

Unified Planning Work Program (UPWP)

(July 1, 2020 through June 30, 2022)

For

The Metropolitan Planning Organization for Blair County (Altoona MSA)

Prepared by

The Blair County Planning Commission

In Cooperation With

The Pennsylvania Department of Transportation
District and Central Offices

The Federal Highway Administration

Altoona Metro Transit

Adopted by the MPO

December 10, 2019

Metropolitan Planning Organization (MPO) for Blair County (Altoona MSA)
FY 2020-2022 UPWP

Introduction/Executive Summary

Blair County is a Metropolitan Statistical Area with population over 50,000, and thus must comply with the Federal Aid Highway Act of 1962, and subsequent acts, to be eligible for federal highway and transit funds. As a result, the Metropolitan Planning Organization (MPO) for Blair County (Altoona MSA) was formed in 1965 to prepare plans and programs through a continuing, cooperative and comprehensive (3 C) process that certifies the county as eligible to receive federal transportation funds. The MPO's role is to perform transportation studies, provide planning assistance to and work with the municipalities, the public, non-profit and private sector organizations, and state and federal legislators to plan for and program maintenance and improvement projects to the region's transportation network.

In cooperation with the Pennsylvania Department of Transportation's District and Central Offices, Altoona Metro Transit (AMTRAN), and the Federal Highway Administration, the Blair County Planning Commission (BCPC) performs administrative and transportation planning tasks like scheduling MPO committee meetings, gathering data, and performing public outreach. Much of the work supports preparing and regularly updating the following federally required documents:

- ***Long Range/Metropolitan Transportation Plan*** This plan includes priorities for highways, bridges, public transit, and other modes of transportation out to 25 years. Although the region is still considered an attainment area for all current air quality standards, transportation conformity analysis on certain projects is required due to the February 16, 2018 D.C. Circuit decision in South Coast Air Quality Management District v. EPA (case no. 15-1115) and the subsequent guidance issued by EPA (EPA-420-B-18-050).
- ***Transportation Improvement Program (TIP)/Twelve Year Transportation Program*** This program includes priorities for highways, bridges, public transit and transportation alternatives projects over four years. The BCPC surveys the County, the municipalities, and other stakeholders for project recommendations for these programs every two years. The State Transportation Commission also conducts an online survey and public meeting to gather public opinion for the program.
- ***Unified Planning Work Program*** The work program is a statement of work identifying the transportation planning priorities and activities to be carried out within the Blair County metropolitan planning area during the next two years.

Through this work program, the BCPC also assists PennDOT in notifying the County and municipalities of various PennDOT grant programs like the Multimodal Transportation Fund, the Transportation Alternatives Set-Aside Program, Green Light-Go (traffic signal upgrades), Automated Red Light Enforcement Program (traffic signal or roadway capacity upgrades and pedestrian safety improvements), and the PennDOT Local Technical Assistance Program.

Examples of projects approved by the MPO from the former Transportation Enhancements Program included sidewalks and streetscapes in most of the boroughs and the City of Altoona, the extension

of the Lower Trail from Williamsburg to Flowing Spring, the Bells Gap Rail Trail, rehabilitation of two bridges on the Lower Trail, and the design of the Incline 6-10 Trail. MPO approved projects from the Transportation Alternatives Program include the Juniata Gap Pathway “sidewalk”, 12th Street Pedestrian Bridge Rehabilitation, and the Bicycling and Walking Path along Juniata Gap Road. Now with the Transportation Alternatives Set-Aside Program, the MPO has approved Phase I of the Logan Valley Streetcar/First Frontier Trail.

Vision Statement

The vision for the Blair County region expressed in the Alleghenies Ahead Comprehensive Plan includes a transportation system that addresses public health and safety. A priority of the plan is as follows: “Establishment of a framework to decrease automobile dependency, integrate public health into the social fabric of the community as a priority and mindset, and increase the activity of walking, biking, and water trails to improve connectivity of non-auto paths in Blair County”. The vision for the region will be supported by the UPWP and 10 federal planning factors in the MPO’s Metropolitan Transportation Plan.

MPO Committees and Coordination with Member Governments

The Metropolitan Planning Organization (MPO) or coordinating committee is the policy board that was created and designated to carry out the metropolitan transportation planning process. The MPO meets three to four times a year and has 11 voting members who are appointed and/or are elected local government officials as shown on the following page.

Coordinating Committee Voting members

Thomas Prestash, P.E., District Executive, Engineering District 9-0, PennDOT
Michael Gismondi, Division Manager, Financial Contracts & Services Division, PennDOT
Laura Burke, Esq., Board of Commissioners, County of Blair
Amy Webster, Esq., Board of Commissioners, County of Blair
Matt Pacifico, Mayor, City of Altoona
David Butterbaugh, Member of Council, City of Altoona
Ronald Glunt, Mayor, Borough of Roaring Spring (representing boroughs collectively)
Ed Frontino, Supervisor, Township (representing townships collectively)
Robert Nelson, Supervisor, Township of Snyder (representing townships collectively)
Thomas M. Hite, Chairman, Blair County Airport Authority
Scott Cessna, Chairman, Board of Directors, Altoona Metro Transit.

A Technical Committee provides comments and recommendations to the Coordinating Committee in an advisory role. The Technical Committee is comprised of members from the same organizations represented on the Coordinating Committee. The committees meet as needed, and form sub-committees as needed.

Technical Committee Voting members

Dean Roberts, Transportation Planning Manager, Pennsylvania Department of Transportation
Vince Greenland, P.E., Assistant District Executive for Design, PennDOT District 9-0
Richard Sutter, AICP, President, Richard C. Sutter & Associates, Inc., County of Blair
David McFarland, III, AICP, Planning Director, Blair County Planning Commission; Secretary
Nathan Kissell, Director, Department of Public Works, City of Altoona
Lee Slusser, AICP, Director, Dept. of Planning and Community Development, City of Altoona
James Gehret, Manager, Borough of Hollidaysburg (representing boroughs collectively)
Luke Helsel, Sewage Enforcement Officer, Blair County Sanitation Office (rep. townships)
John T. Smith, P.E., (representing townships collectively)
Tracy Plessinger, Airport Manager, Altoona-Blair County Airport
Eric Wolf, General Manager, Altoona Metro Transit.

Agency Members High-level Roles and Responsibilities as related to the MPO:

The Federal Highway Administration (FHWA): The FHWA provides technical assistance, UPWP planning funds, transportation funds for projects, oversees the MPO's transportation planning process, and provides a non-voting member to the MPO.

Federal Transit Administration (FTA): The FTA is an MPO affiliate and funds Altoona Metro Transit and some UPWP transit planning items.

Department of Environmental Protection (DEP): The DEP is an MPO affiliate that deals with environmental issues.

Department of Community and Economic Development (DCED): DCED is an MPO affiliate that deals with municipal planning and economic development issues.

Pennsylvania Department of Transportation (PennDOT): The District Executive serves as Chairman of the Coordinating Committee and a Transportation Planning Manager serves as Chairman of the Technical Committee. PennDOT staff assist with MPO priorities.

City Planners: The City's Planning Director and Director of Public Works serve on the MPO technical committee and the City Mayor and one council person serve on the Coordinating Committee.

County Planners: The Planning Director serves on the MPO Technical Committee and as the MPO Secretary. BCPC staff assist with MPO priorities.

Transit Operator: The General Manager of AMTRAN serves on the MPO Technical Committee, and the chairman of the board of directors of AMTRAN serves on the Coordinating committee.

Altoona Blair County Airport: The Airport Manager serves on the MPO Technical Committee and the chairman of the Blair County Airport Authority serves on the Coordinating Committee.

PA Turnpike: The Turnpike is not a member of the MPO due to its location outside of the County.

MPO Responsibilities

The Fixing America's Surface Transportation (FAST) Act (Public Law No. 114-94), December 2015, like prior Congressional transportation acts, requires MPOs to prepare a long-range or Metropolitan Transportation Plan and a short-range Transportation Improvement Program. The FAST Act identifies 10 federal planning factors that must be considered in the metropolitan transportation plan as follows:

1. Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available for people and for freight;
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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient transportation system management and operations;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

The following shows that the work tasks in the UPWP support the Federal Planning Factors.

Factors	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7
1. Support economic vitality...	X	X	X	X	X	X	X
2. Increase Safety...	X	X	X	X	X		
3. Increase Security...	X	X	X	X	X	X	X
4. Increase Accessibility & Mobility Options...	X	X	X	X	X	X	X
5. Promote consistency between transportation improvements and local planned growth	X	X	X	X	X	X	X
6. Enhance connectivity between modes...	X	X	X	X	X	X	X
7. Promote efficient transportation system management	X	X	X	X	X	X	X

and operations...							
8. Preserve the existing transportation system	X	X	X	X	X	X	X
9. Improve Resiliency and reliability of the trans system	X	X	X	X	X	X	X
10. Enhance travel and tourism	X	X	X	X	X	X	X

MPO Responsibilities Continued:

The Long-Range or Metropolitan Transportation Plan (MTP)

23 CFR 450.104 defines a *Metropolitan Transportation Plan* as the official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process.

23 CFR 450.324 says 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. The MPO shall review and update the transportation plan at least every 5 years in air quality attainment areas like Blair County.

Transportation Improvement Program

Transportation improvement program (TIP), 23 CFR 450.104, means a prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.

Coordinated Public Transit-Human Services Transportation Plan

Coordinated public transit-human services transportation plan means a locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation. The MPO's plan was

prepared to meet the requirement in 2008, and the largest providers of these services, Blair Senior Services, Inc. and Altoona Metro Transit regularly update similar plans.

Public Participation Plan

The objective of public participation plan (PPP) is to make certain that everyone with an interest in transportation decisions has an opportunity to provide input in the development of policies, programs and projects being proposed in Blair County.

The Fixing the American Transportation System Act requires that “the MPO shall develop and use a documented participation plan that defines the process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.”

The Blair County MPO PPP states that draft plans and programs such as the MTP and TIP must be made available for public review during a 30-day comment period. The MPO is also required to hold at least one (1) public meeting during this comment period

Title VI and Environmental Justice

The goal of Title VI of the Civil Rights Act of 1964 is to ensure that the benefits and impacts or burdens of transportation projects are fairly distributed to all people, regardless of race, national origin, or income, and that all groups have access to meaningful participation.

The Executive Order No. 12898 of 1994 (Environmental Justice) states that each federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid “disproportionately high and adverse” effects on minority and low-income populations.

As a result, the MPO maintains a program of activities to address Title VI and Environmental Justice regulations to prevent or mitigate adverse impacts to areas with concentrations of low income and minority populations. Concentrations of low income and minority households have been identified and mapped based on U.S. Census American Community Survey data. The MPO analyzes the data to determine how well the benefits and burdens generated by the MTP and TIP projects are balanced between areas with high concentrations of minority and low-income populations, and the other areas of the MPO region. A Title VI Policy and a Limited English Proficiency (LEP) Plan were adopted in 2016.

Plan/Activity Milestones

The table reflects the milestone dates for the tasks to be addressed by the Blair/Altoona MPO:

Plan/Activity	Current	Next	
	Adoption/ Completion	Required Adoption	Targeted Completion
Unified Planning Work Program (UPWP)	February 27, 2018	January 2020	December 2019
Metropolitan Transportation Plan (MTP) & Air Quality Analysis	February 10, 2016	February 10, 2021	January 2021
Transportation Improvement Program (TIP) & Air Quality Analysis	June 26, 2018	June 2020	July 2020
Public Participation Plan (PPP)	February 2016		January 2021
Coordinated Public Transit Plan	May 2008		As needed
Environmental Justice (EJ) Evaluation of Benefits & Burdens for TIP	June 2018	June 2020	July 2020
MTP Performance Measures Report	NA		February 2021
Regional Operations Plan	2018		2023
Title VI Policy & Procedures	2018		As needed
Limited English Proficiency Plan	February 2016		January 2021
Local Bridge Prioritization Scoring	September 2017		September 2020
MPO Bicycle & Pedestrian Plan	June 2000		January 2021
Annual List of Federally Obligated Projects	Dec. 2019		Dec. 2020
MPO Planning Process Review by FHWA/FTA/PennDOT	June 2018		July 2020
EJ Evaluation of Benefits & Burdens TIP	2016		November 2020
Urbanized Area Boundary Revisions from U.S. Census	March 2013		March 2023
Functional Classification Revisions as needed	February 2015		Spring 2022

Unified Planning Work Program

23 CFR 450.104 defines a Unified Planning Work Program (UPWP) as a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, the UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, cost of the work, and sources of funds.

To prepare the work program, the PennDOT Central Office provides the Blair County Planning Commission (BCPC) with a list of actions and procedures needed to meet federal and state

requirements as the basis for the program. The BCPC then drafts the work program with input from PennDOT Central and District Offices, FHWA, and the MPO's Committees as needed. FHWA will receive a copy of the draft UPWP at least 45 days before a draft is sent to the MPO. This will ensure that there is time for FHWA to review and comment on the UPWP and for the BCPC to include FHWA's recommended changes to the document.

Preparing the FY 2020-22 UPWP began with coordination meetings held on February 26 and June 12, 2019, with PennDOT Central and District Offices, FHWA, and BCPC staff. A copy of the draft UPWP was emailed to the Program Center and FHWA on August 27, 2019. The final FY 2020-22 UPWP is anticipated to be adopted by the MPO December 10, 2019.

Funding to complete the work tasks in the UPWP comes from the Federal Highway Administration, Federal Transit Administration, the Pennsylvania Department of Transportation, and the local match funds contributed by the County of Blair and 25 municipalities. The federal and state funds are made available through a legal agreement and work orders executed by PennDOT and the BCPC.

The following pages provide details about the transportation planning activities to be completed in Fiscal Years 2020-22. Major priorities to be worked on during this period include as follows:

Summary of Major Planning Priorities in Year 1 (July 2020-June 2021)

- The MPO will approve the 2021 TIP and the BCPC will submit with the required documentation to PennDOT by mid July 2020.
- Update the Metropolitan Transportation Plan (MTP) by February 10, 2021, which includes an Environmental Justice Core Element evaluation of MTP projects, a description of the MPO's system performance measures and targets for those measures, and a report that describes the progress achieved in meeting the performance targets.
- The BCPC will consult with municipalities and PennDOT District and its Local Bridge Risk Assessment to prepare the BCPC's project priorities including safety and local bridge recommendations for the 2023 TIP update and provide to the District by October 1, 2020.
- The BCPC will review and/or field view 95 HPMS Roadway Sample Sections and send changes to PennDOT by December 2020.
- Prepare and post on the BCPC's Web site an Annual List of Obligated Projects by the end of the calendar year.
- The BCPC with assistance from stakeholders will complete the Walk, Jog, Bicycle and Accessible Transportation Plan as part of the MTP by February 2021.
- The MPO will approve the draft 2023 TIP in fall of 2021.
- The BCPC will update the Public Participation Plan, which includes the Limited English Proficiency Plan by February 2021.
- The MPO will adopt statewide 2-year and 4-year performance measures targets and annual Safety Targets by February 28, 2021.
- The BCPC will review large developments for impacts on state and local roadways and review developments inside the urbanized area or the micro-politan statistical areas that need accessible sidewalks and/or bicycle parking.
- The BCPC work with PennDOT and PSATS to schedule and host 4-8 Local Technical Assistance Program Courses in FY 2020-2021.

- The BCPC will assist PennDOT to announce grant application periods and will provide letters of support for grant applications as needed.

Summary of Major Planning Priorities in Year 2 (July 2021-June 2022)

- The BCPC will review and/or field view 95 HPMS Roadway Sample Sections and send changes to PennDOT by December 2020.
- Prepare and post on the BCPC’s Web site an Annual List of Obligated Projects by end of the calendar year.
- The BCPC will prepare the FY 2022-2024 UPWP in cooperation with the PennDOT District and Central Offices, FHWA, AMTRAN, and stakeholders, and the MPO will approve by January 31, 2022.
- The BCPC will consult with municipalities to prepare the BCPC’s project priorities including safety and local bridge recommendations for the Transportation Improvement Program update in winter of 2022.
- The BCPC will review large developments for impacts on state and local roadways and review developments inside the urbanized area or the micro-politan statistical areas that need accessible sidewalks and/or bicycle parking.
- The BCPC work with PennDOT and PSATS to schedule and host 4-8 Local Technical Assistance Program Courses in FY 2021-2022.
- BCPC will prepare an Act 167 Storm-water Management Plan for Blair County that helps to protect roads and bridges from flooding from approximately March 2021 to June 2022.
- The BCPC will assist PennDOT to announce grant application periods and will provide letters of support for grant applications as needed.

For More Information

Blair County Planning Commission
 423 Allegheny Street, Suite 046
 Hollidaysburg, PA 16648
 Telephone: 814-693-2080

David McFarland, III, AICP, Planning Director
 Wesley Burket, AICP, Transportation Planner
 Sheryl Durbin, Planning Aide
 Jamie Klink, Regional Planner

dmcfarland@blairplanning.org
wburket@blairplanning.org
sdurbin@blairplanning.org
jklink@blairplanning.org

The MPO Facebook page may be accessed at: <https://www.facebook.com/BlairCountyMPO/>
 The BCPC Web site page may be accessed at: <https://www.blairplanning.org/>

**Blair/Altoona MPO FY 2020-22 UPWP
Actions and Procedures**

I. Administrative

Description of planning work products and some of the activities needed to prepare them:

- The FY 2022-24 UPWP will be prepared and adopted by January 31, 2022.

To prepare the work program, the PennDOT Central Office will provide the Blair County Planning Commission (BCPC) with a budget and a list of actions and procedures needed to meet federal and state requirements as the basis for the program. The BCPC then drafts the work program in cooperation with the PennDOT Central and District Offices, FHWA, AMTRAN, and other stakeholders. FHWA will receive a copy of the draft UPWP at least 45 days before a draft is sent to the MPO. The BCPC will post the adopted UPWP on its website.

- Monthly progress reports and invoices will be submitted to PennDOT and the County.

The BCPC prepares and submits monthly progress reports and invoices for UPWP work to the PennDOT Central Office and UPWP local share invoices to the County of Blair.

- The schedule and convene 3-4 MPO meetings each fiscal year or as needed. Prepare and distribute agendas, minutes, and required documents to MPO Committees for the meetings.

The BCPC coordinates with the District, AMTRAN and other members for MPO meeting times and dates. The BCPC works with PennDOT Central and District Offices, FHWA and AMTRAN to prepare MPO meeting agendas and required documents for MPO and public meetings. The BCPC prepares draft meeting minutes and distributes meeting documents to committee members.

- Attendance at two PennDOT Planning Partners' Meetings each year and monthly Planning Partners' Conference Calls.

The BCPC, PennDOT Central and District Offices and FHWA attend these meetings and calls.

- Meet the requirements for Disadvantaged Business Enterprises (DBE) as part of BCPC contracting practices.

The BCPC prepares and submits quarterly DBE reports to PennDOT Central Office.

Admin. Year	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$26,992.00	10,796.80	10,796.80	1,382.52	1,316.68	2,699.20
2.	\$26,992.00	10,796.80	10,796.80	1,382.52	1,316.68	2,699.20

II. Public Participation and Outreach

Description of planning work products and some of the activities needed to prepare them:

- An updated Public Participation Plan.

The BCPC will evaluate the effectiveness of the procedures in the MPO's public participation plan will include current language and census data for low income and minorities populations and new outreach strategies as needed. The BCPC will incorporate feedback from the PennDOT Central and District Offices and FHWA and MPO Committees on the plan. The BCPC will advertise the draft plan for a 45 days public comment period and holds a public meeting on the plan.

- Expanded Environmental Justice (EJ) Activities.

The BCPC will work with PennDOT to use the EJ Core Elements Base Data Generated by Michael Baker International to help analyze EJ populations and identify and address disproportionate and adverse impacts of TIP and MTP projects on EJ populations.

The BCPC will conduct outreach to representatives of low-income and minority populations and explore more use of social media with this groups.

The BCPC will send copies of the draft TIP and MTP to Environmental Justice (EJ) Groups as part of the planning process.

- Provide Limited English Proficiency services as needed.

The BCPC will take LEP requests on behalf of the MPO and use the CTS Language Link for LEP services as provided by PennDOT.

- Encourage stakeholders to attend the State Transportation Commission (STC) Modernized 12 Year Program (TYP) Public Meeting and/or contribute comments online.

The BCPC will notify local governments and various stakeholders of the opportunity to provide comments to the Secretary on the 12 Year Transportation Program.

- Place MPO documents like the draft TIP and MTP on the BCPC's website for public review and comments.

The BCPC will post the draft TIP and MTPs to its website for public viewing during the 30 day public comment period and then post copies of the adopted documents on its website.

As requested by the Department, the BCPC emails copies of the draft TIP and MTP to Native American tribes, whose land includes Blair County, as part of the public comment process.

Public Inv. Year	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$46,298.00	37,038.40	0	4,742.72	4,516.88	0
2.	\$46,298.00	37,038.40	0	4,742.72	4,516.88	0

III. Plans and Programs/Supporting Activities/Project Delivery (Highway and Bridge)

Description of planning work products and some of the activities needed to prepare them:

- An updated Metropolitan Transportation Plan (MTP) that includes highway, bridge, public transit, and non-motorized transportation projects (existing and future needs), a financial table or budget, and addresses the 10 federal planning factors. The plan will include an updated Walk, Jog, Bicycle, and Accessible Transportation Plan to be adopted by February 10, 2021.

The MPO will begin the process of updating the MTP at least 30 months in advance of the adoption deadline by meeting with PennDOT District and Central Offices, and FHWA, to discuss methods, budget, and time schedule.

The BCPC will work with PennDOT Central/District Offices and FHWA in the MTP update process to adequately address 23 CFR 450 requirements, Performance Based Planning and Programming (PBPP), Transportation Performance Management (TPM), and asset management principles to document existing and future conditions and needs.

The BCPC will work with the PennDOT District and Central Offices to prepare a table showing the projected revenue and expenses for the MTP.

The BCPC will contact resource agency and/or environmental organizations regarding projects included in the MTP to verify that projects are consistent with environmental resource plans.

The BCPC will work with stakeholders to address the 10 MTP planning factors.

The BCPC will conduct outreach to Environmental Justice communities regarding MTP projects.

The BCPC will update the Walk, Jog, Bicycle, and Accessible Transportation Plan with input from various stakeholders and the District and include it in the MTP.

The District maintains inventory of existing and planned multimodal assets and completes bicycle and pedestrian checklists for all candidate projects. The District also has a Bike/Ped committee that reviews all projects with bicycle or pedestrian needs.

BCPC will include the MPO's performance measures in the MTP and work with PennDOT Central and District offices to prepare a system performance report that evaluates system performance with respect to the performance targets in the MTP.

- Air quality testing of the major MTP projects and Air Quality Conformity Report by fall 2020.

A consulting firm working with PennDOT District and Central Offices will perform air quality analysis reports on highway and transit projects in the draft MTP as needed. The BCPC will advertise the draft MTP and draft conformity reports for a 30 day public review and comment period, and hold a public meeting, before the MPO adopts the MTP.

Transportation Improvement Program (TIP) Highway and Bridge

Project Delivery

- The MPO will approve a 2023 Highway and Bridge TIP in summer of 2022 and submit all required checklist information, including documentation of the process used by the MPO for project selection and prioritization. PennDOT Connects/Local Government Collaboration meetings will initiate all new projects being considered for inclusion in the MTP updates and the TIP/Twelve Year Program.

The BCPC will begin the 2023 TIP update process by requesting project recommendations from the County and local governments for the TIP/12 Year Program and will provide recommendations to the District by fall of 2020.

The PennDOT District will prepare an updated Local Bridge Risk Assessment based on bridge condition and inspection data. The BCPC will use the assessment in consultation with the District and local governments to recommend local bridges for TIP funding.

The District will prepare bridge and roadway asset management lists.

The District will meet with the BCPC to discuss candidate priorities in fall of 2020.

The District will schedule PennDOT Connects Interviews and complete forms on proposed projects with the BCPC invited to attend from January through May 2021.

PennDOT will enter the PennDOT Connects meeting minutes into the system and BCPC will review and add comments as needed by summer of 2021.

The District will conduct Project Visioning field views on candidate projects prior to programming with the BCPC invited to attend through summer of 2021.

The District will prepare carryover projects and identify capacity for new TIP projects and share with the BCPC by fall of 2021.

From the above process, the District will prepare a draft 2023 TIP and 12 Year Program for the MPO to approve by the end of the calendar year 2021.

The District will forward the MPO approved draft 2023 TIP to PennDOT Central Office for review by end of calendar year 2021.

The BCPC will provide copies of the draft 2023 TIP to representatives of Environmental Justice communities for comment on the proposed TIP projects in spring of 2022.

The BCPC will use a demographic profile mapping prepared by consultants to compare to the 2023 TIP projects and describe benefits and burdens analysis for EJ communities by end of May 2022.

The BCPC will prepare a TIP Development Timeline and documentation explaining the planning process for project selection to be submitted with the 2023 TIP by summer of 2022.

A consulting firm working with PennDOT District and Central Offices will perform air quality analysis on applicable highway projects in the draft 2023 TIP and provide the air quality conformity report. The BCPC will advertise the draft TIP and draft conformity report for a 30 day public review and comment period, post documents to its website, hold a public meeting, address public comments as needed in the spring of 2021.

PennDOT Central Office will prepare an updated Memorandum of Understanding for the 2023 TIP Amendments and Modifications and the Self-Certification Resolution in spring of 2022.

The BCPC will prepare annual lists of obligated projects based on PennDOT Central Office Quarterly Progress Report and place on the BCPC website in December of each year.

The BCPC will assist the District, the County and local governments with submitting local bridges for the Bridge Bill as needed.

Supporting Planning/Programming Activities

- The MPO will rank Transportation Alternative Set-Aside Projects as needed.

The BCPC will announce and distribute application information for PennDOT's Transportation Alternatives Set-Aside Program to the County, local governments, school districts and others.

The District will conduct field views of TA Set-Aside projects with the BCPC and applicants.

The BCPC will work with the PennDOT District and Central Office to convene MPO meetings to rank the TA Set-Aside Program applications as needed.

- The MPO will adopt Statewide performance measures and targets as needed.

The BCPC will work with PennDOT District and Central Office to convene meetings of the MPO to adopt statewide 2-year and 4-year performance measures targets and annual Safety Targets by February 28, 2021 and 2022.

- The MPO will update its Functional Classification Roadway Designations, National Highway System (NHS), National Highway Freight Network, NHS intermodal connectors, and urbanized area boundary as needed after the 2020 Census.

The BCPC will work with the PennDOT District and Central Office to convene meetings of the MPO and Technical Committees to adopt updated roadway designations, NHS, NHS Freight Network and intermodal connectors, and urbanized area boundary as needed.

Plans Highway	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$102,583.00	82,066.40	0	10,508.50	10,008.10	0
2.	\$102,583.00	82,066.40	0	10,508.50	10,008.10	0

IV. Plans and Programs/Supporting Activities/Project Delivery (Public Transit)

Description of planning work products and some of the activities needed to prepare them:

- An updated and MPO approved public transit portion of the Metropolitan Transportation Plan by February 10, 2021.

AMTRAN will prepare the updated public transit portion of the long range plan/MTP in fall of 2020 and the BCPC will incorporate AMTRAN’s plan into the projects section the MTP.

PennDOT Consultants will prepare an air quality analysis on the major transit projects for the MTP in fall of 2020 if needed.

The BCPC will work with AMTRAN to update the planning factors in the MTP that contain specifics on public transit.

The BCPC will advertise the draft transit plan, draft conformity report for a 30 day public review and comment period, place documents on its website, hold a public meeting, address public comments in fall of 2020.

- The MPO will approve the Public Transit portion of the 2021 TIP by mid July 2020.

The MPO will approve the Transit portion of the 2021 TIP, the BCPC will submit the required documents to PennDOT Central Office in July 2020, which includes the process used for project selection and prioritization.

AMTRAN will prepare the updated public transit portion of the 2023 TIP in fall of 2021.

The BCPC will work with the PennDOT Central Office to amend the transit TIP that includes accessible transit buses for Blair Senior Services, Inc., and amendments for AMTRAN as needed.

The BCPC will provide copies of the draft transit TIP to representatives of Environmental Justice and information about how to comment on the proposed TIP projects in spring of 2022.

The BCPC will use a demographic profile mapping by consultants to compare to transit TIP projects and describe benefits and burdens analysis for EJ communities and include in the environmental justice analysis.

The BCPC will advertise the draft transit TIP, the draft memorandum of understanding, and draft conformity report for a 30 day public review and comment period, post documents to its website, hold a public meeting, address public comments as needed by summer of 2022.

The BCPC will assist PennDOT in announcing the public’s opportunity to comment on all types of transportation projects during the STC’s public outreach for the 12 Year Program in the Spring of 2021 that includes public transit related projects.

- Air quality testing of the major projects and Air Quality Conformity Report if needed for public transit projects in either the MTP or TIP.

A consulting firm working with PennDOT District and Central Offices will perform air quality analysis on applicable transit projects in the draft TIP and provide the air quality conformity report if needed.

- An updated Memorandum of Understanding for 2023 TIP Amendments in spring of 2022.

The PennDOT Central Office will prepare the Memorandum of Understanding that the BCPC will advertise with the TIP for a 30 day public review and comment period in April or May before MPO approval. This document helps to establish a process to coordinate changes to the TIP and the MTP to ensure fiscal constraint, to strengthen the linkage between planning and programming, and to expedite the project delivery process.

Plans Transit	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$54,629.00	0	43,703.20	0	0	10,925.80
2.	\$54,629.00	0	43,703.20	0	0	10,925.80

V. Land Use/Transportation Linkages, ie., Consistency with Municipal and Intergovernmental Plans/Economic Development/Modernization

Goals of this work task are as follows:

- Identify livability, sustainability, and resiliency strategies to tie the quality and location of transportation facilities to broader opportunities, such as access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity and environment conservation.

- Review land use planning activities (i.e. subdivision and land developments) for consistency with the Metropolitan Transportation Plan, the Alleghenies Ahead Comprehensive Plan, and local government plans.
- Use intergovernmental planning processes for multi-municipal, corridor-focused land-use/transportation assessments for targeted geographic areas. Planning activities will be initiated in collaboration with County, local government, PennDOT, and other stakeholders.

Description of planning work products and some of the activities needed to prepare them:

- Review of large developments for impacts on state and local roadways and review of developments inside the urbanized area and the micro-politan statistical areas that need accessible sidewalks and/or bicycle parking.

The BCPC will reviews large subdivisions and land developments for impacts on state and local roadways and for consistency with the Alleghenies Ahead Comprehensive Plan, the MPO’s Transportation Plan, and local government plans and ordinances. The BCPC will also review developments inside the urbanized area and the micro-politan statistical areas that need accessible sidewalks, street trees, lighting, and bicycle parking.

- Active Transportation Plan for Williamsburg Borough.

The BCPC will 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. Stakeholders will be organized in January 2020 with interim report complete by July 31, 2020. A draft plan will be submitted to Borough Council and the University by September 30, 2020. The majority of this plan is to be funded through WalkWorks and a Department of Conservation and Natural Resources Peer Grant.

- PA 36 Corridor Safety Improvement Study.

The PennDOT District is conducting the PA 36 Corridor Safety Improvement Study from the Leamersville Interchange to Pine Heights Street. The study corridor includes parts of Blair, Freedom, and Taylor Townships and Roaring Spring Borough. The BCPC will attend project study meetings and field views as needed.

- Frankstown Road/SR 1009 – Park Avenue/SR 1021 to PA 36/Plank Road Safety Improvement Study.

The PennDOT District will conduct the Frankstown Road/SR 1009 – Park Avenue/SR 1021 to PA 36/Plank Road Safety Improvement Study. The study includes signal upgrades, and intersection modifications in Logan Township and the City of Altoona. The BCPC will attend project study meetings and field views as needed.

- Act 167 Storm-water Management Plan for Blair County.

The BCPC will prepare an Act 167 Storm-water Management Plan for Blair County that helps to protect properties and roads and bridges from flooding from approximately March 2021 to June 2022.

- Announce and distribute application information for PennDOT’s Multimodal Transportation Fund, the Transportation Alternatives Set-Aside Program, and the Green Light-Go Program to the County, local governments, and others.

The BCPC will distribute grant application information for the above mentioned programs and provide letters of support for PennDOT and DCED Multimodal Transportation Funds Grant Applications to the County and local governments as requested.

Intergovern- Mental	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$36,980.00	29,584.00	0	3,788.19	3,607.81	0
2.	\$36,980.00	29,584.00	0	3,788.19	3,607.81	0

VI. Highway Performance Monitoring System (HPMS) Data Collection

There roadway data are collected and used to assess the highway system performance of federal-aid roadways under the FHWA’s strategic planning process and to determine roadway funding levels.

Description of planning work products and some of the activities needed to prepare them:

- Verify and update roadway inventory and performance measures data on 95 Highway Performance Monitoring System sample sections including additional segments that may be required based upon revised urban boundary revisions in accordance with HPMS manual specifications.

The BCPC will review 95 HPMS sample sections each year and submits data changes to PennDOT by the first Friday in December each year.

- HPMS biennial field audits of HPMS sample sections completed to verify accuracy of the data collected.

The PennDOT Central Office conducts the biennial field audits with the BCPC and the District present and reports the results to FHWA.

The BCPC and PennDOT Central and District Offices attend the annual PennDOT HPMS training workshop.

HPMS	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$ 5,643.00	4,514.40	0	578.06	550.54	0
2.	\$ 5,643.00	4,514.40	0	578.06	550.54	0

VII. A. Local Technical Assistance Program

PennDOT’s Bureau of Planning and Research is working with the BCPC to customize LTAP to meet the needs of the Blair County municipalities. The follow are some of the goals of the program:

- Prepare a priority training list that identifies local government training needs and use the list to work with PennDOT and the Pennsylvania State Association of Township Supervisors (PSATS) to schedule LTAP courses.
- Announce dates and locations of LTAP Courses to the County and municipalities by email. All registrations for training courses will be coordinated directly through the BCPC and/or the LTAP web site. The BCPC provide course registration information to PSATS one week prior to the scheduled course date.
- Participates in annual LTAP Planning Partners’ meeting and other PennDOT meetings as required and attend LTAP training courses.
- Market LTAP courses to municipalities and use their feedback to select LTAP courses.

Description of planning work products and some of the activities needed to prepare them:

- Schedule and hold 4-8 LTAP courses held each year in Blair County. Provide course registration information provided to PennDOT/PSATS one week prior to the scheduled course date.

The BCPC will announce LTAP courses to the municipalities, schedules locations for the LTAP courses held in Blair County, work to get at least 10 people for each course, and provide light refreshments as needed.

The BCPC will distribute LTAP course brochures and list courses to be held in its annual report as ways to market LTAP courses.

The BCPC will attend an annual LTAP Planning Partners’ meeting.

The BCPC will coordinate LTAP course scheduling with the SAP&DC.

The LTAP course instructors are provided by the PennDOT Central Office.

- LTAP training and technical assistance will be provided to local governments as needed.

The PennDOT Central Office uses consulting services to provide LTAP technical assistance to municipalities. The BCPC and the District are invited to attend the technical assistance meetings.

LTAP	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$5,000.00	\$5,000.00	0	0	0	0
2.	\$5,000.00	\$5,000.00	0	0	0	0

Unified Planning Work Program Summary for Budget
Metropolitan Planning Organization for Blair County (Altoona MSA)
Fiscal Year 2020-2021

Work Task	Budget	PL Federal	MPP Federal	MLF State	Highway Local	Transit Local
I. Administrative	26,992.00	10,796.80	10,796.80	1,382.52	1,316.68	2,699.20
II. Public Participation /Outreach	46,298.00	37,038.40	0.00	4,742.72	4,516.88	0.00
III. Plans & Programs Highway	102,583.00	82,066.40	0.00	10,508.50	10,008.10	0.00
IV. Plans & Programs Transit	54,629.00	0.00	43,703.20	0.00	0.00	10,925.80
V. Land Use Trans. Linkages/Consistency With Plans/Econ. Develop.	36,980.00	29,584.00	0.00	3,788.19	3,607.81	0.00
VI. Highway Performance Monitoring System	5,643.00	4,514.40	0.00	578.06	550.54	0.00
Sub-total	273,125.00	164,000.00	54,500.00	21,000.00	20,000.00	13,625.00
VII. Local Tech. Assist. Prog.	5,000.00	5,000.00	0.00	0.00	0.00	0.00
VIII. Special Study	0.00	0.00	0.00	0.00	0.00	0.00
Total Program	278,125.00	169,000.00	54,500.00	21,000.00	20,000.00	13,625.00

Metropolitan Planning Program (MPP) - Federal Transit Administration (FTA)
Metropolitan Planning Funds (PL) - Federal Highway Administration (FHWA)
State Motor License Fund (MLF)

Unified Planning Work Program Summary for Budget
Metropolitan Planning Organization for Blair County (Altoona MSA)
Fiscal Year 2021-2022

Work Task	Budget	PL Federal	MPP Federal	MLF State	Highway Local	Transit Local
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III. Plans & Programs Highway	102,583.00	82,066.40	0.00	10,508.50	10,008.10	0.00
IV. Plans & Programs Transit	54,629.00	0.00	43,703.20	0.00	0.00	10,925.80
V. Land Use and Trans. Linkages/Consistency with Plans/Econ. Develop.	36,980.00	29,584.00	0.00	3,788.19	3,607.81	0.00
VI. Highway Performance Monitoring System	5,643.00	4,514.40	0.00	578.06	550.54	0.00
Sub-total	273,125.00	164,000.00	54,500.00	21,000.00	20,000.00	13,625.00
VII. Local Tech. Assist. Prog.	5,000.00	5,000.00	0.00	0.00	0.00	0.00
VIII. Special Study	0.00	0.00	0.00	0.00	0.00	0.00
Total Program	278,125.00	169,000.00	54,500.00	21,000.00	20,000.00	13,625.00

Metropolitan Planning Program (MPP) - Federal Transit Administration (FTA)
Metropolitan Planning Funds (PL) - Federal Highway Administration (FHWA)
State Motor License Fund (MLF)