

Importance of the Region's Major Highway Network to Economic Development

The Southern Alleghenies Rural Planning Organization (RPO) region encompasses a vast network of transportation infrastructure important to the region, the state, and the nation. This infrastructure includes highways, airports, railroads, public transit, and bicycling and pedestrian. The region also provides a wide range of recreational sites, tourism attractions, employment centers, and transportation facilities. The transportation infrastructure must support these assets. The following is a summary of the transportation modes within the Southern Alleghenies RPO.

Highways

The highway system within the Southern Alleghenies RPO is strategically located between major urban areas of Pittsburgh, Harrisburg, and Washington D.C. Major east-west transportation corridors servicing the area include the Pennsylvania Turnpike, U.S. 30, and U.S. 22. Major north-south corridors consist of Interstate 70, U.S. 219, U.S. 220, Interstate 99 and U.S. 522. The region also possesses a multitude of two-lane state and local roads that have a regional significance.

2020 Linear Mileage						
COUNTY		PENNDOT LINEAR MILES	OTHER AGENCIES LINEAR MILES*	TURNPIKE LINEAR MILES	LOCAL MUNICIPAL LINEAR MILES	TOTAL LINEAR MILES
05	BEDFORD	792.58	46.49	35.36	919.56	1,793.99
29	FULTON	336.35	3.07	19.86	329.30	688.58
31	HUNTINGDON	598.19	59.50	2.45	635.36	1,295.50
55	SOMERSET	888.75	39.57	30.22	1,269.45	2,227.99
TOTAL		2,615.87	148.63	87.89	3,153.67	6,006.06
% of State		6.59%	6.59%	15.89%	4.03%	4.97%

Source: Pennsylvania Highway Statistics 2020

*Includes other state and federal agencies such as State Universities, DCNR, Department of Health, Department of Education, National Parks, and US Forest Service

The Southern Alleghenies RPO has a total of 6,006.06 linear miles of roadway. Nearly 6.0% of those miles are part of the National Highway System. Roadways in the region that are a part of the National Highway System (NHS) include U.S. 30, U.S. 22, U.S. 219, U.S. 220, U.S. 522, Pennsylvania Turnpike, Interstate 70, Interstate 99, and State Route 56. Approximately 19% of the total linear miles of roadway in the region are part of the Federal Aid System. The region's roadways account for nearly 5.0% of the total linear miles of roadway in the state.

The region's highway network serves a variety of travel types including commuters, goods movement, long-distance "through" travel, and recreational travel. In 2020 the region's roadways (excluding locally owned roadways) had an average daily vehicle miles traveled (DVMT) of nearly 6.8 million miles. This accounts for 2.11% of the total DVMT (excluding locally owned roadways) in the state. Since 2015 the DVMT for the region has decreased 9.97%. The region has experienced a lower decrease in DVMT compared with statewide figures, which indicate a statewide decrease in DVMT over the same time period of -18.36%.

It is important to note that the DVMT for locally owned roadways was not considered in the calculations for this plan. In 2015, several different factors were considered in determining DVMT, including the availability of new data on local road counts for the PennDOT District 9-0 region. This change in calculation has created an inaccurate estimate in local DVMT for the RPO region. In order to determine more accurate trends in DVMT, the data for locally owned roads was not considered.

2020 Travel

	COUNTY	PENNDOT DVMT	OTHER AGENCIES DVMT*	TURNPIKE DVMT	TOTAL DVMT
05	BEDFORD	1,163,752	76,490	960,759	2,329,900
29	FULTON	582,723	7,379	393,086	1,039,108
31	HUNTINGDON	774,930	109,069	49,270	1,034,257
55	SOMERSET	1,272,094	93,219	833,734	2,367,027
	Total	3,794,499	286,157	2,236,849	6,770,292
	% of State	2.11%	7.65%	14.86%	2.90%

Source: Pennsylvania Highway Statistics 2020

*Includes other state and federal agencies such as State Universities, DCNR, Department of Health, Department of Education, National Parks, and US Forest Service

Change in Travel 2015 - 2020

County	PennDOT DVMT	Other Agency DVMT*	Turnpike DVMT	Total DVMT
Bedford	-9.22%	-15.46%	-21.44%	-13.04%
Fulton	-2.51%	-20.40%	-7.20%	-4.58%
Huntingdon	-5.69%	-51.22%	-14.08%	-11.38%
Somerset	-4.81%	25.05%	-15.37%	-8.68%
Region	-5.99%	-16.02%	-16.51%	-9.97%
State	-16.14%	-10.37%	-9.27%	-18.36%

Source: Pennsylvania Highway Statistics 2015, 2020

*Includes other state and federal agencies such as State Universities, DCNR, Department of Health, Department of Education, National Parks, and US Forest Service

Connectivity remains an issue for the region's transportation system. In much of the region, tractor-trailers must navigate highways that are little more than local roads, with narrow rights-of-way and sharp curves and steep hills due to the topography of the area. Although U.S. Route 30 and the Pennsylvania Turnpike provide east-west access in the southern portion of the region, connectivity is limited in the northern portion of the region, which lacks a satisfactory east-west connector. U.S. Route 22, which runs east-west through Huntingdon County, is an uncompleted part of the Appalachian Development Highway System (ADHS). In the southern portion of the region, Somerset County lacks adequate north-south connectivity. U.S. Route 219, which runs north-south through the county, remains an uncompleted portion of ADHS Corridor N. More on these corridors can be found in the following section on the ADHS.

Current Pavement Smoothness (IRI) Summary by Business Plan Network (Based on PennDOT Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median	Tested
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	IRI	Seg-Mi
Interstate	50.1	66.48%	19.7	26.15%	5.6	7.37%	0.0	0.00%	62	75.3
NHS, Non-Interstate	117.0	42.51%	129.1	46.91%	24.0	8.72%	5.2	1.87%	83	275.3
Non-NHS, ≥ 2000 ADT	160.8	50.46%	122.3	38.37%	28.2	8.84%	7.4	2.33%	104	318.6
Non-NHS, < 2000 ADT	476.3	23.31%	636.3	31.13%	514.0	25.15%	417.2	20.41%	165	2,043.8
Total - Roadway	804.1	29.64%	907.3	33.44%	571.8	21.07%	429.7	15.84%	134	2,713.0

Current Overall Pavement Index (OPI) Summary by Business Plan Network (Based on PennDOT Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	OPI
Interstate	7.0	9.35%	66.8	88.70%	1.5	1.95%	0.0	0.00%	93
NHS, Non-Interstate	52.1	19.00%	192.3	70.19%	23.1	8.44%	6.5	2.36%	90
Non-NHS, ≥ 2000 ADT	96.9	30.44%	133.3	41.87%	76.1	23.91%	12.1	3.79%	85
Non-NHS, < 2000 ADT	615.0	30.09%	853.4	41.76%	383.6	18.77%	191.6	9.38%	79
Total - Roadway	771.0	28.44%	1,245.8	45.95%	484.3	17.86%	210.1	7.75%	83

Total Miles

PennDOT Seg-Mi	PA Miles
75.3	74.2
278.8	268.5
319.1	
2,050.7	
2,723.8	

The above tables outline the current pavement smoothness and overall pavement index by business plan network for 2020 for the state-owned roadways in the region.

Source: PennDOT Performance Measures, 2020

Pavement Smoothness

The smoothness of the major interstates and roadways in the region is very good, while the condition of less-travelled roadways in the region does not fare as well. Approximately 93% of interstates in the Southern Alleghenies RPO has an excellent or good IRI. Eighty-nine percent of the region's National Highway System miles, and miles of roads with at least 2,000 ADT have an excellent or good IRI. However, only 54% of the region's state roadways with less than 2,000 ADT have an IRI of excellent or good. Overall, approximately 63% of the RPO region's non-local roads have an excellent or good IRI.

Overall Pavement Index (OPI)

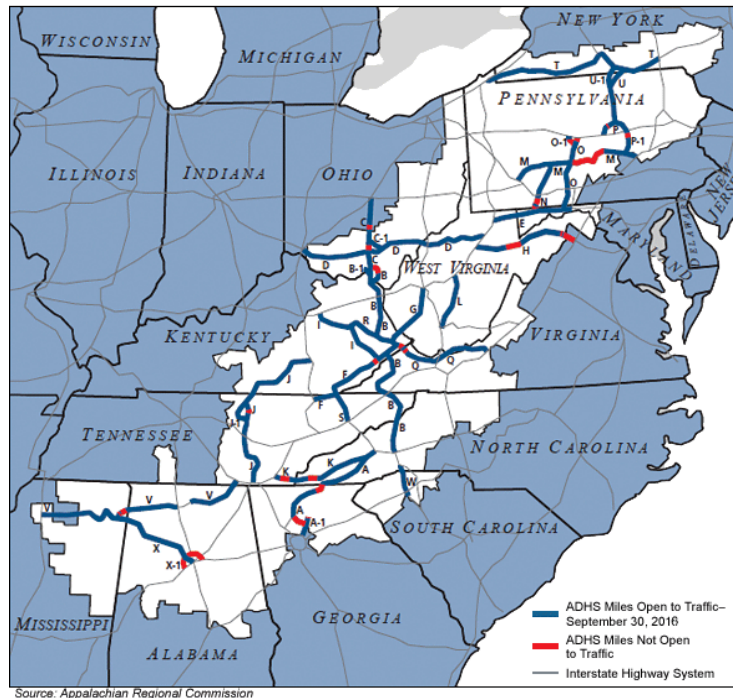
The overall pavement condition of the roadways in the region has remained stagnant since 2015. Approximately 74% of roadway segment miles in the Southern Alleghenies RPO have an excellent or good OPI, the same as in 2015.

Appalachian Development Highway System

In 1964, the President's Appalachian Regional Commission (PARC) reported to Congress that economic growth in Appalachia would not be possible until the Region's isolation had been overcome. Because the cost of building highways through Appalachia's mountainous terrain was high, the Region had never been served by adequate roads. Its network of narrow, winding two-lane roads snaking through narrow stream valleys or over mountaintops was slow to drive, unsafe, and in many places worn out. The nation's Interstate Highway System had largely bypassed the Appalachian Region, going through or around the Region's rugged terrain as cost-effectively as possible.

The PARC report and the Appalachian governors placed top priority on a modern highway system as the key to economic development. As a result, Congress authorized the construction of the Appalachian Development Highway System (ADHS) in the Appalachian Development Act of 1965. The ADHS was designed to generate economic development in previously isolated areas, supplement the interstate system, connect Appalachia to the interstate system, and provide access to areas within the Region as well as to markets in the rest of the nation.

The ADHS is currently authorized at 3,090 miles. By the end of FY 2020, 2,814.3 miles—approximately 91 % of the miles authorized—were complete or under construction. Many of the remaining miles will be among the most expensive to build. The most current estimate (2021) puts the cost to complete the ADHS at \$9.7 billion. Completion of the ADHS remains a top priority for ARC and SAP&DC.



Status of the ADHS Corridors located in the Southern Alleghenies RPO Region:

Corridor M (U.S. 22, State Route 66)

In Pennsylvania, Corridor M runs from I-76 near New Stanton to a junction with I-81 near Harrisburg. The total length of the corridor in Pennsylvania is 200.1 miles. In the Southern Alleghenies RPO, Corridor M crosses east to west through Huntingdon County along U.S. 22 and is among the few remaining miles of uncompleted portions of the ADHS in Pennsylvania. This corridor remains an important missing link to the ADHS in the Southern Alleghenies Region. As of September 30, 2011, the cost to complete Corridor M in Pennsylvania was over \$1.4 billion. There are currently no projects underway for Corridor M.

Corridor N (U.S. 219)

In Pennsylvania, Corridor N runs from the Maryland state line near Salisbury north to a junction with Corridor M (U.S. 22) near Ebensburg. The total length of the corridor is 65.6 miles. In the Southern Alleghenies Region, Corridor N runs north-south through Somerset County along U.S. 219 from the Maryland State line to Johnstown at the Cambria County border. Construction of the corridor has been completed south to Meyersdale, PA. Significant investments have been made towards the completion of U.S. 219 from Meyersdale to the Pennsylvania-Maryland border. In 2020, \$6 million was secured for preliminary engineering on the new alignment for U.S. 219. In 2022, PennDOT announced the commitment of \$53 million in federal funding from the Infrastructure Investment and Jobs Act (IIJA) to complete the pre-construction phase of U.S. 219 in Somerset County. The funding will support final design, utility relocations and right-of-way acquisition.

Bridges

End of Calendar Year 2020 Status of Bridges (Based on 8' and greater)

Business Plan Network	Total Bridge Count	Total Deck Area (Msf)	Aver. Bridge DA (sf)	Closed Bridges	Posted Bridges	Poor Count	% Poor by Count	Poor-Deck Area (Msf)	% Poor by Deck Area	Non-Poor Bridges with a "5" Condition Rating
State >8'; Interstate/Ramps	44	0.2179	4,952	0	0	1	2.27%	0.0007	0.34%	16
State >8'; NHS (non-Interstate)	198	1.3470	6,803	0	0	6	3.03%	0.0078	0.58%	42
State >8'; non-NHS > 2000 ADT	197	0.7907	4,014	0	1	15	7.61%	0.0133	1.69%	58
State >8'; non-NHS < 2000 ADT	1,007	1.6891	1,677	0	17	108	10.72%	0.0856	5.07%	269
Total - State Bridges (>8')	1,446	4.0447	2,797	0	18	130	8.99%	0.1075	2.66%	385
Local >20'	264	0.3246	1,229	6	83	89	33.71%	0.1049	32.33%	91

The Southern Alleghenies RPO has a large number of local, county, and state-owned bridges. The region possesses 5.6% of all state-owned bridges and 4.0% of all locally owned bridges greater than 20 feet in Pennsylvania. The table above outlines the number and status of state-owned bridges by business plan network in the Southern Alleghenies RPO for 2020. The table below shows the number of local bridges greater than 20ft and the percentage amount that are rated as poor.

Source: PennDOT Performance Measures, 2020

County	Bridge Count	% Poor by Count
Bedford	86	25.6% (22)
Fulton	26	23% (6)
Huntingdon	56	25% (14)
Somerset	95	43.2% (41)
Southern Alleghenies RPO	263	31.5% (83)

Poor Rating

Just under 9% of all state bridges in the Southern Alleghenies RPO are considered "poor". The majority of these bridges are located on state routes with an average annual daily traffic count of less than 2,000 vehicles per day. This is comparable to Pennsylvania's statewide figures, which show slightly greater than 9% of state bridges considered poor. Approximately 31.5% of local bridges greater than twenty feet in length in the RPO region are structurally deficient. This is greater than the state average of 26%.

Air Facilities

The Southern Alleghenies RPO lacks scheduled commercial airline service as well as an international airport. Companies based in the region must depend on airports outside of the region in Johnstown, Altoona, State College, Harrisburg, Pittsburgh, or the Washington, DC/Baltimore area. However, there are two public general service airports within the RPO region.

Bedford County Airport

This general service airport is a publicly owned airport owned by the Bedford County Airport Authority. It is located along Business Route 220 just north of the Borough of Bedford near the town of Cessna in Bedford County. The facility is located at an elevation of 1,162 feet, and it possesses a 5,005 foot runway with medium edge intensity lighting that can accommodate aircraft up to 38,000 pounds in weight for single-wheel aircraft, 60,000 pounds in weight for double wheel aircraft, and 100,000 pounds in weight for double tandem aircraft. Airside amenities include fuel, major airframe and power plant repair as well as hangar and tie-down storage for fixed wing aircraft, bulk oxygen, and instruction, rental, and sales. This airport stands at a strategic crossroads of Interstates I-70, I-76 (Pennsylvania Turnpike), I-99, U.S. Route 30

and U.S. Route 220. The airport is easily accessible via four-lane limited access highways from the major market areas of Pittsburgh, Philadelphia, and Washington D.C.

Future planned projects at the airport include obstruction removal, crack sealing and new runway markings, expansion of FBO parking, the development of a multi-municipality Airport Hazard Zoning Ordinance, and development of a west ramp.

Bedford County Airport Operational Statistics

Aircraft based on the field:	22
Single engine airplanes:	12
Multi engine airplanes:	4
Jet airplanes:	4
Gliders airplanes:	2
Aircraft operations: avg. 46/day *	
66% local general aviation	
21% transient general aviation	
9% air taxi	
4% military	

Source: www.airnav.com *ending 11/05/20



Somerset County Airport

This general service airport is located four miles east of the City of Somerset along PA Route 28. The Pennsylvania Turnpike runs east-west through the county just south of the airport, and U.S. 219 runs north-south through the county just west of the airport. The airport, which is owned by the Somerset County Board of Commissioners, is located at an elevation of 2,275 feet. The airport contains two runways: a 5,002-foot lighted asphalt runway that can accommodate single wheel aircraft up to 18,000 pounds, and a 2,700-foot unlighted asphalt/turf runway. Airside amenities include fuel, minor airframe and power plant repair as well as hanger and tie-down storage for fixed wing aircraft.

Somerset County Airport Operational Statistics

Aircraft based on the field:	22
Single engine airplanes:	18
Multi engine airplanes:	3
Jet airplanes:	1
Gliders airplanes:	0
Aircraft operations: avg 44/day *	
68% local general aviation	
16% military	
14% transient general aviation	
2% air taxi	

Source: www.airnav.com *ending 11/15/19



Rail Facilities

The Southern Alleghenies RPO rail facilities consist of both passenger and freight modes. Amtrak service to the region is very limited, with one eastbound and one westbound train each day that stops in Huntingdon. Amtrak service is also available outside of the RPO region in Altoona, Johnstown, Connellsville, and Cumberland, MD. The following is a summary of the region's rail network.

Passenger Rail

In the northern portion of the region, passenger rail service is available in Huntingdon County through Amtrak's Pennsylvania service. The Pennsylvanian connects New York City and Pittsburgh and is the only passenger service between Harrisburg and Pittsburgh. The Pennsylvanian operates once daily in each direction. An Amtrak station with a waiting room is located in Huntingdon Borough. The station is open 30 minutes prior to arrival time. In 2018 the station had a ridership of 5,766. Other Pennsylvanian passenger rail stations that also service the region's residents are located in Altoona, Tyrone, Johnstown, and Lewistown. In 2022, an additional stop at the Huntingdon Borough train station has been approved and will be in service in the coming months. This will improve what had been limited passenger rail service availability in the region which had made the region's intercity passenger access difficult.

In the southern portion of the region, Amtrak's Capitol Limited service traverses through Bedford and Somerset Counties along CSX Transportation's Baltimore-to-Chicago mainline. The Capitol Limited operates one train daily in each direction but does not stop in the region. The closest stations are located in Cumberland, MD and Connellsville, PA. The Baltimore and Ohio Railroad used to operate a passenger line along the route with a stop in Rockwood, PA, but that service ended in 1971. The former passenger station still stands but has not been maintained. Somerset County has been in discussions with Amtrak about the possibility of providing a passenger rail stop in Rockwood. Rockwood provides access to the Great Allegheny Passage, a 135-mile rail trail connecting Pittsburgh, PA and Cumberland, MD, and is located within 10 miles of Seven Springs Ski Resort and Hidden Valley Four Seasons Resort. Multiple feasibility studies have been made since 2009. It is estimated that annual passenger demand for a Rockwood station is over 2,500 passengers annually.

Keystone Corridor West

The Keystone Corridor West is an intercity passenger rail corridor that connects Pittsburgh and Harrisburg, passing through Huntingdon County. The Keystone West line is owned by Norfolk Southern. Amtrak operates one train per day on the line in each direction. The majority of the line is double track, with three tracks over the mountainous portion west of Altoona. Because there is extensive rail freight traffic along this corridor, scheduling additional passenger rail service is difficult because of the need to make frequent crossovers. The Keystone Corridor West makes up the larger Keystone Corridor, which has been designated as one of eleven high-speed rail corridors in the nation. There was a feasibility study completed in August 2014 discussing corridor improvements ranging from \$1.5 to \$38.3 billion. PennDOT has been granted \$66.8 million under the American Recovery and Reinvestment Act (ARRA) to make high-speed rail improvements to the 104-mile Keystone Corridor between Philadelphia and Harrisburg.

Rail Freight

Central/Main Line Corridor

The Central Corridor, which traverses across Pennsylvania from Midland to Reading, then on to Philadelphia and Easton, is the largest rail freight corridor in Pennsylvania. The corridor, owned by Norfolk Southern, passes through Huntingdon County. Freight traffic that travels on the corridor makes up 34% of

Pennsylvania's carloads and 54% of ton miles, with much of the traffic being intermodal. Over 10,000,000 tons of coal and over 5,000,000 tons of intermodal traffic is trafficked across this corridor.

Southwest Corridor

The Southwest Corridor, which is owned by CSX Transportation, extends from the southwest portion of Bedford County northwest through Somerset County, into Pittsburgh and to the Ohio border. It makes up part of CSX Transportation's Baltimore-to-Chicago main line. Freight traffic that travels on the corridor makes up 13% of Pennsylvania's carloads and 17% of ton miles. The corridor's traffic is diverse, with over half of its commodities being intermodal or coal. As of 2011 coal, steel, waste, and scrap materials make up the majority of the commodities carried on this corridor. Amtrak and The Wheeling & Lake Erie Railway Company also operate along this corridor.

Central/Main Line Corridor Improvements

The Pittsburgh Double Stack Clearances project eliminating overhead obstructions will increase intermodal speed and tonnage amount on the entire Central Corridor/Main Line by two to three hours. The Port Perry Bridge Rehabilitation/Replacement I rebuild of the Port Perry Bridge will improve the overall travel times on the Central/Main Line Corridor. The Load Out project in Westmorland County will improve freight movement for the entire corridor.

Southwest Corridor Improvements

PBS Coals Inc. Track Rehabilitation project will rehabilitate approximately ten miles of track on the Cambria Branch. The National Gateway project will increase over tonnage by allowing double-stack trains between Chambersburg and Portsmouth. The Pittsburgh Terminal project will allow an initial annual capacity of 50,000 loads.

Other Rail Lines

There are numerous feeder lines in the following counties, Bedford, Huntingdon, and Somerset. Most lines are owned by CSXT. Five lines are tourist lines that operate in multiple capacities. The remainder are either branch lines or on the main lines in the area. The additional lines in the Southern Alleghenies Region total 189 miles of track.

Coal

As off 2007 Somerset County had the second highest tonnage of inbound and outbound rail shipments of coal in Pennsylvania, with a total of 8.5 million tons or 12% of the total rail shipments of coal. Overall, Somerset County ranked seventh out of the top rail freight generating counties by unit count in Pennsylvania in 2007, with coal being the primary commodity.

Goods Movement

The movement of goods into, out of, and through the Southern Alleghenies Region plays a critical role in the economy and infrastructure of the region. The most common mode of freight transport in the region is by truck, with rail being the second most common mode. The highest tonnage of truck freight in the region is transported on the Pennsylvania Turnpike, I-70, and US 30. These routes also experience the highest daily volume of long-haul truck traffic in the region. Recurring congestion in the region occurs along the Pennsylvania Turnpike. The 2021 Pennsylvania Freight Movement Plan states that's trucks are the predominant mode of freight transportation and will continue to be for the foreseeable future. The Plan projects the daily volume of long-haul truck traffic along the Pennsylvania Turnpike and US Route 30 to increase significantly through 2045. This increase is anticipated to magnify congestion along the

Pennsylvania Turnpike. The plan also states that ecommerce has changed trucking operations, with more “last-mile” delivery in smaller trucks and vans. This is expected to increase and place more burden on local streets.

Transit

Effective May 1, 2007, the Federal Transit Administration issued final guidance regarding locally developed coordinated public transit-human services transportation plans (“local coordinated plans”) for Federal Fiscal Year (FFY) 2008 and beyond. Federal law (SAFETEA-LU) requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs are derived from a local coordinated plan.

In 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) Act retained the requirement for a Coordinated Plan and consolidated several transportation programs identified under SAFETEA-LU. As a result of funding consolidation, the JARC program was eliminated and the New Freedoms program was consolidated, leaving the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program as the only FTA funding program dedicated to groups identified through the Coordinated Plan. These changes essentially eliminated the requirement for Coordinated Plans to include low-income individuals in the planning process. Despite these requirements, SAP&DC recognizes the critical nature of serving low-income individuals through human services transportation and made the conscious decision to continue to include this group in the coordinated planning process.

In December 2015, President Obama signed into law the Fixing America’s Surface Transportation Act, or “FAST Act”. The FAST Act largely continued the existing Section 5310 program unchanged and carried forward the requirement for locally developed coordinated plans.

The Southern Alleghenies Coordinated Transit – Human Services Plan addresses these new Federal guidelines. The plan includes five major components.

- An assessment of available services that identifies current transportation providers (public, private, and non-profit);
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes;
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- An implementation matrix to guide the implementation of strategies for coordinated transportation that is dynamic to allow for easy updates in the case of changing technology and views on transportation.
- Ongoing quarterly meetings with a steering committee committed to finding solutions for the region’s transportation gaps.

Available Services

Public transit facilities within the region respond to the public’s need for transportation to jobs, shopping and social opportunities. Public bus service is available in Altoona and Johnstown in the adjoining MPOs, but there are large areas of the RPO that are not served by any form of public transportation. For some residents that do not own a personal vehicle, lack of public transportation is an obstacle to entering the labor force. In 2019, only 0.23% of the RPO population used public transportation to get to work, while over 91% used a personal vehicle or carpooled. Ride Share Companies, such as Uber or Lyft, are virtually

non-existent in the RPO, making getting around without a personal vehicle difficult. The following summarizes the public transit facilities in the region along with any other types of transit opportunities that exist.

Bedford

Rural transit service is provided by the Huntingdon-Bedford-Fulton Area Agency on Aging and Center for Community Action. Both services are provided to Huntingdon, Bedford and Fulton Counties with secondary service to medical facilities throughout Pennsylvania and parts of Maryland and West Virginia. The service operates Monday through Friday 4:00 am to 7:00 pm with no holiday service. Reservations for the service must be made 24 hours in advance for access and the service is based on a demand response system. The majority of ridership is persons 60 years of age and older. From 2013-2016, \$690,200 of investments into public transportation builds were made in Bedford County.

Fulton

Rural transit service is provided by the Huntingdon-Bedford-Fulton Area Agency on Aging. The service is provided to Huntingdon, Bedford and Fulton Counties with secondary service to medical facilities throughout Pennsylvania and parts of Maryland and West Virginia. The service operates Monday through Friday 4:00 am to 7:00 pm with no holiday service. Reservations for the service must be made 24 hours in advance for access and the service is based on a demand response system. The majority of ridership is persons 60 years of age and older. Additionally, the Fulton County Partnership offers a Medical Assistance Transportation Program and an Employment Transportation Assistance Program, both operating on a demand response system.

Huntingdon

Rural transit service is provided by the Huntingdon-Bedford-Fulton Area Agency on Aging and a partnership with the Pennsylvania CareerLink. The service is provided to Huntingdon, Bedford and Fulton Counties with secondary service to medical facilities throughout Pennsylvania and parts of Maryland and West Virginia. The service operates Monday through Friday 4:00 am to 7:00 pm with no holiday service. Reservations for the service must be made 24 hours in advance for access and the service is based on a demand response system. The majority of ridership is persons 60 years of age and older. The Center for Community Action, through a partnership with Huntingdon County, offers free transportation for ambulatory veterans going to the Huntingdon County VA clinic. Juniata College offers free transportation services to enrolled college students. From 2013-2016, \$35,900 of investments into public transportation builds were made in Huntingdon County.

Somerset

Rural transit service is provided by the Somerset County Transportation System (SCTS) and the Medical Assistance Transportation Program (MATP). The SCTS provides services in local communities as well as trips from outlying areas in Somerset and Johnstown. The system provides curb-to-curb service to the general public on a demand-response basis. The MATP is a transportation service funded by the Pennsylvania Department of Public Welfare and provides services to qualified medical facilities for non-emergency medical appointments. Both services operate Monday through Friday 8:00 am to 4:00 pm, no holiday or weekend hours. From 2013-2016, \$284,700 of investments into public transportation builds were made in Somerset County.

The county also possesses three taxi companies and multiple bus services to provide transit service to the Somerset County area. The Debolt-Somerset Bus Company provides three routes originating in Somerset destined for Pittsburgh, Cumberland, MD, and Johnstown. The Schrock Sight Seeing Service provides

complete bus charter and tour service throughout the United States. The Cambria County Transit Authority (CAMTRAM) also has fixed routes servicing northern Somerset County.

Further information about public transit in the Southern Alleghenies Region can be found in the Coordinated Public Transit – Human Services Plan in the appendices of this document.

Bicycle and Pedestrian Information



On-Road Trails

The Southern Alleghenies RPO has a vast extent of on-road bicycling trails. Two Bicycle PA Routes, Route G and Route S, pass through the region. The region also has a large system of on-road Cycle Southern Alleghenies Bicycle Routes. Cycle Southern Alleghenies is a series of 15 on-road bicycle routes that were developed to showcase the region's many cultural, historical, and environmental resources. A dozen of these routes are located in the four rural counties of the RPO. There is also a pedestrian/bicycle-oriented trail located in Bedford, PA. The Shuster Way Heritage Trail is a 4.4-mile pedestrian/bicycle trail that connects the Omni Bedford Springs Resort and Fort Bedford Park, inviting visitors to explore historic buildings and places in downtown Bedford. The trail utilizes an offroad gravel trail in



the south and public streets and sidewalks in the north. An extension from Bedford Borough north to Old Bedford Village has been planned and is expected to be completed by Summer 2023.

The Southern Alleghenies RPO has thirteen on road cycle routes totaling 492.9 miles and both state cycle route G and S bisect the region for a total of 225.6 miles. Bedford County has the most road routes with six routes and Fulton County has the least, totaling one route. The nine-county regional tourism board that selected most of the road cycle routes is now defunct; however, all future road plans will acknowledge the cycle routes.

In addition to bicycling routes, the region also offers several motor and auto touring routes. The Path of Progress auto touring route winds through the region, directing tourists to the many resources the rural counties have to offer. Another route, the Lincoln Highway Heritage Corridor, passes through many of the RPO's boroughs and small towns in Somerset, Bedford and Fulton Counties. Lastly, the Allegheny Ridge Heritage Area draws tourists to discover a natural barrier to transportation, the Allegheny Mountains. Tourists are encouraged to learn how an early transportation network was devised when they visit the Mainline Canal Greenway. These routes were designed to showcase the region's cultural, historical, and environmental resources.

The 9/11 National Memorial Trail has on-road and off-road segments. The trail is almost entirely on-road in Huntingdon County, running from the Alfarata trailhead of the Lower Trail in the west and Front Mountain Road in Sharpsburg in the northeast. The travel traverses through Blair and Cambria Counties before heading south into Paint Township, Somerset County. The trail remains on-road in Somerset County all the way to the Flight 93 National Memorial. The 9/11 National Memorial Trail continues south from the Flight 93 National Memorial to Garrett Borough where it merges with the Great Allegheny Passage, continuing south into Maryland and west into Westmoreland County.

Southern Alleghenies Bicycle and Pedestrian Plan

The Southern Alleghenies Bicycle and Pedestrian Plan, completed in 2021, established a planning direction for the Southern Alleghenies RPO counties for incorporating bicycles and pedestrians into the transportation planning process. The Southern Alleghenies RPO values the importance of a variety of methods for transporting people for transportation, recreation, economic development, health, and wellness and will actively plan and provide for the safe integration of bicycle and pedestrian projects and other forms of transportation into the tourism, recreation and transportation system that will connect communities with regional and state assets. The plan outlines a series of goals to achieve this vision:

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

Off-Road Trails

The Southern Alleghenies Region, rich in recreational resources, offers a great number of off-road trails. As mentioned above the Southern Alleghenies has ten parks and twenty-nine state game lands with approximately 202 trails totaling 457.09 miles. The most notable state parks for off road trails are Blue Knob State Park, Trough Creek State Park, Shawnee State Park, and Greenwood Furnace State Park. Other regional and county trails total 77 with a total mileage of 1,072.1. Regional hiking opportunities are also provided by the Mid-State Trail, Laurel Ridge Trail, Tuscarora Trail, and Standing Stone Trail. Huntingdon County has the most county trails in the RPO.

Off-road hiking/biking opportunities are also available with several rails-to-trails routes in the region, including the PWS Trails system and the Great Allegheny Passage in Somerset County, as well as the Lower Trail in Huntingdon County. The Old Pennsylvania Turnpike trail located in Bedford and Fulton Counties is an 8.5-mile hike/bike trail located on an abandoned section of Pennsylvania Turnpike. The Bedford Fulton Joint Municipal Authority submitted a TA Set-Aside application on behalf of the trail to rehabilitate the 8.5-miles of the trail by milling one of the four lanes into an ADA compliant trail, while completing safety and stormwater improvements.

The region also offers several mountain biking opportunities, including the Allegrippis Trails located along Raystown Lake in Huntingdon County. The Allegrippis Trails is a premier mountain biking trail system containing 32 miles of single-track stacked loop trails. The 24 trails in the system were designed and built to provide sustainable trails for a variety of human uses including mountain biking, hiking, trail running, snowshoeing and cross-country skiing. The trails are available for public use year-round. The Quemahoning Reservoir Trail System offers over a dozen mountain bike trails of varying difficulty around the reservoir. The Stonycreek-Quemahoning Initiative is currently in the process of further developing the trail system to provide further recreational opportunities to the region.

Please see Appendix L for greater detail in the Bicycle and Pedestrian Plan.

Southern Alleghenies Greenways and Open Space Network Plan

Bedford, Blair, Cambria, Fulton, Huntingdon, and Somerset Counties, along with the Southern Alleghenies Planning & Development Commission (SAP&DC), have developed the Southern Alleghenies Greenways and Open Space Network Plan. The Plan outlines a series of policies and projects for linking

existing natural and man-made resources within the region's six counties. By connecting these assets into a comprehensive greenway network, the region's natural resources are leveraged to promote and strengthen their value to the region for a range of purposes. A more extensive inventory of the region's recreational trail opportunities can be found in the plan.

Transportation Alternatives

PennDOT's Transportation Alternative Set-Asides offer funding opportunities to help expand transportation choices and enhance the transportation experience through small, community-based transportation and recreation activities related to surface transportation. Transportation Alternatives (TA) activities are federally funded projects that expand travel options by enhancing the transportation infrastructure through cultural, historic, aesthetic, and environmental improvements. Alternative projects must be one of ten eligible activities and must relate to surface transportation.

- Bicycle and Pedestrian Facilities, including Safe Routes to School
- Bicycle and Pedestrian Education
- Conversion of Abandoned Railway Corridors to Trails
- Construction of Turnouts, Overlooks, and Viewing Areas
- Outdoor Advertising Management
- Historic Preservation and Rehab of Historic Transportation Facilities
- Vegetation Management
- Archaeological Activities
- Stormwater Management
- Wildlife Mortality Mitigation

The Program has funded projects in the Southern Alleghenies RPO including sidewalk and streetscape improvements to enhance and encourage pedestrian activity, as well as several rails-to-trails and new trail projects.

Intelligent Transportation Systems

Southern Alleghenies Regional Operations Plan (ROP)

The Southern Alleghenies Regional Operations Plan (ROP) defines the region's priorities for improving operations for the Southern Alleghenies RPO, Johnstown Area MPO, and Blair County MPO. The plan outlines transportation operations projects, programs, and policies to be implemented in the six-county region over a twelve-year timeframe. The plan focuses on three operational areas: Incident and Emergency Management, Traveler Information, and Foundational Issues. Below is a list of currently deployed ITS equipment in the Southern Alleghenies

CCTV

I.D	COUNTY	S.R	SEG.	OFF.	SIDE	DIRECTION	LOCATION
Cam-09-038	Bedford	30	650	2069	RT	EB	E. Mattie Rd.
Cam-09-039	Bedford	30	662	126	RT	EB	I-70 Ramp
Cam-09-042	Bedford	30	680	21	RT	EB	I-76 Ramp
Cam-09-023	Fulton	30	80	2400	LT	EB	SIDLING HILL
Cam-09-030	Huntingdon	22	78	50	LT	WB	Water St. Inter
Cam-09-037	Huntingdon	453	30	100	LT	SB	SR 453 / SR 45

DMS

I.D	COUNTY	S.R	SEG.	OFF.	SIDE	DIRECTION	LOCATION
DMS 09-009	Bedford	70	1471	2199	RT	WB	I-70
DMS 09-019	Bedford	220	470	1205	RT	NB	SR 220/B Village
DMS 09-020	Bedford	8007	750	700	RT	NB	SR 8007/I-99
DMS 09-021	Bedford	99	11	2475	RT	SB	SR 220/T-494
DMS 09-022	Bedford	56	301	700	RT	WB	SR 56/SR 4009
DMS 09-023	Bedford	99	35	2715	RT	SB	SR 99/SR 4009
DMS 09-030	Bedford	30	650	125	RT	EB	SR 30/SR 1011
DMS-09-032	Bedford	70	1491	500	RT	WB	PA Turnpike
DMS-09-033	Bedford	70	1471	2660	RT	EB	SR 70/I-76
DMS 09-015	Fulton	30	100	1540	RT	EB	SIDLING HILL
DMS-09-031	Fulton	30	10	365	LT	WB	SR 30 Fulton Line
DMS-09-012	Huntingdon	22	90	1360	LT	WB	US 22/Water St.
DMS-09-018	Huntingdon	453	30	225	LT	SB	SR 453/PA 45

(Source: PennDOT District 9-0)

recommendations from the plan include:

- 1) Establish dedicated funding for ITS
- 2) Maximizing the benefits of the TMCs
- 3) Better maintain and manage existing equipment
- 4) Expedite the communication line request process
- 5) Permit the use of wireless communication systems
- 6) Improve guidance on incident management protocols
- 7) Integrate reporting systems

Identified Gaps and Needs

The 2021 Central RTMC Region ROP, which replaced the previous Southern Alleghenies ROP, identified key ITS gaps in the Southern Alleghenies RPO. A DMS device on I-70 near the Maryland State Line providing traveler information for drivers entering the state is needed. An ICM candidate location was identified in Bedford County, identifying Route 30 as a parallel corridor to I-70/I-76. This project was identified as a short-term project and is currently under construction. A dynamic curve warning need was identified on US 30 near McConnellsburg in Fulton County.

Three projects in the Southern Alleghenies RPO were added in the interim ROP update. The projects include:

- I-70 Curve Warning- Dynamic curve warning
- I-70 ITS Gaps- CCTV and DMS
- Pleasantville ITS- Type A DMS

The projected total project costs for the Southern Alleghenies RPO is \$9,224,000 with an annual operating and maintenance cost of \$27,500.

Traffic Signals

The Southern Alleghenies Region has a total of 162 traffic signals located at 81 intersections throughout the four rural counties. There are currently two programs available to help fund traffic signal

improvements for local government agencies: Automated Red Light Enforcement (ARLE) and Green Light-Go.

Safety

The safety of motorists, cyclists, and pedestrians is a priority to the Southern Alleghenies RPO. The RPO strives to select projects that will improve safety of the region's transportation network. The Southern Alleghenies RPO supports the goals of Pennsylvania's Strategic Highway Safety Plan.

Pennsylvania's Strategic Highway Safety Plan (SHSP)

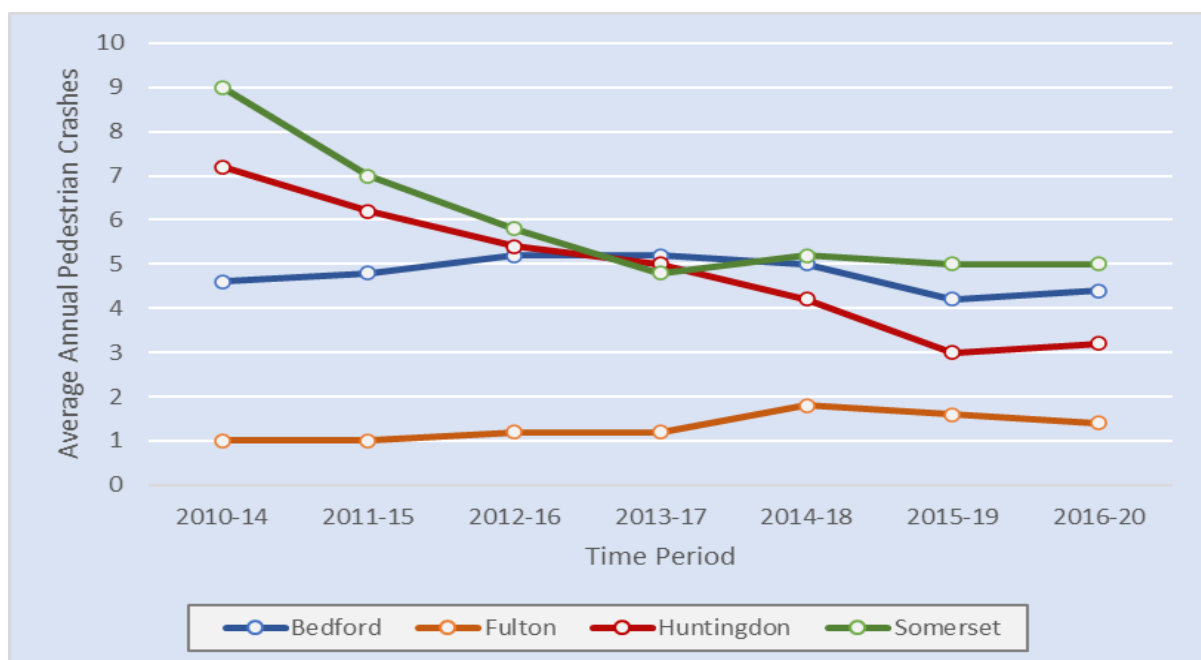
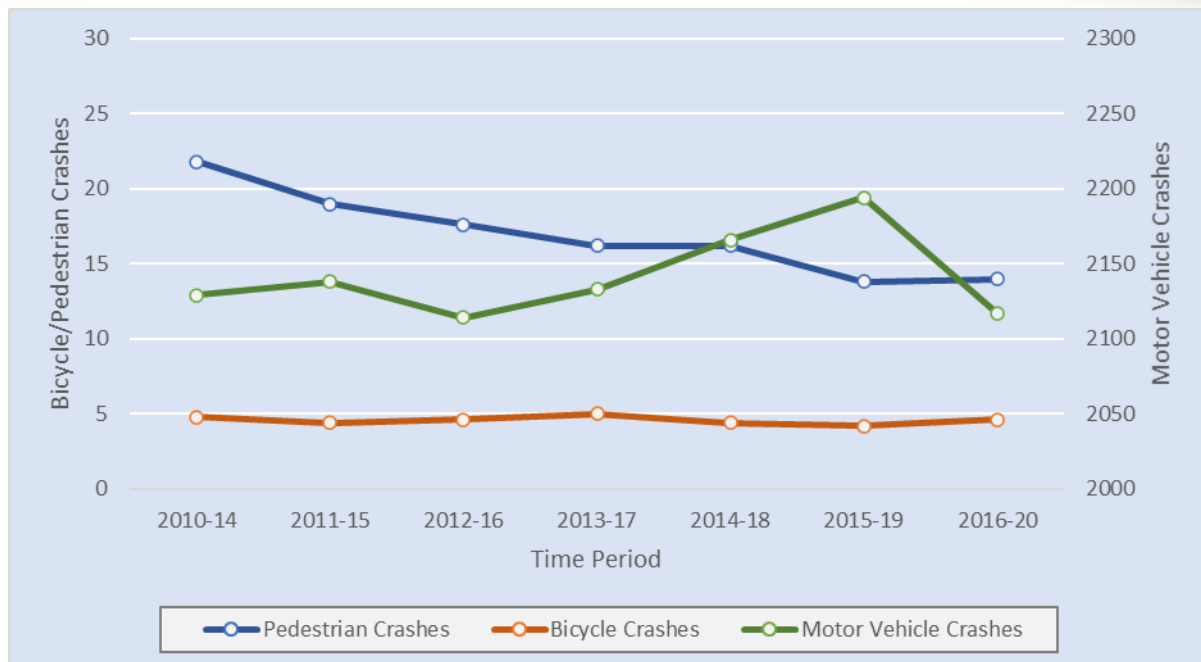
The goals of Pennsylvania's Strategic Highway Safety Plan (SHSP), developed in 2022, are to achieve a 2% annual reduction for fatalities and maintain level for suspected serious injury. This will drive a reversal of current trends and allow for the implementation of other component to support long-term success toward the overall reduction goals. The SHSP was developed to target priority Safety Focus Areas (SFAs) and outline strategies to help reduce highway fatalities on Pennsylvania's roadways.

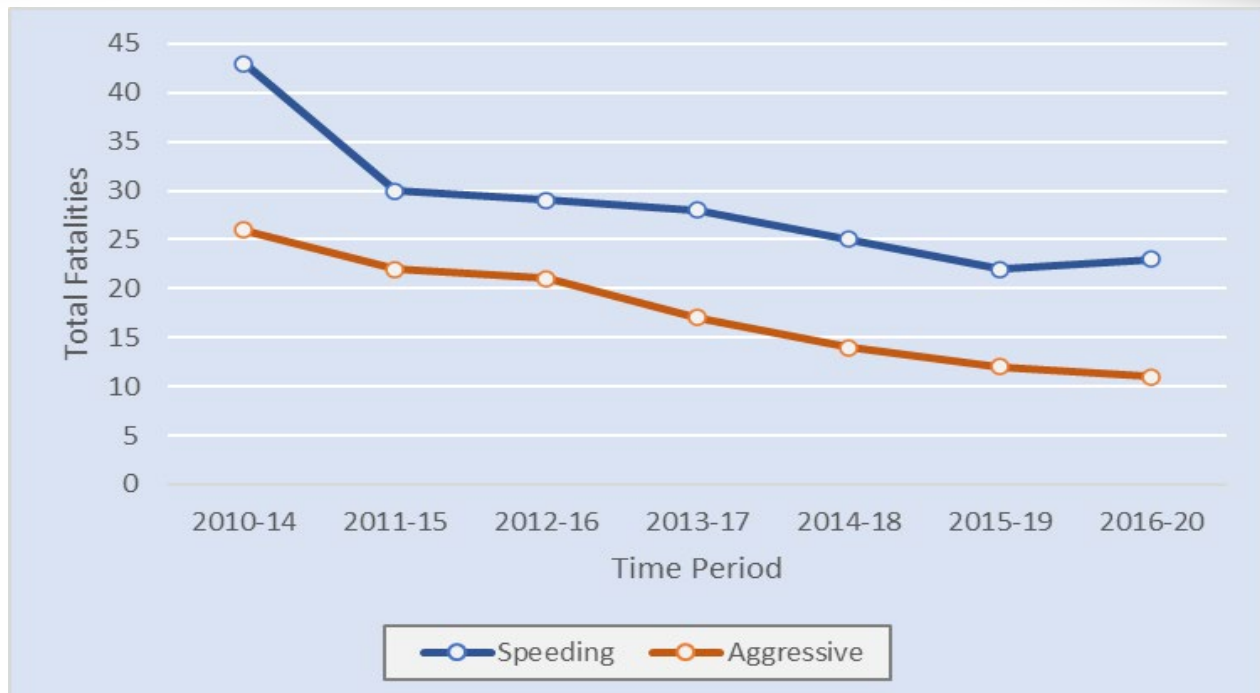
Pennsylvania's SHSP identifies the following "16 key emphasis areas" Safety Focus Areas:

- | | |
|---|---|
| 1. Lane Departure Crashes | 10. Vulnerable User Safety (Bicyclist Safety) |
| 2. Speeding and Aggressive Driving | 11. Commercial Vehicle Safety |
| 3. Seat Belt Usage | 12. Young & Inexperienced Drivers |
| 4. Impaired Driving | 13. Distracted Driving |
| 5. Intersection Safety | 14. Traffic Records Data |
| 6. Mature Driver Safety | 15. Work Zone Safety |
| 7. Local Road Safety | 16. TSMO |
| 8. Vulnerable User Safety (Motorcycle Safety) | 17. Emergency Medical Services (EMS) |
| 9. Vulnerable User Safety (Pedestrian Safety) | 18. Vehicle-Train Safety |

Crashes

Over the past ten years the total number of crashes and crash related fatalities in the Southern Alleghenies RPO region has decreased. Over the past ten years, bicycle and pedestrian related crashes have declined slightly. Fatalities in motor vehicle crashes involving speeding and aggressive driving have decreased approximately 50% since 2010 in the RPO.





Highway Safety Improvement Program (HSIP)

The Southern Alleghenies RPO allocated \$50,000 to complete an HSIP study in 2021. The final report was delivered to the RPO in 2021. The study utilized a Benefit-Cost Analysis of crash locations and hot spots, as well as systemic improvements, to provide the RPO with a list of candidate projects for HSIP funding. The study identified 14 candidate projects with costs ranging from \$100,000 to \$8 million, which were prioritized by the Benefit-Cost Analysis. The candidate projects are listed in the table below.

Route	Location	Improvement Type	Project Cost	Max. Construction Cost (Millions)	B/C Ratio
PA 26	Hopewell Township, Bedford County	Shoulder widening and rumble strips	\$900,000	\$4.2	4.6
US 30	Snake Spring Township, Bedford County	Signal upgrades	\$400,000	\$2.3	5.6
US 30	Bedford Township, Bedford County	Signal upgrades	\$225,000	\$0.6	2.4
BUS 30/ US 30	West Providence Township, Bedford County	Major intersection improvement	\$8,000,000	\$9.5	1.2
US 30	Bedford/Napier Township, Bedford County	Two-way left-turn lane	\$2,600,000	\$1.1	0.4
PA 56	Windber Borough, Somerset County	Signal upgrades; horizontal curve upgrades	\$1,200,000	\$9.1	7.5

US 219	Elk Lick Township, Somerset County	Horizontal curve upgrades	\$300,000	\$0.4	1.4
PA 281	Somerset Township, Somerset County	Unsignalized intersection and horizontal curve upgrade	\$100,000	\$4.6	42.2
I-70	Brush Creek Township, Fulton County	Horizontal curve upgrades	\$550,000	\$6.6	12.1
US 30	Brush Creek Township, Fulton County	Downgrade/curve upgrades	\$1,600,000	\$11.2	7.0
US 522	Dublin Township, Fulton County	Horizontal curve upgrades	\$2,000,000	\$2.3	1.2
PA 453	Warriors Mark Township, Huntingdon County	Shoulder widening and rumble strips; horizontal curve upgrades	\$900,000	\$1.7	1.9
US 22	Henderson Township, Huntingdon County	Repurpose/reconfigure existing passing lane	\$200,000	\$1.5	7.5
SR 4004 (Barre Rd)	Porter Township, Huntingdon County	Shoulder reconstruction and centerline rumble strips	\$175,000	\$3.3	18.9

Environmental

PennDOT Connects

PennDOT Connects replaced the Linked Planning and NEPA (LPN) process. The PennDOT Connects program ensures bicycle and pedestrian activities, transit, freight, cultural events, stormwater management, utilities, and green infrastructure are considered early in the planning process to ensure the best allocation of resources. Moreover, this program ensures input from local government agencies and planning partners to the greatest extent possible, are incorporated into projects.

Wind Energy

There are currently 1300 megawatts of wind power generated annually spread out over 27 wind farms supplying enough energy for 350,000 Pennsylvanian residences. The highest wind energy producing counties in the Southern Alleghenies Region are Blair, Cambria, and Somerset. Somerset is the only wind energy producer in the RPO. As of 2015, Somerset County has 198 turbines producing 372.5 daily megawatts. Somerset County had eight wind turbines decommissioned since 2016, and no additional turbines have been constructed. Despite the recent decrease in wind farm sites, it is expected that the wind energy sector will grow in the RPO in the coming decades. This will lead to new items such as, new access road construction, traffic mitigation, over size load permits, etc.

Coal

Pennsylvania is the third highest coal producing state in the United States and the only state producing anthracite. The Southern Alleghenies Region is one of the largest Bituminous coal producers in the country with mines in three RPO counties. In 2020, Somerset County was the 4th largest coal producer in the State, with 1.8 million tons of coal produced. This amounts to 5% of the coal produced in the State. The RPO currently has 38 active coal producing sites, 29 sites are surface mines. This is a decrease of four active mines sites over the last five years, resulting in a loss of production. There are currently 423 employees working coal mining jobs in the RPO, representing a substantial decrease in the last decade. The transportation of coal has always been a factor in the RPO when planning future road projects. The following is an outline of the current coal production sites in the RPO from 2020:

- Number of Operators: 27
- Number of Surface Mines 29
- Number of Underground Mines 9
- Number of Coal Refuse Sites 1

Agriculture

The agricultural industry has always been a large economic factor in Pennsylvania. Not only is Pennsylvania a top producer in multiple agricultural categories, it is also one of the highest agricultural exporters as well. The same holds true in the RPO. The 2017 agricultural census is showing an average decrease of 4.5% in total farmland and a 10.4% increase in total market value for the four county RPO since 2012. A large agricultural industry can cause road damage, spill responses, and traffic congestion issues, etc. The following is an outline of the reported agricultural activity in the Southern Alleghenies RPO from the most recent agricultural census:

- Number of Farms: 3,570
- Total Amount of Acreage: 661,892
- Top Crop: Haylage
- Top Livestock: Cattle and calves