration

SR 4003/Logan Blvd.	108203	SR 4003 PA 36 to SR 4024/Broad Avenue	Restoration
PA Route 764	110159	PA 764 17 th St. to Pleasant Valley	Restoration

PM-2 Baseline and Target Values for Bridge Condition Measures (State and Blair County)

Table 5 NHS Non-Interstate Bridges:

Measure	2017 Baseline	2019 2-year Target	2021 4-year Target	Actual 2018 Blair County
Percentage in Good Condition	25.6	25.8	26	46.7
Percentage in Poor Condition	5.5	5.6	6	2.2

The Blair County 2021 long range plan and TIP have over \$ 17.5 million in bridge projects. The long range plan and TIP bridge projects that help to meet the NHS Non-Interstate bridge conditions targets are as follows:

Table 6

State Route	Project Number	Title	Description
SR 4003	73194	PA 36 Logan Blvd. over NFS	Bridge
SR 4003	114147	PA 36 Logan Blvd. over Mill Run	Bridge
PA 36	94437	Hollidaysburg Brush Run Bridge	Bridge
PA 764	92661	PA 764 Culvert Replacement	Bridge
1001	98737	Tributary to Mill Run Bridge Replacement	Bridge

The Blair MPO has also adopted the statewide Reliability and Peak Hour Delay performance measures for the non-Interstate NHS. Statewide and Blair County data are shown in the table below:

PM-3 Baseline and Target Values for Reliability and Peak Hour Delay Measures (State and Blair County)

Table 7

Measure	State 2017 Baseline	State 2019 2-year Target	State 2021 4-year Target	2018 Blair County
Percent of Person Miles Traveled on the Non-interstate NHS that are Reliable	87.4	NA	87.4	83.5
Interstate System Truck Travel Time Reliability Index	1.34	1.34	1.34	1.2

The 2021 long range plan and TIP have Non-Interstate NHS Highway and Bridge Projects that improve travel time reliability and peak hour delay by reducing crashes and enabling traffic to flow better through intersections. The long range plan and TIP projects that help to meet these targets are as follows:

Table 8

State Route	Project Number	Title	Description
Various	114144	2022 RPM Installation	SAMI
Various	114389	2021 RPM Installation	SAMI
PA 36 & PA 164	110134	PA 36 – PA 164 Intersection Improvements	SAMI/HSIP This project provides a connection to I-99.
State Route (SR) 1009 Frankstown Road	108201	SR 1009 SR 1021–PA 36	SAMI/HSIP Intersection Improvements
US 22/N. Juniata & Allegheny St. Hollidaysburg	98785	US 22/N. Juniata St. Intersection	SAMI

Transit Performance Measures Documentation

To meet transit performance measures, AMTRAN has programmed \$ 26,307,694 for operations and capital projects that include the purchase 7 buses in the fiscal year starting in October and

replacing three additional buses three years out. AMTRAN's latest performance goals are shown in the following table.

**Transportation & Buses for Public Use Authority, Altoona, PA
(DBA Amtran)**

Performance Goals (Useful life of vehicles)

Type of vehicle	Quantity of vehicles	Reporting Year	Useful life goal (in years)	Goal %	% at or past goal	# at or past goal	Average in years
Bus	26	2020	12	<28%	23%	6	6.85
Automobiles	6	2020	10	<45%	17%	1	2.50
Met or exceeded goal							
Did not meet goal							

AMTRAN is a part of the "Pennsylvania Transit Asset Management Group Plan Fiscal Year 2018-19 through 2022-23",

Transportation Asset Management Plan (TAMP)

The performance measures of the Blair Long Range Transportation Plan are consistent with the PennDOT Transportation Asset Management Plan (TAMP) for the National Highway System (NHS). TAMP performance measures are described in "Pennsylvania's 2021 Transportation Program General and Procedural Guidance".

Examples of how Blair County TAMP data is used are shown in the table and figures below prepared by PennDOT Engineering District 9-0.

Blair County		2022 Target	Current
NHS (Interstate and Non-Interstate)	% Poor (by Deck Area)	3.00%	0.27%
NHS (Interstate)	% of segment miles in poor condition	1.00%	0.01%
	% of segment miles in good condition	75.00%	87.73%
NHS (Non-Interstate)	% of segment miles in poor condition	2.00%	0.29%
	% of segment miles in good condition	39.00%	40.77%

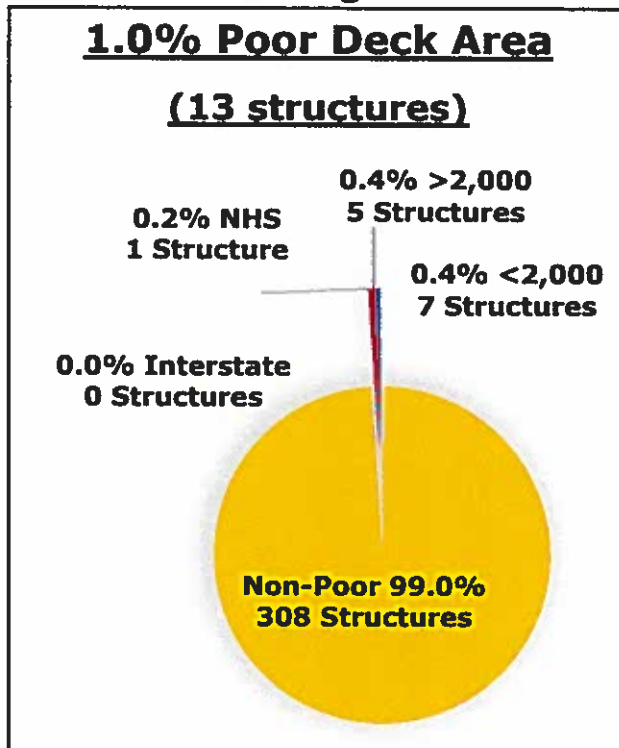
Pavement Rating			
Rating	Good	Fair	Poor
IRI (inches/miles)	<95	95-170	>170
Cracking Percentage (%)	<5	CRCP: 5-10 Jointed: 5-15 Asphalt: 5-20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15

Bridge Rating			
Rating	Good	Fair	Bad
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4

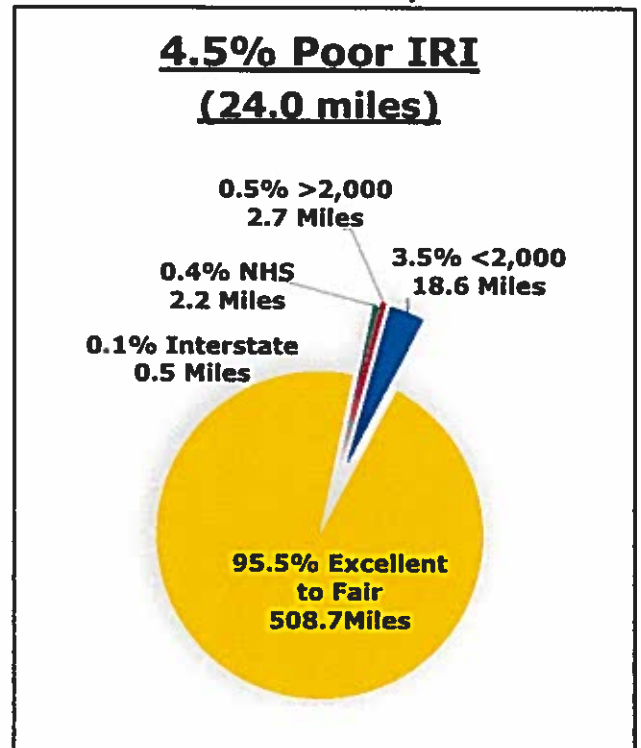


Blair County

Bridge



Roadway



Data from 2018 Annual Performance Measures Reports

ALSO THE
COORDINATING
COMMITTEE OF THE
ALTOONA AREA
TRANSPORTATION STUDY
(AATS)

**Metropolitan Planning Organization
Blair County (Altoona MSA)**

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DAVID W. MCFARLAND, III, AICP
SECRETARY

February 18, 2021

Mr. Dean Roberts
Pennsylvania Department of Transportation
Center for Program Development and Management
400 North Street, 6th Floor
Harrisburg, Pennsylvania 17120

RE: Adoption of the Blair Metropolitan Planning Organization's 2021-2045 Long Range
Transportation Plan

Dear Mr. Roberts:

Please note that the Blair Metropolitan Planning Organization has adopted the 2021-2045 Long Range Transportation Plan and the Transportation Conformity Determination Report and Air Quality Resolution at a regularly scheduled meeting of February 10, 2021.

Both documents were advertised for public review and comment from December 29, 2020 through January 29, 2021, and public meeting was held for the documents on January 21, 2021. The documents are available at <https://www.blairplanning.org/transportation-program>.

Should you have any questions or desire additional information, please email or phone.

Sincerely,
BLAIR COUNTY PLANNING COMMISSION


David W. McFarland, III, AICP
Planning Director

cc: Chairman, Blair County Planning Commission

