

SAP&DC

SOUTHERN ALLEGHENIES PLANNING
& DEVELOPMENT COMMISSION



Southern Alleghenies Rural Planning Organization (RPO)

2022-2042

Long Range Transportation Plan (LRTP)

Adopted by Southern Alleghenies RPO
on October 17, 2022

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**Southern Alleghenies
Rural Planning Organization (RPO)**

**2022-2042 Long Range
Transportation Plan (LRTP)**

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L RTP Outline

- 1) Introduction..... 1
 - a) Southern Alleghenies RPO Overview..... 1
 - b) Purpose 1
 - c) Background 2
- 2) Plans and Policies 3
 - a) Federal..... 3
 - b) State..... 8
 - c) Regional 10
 - d) Local 12
- 3) Trends, Issues, and Implications 14
- 4) Regional Transportation Inventory 19
 - a) Highways..... 19
 - b) Bridges 23
 - c) Air Facilities 23
 - d) Rail Facilities..... 25
 - e) Goods Movement 26
 - f) Transit – Public Transit/Human Services Plan 27
 - g) Bicycle and Pedestrian 29
 - h) ITS 31
 - i) Safety..... 33
 - j) Environmental 36
- 5) Vision, Goals, and Objectives..... 39
- 6) Financial Strategy 41
 - a) Available and Projected Revenue..... 41
- 7) Performance Measures..... 43
- 8) Plan Modification and Updates 45

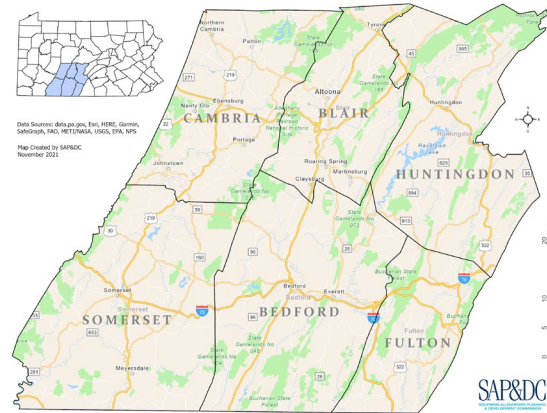
L RTP Outline

Appendices

- A. Southern Alleghenies RPO Policies and Procedures
- B. Maps
- C. Demographic Profile
- D. Commuter Profile
- E. Economic Profile
- F. Projected Revenue
- G. Project List
- H. Illustrative Project Narrative and List
- I. Environmental Justice Summary
- J. Public Involvement Summary
- K. Public Participation Plan
- L. Bicycle and Pedestrian Plan
- M. Coordinated Transit-Human Services Plan Executive Summary
- N. County Priorities
- O. Highway Safety Improvement Program (HSIP) Study
- P. STIP Transportation Performance Management
- Q. Implementation Matrix

Southern Alleghenies RPO Overview

The Southern Alleghenies Planning and Development Commission (SAP&DC) is a non-profit, regional economic and community development organization serving Bedford, Blair, Cambria, Fulton, Huntingdon, and Somerset Counties and is designated as a Local Development District (LDD) that implements a Rural Transportation Work Program for the counties of Bedford, Fulton, Huntingdon, and Somerset. On April 2, 2003, an Intergovernmental Agreement was signed between the Pennsylvania Department of Transportation (PennDOT) and SAP&DC designating SAP&DC as a Regional Planning Organization (RPO).



SAP&DC has established a Rural Transportation Technical Committee (RTTC) and a Rural Transportation Coordinating Committee (RTCC) to develop and oversee the development of the region's Long Range Transportation Plan. The Technical Committee is responsible for the creation and analyses of transportation plans and programs, and makes recommendations to the Coordinating Committee. The Coordinating Committee establishes transportation policy and makes final decisions on courses of action. The Southern Alleghenies RPO Policies and Procedures, which includes committee membership, can be found in Appendix A.

Purpose

As a Rural Planning Organization, SAP&DC is responsible for developing a project specific 20-year-minimum plan referred to as the Long Range Transportation Plan (LRTP). This plan is financially constrained and is a springboard for identifying and recommending projects for inclusion in the state's Twelve-Year Transportation Program and the Statewide Transportation Improvement Program. The Transportation Improvement Program (TIP) is derived from the Long Range Plan and is a listing of federally funded projects to be completed during the first four-year period of the plan.

The Long Range Transportation Plan for the Southern Alleghenies RPO delineates how available and projected transportation funds will be spent over a 20-year period. The Long Range Plan serves the following purposes:

- outlines the "vision" of the future transportation picture through a series of goals and objectives,
- describes the transportation projects that make up the Plan,
- outlines a financial plan that describes the proposed source of funding and establishes a time frame for implementation,
- tests proposed projects to a level that can reasonably be expected to be let,
- describes how the plan will be updated and provides for new initiatives to be undertaken, and
- provides for inclusion of comments, concerns, and the vision of the general public.

Background

Plan Development

The Southern Alleghenies RPO 2022-2042 Long Range Transportation Plan (LRTP) was developed with the guidance of a steering committee comprised of local, regional, and statewide stakeholders. These stakeholders included county planning directors, PennDOT staff, Southern Alleghenies RPO staff, and regional rail and freight representatives. The steering committee provided input and assistance in the day-to-day development of the plan. Stakeholders were also contacted to provide information on various transportation modes including existing assets, historic trends, and future implications. Southern Alleghenies Rural Transportation Technical Committee and Rural Transportation Coordinating Committee provided regular guidance and input in the overall plan development including vision, goals, and objectives and project selection.

Public Involvement

An extensive public involvement process, consistent with the Southern Alleghenies RPO Public Participation Plan, occurred over the development of the plan and prior to its adoption. During development of the plan, a series of listening sessions were held in each county to gather valuable input on the desired vision of the transportation network as well as to discuss any issues or projects that are important to the community. Additionally, an online and paper survey was conducted to gather input from the region. The input received at these meetings and via the survey was considered in developing the project list and the vision, goals, and objectives of the plan. The Regional Comprehensive Economic Development Strategy, county comprehensive plans, the FAST Act's ten planning factors, the Keystone Principles, and the PA On Track were also considered in developing the plans vision, goals, and objectives.

A public meeting was held to allow for comment on the draft plan during a 30-day public comment period. During this time, the plan was available for viewing at the four rural county planning commission offices, SAP&DC office, and PennDOT District 9-0, as well as at www.sapdc.org.

The public involvement process and comments received are detailed in Appendix J of this document.

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 service 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.

A thorough understanding of the conditions and trends that shape the region’s residents, travelers, economy, and transportation network is important in the transportation planning process. These forces define the region and its transportation system while providing a glimpse into the implications of its evolving needs.

Section Four of this plan includes a detailed inventory of the region’s transportation system. Detailed Demographic, Economic, and Commuter profiles are included in the appendices. The following table summarizes the major trends and implications affecting the region.

<i>Demographics</i>	
Trend/Issue	Implication
The region has experienced slight population decline since 2000	Over that time, the region’s population has decreased by 3.84%. This decrease is not significant enough to impact the region’s transportation needs.
The region’s population is aging	The median age of the region is increasing at almost double the rate of the state. An older population will have greater need for public or human services transportation. The higher rate of aging may present challenges that aren’t present in other regions of the state, which may cause unique impacts on the region’s transportation network as compared to other regions around the state.
<i>Commuting</i>	
Trend/Issue	Implication
Over the past 30 years, more workers are driving to work alone	The region continues to grow more dependent on the automobile as a primary means for transportation. Carpools have decreased in popularity as a means of transportation.
Over the past 30 years, more households have begun to have three or more vehicles available	
A higher percentage of those workers living in boroughs walk to work than do those living in townships	The need for safe sidewalks, crossings, and walkways within boroughs and local neighborhoods remains important.
The average worker’s travel time to work was 27.6 minutes in 2019. 61.5% of workers travel less than 30 minutes	Over the past 30 years, worker’s travel times to work have increased slightly. Most workers living in the region are now commuting outside of the region (About 60% of the workers). Those who do not work within the region are likely to work in either Blair or Cambria Counties. However, there has been a growing increase in workers that are traveling further distances for employment.
Since 1990, the percentage of workers commuting 90 minutes or more to work has doubled	
COVID-19 Impacts on commuting	Starting in 2020, workers began commuting less to work. Teleworking and compressed work weeks were incorporated by many businesses as a resiliency strategy to combat COVID-19. The long-term impact on commuting has yet to be realized but will need to be monitored in the coming years.

<i>Economic</i>	
Trend/Issue	Implication
Over the past decade, the region’s economy has switched from a construction economy to a services-based economy.	Over the past ten years, employment in the construction industry has declined, and is projected to continue to do so. The region’s industries consist of mostly retail, health, and service establishments, which require different transportation needs.
The most numerous establishments in the region are retail trade, health care, and other services (except public administration).	
The region’s average unemployment rate has consistently remained above the statewide average over the past ten years.	The region’s economy has not experienced significant growth over the past decade. The region has experienced a significant increase in unemployment between 2007 and 2009. In 2020, the unemployment rate grew to almost 10% due to COVID-19 but stabilized to below 6% in 2021.
The percentage of persons below the poverty level has increased since 1999.	
<i>Bridges and Roadways</i>	
Trend/Issue	Implication
Travel on the region’s roadways has been declining since 2005.	Over the last five years, travel in the region has been negatively impacted by increases in unemployment and gasoline prices. As the economy begins to improve, it is expected that travel will also increase again. Travel decreased significantly in 2020 and 2021 due to COVID-19 but is expected to rebound.
The region has a large network of state-owned, local-owned, and other agency-owned roadways to maintain.	In Pennsylvania, 6.57% of all state-owned roadways are located within the region, along with over 15% of Pennsylvania Turnpike miles and 10% of miles of roadways owned by other agencies (PA DCNR, PA Game Commission, etc.).
Half of all linear miles of roadways in the region are local owned roadways.	The region has a large local roadway network that is the responsibility of local municipalities and counties to maintain.
Roadway conditions are best on primary arterial roadways.	Most conditions on primary arterial roadways are considered to be good or excellent. Only about half of all secondary roadways are considered to be in good or excellent condition.
The region has an extensive bridge system that is rated as poor. Recent funding efforts have improved the overall bridge rating of the region.	The region’s bridge needs, to reach condition goals by 2033, exceed the current funding levels available. Eight and a half percent of bridges on the State System over 8ft or greater and 31.5% of bridges on the local system over 20ft are rated as poor.

<i>Other Modes of Transportation</i>	
Trend/Issue	Implication
The region lacks adequate passenger and rail freight opportunities.	Much of the region is underserved by both passenger rail and rail freight. Limited passenger rail service hinders intercity connectivity and strengthens dependence on the automobile. Limited rail freight opportunities impede economic development and goods movement as well as increase congestion on the road network.
Rail freight traffic is increasing.	The state is expecting a 41% increase of rail freight tonnage by 2040, increasing the chance of transportation accidents involving trains.
The region is underserved by public transportation.	The rural nature of the region creates challenges for providing public transportation. As the region’s population continues to age, the demand for public transportation will continue to grow.

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)

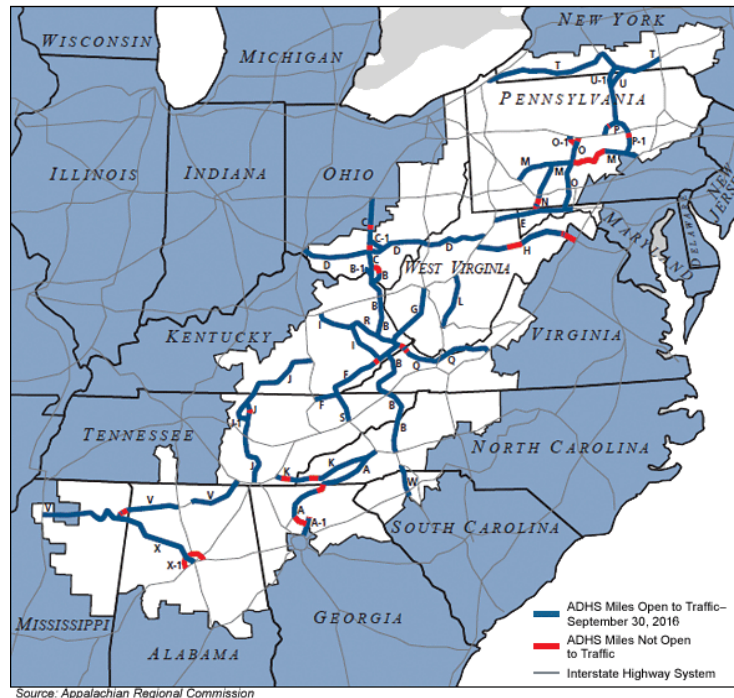
The overall pavement condition of the roadways in the region has remained stagnant since 2015. Approximately 74% of roadway segment miles in the Southern Alleghenies RPO have an excellent or good OPI, the same as in 2015.

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)

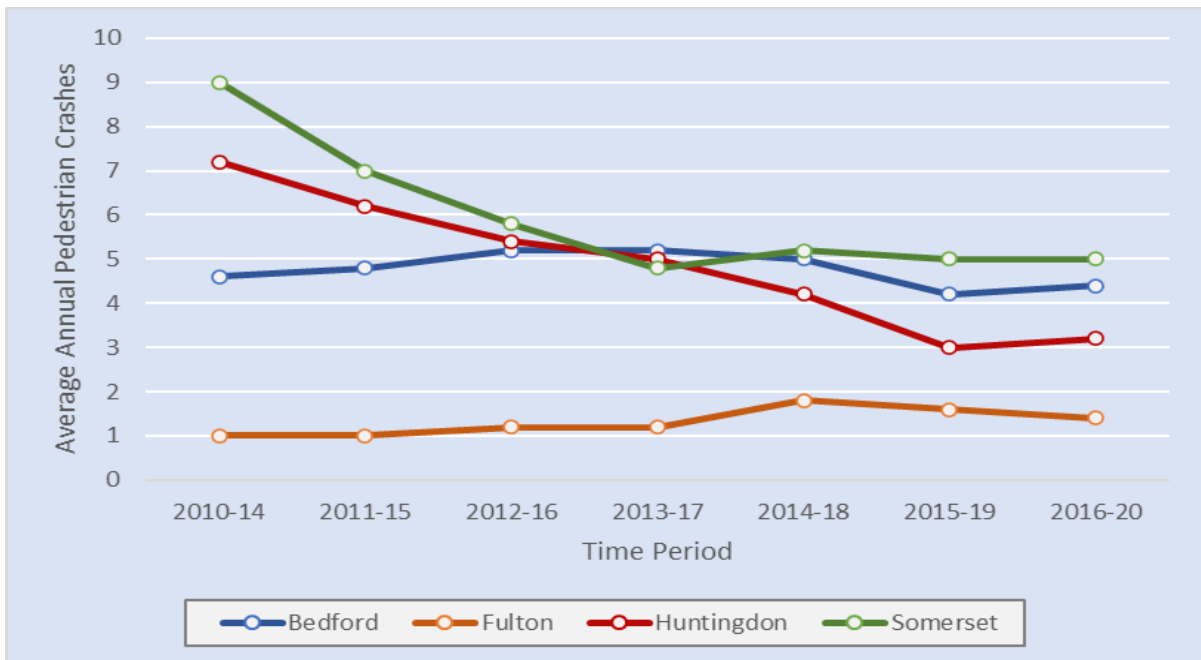
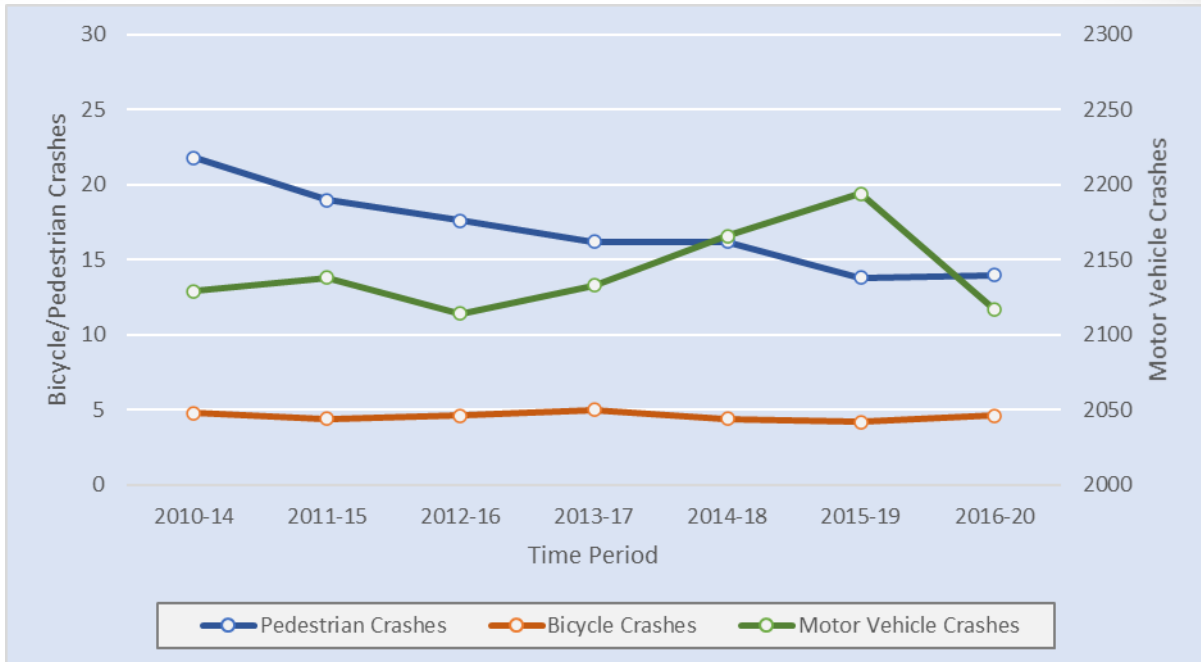
The goals of Pennsylvania's Strategic Highway Safety Plan (SHSP), developed in 2022, are to achieve a 2% annual reduction for fatalities and maintain level for suspected serious injury. This will drive a reversal of current trends and allow for the implementation of other component to support long-term 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.

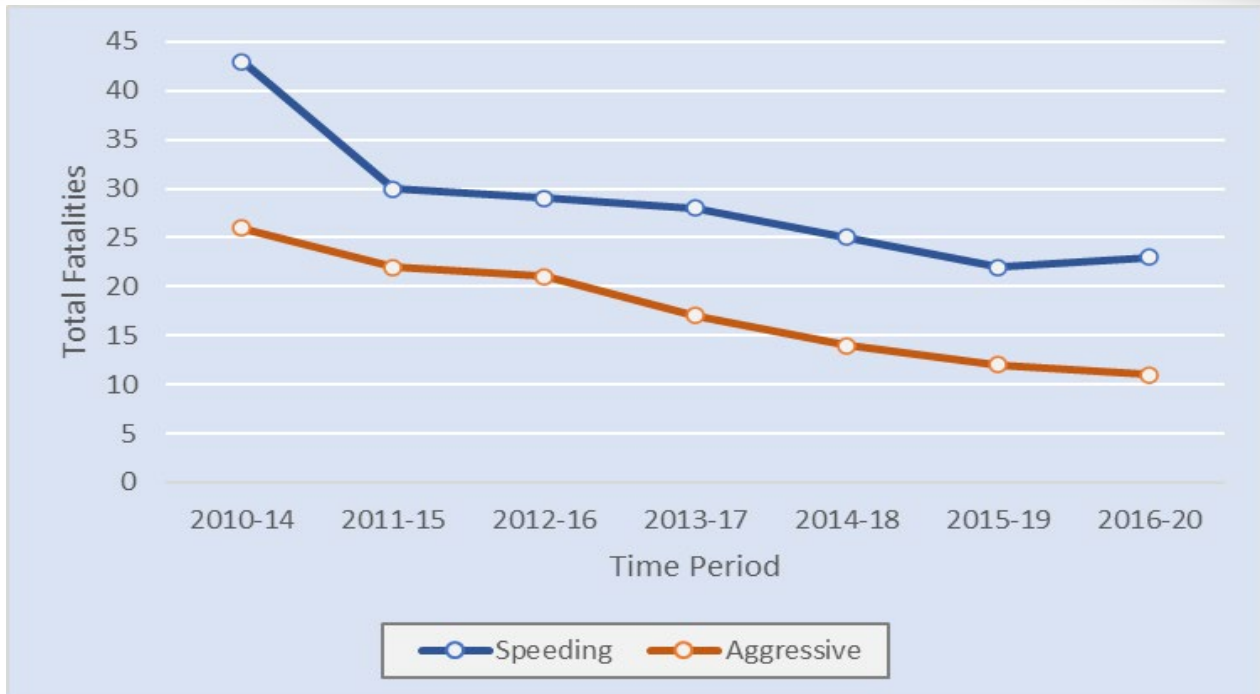
Pennsylvania's SHSP identifies the following "16 key emphasis areas" Safety Focus Areas:

- | | |
|---|---|
| 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

Vision

Provide a safe, efficient, and sustainable multi-modal transportation system that fosters economic and community development and meets the needs of the region through innovation.

Goal 1: Develop a reliable and resilient transportation network, which links the region with the nation's markets and provides regional access for industrial, commercial, educational, and recreational growth areas to support tourism and the economic vitality of the region.

Objectives:

- Identify regional growth and investment areas.
- Continue the decision-making process to include considerations for industrial, commercial, education, and recreational benefits and impacts.
- Continue to support operations and planned expansion improvements at the local multimodal transportation facilities in the region.
- Encourage partnerships between planning and tourism focused organizations.
- Promote preservation of cultural resources and ensure a sense of place for residents and those visiting the region.

Goal 2: Increase the safety of the transportation system for all modes and all users to exceed approved safety performance targets.

Objectives:

- Identify high crash locations and implement improvements to help reduce serious injury crashes and fatalities.
- Include safety goals and criteria in the region's performance measures and decision-making process.
- Encourage the incorporation of sidewalks, bike lanes, and wider shoulders where appropriate into planned transportation improvements.
- Provide training and assistance to local governments regarding potential access management techniques.
- Implement the recommended Action Plan from the Southern Alleghenies Bicycle and Pedestrian Plan.
- Implement recommendations from the Southern Alleghenies Greenways and Open Space Network Plan.
- Coordinate with the Pennsylvania's Department of Conservation and Natural Resources, Department of Community and Economic Development, and Department of Transportation on bicycle and pedestrian projects in the region.
- Encourage communities to apply for Transportation Alternatives Set-Asides, Community Development Block Grants, Act 13 Funds, Multimodal Transportation Funds and Mini-Grants for streetscape improvements in community centers.

Goal 3: Improve quality of life through enhanced and equitable community access to public transportation, including passenger rail, regional transit, and medical assistance transportation.

Objectives:

- Implement Coordinated Transit-Human Service Plan and bolster regional connectivity.
- Encourage the coordination of local transit or human services efforts to streamline the process of requesting transportation assistance.
- Work with transit and human services providers to identify areas with high or increasing concentrations of low income, elderly, or disabled populations that are underserved by public transportation.
- Support expanded passenger rail service between Pittsburgh and Harrisburg by promoting additional Amtrak train routes.

Goal 4: Maximize the benefits of transportation investments in the region with a focus on federal, state, and local collaboration as well as sound highway and bridge asset management practices designed to exceed identified performance measures.

Objectives:

- Identify a Regional Core Transportation Network to more strategically direct transportation investments in the interest of the overall system.
- Develop regional asset management goals and performance measures.
- Develop project prioritization criteria that helps to ensure that transportation funds are being invested wisely.
- Identify innovative funding sources and opportunities to leverage transportation investments.
- Improve the project delivery process to help expedite project development and reduce costs by working with the Department of Transportation.
- Provide training and technical assistance to local municipalities through the Local Technical Assistance Program (LTAP) to help ensure that liquid fuels funds are being used efficiently.
- Support statewide initiatives related to transportation funding and modernization strategies, including recommendations identified in the Governor's Transportation Funding Advisory Commission's Report.
- Assist municipalities with the incorporation of access management techniques by adoption of stand-alone ordinances or revisions to sub-division and land development ordinance (SALDO.)
- Promote benefits of municipal maintenance agreements to ensure the maximum investment in local projects.

Goal 5: Inform and educate the public, stakeholders, and elected officials on key regional transportation initiatives.

Objectives:

- Review and update the Southern Alleghenies RPO Public Participation Plan and Environmental Justice procedures on a regular basis to ensure that the public has the opportunity to serve an active role in the transportation planning process.
- Promote social media and electronic communication regarding transportation news and initiatives that are pertinent to the Southern Alleghenies Region.
- Attend local municipal elected official's conventions and PennDOT's annual meetings, including PennDOT Connects meetings, to discuss the transportation planning and project solicitation process.

Available Funding and Projected Revenue

Funding for transportation projects is a mix of federal, state, and local sources. Federal funding is outlined in a federal transportation bill. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) was enacted on November 15, 2021. The IIJA authorized funding for highways, highway safety programs, and transit programs. Pennsylvania will receive \$11.3 billion for federal-aid highway apportioned programs and \$1.6 billion for bridge replacement and repairs.

The following assumptions were used in projecting available funding for this plan:

- Federal funding levels equal to IIJA funding levels for years 2023-2026.
- State funding levels consistent with those from the 2023 Transportation Improvement Program Update (TIP) for years 2023-2034.
- For 2035-2042, the remaining base amounts were calculated by averaging base amounts from 2023-2034. Additional APD funds of \$8 million dollars were added to each year.
- Discretionary and Spike funds are consistent with those from the 2023 Transportation Improvement Program Update (TIP) for years 2023-2026.
- A 5% local match was assumed for qualifying off-system bridge projects.

The following is a summary of available and projected revenue used in the development of this plan. A more detailed look at available and projected revenue, and a list of fiscally constrained and non-fiscally constrained projects can be found in the appendices.

Available and Projected Yearly Revenue 2023-2042	
Short Range (2023-2026)	\$254,605,238
Mid Range (2027-2030)	\$266,899,100
Long Range (2031-2042)	\$720,369,667
All Years	\$1,241,874,005

Project Identification, Solicitation, and Development

Projects included on the LRTP project list were selected through asset inventory management, county prioritization processes, and public input. The RPO’s Twelve Year Plan (TYP) forms the majority of the project list as many of those projects were identified through asset inventory management process. Additionally, each of the RPO counties submit their priorities biannually for consideration on the TIP and TYP. Their priorities are formed from public input as well as each county’s individual processes for identifying needs at the county level. The project list is fiscally constrained according to the process listed above. A listing of the county priorities submitted for the 2023 TIP cycle can be found in Appendix N.

Unfunded Needs

Based on current financial projections, there are greater needs than there is available funding to fill them. An illustrative list was devised to highlight viable projects that fall outside of current funding constraints. In the event additional funding becomes available, these projects are to be considered for programming. The illustrative list was devised from county submissions of significant projects that have gone through the respective county's vetting process. These regionally significant projects, which fall outside of the financial constraints of this plan, can be found in Appendix H.

The FAST Act continues support for a performance and outcome-based program. When selecting where to invest resources, decisions should be made that seek to achieve individual targets that will work towards overall national goals. The Southern Alleghenies RPO has identified the following performance measures to track the progress and effectiveness of its transportation planning program. These measures are driven by this plan’s goals as well as the FAST Act’s planning factors. The FY23 STIP Performance Measures, as part of the Southern Alleghenies 2023-2026 TIP, is provided in Appendix P. This document reflects the State’s and the Southern Alleghenies RPO’s s performance measures for safety (PM1), bridge and pavement conditions (PM2), system performance (PM3), and transit asset management and safety. For greater details on LRTP performance measure implementation, please see Appendix Q – Implementation Matrix.

Category	Performance Measures
Economic Vitality and Tourism	<ul style="list-style-type: none"> • Track ARC funding and how it ties into economic development • Track smaller economic improvements in an existing project • Incorporate regional businesses into the planning process • Create partnerships between planning and tourism focused organizations • Percentage increase in number of tourists visiting the region
Maintenance/Preservation	<ul style="list-style-type: none"> • Number/deck area of structurally deficient bridges • Percentage of poor IRI of roadway mileage • Percentage of funds devoted to system preservation • Use PennDOT Dashboard or SharePoint to annually track performance and incorporate that data into TIP and LRTP plans
Safety	<ul style="list-style-type: none"> • Number of fatalities or major injury crashes • Number of roadway safety projects completed • Use public outreach to identify near miss locations • Use traffic counters to study high speed areas • Track safety features in existing projects
Accessibility and Mobility	<ul style="list-style-type: none"> • Public transportation on-demand ridership • Monitor passenger rail ridership • Track which programs receive greater ridership • Track program fleet size • Identify public transit gaps • Study Amtrak stations comparable to this region • Increase in daily passenger trains through the RPO • Additional passenger rail stops in the RPO
Maximize Benefits	<ul style="list-style-type: none"> • Percentage of project let dates on or before projected date • Increase municipal sidewalk maintenance agreements • Leverage federal dollars from grant programs with local investment
Environmental/Land Use	<ul style="list-style-type: none"> • Number of municipal access management ordinances

	<ul style="list-style-type: none"> • Number of Greenways-related projects implemented • Make access management a specific county wide task • Track greenway related projects • Track mini-grants projects • Track parcels tied to green permits in the RPO
Education	<ul style="list-style-type: none"> • Number of outreach activities conducted • Presentations at local municipal official’s conventions • Increase in social media presence
Bicycle and Pedestrian	<ul style="list-style-type: none"> • Number of Alternative Set-Aside Projects • Locate and track trail and sidewalk Gaps • Track future trail projects • Track bicycle and pedestrian fatalities • Continue conducting trail use counts • Educate municipalities on maintenance agreements

The Southern Alleghenies RPO Long Range Transportation Plan (LRTP) is required to be formally updated every five years. All major formal updates, such as changes to the narrative of the document or updates to the Plan's Visions, Goals and Objectives, will be required to undergo a 30-day public comment period and follow all public involvement procedures as outlined in the Public Participation Plan.

Minor updates, such as project listing changes, may be made periodically to the plan as needed. These will be recommended by the Rural Transportation Technical Committee (RTTC) and approved by the Rural Transportation Coordinating Committee (RTCC). Minor updates shall be approved at public meetings, but do not need to undergo the 30-day public comment period requirements.