

To: Metropolitan Planning Organization (MPO) for Blair County (Altoona MSA)

Voting Members

Thomas A. Prestash, P.E., District Executive, Pennsylvania Department of
Transportation, Engineering District 9-0; Chairman
Michael Gismondi, Division Manager, Financial Contracts and Services Division,
Pennsylvania Department of Transportation
Laura Burke, Esq., Board of Commissioners, County of Blair
Amy Webster, Esq., Board of Commissioners, County of Blair
Matt Pacifico, Mayor, City of Altoona
David Butterbaugh, Jr., P.L.S., Member of Council, City of Altoona
Ronald Glunt, Mayor, Borough of Roaring Spring, Representing the Boroughs
Edwin Frontino, Supervisor, Township of Logan, Representing the Townships
Robert W. Nelson, Supervisor, Township of Snyder, Representing the Townships
Thomas M. Hite, Blair County Airport Authority
Scott G. Cessna, Chairman, Board of Directors, Altoona Metro Transit

Technical Committee of the MPO for Blair County (Altoona MSA)

Dean G. Roberts, Transportation Planning Manager, Pennsylvania Department of
Transportation; Chairman
Vince Greenland, P.E., Assistant District Engineer for Design, PennDOT, District 9
Richard C. Sutter, AICP, President, Richard C. Sutter & Associates, Inc.
Nathan Kissell, Director, Department of Public Works, City of Altoona
James Gehret, Manager, Hollidaysburg Borough, representing the Boroughs
Luke Helsel, Sewage Enforcement Officer, Blair County Sanitation Office, rep. Townships
John T. Smith, P.E., representing the Townships
Tracy Plessinger, Airport Manager, Altoona-Blair County Airport
Eric Wolf, General Manager, Altoona Metro Transit

Non-Voting Members

Eugene Porochniak, Community Planner, Federal Highway Administration
Timothy Lidiak, Regional Planner, Federal Transit Administration
Lori Pagnanelli, Manager, Federal Aviation Admin., Harrisburg Airport District Office
Lori Yeich, Pennsylvania Department of Conservation & Natural Resources
Rodney Nesmith, Pennsylvania Department of Environmental Protection

From: David W. McFarland, III, AICP, Planning Director and Secretary for the Chairman

Date: December 7, 2021

Subject: Meeting Notice and Agenda

A combined meeting of the MPO and Technical Committee that was previously scheduled will be held with the particulars as follows:

DATE: Monday, December 13, 2021

TIME: 1:30 PM

**PLACE: Conference Room 1 MD
PennDOT Engineering District 9-0
1620 North Juniata Street
Hollidaysburg, PA**

Options are also available to attend the meeting in Microsoft Teams and a call in option is as follows: Call in Number: +1 (267) 332- 8737 Phone Conference ID: 154 918 087#

The proposed agenda is as follows:

Agenda

- 1. Roll Call by the Secretary.**
- 2. Review and Approve the Minutes of the Combined MPO and Technical Committee Meeting of September 27, 2021.**
- 3. Review and approve the Draft FYs 2023-2026 Transportation Improvement Program [October 1, 2022, to September 30, 2026] *Highways & Bridges* Portion.**
- 4. Review and approve the Draft FYs 2023-2026 Transportation Improvement Program [October 1, 2022, to September 30, 2026] *Public Transit* Portion.**
- 5. Review and approve supporting the 2022 Statewide Targets for Safety Performance Measures by agreeing to plan and program projects so that they contribute toward the accomplishment of PennDOT targets.**
- 6. Review and approve the Draft Unified Planning Work Program for July 1, 2022, through June 30, 2024.**
- 7. Review and approve amendments to the FYs 2021-2024 Transportation Improvement Program *Highways & Bridges* Portion.**
 - Add new project MPMS# 116567 – Blair County Rumble Strips and High Friction Surface Treatment for \$918,655. Funds are from the Bridge and Highway Reserve.
 - Add new project MPMS# 117091 – State Route (SR) 4009/Howard Avenue, City of Altoona – SR 4013/Chestnut Ave. to SR 4015/4th Street for \$250,000. Funds are from the Bridge and Highway Reserve.
- 8. Other Business.**
 - Transportation Alternatives Set-Aside Program Update, City of Altoona- Margaret Avenue.
 - 2023-2026 Transportation Improvement Program Update Schedule.
- 9. Adjournment.**

Draft Minutes of September 27, 2021
Combined Meeting of the Coordinating and Technical Committees of the
Blair Metropolitan Planning Organization

1. Roll Call by Secretary.

Voting Members Present:

Thomas A. Prestash, P.E., District Executive, PennDOT Engineering District 9-0; Chairman
Michael Gismondi, Division Manager, Financial Contracts and Services Division, PennDOT
Central Office
Laura Burke, Esq., Board of Commissioners, County of Blair
Amy Webster, Esq., Board of Commissioners, County of Blair
Matt Pacifico, Mayor, City of Altoona
David Butterbaugh, Jr., P.L.S., Member of Council, City of Altoona
Ed Frontino, Board of Supervisors, Township of Logan, representing the townships
Thomas Hite, Blair County Airport Authority
Josh Baker, Altoona Metro Transit (alternate for Mr. Cessna)

Voting Members Absent:

Ronald Glunt, Mayor, Borough of Roaring Spring, representing the Boroughs
Robert W. Nelson, Supervisor, Township of Snyder, representing the townships
Scott G. Cessna, Chair, Board of Directors, Altoona Metro Transit

Technical Committee Members Present

Dean Roberts, Transportation Planning Manager, PennDOT Central Office; Chairman
Vince Greenland, P.E., ADE for Design, PennDOT District 9-0
Richard C. Sutter, AICP, President, Richard C. Sutter and Associates, Inc.
Nathan Kissell, Director, Dept. of Public Works, City of Altoona
James Gehret, Manager, Hollidaysburg Borough, representing the boroughs
Luke Helsel, Sewage Enforcement Officer, Blair County Sanitation Office, rep. the Townships
Eric Wolf, General Manager, AMTRAN

Non-Voting Members and Others Present:

Maria Strohm, for PA Representative Lou Schmitt
John Pecze, Municipal Services Supervisor, PennDOT District 9-0
Ernest Cascino, PE, District Traffic Engineer, PennDOT District 9-0
Anne Stich, Transportation Planning Manager, PennDOT District 9-0
Chris Hull, Civil Engineer, PennDOT District 9-0
Eugene Porochniak, Community Planner, Federal Highway Administration
Eric Fritz, Mayor, Duncansville Borough
Bill Kibler, Altoona Mirror
Sherry Socie, Strategic Planner, Blair County Planning Commission
Wes Burket, AICP, Transportation Planner, Blair County Planning Commission

2. Review and Approve the Minutes of the Combined Meeting of the MPO and Technical Committee of February 10, 2021.

Motioned: Mr. Frontino

Seconded: Mr. Wolf

Voted: All in favor to approve the minutes with the correction of adding Mr. Sutter as present.

3. Report and Ratification of the MPO's Vote that took place by phone and email from February 26 through March 2, 2021, that approved the following:

1. The action is to include the Theatre Drive Access Improvements project in the FY 2021-2024 Transportation Improvement Program (TIP) using funds from the Appalachian Regional Commission (ARC) Local Access Road Program. The project includes improving the turning radius into Imler's Poultry and traffic signal work in the amounts of \$130,000 for preliminary engineering, \$ 14,706 for utilities and \$ 305,890 for construction.

Ms. Stich said that the project is funded by the ARC local road access line item through the Southern Alleghenies Development Commission not from the Transportation Improvement Program. Mr. Prestash added that there is a funding shortfall for the project but that it is being worked on.

Motioned: Mr. Wolf

Seconded: Mr. Pacifico

Voted: All in favor to approve including the Theatre Drive Access project in the FY 2021-2024 TIP.

2. The action is to amend the current FY 2021-2024 TIP that involves transferring \$ 2,973,447 from the following two US Route 22 resurfacing projects to the Bridge and Highway Line Item and fund exchanges between the two projects as shown in attachment "2021 2-10 TIP Adjustments Page 9" prepared by PennDOT Engineering District 9-0:

- US Route 22 resurfacing project #96398 from SR 3012/Old Route 22 Intersection in Duncansville Borough to Turkey Valley Road in Frankstown Township
- US Route 22 to resurfacing project #106214 from Turkey Valley Road to the Village of Canoe Creek.

Ms. Stich stated that the reason for the change is that the scope of work for the two projects was reduced and that cost savings were recouped into the line item and the reduction on the one project exceeded the \$ 2 million threshold and that the project would be completed this year.

4. Report and Ratification of the MPO's Vote that took place by phone and email from August 4 through 16, 2021 that approved the following:

- The action to amend the current FY 2021-2024 TIP by removing the Preliminary Engineering phase funding on project #114774 – The 2020 Altoona Transportation System Management and Operations (TSMO) Install and returning the funds because construction funding was unable to be secured. The project was to install three new permanent dynamic message signs along I-99 in Freedom and Logan Townships.

Ms. Stich mentioned that this was a series of dynamic messaging signs on I-99 and that the MPO had submitted a prior application to fund with a required 50% match from the MPO. She explained that because only PE funds were awarded for that project and that there was not federal funds available to advance the project, the PE funds needed to be removed from transportation program.

Motioned: Mr. Gismondi

Seconded: Mr. Frontino

Voted: All in favor to approve the fund transfers from the two US Route 22 resurfacing projects to the Bridge and Highway Line Item as shown in the attachment (for agenda item 3.) and to approve of the action to amend the current FY 2021-2024 TIP by returning the PE funds for the TSMO project #114774.

5. Review and Affirm Illustrative List of Regional Priorities Should Additional Funding Become Available. (Further details are included in the attached table and attached email from Larry Shifflet, Deputy Secretary.)

1. US Route 22 - Cambria County to PA 764, Surface Improvements \$ 13,000,000
2. Frankstown Road/SR 1009 - SR 1021/Amelia Avenue to PA 36, Resurfacing and Safety Improvements \$ 4.6 million
3. I-99 Auxiliary Lane - Connect the on ramp at 17th Street to the off ramp at Frankstown Road \$ 3.1 million.

Mr. Prestash stated that these projects were identified as candidate projects if we do get the funds the decision will come back to the group. He said that the motion is to consider these for future funding as we don't know what the federal funds amounts will be, but the PennDOT Central Office had asked for a list of projects to start the discussion. Mr. Prestash said that the third project was one someone had proposed to connect the ramps, and Mr. Greenland added that it was included in some safety studies.

Motioned: Ms. Webster

Seconded: Mr. Hite

Voted: All in favor to approve considering the illustrative list of regional priorities as presented should funding become available.

6. Review and approve the Transportation Systems Management and Operations Capital Funding Initiative Application and approve the use of Transportation Improvement Program Funds for the Required Match. (Project(s) applied for are from the Regional Operations Plan Central Regional Traffic Management Center.)

Mr. Casino gave a brief overview of the Transportation Systems Management and Operations program that helps to move people and goods safely and reliably with strategies like integrated corridor management, signal enhancements, CCTV, and telecommunications. He said the funding initiative started in 2018 and that there is \$5 million in surface transportation program funds available each year and that it takes a 50% match from the MPO's transportation improvement program at the time of the project award and that funding must be used within two years. He said that the project being proposed from Regional Operations Plan is repairing fiber optic communications line along I-99 between the exits at Cross Keys and Plank Road asked for a \$170,000 match from the transportation

improvement program to match the \$170,000 that would come from the program with a total project cost of \$340,000. He said that the project involves locating the existing line and junction boxes and replace those that have been damaged by projects along the corridor and install new cable and junction boxes, splice cabinet, and tracer wire for future needs.

- **Motioned:** Mr. Pacifico
- **Seconded:** Mr. Sutter
- **Voted:** All in favor to approve submitting the TSMO application for repairing fiber optic communications line along I-99 between the exits at Cross Keys and Plank Road.

7. Other Business.

- **Federal Status Update.**

Mr. Roberts said that the Infrastructure Investment and Jobs Act (IIJA) passed the Senate in August and that there won't be a vote in the House this week. He said that the proposed bill is \$350 billion nationwide for highways and bridges and some new programs such as a special bridge program, \$5 billion for vehicle charging stations. He said the current FAST Act was \$1.7 billion for PA and that the new act could range from \$2.4 billion in the first year to \$2.75 billion in the last year with a state match of 20%. Mr. Prestash said that the Blair/Altoona MPO expects to receive \$ 3.5 million increase in the first year to up to about \$5.5 million increase in year five.

Mr. Pacifico asked about the FAST Act expiring on September 30th and the expected actions needed. Mr. Porochniak stated that either the FAST Act would have to be extended or the IIJA would need to be passed by September 30 to prevent a stoppage of PennDOT getting reimbursed for its obligations. Mr. Prestash agreed that if that happened there would be a pause in lettings.

- **Transportation Alternatives Set-Aside Program Update, City of Altoona – Margaret Avenue**

Mr. Hull said that the project is on Margaret Avenue near Boyer Candy and that the purpose of the project is to improve the conditions of the corridor with ADA compliant sidewalks and crosswalks. He said that PennDOT held a preapplication meeting on September 8 with the City staff and County Planning attending and that the application is due October 15. Mr. Pacifico added that Margaret Avenue is a Gateway into the Broad Avenue neighborhood and with the development occurring on 24th Avenue it serves as the connector of that area to 17th Street. Mr. Kissell said Margaret Avenue is also a connector for school children from Broad Avenue to 17th Street and just awarded a grant for a project at 17th St. and Margaret Avenue of a programmable crosswalk with blinking lights.

- **2023-2026 Transportation Improvement Program (TIP) Update Schedule**

Ms. Stich said that the current TIP runs from October 1, 2020, through September 30, 2022, and that the update is being worked on. She said that they have received the Planning Commission's local bridge recommendations and bridge owner approvals have been secured. She said that the roadway and bridge candidates and the projects that need to be carried over from the current TIP are still under review. She noted that the MPO meeting to approve the draft 2023 TIP is scheduled for December 13. Mr. Roberts asked if Blair Planning could update the TIP timeline to have the final 2023 TIP approved and submitted by mid-July.

- Brief Update on the Transportation Revenue Options Commission's Final Report.

Mr. Roberts said that the details of the Commission's report is now on PennDOT's website and that it emphasizes replacing the gas tax. Mr. Prestash said that the District doesn't have any bridges that are planned for tolling.

8. Adjournment.

There being no other business, the chairman asked for a motion to adjourn at about 2:05 p.m.

Motioned: Mr. Roberts

Seconded: Mr. Wolf

Voted: All in favor to adjourn the meeting.

Respectfully submitted,

David W. McFarland, III, AICP
Secretary, MPO

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

**Transportation Improvement Program (TIP)
Transit Portion
Program of Projects
Federal Fiscal Years 2023-2026**

December 2021



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3301 Fifth Avenue
Altoona, PA 16602**

Program of Projects

FFY 2023

(2023-1) Operating/Planning Assistance - AMTRAN proposes to use Federal Urbanized Area Formula (Section 5307) Program funds supplemented by dedicated transit funding (1513) from the Commonwealth of Pennsylvania Bureau of Public Transportation to carry out operations and the source of funds to carry out operations and planning in AMTRAN's Fiscal Year beginning July 1, 2023.

Total Cost	Federal	State	Local
\$4,937,134	\$1,300,000	\$3,436,118	\$201,016

(2023-2) Buildings/Structures – Engineering/Design - AMTRAN proposes to purchase engineering and design services for future renovations/acquisition/construction for AMTRAN's administrative, maintenance, and bus support facilities.

Total Cost	Federal	State	Local
\$130,000	\$104,000	\$21,600	\$4,400

(2023-3) Buildings/Structures – Rehab/Renovate - AMTRAN proposes roof replacement for existing administrative and maintenance buildings.

Total Cost	Federal	State	Local
\$1,300,000	\$1,040,000	\$216,000	\$44,400

(2023-4) Revenue Equipment – Purchase 2 new mini-buses - AMTRAN proposes to purchase two revenue vehicles.

Total Cost	Federal	State	Local
\$180,000		\$174,000	\$6,000

(2023-5) Buildings/Structures – Stations & Shelters - AMTRAN replace pre-fab shelters that are more than 25 years old.

Total Cost	Federal	State	Local
\$100,000		\$96,700	\$3,300

(2023-6) Bus Support Equipment/Facilities – Public Information Aids - AMTRAN proposes to replace bus stop signs and posts as well as other public information aids throughout the system.

Total Cost	Federal	State	Local
\$10,000		\$9,670	\$330

(2023-7) Bus Support Equipment/Facilities – Maintenance Tools & Equipment - AMTRAN proposes to purchase replacement and new tools and equipment necessary for the maintenance of its revenue service fleet.

Total Cost	Federal	State	Local
\$50,000		\$48,350	\$1,650

(2023-8) Bus Support Equipment/Facilities – Computer Equipment - AMTRAN proposes to purchase computers, printers, and other IT equipment in order to maintain its computer systems.

Total Cost	Federal	State	Local
\$10,000		\$9,670	\$330

(2023-9) Bus Support Equipment/Facilities – Security Upgrades - AMTRAN proposes to utilize federal, state, and local funding to continue to advance security upgrades.

Total Cost	Federal	State	Local
\$16,250	\$13,000	\$3,145	\$105

FFY 2024

(2024-1) Operating/Planning Assistance - AMTRAN proposes to use Federal Urbanized Area Formula (Section 5307) Program funds supplemented by dedicated transit funding (1513) from the Commonwealth of Pennsylvania Bureau of Public Transportation to carry out operations and planning in AMTRAN's Fiscal Year beginning July 1, 2024.

Total Cost	Federal	State	Local
\$5,050,269	\$1,300,000	\$3,539,202	\$211,067

(2024-2) Revenue Equipment – Purchase three replacement 3 buses - AMTRAN proposes to replace 3 heavy-duty, 12-year buses purchased in 2012 with 3 new Gillig buses under an existing statewide procurement.

Total Cost	Federal	State	Local
\$2,250,000		\$2,250,000	

(2024-3) Buildings/Structures – Engineering/Design - AMTRAN proposes to purchase engineering and design services for future renovations/acquisition/construction for AMTRAN's administrative, maintenance, and bus support facilities.

Total Cost	Federal	State	Local
\$5,000		\$4,835	\$165

(2024-4) **Buildings/Structures – Rehab/Renovate** - AMTRAN proposes various renovations and improvements to existing facilities.

Total Cost	Federal	State	Local
\$50,000		\$48,350	\$1,650

(2024-5) **Bus Support Equipment/Facilities – Maintenance Tools & Equipment** - AMTRAN proposes to purchase replacement and new tools and equipment necessary for the maintenance of its revenue service fleet.

Total Cost	Federal	State	Local
\$25,000		\$24,175	\$825

(2024-6) **Bus Support Equipment/Facilities – Computer Equipment** - AMTRAN proposes to purchase computers, printers, and other IT equipment in order to maintain its computer systems.

Total Cost	Federal	State	Local
\$20,000		\$19,340	\$660

(2024-7) **Bus Support Equipment/Facilities – Office Furniture** - AMTRAN will purchase miscellaneous replacement office furniture.

Total Cost	Federal	State	Local
\$10,000		\$9,670	\$330

(2024-8) **Bus Support Equipment/Facilities – Security Upgrades** - AMTRAN proposes to make security upgrades to our facilities and our vehicles.

Total Cost	Federal	State	Local
\$16,250	\$13,000	\$3,145	\$105

(2024-9) **Service Vehicles – Replace 1 Service Vehicle** - AMTRAN proposes to replace one service vehicle that has reached the end of its useful life.

Total Cost	Federal	State	Local
\$40,000		\$36,680	\$1,320

FFY 2025

(2025-1) **Operating/Planning Assistance** - AMTRAN proposes to use Federal Urbanized Area Formula (Section 5307) Program funds supplemented by dedicated transit funding (1513) from the Commonwealth of Pennsylvania Bureau of Public Transportation to carry out operations and as the source of funds to carry out operations and planning in AMTRAN's Fiscal Year beginning July 1, 2025.

Total Cost	Federal	State	Local
\$5,216,998	\$1,350,000	\$3,645,378	\$221,620

(2025-2) Buildings/Structures – Engineering/Design - AMTRAN proposes to purchase engineering and design services for future renovations/acquisition/construction for AMTRAN's administrative, maintenance, and bus support facilities.

Total Cost	Federal	State	Local
\$10,000		\$9,670	\$330

(2025-3) Buildings/Structures – Rehab/Renovate - AMTRAN proposes various renovations and improvements to existing administrative, maintenance, and bus support buildings and grounds.

Total Cost	Federal	State	Local
\$100,000		\$96,700	\$3,300

(2025-4) Bus Support Equipment/Facilities – Maintenance Tools & Equipment - AMTRAN proposes to purchase replacement and new tools and equipment necessary for the maintenance of its revenue service fleet.

Total Cost	Federal	State	Local
\$50,000		\$48,350	\$1,650

(2025-5) Bus Support Equipment/Facilities – Computer Equipment - AMTRAN proposes to purchase computers, printers, and other IT equipment in order to maintain its computer systems.

Total Cost	Federal	State	Local
\$10,000		\$9,760	\$330

(2025-6) Bus Support Equipment/Facilities – Security Upgrades - AMTRAN proposes to make security upgrades to our facilities and our buses.

Total Cost	Federal	State	Local
\$16,875	\$13,500	\$3,265	\$110

FFY 2026

(2026-1) Operating/Planning Assistance - AMTRAN proposes to use Federal Urbanized Area Formula (Section 5307) Program funds supplemented by dedicated transit funding (1513) from the Commonwealth of Pennsylvania Bureau of Public Transportation to carry out operations and as the source of funds to carry out operations and planning in AMTRAN's Fiscal Year beginning July 1, 2026.

Total Cost	Federal	State	Local
\$5,337,440	\$1,350,000	\$3,745,739	\$232,701

(2026-2) **Buildings/Structures – Engineering/Design** - AMTRAN proposes to purchase engineering and design services for future renovations/acquisition/construction for AMTRAN's administrative, maintenance, and bus support facilities.

Total Cost	Federal	State	Local
\$5,000		\$4,835	\$165

(2026-3) **Buildings/Structures – Rehab/Renovate** - AMTRAN proposes various renovations and improvements to existing facilities.

Total Cost	Federal	State	Local
\$50,000		\$48,350	\$1,650

(2026-4) **Bus Support Equipment/Facilities – Maintenance Tools & Equipment** - AMTRAN proposes to purchase replacement and new tools and equipment necessary for the maintenance of its revenue service fleet.

Total Cost	Federal	State	Local
\$25,000		\$24,175	\$825

(2026-5) **Bus Support Equipment/Facilities – Computer Equipment** - AMTRAN proposes to purchase computers, printers, and other IT equipment in order to maintain its computer systems.

Total Cost	Federal	State	Local
\$20,000		\$19,340	\$660

(2026-6) **Bus Support Equipment/Facilities – Office Furniture** - AMTRAN will purchase miscellaneous replacement office furniture.

Total Cost	Federal	State	Local
\$10,000		\$9,670	\$330

(2026-7) **Bus Support Equipment/Facilities – Security Upgrades** - AMTRAN proposes to make security upgrades to our facilities and our buses.

Total Cost	Federal	State	Local
\$16,875	\$13,500	\$3,265	\$110

(2026-8) **Service Vehicles – Replace 1 Service Vehicle** - AMTRAN proposes to replace one service vehicle that has reached the end of its useful life.

Total Cost	Federal	State	Local
\$45,000		\$43,515	\$1,485

Total Program

	Federal	State	Local	Total
Operating	\$5,300,000	\$14,375,437	\$866,404	\$20,541,841
Capital	\$1,197,000	\$3,298,135	\$76,115	\$4,571,250
Total Program	\$6,497,000	\$17,673,572	\$942,519	\$25,113,091

Amtran, Altoona, PA

FFY 2023-2026 TIP - Transit Element (effective October 1, 2022)

TIP #	NIPMS#	FFY	PROJECT NAME	DESCRIPTION	BRUNDING TYPE		FUNDING RECIPIENT	TIP COST (\$)		TOTAL	
					FEDERAL	STATE		FEDERAL	State	Local	TOTAL
2023-1		2023	Operating Assistance/Planning	Amtran Bus Operations	5307	1513	Amtran	\$ 1,300,000	\$ 3,436,118	\$ 201,016	\$ 4,937,134
2023-2		2023	Buildings/Structures	Engineering/Design	5307	1514	Amtran	104,000	21,600	4,400	130,000
2023-3		2023	Buildings/Structures	Rehab/Renovate	5307	1514	Amtran	1,040,000	216,000	44,000	1,300,000
2023-4		2023	Revenue Equipment	Purchase 2 mini-buses		1514	Amtran		174,000	6,000	180,000
2023-5		2023	Buildings/Structures	Stations and Shelters		1514	Amtran		96,700	3,300	100,000
2023-6		2023	Bus Support Equipment/Facilities	Public Information Aids		1514	Amtran		9,670	330	10,000
2023-7		2023	Bus Support Equipment/Facilities	Maintenance Tools & Equipment		1514	Amtran		48,350	1,650	50,000
2023-8		2023	Bus Support Equipment/Facilities	Computer Equipment		1514	Amtran		9,670	330	10,000
2023-9		2023	Bus Support Equipment/Facilities	Security Upgrades	5307	1514	Amtran	13,000	3,145	105	16,250
					Sub-Total FFY 2023			2,457,000	4,015,253	261,131	6,733,384
2024-1		2024	Operating Assistance/Planning	Amtran Bus Operations	5307	1513	Amtran	1,300,000	3,539,202	211,067	5,050,269
2024-2		2024	Revenue Equipment	Purchase 3 replacement buses		1517.1	Amtran		2,250,000		2,250,000
2024-3		2024	Buildings/Structures	Engineering/Design		1514	Amtran		4,835	165	5,000
2024-4		2024	Buildings/Structures	Rehab/Renovate		1514	Amtran		48,350	1,650	50,000
2024-5		2024	Bus Support Equipment/Facilities	Maintenance Tools & Equipment		1514	Amtran		24,175	825	25,000
2024-6		2024	Bus Support Equipment/Facilities	Computer Equipment		1514	Amtran		19,340	660	20,000
2024-7		2024	Bus Support Equipment/Facilities	Office Furniture		1514	Amtran		9,670	330	10,000
2024-8		2024	Bus Support Equipment/Facilities	Security Upgrades	5307	1514	Amtran	13,000	3,145	105	16,250
2024-9		2024	Service Vehicles	Replace 1 Service Vehicle		1514	Amtran		38,680	1,320	40,000
					Sub-Total FFY 2024			1,313,000	5,937,397	216,122	7,466,519
2025-1		2025	Operating Assistance/Planning	Amtran Bus Operations	5307	1513	Amtran	1,350,000	3,645,378	221,620	5,216,998
2025-2		2025	Buildings/Structures	Engineering/Design		1514	Amtran		9,670	330	10,000
2025-3		2025	Buildings/Structures	Rehab/Renovate		1514	Amtran		96,700	3,300	100,000
2025-4		2025	Bus Support Equipment/Facilities	Maintenance Tools & Equipment		1514	Amtran		48,350	1,650	50,000
2025-5		2025	Bus Support Equipment/Facilities	Computer Equipment		1514	Amtran		9,670	330	10,000
2025-6		2025	Bus Support Equipment/Facilities	Security Upgrades	5307	1514	Amtran	13,500	3,265	110	16,875
					Sub-Total FFY 2025			1,363,500	3,813,033	227,340	5,403,873
2026-1		2026	Operating Assistance/Planning	Amtran Bus Operations	5307	1513	Amtran	1,350,000	3,754,739	232,701	5,337,440
2026-2		2026	Buildings/Structures	Engineering/Design		1514	Amtran		4,835	165	5,000
2026-3		2026	Buildings/Structures	Rehab/Renovate		1514	Amtran		48,350	1,650	50,000
2026-4		2026	Bus Support Equipment/Facilities	Maintenance Tools & Equipment		1514	Amtran		24,175	825	25,000
2026-5		2026	Bus Support Equipment/Facilities	Computer Equipment		1514	Amtran		19,340	660	20,000
2026-6		2026	Bus Support Equipment/Facilities	Office Furniture		1514	Amtran		9,670	330	10,000
2026-7		2026	Bus Support Equipment/Facilities	Security Upgrades	5307	1514	Amtran	13,500	3,265	110	16,875
2026-8		2026	Service Vehicles	Replace 1 Service Vehicle		1514	Amtran		43,515	1,485	45,000
					Sub-Total FFY 2026			1,363,500	3,907,889	237,926	5,509,315
					Sub-total - Operating			5,300,000	14,375,437	866,404	20,541,841
					Sub-total - Capital			1,197,000	3,298,135	76,115	4,571,250
			Grand Total FFY 2021-2024					\$ 6,497,000	\$ 17,673,572	\$ 942,519	\$ 25,113,091



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

October 14, 2021

Dear Planning Partners:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2022 targets for the following Safety Performance Measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries.

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31st each year. The 2022 targets found in Table 1 of the enclosure are based on a data driven trend analysis of the statewide fatality and suspected serious injury numbers (2 percent annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 28, 2022) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level.

MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2021.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2020 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2022.

Preliminary data indicate Pennsylvania did not meet our 2020 targets and will be subject to the provisions of 23 United States Code § 148 (i). This will require the

October 14, 2021

Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan will be due June 30, 2022. In addition, we will be required to obligate in Federal Fiscal Year (FFY) 2023 an amount equal to the FFY 2019 HSIP apportionment.

For more information, please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Your response is requested before February 28, 2022.

Please complete the following:

Planning Organization Name

Select one of the following options for establishing Safety Performance Measures:

- ☐ The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.
- ☐ The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO's Transportation Improvement Program. If choosing this option please notify the Center for Program Development and Management (CPDM) by December 31, 2021.

Concurrence:

Authorized MPO/RPO Representative

Date

SUBMIT

2022 Safety Target Setting
Page 3
October 14, 2021

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, Center for Program Development and Management, at 717.787.1251 or cmarkey@pa.gov.

Sincerely,



Larry S. Shifflet
Deputy Secretary for Planning

Sincerely,

Michael C.
Keiser, P.E.

Digitally signed by Michael C.
Keiser, P.E.
Date: 2021.10.18 08:29:52
-04'00'

Michael C. Keiser, P.E.
Acting Deputy Secretary for Highway
Administration

Enclosure

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2018-2022	ACTUAL 2018-2022	BASELINE 2016-2020
Number of Fatalities	1,113.7		1140.6
Fatality Rate	1.205		1.157
Number of Serious Injuries	4,490.8		4445.6
Serious Injury Rate	4.860		4.510
Number of Non-motorized Fatalities and Serious Injuries	730.1		761.2

* Future VMT estimated to be 0.5% higher per year starting in 2021

Table 2: Altoona MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2018-2022	ACTUAL 2018-2022	BASELINE 2016-2020
Number of Fatalities	9.7		12.0
Fatality Rate	1.063		1.204
Number of Serious Injuries	57.8		57.4
Serious Injury Rate	6.334		5.757
Number of Non-motorized Fatalities and Serious Injuries	5.4		6.6

* Future VMT estimated to be 0.5% higher per year starting in 2021

DRAFT

Unified Planning Work Program (UPWP)

(July 1, 2022, through June 30, 2024)

For

The Blair Metropolitan Planning Organization

Prepared by

The Blair County Planning Commission

In Cooperation With

The Pennsylvania Department of Transportation

District and Central Offices

&

Altoona Metro Transit

To be adopted

December 13, 2021

Unified Planning Work Program FY 2022-2024 for the Blair Metropolitan Planning Organization

Introduction/Executive Summary

The Unified Planning Work Program (UPWP) is a statement of work that identifies transportation planning activities to be done on behalf of the Blair Metropolitan Planning Organization (MPO) that are scheduled for July 1, 2022, through June 30, 2024. The document is cooperatively prepared by the Blair County Planning Commission, the Pennsylvania Department of Transportation's Program Center and District 9-0 offices, and Altoona Metro Transit and addresses the region's short and long range transportation planning priorities and what is needed to meet the federal and state requirements to receive funding for highway, bridge, and transit projects. UPWP funding is provided by the U.S. Department of Transportation through PennDOT with a local match from the County of Blair and its member municipalities.

Each U.S. Metropolitan Statistical Area (urban areas with population over 50,000) has an MPO to perform a continuing, cooperative, and comprehensive (3 C's) planning process. The Altoona Area Transportation Study (now the MPO) was established from the Federal Aid Highway Act of 1962 and has continued in all proceeding federal surface transportation legislation. The MPO policy board includes members from PennDOT, the Blair County Airport, Amtran and elected officials that represent the County, the City, the boroughs, and the townships.

To support the MPO, the PennDOT's District 9-0 and Central Offices, Altoona Metro Transit (AMTRAN), and the Blair County Planning Commission (BCPC) work together to perform administrative and transportation planning tasks listed in this work program like scheduling MPO committee meetings, gathering data on state and local roads, holding public meetings, and preparing state and federally required planning documents. Some of the key documents are as follows:

- ***Long Range Transportation Plan (LRTP)*** This plan includes priorities for highways, bridges, public transit, and other modes of transportation out to 25 years. The plan also includes a Transportation Conformity Determination Report that tests the air quality impacts of certain projects as required due to the February 16, 2018, D.C. Circuit decision in South Coast Air Quality Management District v. EPA (case no. 15-1115) and the subsequent guidance issued by EPA (EPA-420-B-18-050). Preparing a Core Elements Environmental Justice Analysis and presenting the plan at a State Resource Agency Coordination Meeting is also required.
- ***Transportation Improvement Program (TIP)*** This program includes priorities for highways, bridges, public transit, and transportation alternatives projects for four years. Blair Planning surveys the County and the municipalities and considers comments from the public and other stakeholders for project recommendations for the TIP every two years. The TIP is adopted by the State Transportation Commission as the first four years of the Commission's Twelve Year Transportation Program.
- ***Unified Planning Work Program*** The work program is a statement of work identifying the transportation planning activities to be carried out within the Blair County during the next two years.

Work program activities include Blair Planning assisting PennDOT in notifying the County and municipalities of various PennDOT grant programs like the Multimodal Transportation Fund, the Transportation Alternatives Set-Aside Program, Green Light-Go (traffic signal upgrades), the Automated Red Light Enforcement Program (traffic signal or roadway capacity upgrades and pedestrian safety improvements), and the PennDOT Local Technical Assistance Program. Blair Planning also provides letters of support for some grant applications as required.

Examples of projects approved by the MPO from the former *Transportation Enhancements Program* included sidewalks and streetscapes in most of the boroughs and the City of Altoona, the extension of the Lower Trail from Williamsburg to Flowing Spring, the Bells Gap Rail Trail, rehabilitation of two bridges on the Lower Trail, and the design of the Incline 6-10 Trail. MPO approved projects from the former *Transportation Alternatives Program* include the Juniata Gap Pathway “sidewalk”, 12th Street Pedestrian Bridge Rehabilitation, and the Bicycling and Walking Path along Juniata Gap Road. As a result of the 2015 Fixing American’s Surface Transportation Act’s *Transportation Alternatives Set-Aside Program*, the MPO has approved, and the Township of Antis has received program funds for Phase I of the Logan Valley Streetcar/First Frontier Trail.

Vision Statement

The vision for the Blair County region expressed in the “Alleghenies Ahead Comprehensive Plan” Blair County portion that includes a transportation system that addresses public health and safety. A priority of the plan is to “Establishment of a framework to decrease automobile dependency, integrate public health into the social fabric of the community as a priority and mindset, and increase the activity of walking, biking, and water trails to improve connectivity of non-auto paths in Blair County”.

MPO Committees

The Metropolitan Planning Organization (MPO) or coordinating committee is the policy board that was created by federal surface transportation legislation to carry out the transportation planning process and includes an advisory technical committee. The committees work cooperatively to prepare and implement local and statewide transportation plans and programs led by PennDOT in the administration of federal and state transportation planning regulations and funding.

Coordinating Committee Voting members

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

Technical Committee Voting members

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

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

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

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

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

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

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

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

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

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

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

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

Planning Factors

The Fixing America's Surface Transportation (FAST) Act (Public Law No. 114-94), December 2015, like prior Congressional transportation acts, requires MPOs to prepare a Long Range Transportation Plan and a short-range Transportation Improvement Program and requires that consideration be given to 10 planning factors when preparing the plan and program as follows:

1. Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.

2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available for people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient transportation system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

The UPWP work tasks as they relate to the Federal Planning Factors.

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

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

MPO Responsibilities

The Long Range Transportation Plan

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

23 CFR 450.324 says the transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. While the MPO shall review and update the transportation plan at least every 5 years in air quality attainment areas, the current intent is to update its 2021-2045 Long Range Plan in 2024 to coincide with the update of the 2025 TIP/12 Year Transportation Program. As a result, the kickoff meeting for the plan update will occur in early 2022.

Transportation Improvement Program

The *Transportation improvement program* (TIP), 23 CFR 450.104, is a prioritized list or program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. The TIP contains short-term projects including highways, bridges, public transit, and multi-modal improvements to be implemented within four years. The TIP is included in and prepared with the 12 Year Transportation Program on a two year update cycle. The Blair MPO adopted its current Fiscal Year 2021-2024 TIP in July of 2020.

Coordinated Public Transit-Human Services Transportation Plan

Coordinated public transit-human services transportation plan means a locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation. The MPO's plan was prepared to meet the requirement in 2008, and the largest providers of these services, Blair Senior Services, Inc., and Altoona Metro Transit regularly update similar plans.

Public Participation Plan

The purpose of the public participation plan is to provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed long range transportation plan and the TIP.

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

A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable. This requirement is in 23 CFR § 450.316.

Environmental Justice, Title VI, and Limited English Proficiency Plans

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

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

To that end, the PennDOT and Blair Planning uses data from the U.S. Census to identify areas with concentrations of low income and minority populations and analyzes the data to determine how well the benefits and burdens generated by the Long Range Transportation Plan and TIP projects are balanced between these and other areas.

As required by US DOT Title VI Program Order 1000.12C and US DOT EJ Order 5610.2C of 2021, both the Public Participation Plan and a Limited English Proficiency Plan will need to be updated and a Title VI Plan prepared and adopted.

Work Program Activity Milestones

Activity	Current	Next	
	Adoption/ Completion	Required Adoption	Targeted Completion
2022-2024 Unified Planning Work Program	December 10, 2019	January 31, 2022	December 13, 2021
2023 and 2025 Transportation Improvement Program (TIP) Update & Air Quality Analysis	July 1, 2020	June 2022 June 2024	April 30, 2022 April 30, 2024
2023 and 2025 Environmental Justice Evaluation of Benefits & Burdens of TIP	May 2020	April 30, 2022, and 2024	April 30, 2022, and 2024
2023 and 2025 Performance Measures Report of TIP projects	May 2020	April 30, 2022, and 2024	April 30, 2022, and 2024
2025 Long Range Transportation Plan Update (includes Active Transportation) & Air Quality Analysis	February 10, 2021	February 10, 2026	April 30, 2024
Environmental Justice Evaluation of Benefits & Burdens of LRTP projects	February 10, 2021	February 10, 2026	April 30, 2024
Long Range Transportation Plan Performance Measures Report	February 2021	February 10, 2026	April 30, 2024
Public Participation Plan	February 2016	2022	2022
Title VI Plan	New Requirement	2022	2022
Limited English Proficiency Plan	February 2016	2022	2022
Local Bridge Priorities for 2025 TIP	October 2020		October 31, 2022
Annual List of Federally Obligated Projects	Dec. 2020	Annually by December 29	December 29, 2021
Participate in Regional Operations Plan Updates	2021		2023
Revised Urbanized Area Boundary from U.S. Census	March 2013	After U.S. Census	To be determined
Revised Functional Roadway Classifications	February 2015	After U.S. Census	As needed
Coordinated Public Transit Plan	May 2008	As needed	As needed
MPO Planning Process Review by FHWA/FTA/PennDOT	June 2018		As needed

Unified Planning Work Program

23 CFR 450.104 defines a Unified Planning Work Program (UPWP) as a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning

area. At a minimum, the UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, cost of the work, and sources of funds.

In July of 2021, the PennDOT Central Office provided Blair Planning with a FY 2022-24 UPWP Guidance Document to help it prepare the work program. Blair Planning will then provide copies of the draft work program to the PennDOT Central and District Offices, and FHWA at least 45 days prior to adoption for review and comment and incorporate the comments before presenting the UPWP to the MPO and Technical Committee for review and approval.

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

The following pages provide details about the transportation planning activities to be completed in Fiscal Years 2022-24. Major priorities to be worked on during this period include as follows:

Summary of Major Planning Priorities/Deliverables in Year 1 (July 2022-June 2023)

- The MPO will approve the 2023-2026 TIP in June 2022, and Blair Planning will submit with the required documentation to PennDOT by July 15, 2022.
- Blair Planning will survey the municipalities for safety and local bridge priorities in early 2022 and consult with PennDOT District and its Local Bridge Risk Assessment to prepare Blair Planning's project priorities for the 2025 TIP by October 31, 2022.
- Blair Planning will prepare and post an Annual List of Obligated Projects on its website that received federal funds that year by December 29, 2022.
- Blair Planning will update the MPO's Public Participation and Limited English Proficiency Plans and prepare a Title VI Plan.
- The MPO will adopt statewide 2-year and 4-year performance measures targets and annual Safety Targets by February 28, 2023.
- Blair Planning will review large developments for impacts on state and local roadways and review developments in urbanized areas that need accessible sidewalks and/or bicycle parking.
- Blair Planning will work with PennDOT and PSATS to schedule and host Local Technical Assistance Program Courses in FY 2022-2023.
- Blair Planning will assist PennDOT with announcing grant application periods and provide letters of support for grant applications as needed.
- Blair Planning will attend PennDOT Collaboration meetings and assist with completing and collecting forms for local bridge and safety projects for the 2025 TIP update as needed.
- Blair Planning will review and/or field view 95 HPMS Roadway Sample Sections and send changes to PennDOT by December 2022.
- Blair Planning will work with consultant, PennDOT, and stakeholders to begin the update of the MPO's Long Range Transportation Plan.
- Blair Planning will attend meetings of the Intermunicipal Storm-water Committee, which works to reduce the impacts of storm-water to infrastructure.

Summary of Major Planning Priorities in Year 2 (July 2023-June 2024)

- The MPO will approve the draft 2025-2028 Transportation Improvement Program (TIP) in fall of 2023 and approve the final 2025-2028 TIP in June of 2024.
- Blair Planning will begin the update of the Blair County Hazard Mitigation Plan that includes hazards to the transportation system in the fall of 2023.
- Blair Planning will prepare and post an Annual List of Obligated Projects on its website that received federal funds the proceeding year by December 29, 2023.
- Blair Planning will review and/or field view 95 HPMS Roadway Sample Sections and send changes to PennDOT by December 2023.
- Blair Planning will prepare the FY 2024-2026 UPWP in cooperation with the PennDOT District and Central Offices, FHWA, AMTRAN, and stakeholders, and the MPO will approve by January 31, 2024.
- Blair Planning will survey the municipalities for safety and local bridge priorities in early 2024 and consult with PennDOT District and its Local Bridge Risk Assessment to prepare Blair Planning's project priorities for the 2027 TIP by October 31, 2024.
- Blair Planning will review large developments for impacts on state and local roadways and review developments in urbanized areas that need accessible sidewalks and/or bicycle parking as needed.
- Blair Planning will work with PennDOT and PSATs to schedule and host Local Technical Assistance Program Courses in FY 2023-2024.
- Blair Planning will attend meetings of the Intermunicipal Storm-water Committee, which works to reduce the impacts of storm-water to infrastructure.
- Blair Planning will assist PennDOT with announcing grant application periods and provide letters of support for grant applications as needed.
- Blair Planning and PennDOT will describe how projects in the 2025 TIP and long range plan will make progress toward meeting established Performance Measure targets of Safety, conditions of highways and bridges on the National Highway System (NHS), and travel time reliability on the NHS.
- Blair Planning will advertise 2025 TIP and long range plan for a 30 day public comment period, hold a public meeting on the TIP, the long range plan, and the Air Quality Conformity Documents, and address comments received in May 2024.
- The MPO will approve the 2025 TIP and supporting documents like the Environmental Justice Core Element, Air Quality Conformity, and self-certification resolutions.
- Blair Planning will work with the consultant, the Department's Program Center, PennDOT District 9-0, and stakeholders to update the Long Range Transportation Plan by May of 2024 so it can be advertised and adopted with the 2025 TIP.

For More Information

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

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The MPO Facebook page may be accessed at: <https://www.facebook.com/BlairCountyMPO/>
The Blair Planning website page may be accessed at: <https://www.blairplanning.org/>

Blair MPO FY 2022-24 Unified Planning Work Program Actions and Procedures

I. Administrative

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

- Prepare the FY 2024-26 Unified Planning Work Program (UPWP) during FY 2023-24 for FHWA and PennDOT review and comments in fall of 2023 and ask the MPO to review and adopt by January 31, 2024.

Blair Planning will use the PennDOT Central Office's guidance document to meet federal and state requirements as the basis for the UPWP and then draft the work program in cooperation with the PennDOT Central and District Offices, FHWA, AMTRAN, and other stakeholders. FHWA will receive a copy of the draft UPWP at least 45 days before a draft is sent to the MPO for adoption, and Blair Planning will post the adopted UPWP on its website.

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

Blair Planning prepares and submits monthly progress reports and invoices for work performed to the PennDOT Central Office and local share invoices to the County of Blair and the 25 participating municipalities.

- Blair Planning schedules MPO meetings each fiscal year or as needed, and prepares and distributes agendas, minutes, and required documents to the MPO Committees.

Blair Planning coordinates with the District, AMTRAN and other members for MPO meeting times and dates. Blair Planning works with PennDOT Central and District Offices, FHWA and AMTRAN to prepare MPO meeting agendas and required documents.

- Blair Planning attends PennDOT Planning Partners' Meetings each year and Planning Partners' Conference Calls as needed.
- Blair Planning will meet Disadvantaged Business Enterprises (DBE) requirements.

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

Key Accomplishments from the 2020-2022 Work Program

- In FY 2021-22, prepared the 2022-2024 UPWP for the MPO to review and adopt and the documents required for contract execution.
- Prepared and submitted monthly progress reports, invoices, and budget revision.
- Convened two MPO meetings in FY 2020-21 and will convene at least three MPO meetings in FY 2021-22. Blair Planning places newspaper notices of the MPO meetings at least a week before and places the agenda on its website at least 24 hours before MPO meetings.
- Performed one email/phone poll of the MPO in FY 2020-21 and two in FY 2021-22.

Admin. Year	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$31,992.00	12,796.80	12,796.80	1,627.34	1,571.86	3,199.20
2.	\$31,992.00	12,796.80	12,796.80	1,627.34	1,571.86	3,199.20

II. Assistance and Outreach

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

- Update the Public Participation and Limited English Proficiency (LEP) Plans.

In FY 2022-23, Blair Planning will update the MPO's public participation and LEP plans and will include census data for low income and minorities populations. Blair Planning will incorporate feedback from the PennDOT Central and District Offices and FHWA and other stakeholders. Blair Planning will advertise the draft public participation plan for a 45 day public comment period and hold a public meeting on both plans before MPO adoption.

- Prepare a Title VI Plan.

In FY 2022-23, Blair Planning will prepare a Title VI Plan as required by US DOT Title VI Program Order 1000.12C and US DOT EJ Order 5610.2C and advertise the draft plan for a 30 day public comment period and hold a public meeting before MPO adoption.

- Environmental Justice (EJ) Activities.

In FY 2023-24, Blair Planning will work with PennDOT and use the EJ Core Elements Base Data to identify and address potential disproportionate and adverse impacts on EJ populations due to Transportation Improvement Program (TIP) and Long Range Transportation Plan projects.

In FY 2023-24, Blair Planning will send copies of the draft TIP, the Long Range Plan, and Public Participation Plans to representatives of environmental justice groups and American Indian tribes.

In Spring of 2023, Blair Planning will notify local governments and various stakeholders of the opportunity to provide comments to the Secretary of Transportation for the Transportation Improvement Program (TIP) and 12 Year Transportation Program update.

- Provide Limited English Proficiency (LEP) services as needed.

Blair Planning will take LEP requests on behalf of the municipalities and use Propio Language Services as needed.

- Place all draft MPO plan documents like those mentioned on Blair Planning's website for public review and comment as needed.

Key Accomplishments from the 2020-2022 Work Program

- Informed municipalities when PennDOT was accepting TA Set-Aside Program and Multimodal Transportation Fund applications.
- Presented local bridge recommendations to Blair Planning and received their approval.
- Drafted letters of support for grant applications and asked for Blair Planning's approval.
- Placed all required documents on the Blair Planning website.
- Participated in PennDOT Planning Partner meetings as needed.
- Coordinated with the Southern Alleghenies Planning and Development Commission.
- In FY 2020-21, prepared an Environmental Justice Analysis for the 2021-2045 Long Range Transportation Plan.
- In FY 2021-22, will prepare an Environmental Justice Analysis for the 2023-2026 TIP.

Public Inv. Year	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$45,048.00	36,038.40	0	4,582.91	4,426.69	0
2.	\$45,048.00	36,038.40	0	4,582.91	4,426.69	0

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

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

- Begin the update of the Long Range Transportation Plan in February of 2022 that includes highway, bridge, public transit, and non-motorized transportation projects.

Blair Planning will work with consultants and with PennDOT, District 9-0, and FHWA to begin the process of updating the MPO's Long Range Plan.

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

Blair Planning will provide copies of the draft Long Range Transportation Plan to PA resource agencies to verify that plan projects are consistent with environmental resource plans and present a summary of the plan at an Agency Coordination Committee meeting.

Blair Planning will provide copies of the draft long range plan and TIP to representatives of the Environmental Justice communities and American Indian tribes for review and comments.

PennDOT District 9-0 maintains inventory of existing and planned multimodal assets and completes bicycle and pedestrian checklists for all candidate projects. The District also has a Bike/Ped committee that reviews all projects with bicycle or pedestrian needs.

Project Delivery

- Air quality testing of the major Transportation Improvement Program and long range plan projects and Air Quality Conformity Report in the Spring of 2024.

A consulting firm working with PennDOT District and Central Offices will perform air quality analysis reports on highway and transit projects in the draft TIP and long range plan. In FY 2023-24 Blair Planning will advertise the draft TIP, long range plan, and draft conformity reports for a 30 day public review and comment period, and hold a public meeting, prior to MPO adoption.

- In June of 2024, the MPO will approve the final 2025 Highway and Bridge TIP and submit all required checklist information, including documentation of the process used by the MPO for project selection and prioritization. PennDOT Connects/Local Government Collaboration meetings will initiate all new projects being considered for inclusion in TIP updates.

In FY 2022-23, Blair Planning will begin the 2025 Transportation Improvement Program update by surveying the municipalities. Blair Planning will also consult with PennDOT District Engineering District 9-0 and its Local Bridge Risk Assessment to prepare Blair Planning's project priorities including safety and local bridge recommendations by October 31, 2022.

Blair Planning will work with municipalities and/or their engineers to complete PennDOT Connects forms on local bridge projects for the 2025 TIP as needed.

The District will update bridge and roadway asset management lists that includes a Local Bridge Risk Assessment that the District provides to Blair Planning to help review and prepare local bridge priorities for TIP updates.

Blair Planning will attend PennDOT District 9-0's Connects form interviews with municipalities for state road and bridge projects as needed.

Blair Planning will attend PennDOT District 9-0's Project Visioning field views of candidate road and bridge projects prior to programming as needed.

In preparing a list of projects for the draft TIP and long range plan, PennDOT District 9-0 asks Blair Planning for recommendations of candidate safety projects and local bridges. The District will consider those recommendations when it prepares a draft 2025 TIP in FY 2023-24. The Program Center will then review the draft TIP with Blair Planning for further discussion on projects before the MPO approves the final 2025 TIP in June of 2024.

Blair Planning will provide copies of the draft 2025 TIP and long range plan to representatives of Environmental Justice communities and American Indian Tribes for comment in spring of 2024.

Blair Planning will use a demographic profile mapping to review the 2025 TIP and 2025 Long Range Plan projects and describe benefits and burdens analysis for EJ communities by end of May 2024.

Blair Planning will work with PennDOT to prepare a TIP Development Timeline and a description for the project selection process and system performance reports to be submitted with the 2025 TIP and Long Range Transportation Plan updates.

Blair Planning will advertise the draft 2025 TIP, long range plan, and draft Transportation Conformity Determination Reports for a 30 day public review and comment period, place the documents to its website, hold a public meeting, and address public comments in the spring of 2024.

Blair Planning will prepare and post on its website by December 29 of each year a list of the MPO's TIP projects that obligated federal funds in the previous year.

Supporting Planning/Programming Activities

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

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

PennDOT District 9-0 will conduct field views of TA Set-Aside projects with Blair Planning and applicants as needed.

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

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

Blair Planning will work with PennDOT District and Central Office to convene meetings of the MPO to adopt statewide 2-year and 4-year performance measures targets and annual Safety Targets by February 28, 2023, and 2024.

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

Blair Planning will work with the PennDOT District and Central Office and the Federal Highway Administration to help the MPO update roadway designations, the NHS Freight Network and intermodal connectors as needed.

Key Accomplishments from the 2020-2022 Work Program

- Submitted the MPO approved 2021-2024 Highway and Bridge TIP and the above mentioned required documents to PennDOT Central Office in July of 2020.
- Surveyed the municipalities for local bridge and safety projects for the 2023 TIP and after Blair Planning's review submitted to PennDOT District 9-0.
- Asked municipalities to complete PennDOT Connects form for 7 local bridges and submitted forms to PennDOT District 9-0 for the 2023 TIP.
- In 2020 and early 2021, worked with PennDOT and other stakeholders to prepare the update to the 2021-2045 Long Range Transportation Plan that also included the projects of the MPO's 2021 Transportation Improvement and 12 Year Programs.
- Worked with PennDOT and FHWA to update the Freight Program Assessment for the MPO in 2021.
- Attended quarterly PennDOT Connects Steering Committee meetings.

Plans Highway	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$102,583.00	82,066.40	0	10,436.19	10,080.41	0
2.	\$102,583.00	82,066.40	0	10,436.19	10,080.41	0

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

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

- The MPO will approve the Public Transit portion of the 2025-2028 TIP and supporting documents in June of 2024.

AMTRAN will prepare a draft public transit portion of the 2025-2028 TIP in the fall of 2023 that the MPO will review and provide final approval in June of 2024.

Blair Planning will prepare a Core Elements Environmental Justice Analysis for transit TIP projects if needed and send copies of the draft transit portion of the TIP to organizations that represent these communities and American Indian Tribes in the spring of 2024.

Blair Planning will advertise the draft transit portion of the 2025 Transportation Improvement Program and the draft air quality conformity report for a 30 day public review and comment period, place documents on its website and hold a public meeting in the spring of 2024.

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

Blair Planning will ask Amtran for a list of the transit TIP projects that received federal funds the previous federal fiscal year and include in the required annual list of obligated projects.

Blair Planning will coordinate with Amtran for Title VI Plan activities.

- Air quality testing of the major projects and Transportation Conformity Determination Report for public transit projects in the TIP as needed.

PennDOT's consultant will perform air quality analysis on transit projects in the draft 2025 TIP.

- An updated Memorandum of Understanding for 2025 TIP Amendments in spring of 2024. The PennDOT Central Office will prepare the Memorandum of Understanding that Blair Planning will advertise with the TIP for a 30 day public review and comment period before MPO approval.

The MPO will approve the transit portion of the TIP and Blair Planning will submit copies of the 2025 transit TIP and all required documents to PennDOT Central Office by July 15, 2024.

Key Accomplishments from the 2020-2022 Work Program

- Submitted the MPO approved 2021-2024 Transit portion of the TIP and the above mentioned required documents to PennDOT Central Office in July of 2020.
- Included transit projects in the annual listing of federally funded projects.
- Took pedestrian count at Tennyson Avenue transit stop for Frankstown Road study.
- Recommended sidewalks, street trees, and lighting for various land developments in the urban area that are near transit stops.
- Added Amtran's survey for the Transit Development Plan to the MPO's face book page.

Plans Transit	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$56,504.00	0	45,203.20	0	0	11,300.80
2.	\$56,504.00	0	43,203.20	0	0	11,300.80

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

Goals of this work task are as follows:

- Identify livability, sustainability, and resiliency strategies to tie the quality and location of transportation facilities to broader opportunities, such as access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social equity, and environment conservation.
- Review land use planning activities (i.e., subdivision and land developments) for consistency with the Alleghenies Ahead Comprehensive Plan and municipal comprehensive plans.

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

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

Blair Planning will review large subdivisions and land developments for impacts on state and local roadways and for consistency with the Alleghenies Ahead Comprehensive Plan, the Long Range Plan, and municipal plans and ordinances. Blair Planning will also review developments inside the urbanized areas that need accessible sidewalks, street trees, lighting, and bicycle parking and recreation projects that support the action plan priority of public health and safety.

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

Blair Planning will attend additional project study meetings as needed.

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

Key Accomplishments from the 2020-2022 Work Program

- In FY 2020-21, Blair Planning updated the MPO's Active Transportation Plan and included it in the 2021-2045 Long Range Plan that the MPO adopted in February of 2021.
- Distributed grant application information for the above mentioned programs and provided letters of support for the County and municipal applications as requested.
- Attended meetings for the Frankston Road/SR 1009 – Park Avenue/SR 1021 to PA 36/Plank Road Safety Improvement Study.
- Reviewed land developments for impacts on the transportation system.

Intergovern- Mental	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$46,980.00	37,584.00	0	4,779.47	4,616.53	0
2.	\$46,980.00	37,584.00	0	4,779.47	4,616.53	0

VI. Highway Performance Monitoring System (HPMS) Data Collection

The roadway data are collected by Blair Planning and PennDOT and used by the Federal Highway Administration to assess the system performance of state and local federal-aid roadways to help determine funding levels including liquid fuels.

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

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

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

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

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

Key Accomplishments from the 2020-2022 Work Program

- Blair Planning and PennDOT Central and District Offices attended the annual PennDOT HPMS training workshops.
- PennDOT Conducted a field audit of Blair HPMS sample sections.
- Reviewed 95 HPMS sample sections and submitted changes to PennDOT each December.

HPMS	Budget	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
1.	\$ 5,643.00	4,514.40	0	574.09	554.51	0
2.	\$ 5,643.00	4,514.40	0	574.09	554.51	0

VII. A. Local Technical Assistance Program

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

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

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

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

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

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

Blair Planning will attend an annual LTAP Planning Partners' meeting.

Blair Planning will coordinate LTAP course scheduling with the SAP&DC.

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

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

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

Key Accomplishments from the 2020-2022 Work Program

- Sent email notices to the municipalities of the online courses that were held during the pandemic.
- Scheduled two in person LTAP courses for the fall of 2021 and two in person courses for the Spring of 2022.

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

Unified Planning Work Program Summary for Budget Year 1
Blair Metropolitan Planning Organization
Fiscal Year 2022-2023

Work Task	Budget	PL Federal	MPP Federal	MLF State	Highway Local	Transit Local
I. Administrative	31,992.00	12,796.80	12,796.80	1,627.34	1,571.86	3,199.20
II. Assistance & Outreach	45,048.00	36,038.40	0.00	4,582.91	4,426.69	0.00
III. Plans & Programs Highway	102,583.00	82,066.40	0.00	10,436.19	10,080.41	0.00
IV. Plans & Programs Transit	56,504.00	0.00	45,203.20	0.00	0.00	11,300.80
V. Consistency with Municipal and Intergovernmental Plans	46,980.00	37,584.00	0.00	4,779.47	4,616.53	0.00
VI. Highway Performance Monitoring System	5,643.00	4,514.40	0.00	574.09	554.51	0.00
Sub-total	288,750.00	173,000.00	58,000.00	22,000.00	21,250.00	14,500.00
VII. Local Tech. Assist. Prog.	5,000.00	5,000.00	0.00	0.00	0.00	0.00
VIII. Long Range Plan funded by Prog. Center Open End						
Total Program	293,750.00	178,000.00	58,000.00	22,000.00	21,250.00	14,500.00

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

Work Order 3; Vendor 139316; Contract 521156B; SAP Funds Commitment 3900037885

Unified Planning Work Program Summary for Budget Year 2
Blair Metropolitan Planning Organization
Fiscal Year 2023-2024

Work Task	Budget	PL Federal	MPP Federal	MLF State	Highway Local	Transit Local
I. Administrative	31,992.00	12,796.80	12,796.80	1,627.34	1,571.86	3,199.20
II. Assistance & Outreach	45,048.00	36,038.40	0.00	4,582.91	4,426.69	0.00
III. Plans & Programs Highway	102,583.00	82,066.40	0.00	10,436.19	10,080.41	0.00
IV. Plans & Programs Transit	56,504.00	0.00	45,203.20	0.00	0.00	11,300.80
V. Consistency with Municipal and Intergovernmental Plans	46,980.00	37,584.00	0.00	4,779.47	4,616.53	0.00
VI. Highway Performance Monitoring System	5,643.00	4,514.40	0.00	574.09	554.51	0.00
Sub-total	288,750.00	173,000.00	58,000.00	22,000.00	21,250.00	14,500.00
VII. Local Tech. Assist. Prog.	5,000.00	5,000.00	0.00	0.00	0.00	0.00
VIII. Long Range Plan funded by Prog. Center Open End						
Total Program	293,750.00	178,000.00	58,000.00	22,000.00	21,250.00	14,500.00

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

Work Order 3; Vendor 139316; Contract 521156B; SAP Funds Commitment 3900037885