

2.a. Federal Plans and Policies

I. FAST Act

The Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015. The FAST Act authorizes \$225.2 billion in funding for the Federal-aid highway programs through the year 2020. A one-year extension, through September 30, 2021, was enacted as part of the Continuing Appropriations Act (2021) and other Extensions Act. The FAST Act includes guidance for conducting long range transportation planning. It outlines eight federal planning factors from its predecessor and two new factors that must be considered in all long-range transportation plans.

a. Federal Planning Factors

The following Federal Planning Factors, identified in the FAST Act, were considered in the development of this plan:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase security for transportation system users.
4. Increase the accessibility and mobility options available to 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 system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface Transportation.
10. Enhance travel and tourism.

II. 2021 Planning Emphasis Areas

With continued focus on transportation planning, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that the FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency

counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program.

a. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

b. Equity and Justice40 in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. Encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

c. Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include

provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

d. Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes.

e. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and

emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.

f. Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

g. Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

h. Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous

vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

2.b. State Plans and Policies

III. 2045 Long-Range Transportation Plan

The statewide long-range transportation plan (LRTP) establishes a direction for Pennsylvania's transportation system, for across a 20-year planning horizon. That direction is expressed as the goals and objectives that will guide the programs and project investments. The 2045 PA LRTP has been developed alongside a PA Freight Movement Plan (FMP) and PA On Track. The plans complement each other, establishing a comprehensive direction for enhancing the movement of people and goods within and through the state. The goals and objects of the statewide LRTP are as follows:

Safety – Enhance safety and security for both motorized and non-motorized modes throughout Pennsylvania's transportation system.

- Continue to promote behavioral change through existing educational initiatives with partners and stakeholders that encourage safe habits for users of all modes.
- Reduce the rate and frequency of fatal and serious injury crashes for all modes of travel.
- Expand the collection of transportation safety data and explore funding sources for safety and data analysis for use in systemwide planning, programming, project development, and project delivery.
- Strengthen security across transportation modes in collaboration with public and private stakeholders.

Mobility – Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.

- Continue to improve system efficiency and reliability.
- Continue to improve public transportation awareness, access, and services throughout Pennsylvania.
- Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.
- Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.
- Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.
- Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)

Equity – Improve transportation access and equity throughout Pennsylvania.

- Evaluate transportation equity issues and opportunities across Pennsylvania.
- Develop measurable goals and metrics for equitable transportation in collaboration with key stakeholder groups.
- Establish equity and access strategies in partnership with stakeholder organizations and groups that advance the identified measurable goals.
- Improve equity and accessibility through ADA improvements and modal choice.
- Develop education, awareness, and training initiatives that strengthen transportation professionals' knowledge and skills to effectively address equity issues and opportunities.

- Implement and support public transportation initiatives for affordability, reliability, and availability for the transit-dependent population.

Resilience – Strengthen Pennsylvania transportation resilience to climate change and other risks and reduce the environmental impacts associated with transportation improvements.

- Employ resiliency measures/actions to ensure long-term system stability.
- Evaluate projects for their expected change and resiliency impact and implications.
- Improve environmental stewardship during and before project construction.

Performance – Improve the condition and performance of transportation assets.

- Leverage technology, operations enhancements, and skill building to improve transportation system efficiency.
- Continue to integrate enhanced asset management approaches and methods with project planning and programming.
- Enhance the availability and quality of real-time travel information, especially in emergency and inclement weather events and for construction/work zones.
- Expand and/or build upon existing technical assistance and education to local communities and MPOs/RPOs.
- Identify potential new public transportation performance measures including value-based, quality-of-life measures that demonstrate the difference public transportation makes in the lives of people, including access to employment.

Resources – Structure transportation funding and finance approaches that allocate sufficient resources for system safety, maintenance, preservation, and improvement.

- Advance a multimodal and state-local funding strategy to ensure that resource levels are sufficient to meet transportation system needs.
- Adapt to and position for accelerating change (e.g., mainstreaming innovation, institutional adjustments, people skills, and knowledge management).
- Streamline planning and public involvement processes.
- Improve planning and analytical tools to adapt to changes impacting transportation, including the implementation of a data repository and information exchanges within PennDOT (between Bureaus/Divisions, between Central Office and Districts, etc.).

2.c. Regional Plans and Policies

Southern Alleghenies Comprehensive Economic Development Strategy

Goal 1: Seek Expansion of the Regional Economy Through Diversified Job Growth

Objective A: Continue the gradual movement of the Region to a more technology-related, diversified economy.

Objective B: Create an entrepreneurial environment to support start-up enterprises and strengthen existing businesses.

Objective C: Support workforce development initiatives that build the talent pipeline and enhance the skills of the incumbent workforce to ensure the Region's employers remain competitive.

Objective D: Expand the tourism visitation potential for the Region.

Objective E: Provide services and amenities intended to attract the retired (or near retired) households.

Objective F: Support the growth of local agriculture-related businesses.

Goal 2: Maintain and Modernize Infrastructure to Make the Region More Competitive for Economic Development

Objective A: Improve the transportation network to tie the Region together and make the Region more accessible to other markets.

Objective B: Upgrade water/sewer infrastructure to accommodate new and modern growth.

Goal 3: Adapt Communities to be More Attractive to Young People as Places to Live and Work

Objective A: Market the region as an exciting outdoor playground.

Objective B: Support innovative entrepreneurial initiatives that are designed to attract businesses, industries, and professionals to downtown areas.

Objective C: Retain and recruit younger people to stay in and/or migrate to the Region.

Objective D: Invest in communities and work to promote and enhance their assets.

Objective E: Build local leadership capacity.

Goal 4: Upgrade and Expand Telecommunications Service in the Region.

Objective A: Complete an infrastructure assessment in the Region to determine the best strategies in order to increase access and availability of broadband and cellular services to residents and businesses.

Objective B: Promote the deployment of high-speed broadband and cellular services throughout the Region.

Objective C: Develop and maintain a cutting-edge telecommunications infrastructure by supporting pilot initiatives to bring coverage to the unserved and underserved areas of the Region.

Goal 5: Invest in Areas that Influence Health and Well Being While Raising Awareness of Health Opportunities for All Residents

Objective A: Expand rural health services throughout the Region.

Objective B: Collaborate with employers to address employee health needs.

Objective C: Develop Community Plans to address substance abuse issues.

2.d. Local Plans and Policies

Alleghenies Ahead, a Comprehensive Plan for the Southern Alleghenies Region

Alleghenies Ahead is a collaborative effort to develop and implement strategies that will increase the region's chances to create jobs, increase the region's capacity to compete for households who have choices, and become a region of stronger and more vital communities. The RPO counties referred to Alleghenies Ahead to formulate their own County Actions Plans to address their specific needs.

Localized Priorities and Actions

- Preserve existing roadways in a state of good repair and improve structurally deficient bridges (Cambria; part of other planning initiatives in multiple counties)
- Accommodate and expand recreational uses of transportation infrastructure (Cambria; part of other planning initiatives in multiple counties)

Bedford County Action Plan – Recreational Amenities and Natural Assets Action Items

- Recreation Improvement Fund – A recreation improvement fund capitalized by local resources will allow Bedford County to expedite priority projects and compete for state and federal matching funds.
- Heritage Trail, Phase 2 – Extension of the Heritage Trail from Bedford Borough to Old Bedford Village and Friendship Village will connect key recreational and quality of life assets.
- The Old Pennsylvania Turnpike – Conversion of the abandoned Turnpike and its tunnels into a multi-modal trail will create a one-of-a-kind destination for recreational tourists and a regional quality of life asset.
- Huntingdon-Broad Top Trail – Continued extension of trail north to Huntingdon County.
- Mid-State Trail improvements in Bedford County – Route and safety improvements to the Mid State Trail in Bedford County will enhance a 500+ mile network and add to Bedford County's marketability as a hiking destination.

Fulton County Action Plan – Recreational Amenities and Natural Assets Action Items

- Coordinate with Bedford County on The Old Pennsylvania Turnpike – Conversion of the abandoned Turnpike and its tunnels into a multi-modal trail will create a one-of-a-kind destination for recreational tourists and a regional quality of life asset.

Huntingdon County Action Plan – Recreational Amenities and Natural Assets Action Items

- Implement the regional active transportation plan or bicycle and pedestrian master plan at the local level – Build and connect bicycle and pedestrian infrastructure and set policy to encourage more active communities. Should also include a model complete streets policy and coordinate with existing and planned trails and connections.
 - Analyze and prioritize gaps in trail networks to improve connections to downtowns and commercial nodes – Closing gaps in the network will improve the trail system as both a recreational and transportation asset and provide trail users access to local businesses.
 - Implement Main Line Canal Greenway Trail and the September 11th National Memorial Trail – The trails illustrate the Main Line Canal's legacy, preserving the heritage of the

people and places that make Pennsylvania unique, and recognizing the national significance of Pennsylvania in the 9/11 memorial.

- Complete trail around Lake Raystown and connect to Huntingdon Borough – It will be economically and recreationally beneficial to connect residents and visitors to local businesses.

Somerset County Action Plan – Recreational Amenities and Natural Assets Action Items

- Convene a county-wide “Main Street” coalition – Somerset County’s boroughs have the potential to be vital centers of culture and small business activity that contribute substantially to the county’s attractiveness to tourists and residents. A coalition of existing Main Street organizations from throughout the county can identify areas of collaboration and resource sharing while advocating for local and state investments in borough centers.
- Implement the region’s Bicycle and Pedestrian Plan (2016) at the local level – Building and connecting bicycle and pedestrian infrastructure and setting policies to encourage more activity communities will bolster the marketability and livability of Somerset County’s communities, as well as connecting residents and visitors to the county’s numerous recreation assets.

Huntingdon County Planning Commission 2020 Annual Report

Transportation planning exists to facilitate technical information, effective transportation, and efficient movement of people and goods. Transportation planning shapes urban form, affects economic vitality and impacts quality of life. The Planning & Development Department strives to create better communication among Huntingdon County Municipalities, Southern Alleghenies Planning and Development Commission’s (SAP&DC) the Rural Planning Organization (RPO), and with other professional groups. The County assesses and makes recommendations on policies and programs so as to derive the full public benefits of comprehensive and community-based planning that promote personal mobility and travel choices.