

To: **The Blair Metropolitan Planning Organization (MPO) Coordinating Committee**

Voting Members

Vince Greenland, P.E., District Executive, PennDOT, Engineering District 9-0
Mark Tobin, Planning Division Manager, PA Department of
Transportation, Transportation Program Development Division
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
Dennis Igou, Mayor, Borough of Roaring Spring, Representing the Boroughs
Edwin Frontino, Supervisor, Township of Logan, Representing the Townships
James A. Patterson, Supervisor, Township of Logan, Representing the Townships
Vacant, Blair County Airport Authority
Scott G. Cessna, Chair, Board of Directors, Altoona Metro Transit

The Blair MPO Technical Committee

Dean G. Roberts, Transportation Planning Manager, PA Department of
Transportation, Center for Program Development and Management
Anne Stich, Transportation Planning Manager, PennDOT District 9-0
Richard C. Sutter, AICP, President, Richard C. Sutter & Associates, Inc.
Nathan Kissell, Director, Department of Public Works, City of Altoona
Diana White, Director, Community Development, City of Altoona
James Gehret, Manager, Hollidaysburg Borough, representing the Boroughs
John Frederick, Recreation and Environmental Code Director, Township of Antis,
representing the Townships
Luke Helsel, Sewage Enforcement Officer, Blair County Sanitation Office, rep. Townships
Tracy Plessinger, Airport Manager, Altoona-Blair County Airport
Josh Baker, General Manager, Altoona Metro Transit

Non-Voting Members

Venessa Shamberg, AICP, Senior Community Planner, Federal Highway Administration
Timothy Lidiak, Regional Planner, Federal Transit Administration
Rick Harner, Manager, Federal Aviation Admin., Harrisburg Airports District Office
Lori Kieffer Yeich, PA Department of Conservation and Natural Resources
Rodney Nesmith, PA Department of Environmental Protection

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

Date: December 5, 2023

Subject: Meeting Notice and Agenda

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

DATE: Monday, December 11, 2023

TIME: 2:30 PM

**PLACE: Margaret Avenue Training Center Building
1747 Margaret Avenue
Altoona, PA 16601**

Options are also available to attend the meeting in Microsoft Teams and a call in option is as follows: +1 (267) 332- 8737 Phone Conference ID: 525 290 163#

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 June 12, 2023.**
- 3. Review and approve the Draft FYs 2025-2028 Transportation Improvement Program (TIP) [October 1, 2024, to September 30, 2028] *Highways & Bridges* Portion.**
- 4. Review and approve the Draft FYs 2025-2028 Transportation Improvement Program [October 1, 2024, to September 30, 2028] *Public Transit* Portion.**
- 5. Review and approve supporting the 2024 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, 2024, through June 30, 2025.**
- 7. Review and approve the submission of an application for Transportation System Management and Operations Capital Funds for installing five new permanent dynamic messaging signs along Interstate 99 in Freedom, Logan, and Synder Townships. The requested amount is \$1.68 million with a \$336,000 match amount that would be covered with the MPO's Carbon Reduction Program Funds on the FY 2025-2028 TIP.**
- 8. Review for information purposes the August Redistribution Notification Chart.**
- 9. Other Business.**
 - 2024-2025 Construction Season - projects and planned traffic control.
- 10. Adjournment.**

Draft Minutes of June 12, 2023
Combined Meeting of the Coordinating and Technical Committees of the
Blair Metropolitan Planning Organization

1. Roll Call by Secretary.

Coordinating Committee Voting Members Present:

Brad Brumbaugh, P.E., Acting District Executive - Construction, PennDOT Engineering District 9-0
Frank Hampton, Transportation Planner, PennDOT (alternate for Mr. Roberts)
Amy Webster, Esq., Board of Commissioners, County of Blair
Laura Burke, 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
Dennis Igou, Mayor, Borough of Roaring Spring, Representing the Boroughs
Cassandra Schmick, AICP, Planning Director, Township of Logan, Representing the townships (alternate for Mr. Frontino)
Josh Baker, CEO, Altoona Metro Transit (alternate for Mr. Cessna)

Coordinating Committee Voting Members Absent:

Dean G. Roberts, Transportation Planning Manager, PennDOT Central Office
Ed Frontino, Board of Supervisors, Township of Logan, representing the townships
James Patterson, Board of Supervisors, Township of Logan, representing the townships
Vacant, Blair County Airport Authority
Scott G. Cessna, Chair, Board of Directors, Altoona Metro Transit

Technical Committee Members Present

Vince Greenland, P.E., Assistant District Executive - Design, PennDOT District 9-0
Richard C. Sutter, AICP, President, Richard C. Sutter and Associates, Inc.
Nathan Kissell, Director, Department of Public Works, City of Altoona
John Frederick, Recreation and Environmental Code Director, Township of Antis, representing the townships
Luke Helsel, Sewage Enforcement Officer, Blair County Sanitation Office, rep. Townships
Dave McFarland, AICP, Planning Director, Blair County Planning Commission, MPO Chairperson and Secretary

Non-Voting Members and Others Present:

Michele Ivory, PA Senator Judy Ward
Dominic Cacciotti, PA Senator Judy Ward
Venessa Shamberg, AICP, Senior Community Planner, Federal Highway Administration
Anne Stich, Transportation Planning Manager, PennDOT District 9-0
Cristy Shumac, P.E., Senior Civil Engineer Supervisor, PennDOT District 9-0
Tanner Lehman, PennDOT District 9-0
Bill Kibler, Altoona Mirror
Wes Burket, AICP, Transportation Planner, Blair County Planning Commission

2. PennDOT District 9 – District Executive Changes.

Mr. Brumbaugh said that due to Mr. Prestash transferring to PennDOT District 2, there will be a rotation among the three District 9 Executives until fall when the District Executive Position will be filled. He said that today he would be serving as the District’s member on the Coordinating Committee with Mr. Greenland serving as the Technical Committee member.

3. Review and Approve the Minutes of the Combined Meeting of the MPO and Technical Committee of January 23, 2023.

Motioned: Mr. Pacifico

Seconded: Mr. Butterbaugh

Voted: All in favor to approve the minutes as presented.

4. Fiscal Year 2025-2028 Transportation Improvement Program Update Overview.

Mr. Greenland said that the financial guidance is now available for the 2025 Transportation Improvement Program (TIP) update and that a draft 2025 TIP will be shared with the group this fall. He presented a graphic showing a 25% increase in the 2025 TIP funding above the 2023 TIP funding from the Bipartisan Infrastructure Law with the Blair MPO receiving about \$72 million for highway and bridge projects. However, he emphasized that the MPO is receiving about 10% less than it was in 2003 with buying power much eroded from cost increases. He said that the 2025 TIP funding would be divided 44% bridges, 29% roads, and 27% flexible, but most of the flexible funding would go to roadways due to the conditions. He affirmed that Blair County road numbers remain better than the remainder of the state’s roadways.

Ms. Stich stated that the County Planning Commission solicited the municipalities for local bridge requests last year and that the Commission prepared a final list of recommendations that the District will review in the summer along with state roads and bridges, safety projects, and projects resulting from studies. Ms. Stich added that carry over projects from the current TIP will get priority and that by December’s meeting there will be a draft 2025 TIP for the group to review and approve prior to air quality analysis and public review that will occur in 2024.

5. Review and Approve supporting the Statewide Targets for the following performance measures as explained in the Department’s letter and attachments of February 15, 2023:

PM-2 Performance Measures (for pavement and bridges) include:

- Percentage of pavements on the Interstate System in Good condition.
- Percentage of pavements on the Interstate System in Poor condition.
- Percentage of the pavements on the National Highway System (excluding the Interstate System) in Good condition.
- Percentage of the pavements on the National Highway System (excluding the Interstate System) in Poor condition.
- Percentage of the National Highway System bridge deck area in Good condition.
- Percentage of the National Highway System bridge deck area in Poor condition.

PM-3 Performance Measures (for travel reliability and effectiveness of CMAQ program) include:

- Percent of Person-miles Traveled on the Interstate System that are Reliable
- Percent of Person-miles Traveled on the Non-Interstate System NHS that are Reliable
- Interstate System Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Percent Non-Single Occupant Vehicle Travel
- On-Road Mobile Source Emissions Reduction for Congestion Mitigation and Air Quality - Improvement (CMAQ) Program funded Projects.

Mr. Burket said that federal legislation since 2012 has required using performance measures and targets for assessing projects. He said that the group, like the other MPOs in the state, has agreed to use the statewide performance measures and targets. He noted that the Department's letter and attachments explain that the PM 2 and the PM 3 targets were met for the previous four years and provide the baseline PM 2 and PM 3 targets for the next four year period.

Mr. Hampton added that all the MPOs and RPOs have adopted the PennDOT Targets because then it is on PennDOT's shoulders in case we do not meet the targets. He said the targets must be approved by the other agencies involved like the Federal Highway Administration, so the Department recommends adopting the statewide targets.

Mr. Frederick asked about the lack of bicycle and pedestrian access in the PM 2 and 3 measures. Mr. Burket explained that bicycle and pedestrian safety statistics are included in the Performance Measure 1 Safety measures and targets, which the group approved in January.

Motioned: Ms. Webster

Seconded: Mr. Sutter

Voted: All in favor of using the Statewide Targets for PM-2 and PM-3 Performance Measures.

6. Carbon Reduction Program Funds.

Ms. Stich presented an update on the Carbon Reduction Program funding that the MPO has received for the FY 2021-2023 TIP. She showed a slide of the funds that were distributed directly to areas with 50,000 or greater population. She said that group identified an existing project since the funds needed to be obligated by August, and that is the Chestnut Ave. Resurfacing Project to upgrade and coordinate the signals. She said that using those funds would free up other funds, and that a second wave of additional funding is being distributed across the state and will work in the 2025 TIP to identify additional projects for use of the funds.

Mr. Frederick asked what sorts of bicycle and pedestrian projects are eligible under the program. Ms. Stich said that there is portion that would be eligible for projects like those funded by the Transportation Alternatives Set-Aside Program. Mr. Frederick pointed out that when compared to Centre County this region does not have the level of bicycle and pedestrian access and asked that we continue to work toward a complete system.

7. Other Business.

- Transportation Alternatives Set-Aside Program Updates.

Mr. Greenland said that the TA Set-Aside Program applications window opened on May 30 with draft applications due July 17 and the final in September. He said that the program changed a few years ago so that the MPO does not receive an allocation and now must compete statewide. He said that in the past the group has heard applicants present their applications, and if the group wants to do so we would plan for a meeting in the fall. Mr. Pacifico said it would be good to hear the project applications.

Mr. Stich stated that applicants are required to have a meeting with the District 9 and MPO staff prior to submitting their final application to discuss their projects.

Mr. Frederick asked what the typical funding range is. Ms. Stich said that the minimum is \$ 50,000 with a soft cap of 1.5 million, but that exceptional value projects can go to \$3 million, and the preconstruction costs need to be covered by the applicant. Mr. Hampton answered Mr. Sutter's question that the total available statewide is \$28 million.

- Projects and PA Route 453 Study and Projects Highlights Update.

Mr. Greenland reported the updates of the following projects:

- the turning lane at Imler's Poultry at Theatre Drive and PA Rt. 764 in Allegheny Township.
- Frankstown Road from Logan Town Center to Plank Road a series of intersection improvement, signals at the Curve and Sheetz, and adding a right turn lane and dual left turn lanes at Plank Road.
- Rehabilitation of US Route 22 bridges over Carson Valley Road and US Route 22.
- Corridor Study on PA Route 453 that includes development and traffic projections and a project of slope stabilization that is on the TIP, turning lanes and truck passing lanes.
- I-99 Newry Pull-off to Plank Road Interchange hot mix overlay for pavement preservation.
- I-99 Plank Road Interchange to 17th Street Interchange and Tyrone Interchange in 2024.
- Extend the southbound on-ramp to I-99 at 17th Street to Frankstown Interchange that includes a little widening.
- US Route 22 from Cambria County Interchange to I-99 Interchange Eastbound two lanes.
- Mill Run Culvert on Route 36 near 31st Street in the City of Altoona, construction in 2025 that includes a left turn lane and sidewalks that connect the sidewalk gaps, and paving.
- Resurfacing Rt. 36 from Frankstown Road to Mill Run Road and new pipes and erosion control features at the end of the pipes for flooding issues near Washington Avenue.
- PA Route 36 and PA 164 Intersection improvement in Roaring Spring is scheduled for 2025 construction of left and right turn lanes and extend left turn lane on Route 36 before Rt. 164.
- PA Route 36 Resurfacing project from Hollidaysburg Borough to the Plank Road that includes drainage improvements.
- I-99 Concrete restoration in the northern part of the county in 2025.
- Williamsburg Drainage study on PA Rt. 866, resurfacing, and new storm sewer.

Mr. Sutter asked about the former Commissioner Stouffer proposal for a four lane US Route 22 between Tyrone and Water Street. Mr. Greenland said that the four lane project would be well over the TIP budget due to the river and the mountain. He said that the study is looking at adding turn lanes, passing zones going to three lanes in places and talking to the different stakeholders.

Mr. Butterbaugh asked if there was a ranking of intersections with the most back up. Mr. Greenland said that they rank the intersections by crashes and monitor for congestion. He said that some of the lanes of dual lanes added projects are seldom full. Mr. Greenland said that the District gets complaints about turning left onto Convention Center Blvd. and Allegheny and Newry Street Intersection at the Railroad. He said that some more Route 36 study projects may appear on the draft 2025 TIP.

8. Adjournment.

There being no other business, the chairperson asked for a motion to adjourn at about 3:38 pm.

Motioned: Mr. Butterbaugh

Seconded: Ms. Webster

Voted: All in favor of adjourning 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 2025-2028**

December 2023



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Altoona, PA 16602**

Program of Projects

FFY 2025

(2025-1) Operating/Planning Assistance - AMTRAN proposes to use Federal Urbanized Area Formula (Section 5307) Program funds supplemented by dedicated transit funding from the Commonwealth of Pennsylvania and local funding 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
\$5,921,620	\$1,700,000	\$4,000,000	\$221,620

(2025-2) 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	\$0	\$48,350	\$1,650

(2025-3) Bus Support Equipment/Facilities – Computer Equipment - AMTRAN proposes to purchase computers and printers in order to upgrade its computer network system.

Total Cost	Federal	State	Local
\$10,000	\$0	\$9,670	\$330

(2025-4) 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	\$0	\$9,670	\$330

(2025-5) 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
\$26,562	\$21,250	\$5,139	\$173

(2025-6) 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	\$0	\$96,700	\$3,300

(2025-7) Revenue Equipment – Purchase 3 Mini-Buses - AMTRAN proposes the purchase of three (3) mini-buses for use in microtransit services.

Total Cost	Federal	State	Local
\$270,000	\$0	\$261,000	\$9,000

FFY 2026

(2026-1) Operating/Planning Assistance - AMTRAN proposes to use Federal Urbanized Area Formula (Section 5307) Program funds supplemented by dedicated transit funding from the Commonwealth of Pennsylvania and local funding 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
\$6,082,701	\$1,750,000	\$4,100,000	\$232,701

(2026-2) 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	\$0	\$24,175	\$825

(2026-3) Bus Support Equipment/Facilities – Computer Equipment - AMTRAN proposes to purchase computers and printers in order to upgrade its computer network system.

Total Cost	Federal	State	Local
\$20,000	\$0	\$19,340	\$660

(2026-4) Bus Support Equipment/Facilities – Office Furniture - AMTRAN will purchase miscellaneous office furniture replacing desks and office chairs.

Total Cost	Federal	State	Local
\$10,000	\$0	\$9,670	\$330

(2026-5) 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	\$0	\$4,835	\$165

(2026-6) 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	\$0	\$43,515	\$1,485

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

Total Cost	Federal	State	Local
\$27,344	\$21,875	\$5,291	\$178

(2026-8) Buildings/Structures – Rehab/Renovate - AMTRAN proposes various renovations and improvements to existing roof replacement on existing facilities.

Total Cost	Federal	State	Local
\$50,000	\$0	\$48,350	\$1,650

FFY 2027

(2027-1) Operating/Planning Assistance - AMTRAN proposes to use Federal Urbanized Area Formula (Section 5307) Program funds supplemented by dedicated transit funding from the Commonwealth of Pennsylvania and local funding as the source of funds to carry out operations and planning in AMTRAN's Fiscal Year beginning July 1, 2027.

Total Cost	Federal	State	Local
\$6,244,336	\$1,800,000	\$4,200,000	\$244,336

(2027-2) 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	\$0	\$48,350	\$1,650

(2027-3) Bus Support Equipment/Facilities – Computer Equipment - AMTRAN proposes to purchase computers and printers in order to upgrade its computer network system.

Total Cost	Federal	State	Local
\$10,000	\$0	\$9,760	\$330

(2027-4) 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	\$0	\$9,670	\$330

(2027-5) Bus Support Equipment/Facilities – Security Upgrades - AMTRAN proposes to make security upgrades to our facilities and our buses.

Total Cost	Federal	State	Local
\$28,125	\$22,500	\$5,442	\$183

(2027-6) 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	\$0	\$96,700	\$3,300

FFY 2028

(2028-1) Operating/Planning Assistance - AMTRAN proposes to use Federal Urbanized Area Formula (Section 5307) Program funds supplemented by dedicated transit funding from the Commonwealth of Pennsylvania and local funding as the source of funds to carry out operations and planning in AMTRAN's Fiscal Year beginning July 1, 2028.

Total Cost	Federal	State	Local
\$6,406,553	\$1,850,000	\$4,300,000	\$256,553

(2028-2) 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	\$0	\$24,175	\$825

(2028-3) Bus Support Equipment/Facilities – Computer Equipment - AMTRAN proposes to purchase computers and printers in order to upgrade its computer network system.

Total Cost	Federal	State	Local
\$20,000	\$0	\$19,340	\$660

(2028-4) Bus Support Equipment/Facilities – Office Furniture - AMTRAN will purchase miscellaneous office furniture replacing desks and office chairs.

Total Cost	Federal	State	Local
\$10,000	\$0	\$9,670	\$330

(2028-5) 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	\$0	\$4,835	\$165

(2028-6) 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
\$50,000	\$0	\$48,350	\$1,650

(2028-7) Bus Support Equipment/Facilities – Security Upgrades - AMTRAN proposes to make security upgrades to our facilities and our buses.

Total Cost	Federal	State	Local
\$28,906	\$23,125	\$5,593	\$188

(2028-8) 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
\$50,000	\$0	\$48,350	\$1,650

Total Program

	Federal	State	Local	Total
Operating	\$7,100,000	\$16,600,000	\$955,210	\$24,655,210
Capital	\$88,750	\$915,850	\$31,337	\$1,035,937
Total Program	\$7,188,750	\$17,515,850	\$986,547	\$25,691,147

AMTRAN, Altoona, PA
FFY 2025-2028 TIP - Transit Element (effective October 1, 2024)

TIP #	MPMS#	FFY	PROJECT NAME	DESCRIPTION	FUNDING TYPE		FUNDING RECIPIENT	TIP COST (\$)			TOTAL
					FEDERAL	STATE		Federal	State	Total	
2025-1	64997	2025	Operating Assistance/Planning	Amtran Bus Operations	5307	1513	Amtran	1,700,000	4,000,000		221,620
2025-2	64998	2025	Bus Support Equipment/Facilities	Maintenance Tools & Equipment		1514	Amtran	0	48,350		1,650
2025-3	64999	2025	Bus Support Equipment/Facilities	Computer Equipment		1514	Amtran	0	9,670		330
2025-4	77222	2025	Buildings/Structures	Engineering/Design		1514	Amtran	0	9,670		330
2025-5	95561	2025	Bus Support Equipment/Facilities	Security Upgrades	5307	1514	Amtran	21,250	5,139		173
2025-6	107100	2025	Buildings/Structures	Rehab/Renovate		1514	Amtran	0	96,700		3,300
2025-7		2025	Revenue Equipment	Purchase 3 mini-buses		1514	Amtran	0	261,000		9,000
					Sub-Total FFY 2025			1,721,250	4,430,529		236,403
2026-1	64997	2026	Operating Assistance/Planning	Amtran Bus Operations	5307	1513	Amtran	1,750,000	4,100,000		232,701
2026-2	64998	2026	Bus Support Equipment/Facilities	Maintenance Tools & Equipment		1514	Amtran	0	24,175		825
2026-3	64999	2026	Bus Support Equipment/Facilities	Computer Equipment		1514	Amtran	0	19,340		660
2026-4	65000	2026	Bus Support Equipment/Facilities	Office Furniture		1514	Amtran	0	9,670		330
2026-5	77222	2026	Buildings/Structures	Engineering/Design		1514	Amtran	0	4,835		165
2026-6	77234	2026	Service Vehicles	Replace 1 Service Vehicle		1514	Amtran	0	43,515		1,485
2026-7	95561	2026	Bus Support Equipment/Facilities	Security Upgrades	5307	1514	Amtran	21,875	5,291		178
2026-8	107100	2026	Buildings/Structures	Rehab/Renovate		1514	Amtran	0	48,350		1,650
					Sub-Total FFY 2026			1,771,875	4,255,176		237,994
2027-1	64997	2027	Operating Assistance/Planning	Amtran Bus Operations	5307	1513	Amtran	1,800,000	4,200,000		244,336
2027-2	64998	2027	Bus Support Equipment/Facilities	Maintenance Tools & Equipment		1514	Amtran	0	48,350		1,650
2027-3	64999	2027	Bus Support Equipment/Facilities	Computer Equipment		1514	Amtran	0	9,670		330
2027-4	77222	2027	Buildings/Structures	Engineering/Design		1514	Amtran	0	9,670		330
2027-5	95561	2027	Bus Support Equipment/Facilities	Security Upgrades	5307	1514	Amtran	22,500	5,442		183
2027-6	107100	2027	Buildings/Structures	Rehab/Renovate		1514	Amtran	0	96,700		3,300
					Sub-Total FFY 2027			1,822,500	4,369,832		250,129
2028-1	64997	2028	Operating Assistance/Planning	Amtran Bus Operations	5307	1513	Amtran	1,850,000	4,300,000		256,553
2028-2	64998	2028	Bus Support Equipment/Facilities	Maintenance Tools & Equipment		1514	Amtran	0	24,175		825
2028-3	64999	2028	Bus Support Equipment/Facilities	Computer Equipment		1514	Amtran	0	19,340		660
2028-4	65000	2028	Bus Support Equipment/Facilities	Office Furniture		1514	Amtran	0	9,670		330
2028-5	77222	2028	Buildings/Structures	Engineering/Design		1514	Amtran	0	4,835		165
2028-6	77234	2028	Service Vehicles	Replace 1 Service Vehicle		1514	Amtran	0	48,350		1,650
2028-7	95561	2028	Bus Support Equipment/Facilities	Security Upgrades	5307	1514	Amtran	23,125	5,593		188
2028-8	107100	2028	Buildings/Structures	Rehab/Renovate		1514	Amtran	0	48,350		1,650
					Sub-Total FFY 2028			1,873,125	4,460,313		262,021
					Sub-total - Operating			7,100,000	16,600,000		955,210
					Sub-total - Capital			88,750	915,850		31,337
					Grand Total FFY 2025-2028			7,188,750	17,515,850		986,547
											25,691,147



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

November 8, 2023

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 2024 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 2024 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% 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 27, 2024) 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.

The MPOs that establish quantifiable fatality rate or serious injury rate targets shall report the VMT estimate used for such targets and the methodology used to develop the estimate. The methodology should be consistent with other Federal reporting requirements, if applicable. 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, 2023.

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 2022 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2024.

Preliminary data indicate Pennsylvania did not meet our 2022 targets and will be subject to the provisions of 23 United States Code § 148 (i). This will require the 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, 2024. In addition, we will be required to obligate in Federal Fiscal

Year (FFY) 2025 an amount equal to the FFY 2021 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 27, 2024.

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, 2023.

Concurrence: _____
Authorized MPO/RPO Representative Date

SUBMIT

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

Larry S. Shifflet
Deputy Secretary for Planning

Sincerely,

Michael W. Rebert

Michael W. Rebert, P.E.
Deputy Secretary for Highway Administration

Enclosure

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Altoona MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	11.0		9.8
Fatality Rate	1.129		0.997
Number of Serious Injuries	45.8		56.0
Serious Injury Rate	4.700		5.694
Number of Non-motorized Fatalities and Serious Injuries	5.8		7.4

* Future VMT estimated to hold level over next few years

DRAFT

Unified Planning Work Program (UPWP)

(July 1, 2024, through June 30, 2025)

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 11, 2023

Title VI and ADA Nondiscrimination Public Notice

It is the policy of the Metropolitan Planning Organization (MPO) for Blair County and the Blair County Planning Commission (BCPC) to comply with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898, and related statutes and regulations in all programs and activities and requires that no person in the United States shall, on the grounds of race, color, national origin, sex, age, religion, income, disability or limited English proficiency can be excluded from the participation in, prevented admission or access to, or be denied the benefits of, or be otherwise subjected to discrimination under any program or activity or employment in for which the MPO and the BCPC receives Federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI or related nondiscrimination laws has a right to file a formal complaint consistent with the MPO's complaint procedures. Any such complaint must be in writing and signed by the complaining person (s) or representative and filed within sixty (60) days following the date of the alleged discriminatory occurrence. The Nondiscrimination Complaint Form can be obtained from the Offices of the Blair County Planning Commission or by visiting the Commission's Web site at blairplanning.org. You may obtain assistance with completing the complaint form. Assistance may be obtained by contacting any of the agencies listed on the complaint form or within the procedures. You may contact the Bureau of Equal Opportunity at (717) 787-5891.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Blair MPO, should contact the office of David McFarland, III, AICP, Planning Director and ADA Coordinator, Blair County Planning Commission, at (814) 693-2080 or 711 or dmcfarland@blairplanning.org as soon as possible before the scheduled event. Complaints that a program, service, or activity of the Blair MPO is not accessible to persons with disabilities should be directed to David McFarland, III, ADA Coordinator at the contact information above.

Language Taglines

English

ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call 1 (814) 245-3938.

Vietnamese

LƯU Ý: Nếu quý vị nói một ngôn ngữ khác không phải tiếng Anh, các dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho quý vị. Gọi 1 (814) 245-3938.

Korean

주의: 영어 이외의 다른 언어를 사용하는 경우, 언어 지원 서비스를 이용할 수 있습니다. 1 (814) 245-3938 으로 전화하십시오.

French

« ATTENTION : Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. Appelez le &1 (814) 245-3938. »

Somali

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale aanan ahayn Ingiriisiga, adeegyada gargaarka luqadda ayaan lagu diyaarin karaa. Wac 1 (814) 245-3938.

Russian

ВНИМАНИЕ: если вы говорите на другом языке, вам может быть оказана языковая помощь. Обратитесь в информационно-справочную службу по номеру: 1 (814) 245-3938.

Ukrainian

УВАГА: якщо ви розмовляєте іншою мовою, вам може бути надана мовна допомога. Зверніться до інформаційно-довідкової служби за номером: 1 (814) 245-3938..

Simplified Chinese

请注意：如果您说英语以外的另一种语言，我们可以为您提供语言帮助服务。请致电1 (814) 245-3938.

Traditional Chinese

請注意：如果您說英語以外的另一種語言，我們可以為您提供語言幫助服務。請致電1 (814) 245-3938.

Arabic

تنبيه: إذا كنت تتحدث لغة أخرى غير اللغة الإنجليزية، يمكننا توفير خدمات المساعدة اللغوية لك. اتصل بالرقم 1 (814) 245-3938.

Burmese

သတိပြုရန်- သင်သည် အင်္ဂလိပ် ဘာသာစကား မဟုတ်သော အခြား ဘာသာစကားကို

ပြောလျှင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရရှိနိုင်ပါသည်။ 1 (814) 245-3938 သို့ ခေါ်ဆိုပါ။

Japanese

注意：英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることができます。電話 1 (814) 245-3938.

Hindi

सूचना: यदि आप अंग्रेजी के अलावा कोई अन्य भाषा बोलते हैं, तो आपको भाषा सहायता सेवाएं उपलब्ध कराई जा सकती हैं। कॉल करें 1 (814) 245-3938.

Italian

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione. Chiama 1 (814) 245-3938.

Polish

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (814) 245-3938.

Nepali

ध्यान दिनुहोस्: यदि तपाईं अंग्रेजीबाहेक अन्य भाषा बोल्नुहुन्छ भने तपाईंलाई भाषा सहायता सेवा उपलब्ध गराउन सकिन्छ। 1 (814) 245-3938 मा फोन गर्नुहोस्।

Urdu

توجہ دیں: اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو آپ کی زبان میں مدد کے لیے آپ کو خدمات فراہم کرانی جاسکتی ہیں۔ براہ کرم 1 (814) 245-3938 پر کال کریں۔

Spanish

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (814) 245-3938.

Greek

ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε 1 (814) 245-3938.

1. To access interpreter, dial 1 (814) 245-3938.
2. Select target language:
 - Spanish 1
 - Mandarin 2
 - Russian 3
 - German 4
 - Arabic 5
 - Hindi 6
 - All Other Languages 8
3. Provide your first and last name and the 3-digit code of the municipality from which you are calling or 400 if calling from the Courthouse. The municipal codes are as follows:

Three (3) Digit Code	Municipality
110	Allegheny Township
120	Altoona
130	Antis Township
140	Bellwood Borough
150	Blair Township
160	Catharine Township
170	Duncansville Borough
180	Frankston Township
190	Freedom Township
200	Greenfield Township
210	Hollidaysburg Borough
220	Huston Townhsip
230	Juniata Township
240	Logan Township
250	Martinsburg Borough
260	Newry Borough
270	North Woodbury Township
280	Roaring Spring Borough
290	Snyder Township
300	Taylor Township
310	Tunnelhill Borough
320	Tyrone Borough
330	Tyrone Township
340	Williamsburg Borough
350	Woodbury Township
400	Blair County Courthouse

Unified Planning Work Program FY 2024-2025 for the
Blair Metropolitan Planning Organization

Introduction/Purpose

In urban areas above a population of 50,000, the Unified Planning Work Program (UPWP) is federally required statement of work identifying the transportation planning activities to be conducted by the Metropolitan Planning Organization (MPO). The period that this work program covers is July 1, 2024, to June 30, 2025.

The Blair MPO originated as the Altoona Area Transportation Study in 1965 and now conducts the required transportation planning process countywide to accomplish the following:

- Provide a forum for local, state, and federal elected and appointed officials and other stakeholders to work cooperatively to maintain a cooperative, comprehensive, and continuing transportation planning process for making transportation investment decisions, such as selecting projects for the Long Range Transportation Plan and the Transportation Improvement/Twelve Year Program.
- Provide the means for the public to participate in the transportation decision-making process through public outreach according to federal and state regulations.
- Perform the activities listed in the UPWP that are required to keep Blair County eligible to receive federal, state, and local capital and operating assistance for highways, bridges, and public transit.

The UPWP is cooperatively prepared by the Blair County Planning Commission, the Pennsylvania Department of Transportation's (PennDOT) Program Center and PennDOT District 9-0 offices, and Altoona Metro Transit. Federal funding for the work program activities is provided by the U.S. Department of Transportation through PennDOT at 80%. State motor license funds and local match funds from the County of Blair and the twenty-five municipalities comprise the remainder.

The documents that the MPO is responsible for preparing and regularly updating under Federal 23 CFR 450 Planning Regulations and that are described in this document are as follows:

- ***Unified Planning Work Program (UPWP)*** The work program is a statement of work identifying the transportation planning activities to be conducted within Blair County during a one or two year period.
- ***Long Range Transportation Plan (LRTP)*** This plan includes priorities for highways, bridges, public transit, and other modes of transportation for a minimum 20 year horizon and is required to be updated every five years in air quality attainment areas. The plan includes a Transportation Conformity Determination Report for regionally significant projects, a Core Elements Environmental Justice Analysis, project selection process documentation, a system performance report, and consultation with resource agencies during plan development.
- ***Transportation Improvement Program (TIP)*** This program includes priorities for highways, bridges, public transit, and transportation alternatives projects for four years. The TIP and

PennDOT's Twelve Year Program are updated and approved by the MPO and adopted by the State Transportation Commission every two years.

- ***Public Participation Plan with a Title VI Plan and a Limited English Proficiency Plan***
The purpose of the public participation plan is to provide adequate public notice of transportation planning activities in which the public can participate and provide review and comment at key decision points, including a reasonable opportunity to comment on the proposed long range transportation plan and the TIP.

Other work program activities conducted by Blair Planning are providing letters of support for County and municipal grant applications for PennDOT and DCED Multimodal Transportation Fund Programs, the Transportation Alternatives Set-Aside Program, the Green Light-Go, and the Automated Red Light Enforcement Programs.

Blair Planning also notifies non-profit organizations of the Federal Transit grant opportunities for small vans and buses through PennDOT, assists PennDOT in providing the Local Technical Assistance Program to the municipalities, and collects data on state and local federal-aid routes that help determine roadway funding.

Vision Statement

The region's vision and/or planning goals and planning priorities are from the comprehensive plan called the Alleghenies Ahead Comprehensive Plan adopted by the Blair County Commissioners in 2018. These include eliminating gaps in broadband and cell service coverage, agriculture land preservation, improving housing stock, and public health and safety that includes improving connectivity of walking and bicycling paths. These same goals are also included in the current 2021-2045 Long Range Transportation Plan.

The work tasks in this UPWP help to implement this vision and goals by maintaining and improving the current system of highways, bridges, public transit, sidewalks, and walking and bicycling paths.

MPO Committees

A Metropolitan Planning Organization (MPO) is a policy board created by federal surface transportation planning legislation to conduct the regional transportation planning process. The coordinating committee of the MPO, which has elected officials representing the County of Blair, the City of Altoona, and the boroughs and townships collectively, is the policy or decision making board. The technical committee of the MPO reviews transportation issues and projects and makes recommendations as requested by the coordinating committee. The committees work cooperatively to prepare and implement regional transportation plans and programs and to comply with federal and state transportation planning regulations.

Coordinating Committee Voting members

Vince Greenland, P.E., District Executive, Engineering District 9-0, PennDOT
Mark Tobin, Planning Division Manager, PennDOT, Transportation Program Development Division
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
Dennis Igou, Mayor, Borough of Roaring Spring (representing boroughs collectively)
Ed Frontino, Supervisor, Township of Logan (representing townships collectively)
James A. Patterson, Supervisor, Township of Logan (representing townships collectively)
Vacant, Chairperson, Blair County Airport Authority
Scott Cessna, Chairperson, Board of Directors, Altoona Metro Transit.

Technical Committee Voting members

Dean G. Roberts, Transportation Planning Manager, PennDOT Center for Program Development and Management
Anne Stich, Transportation Planning Manager, 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
Diana White, Director, Community Development, City of Altoona
James Gehret, Manager, Borough of Hollidaysburg (representing boroughs collectively)
John Frederick, Recreation and Environmental Code Director, Township of Antis (representing townships collectively)
Luke Helsel, Sewage Enforcement Officer, Blair County Sanitation Office (rep. townships)
Tracy Plessinger, Airport Manager, Altoona-Blair County Airport
Josh Baker, CEO, 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 UPWP work tasks.

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 Chairperson of the Coordinating Committee and a Transportation Planning Manager from the PennDOT Central Office serves as Chairperson of the Technical Committee. PennDOT staff assist with MPO priorities.

City Planners: The City's Community Development Director and Public Works Director 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 CEO of AMTRAN serves on the MPO Technical Committee, and the chair 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 chair of the Blair County Airport Authority has served 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

23 CFR 450.306 (b) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

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
2. Increase Safety...		X	X	X	X	X	
3. Increase Security...			X	X			
4. Increase Accessibility & Mobility Options...		X	X	X	X	X	X
5. Promote consistency between transportation improvements and local planned growth		X	X	X	X		X
6. Enhance connectivity between modes...		X	X	X	X		X
7. Promote efficient transportation system management and operations...		X	X	X	X	X	X
8. Preserve the existing transportation system		X	X	X	X	X	X
9. Improve Resiliency and reliability of the trans system		X	X	X	X	X	X
10. Enhance travel and tourism		X	X	X	X	X	

MPO Responsibilities Continued:

The Long Range Transportation Plan

23 CFR 450.324 (a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in § 450.306 as the factors relate to a minimum 20-year forecast period.

23 CFR 450.324 (b) 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.

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 updated every two years.

Coordinated Public Transit-Human Services Transportation Plan

The Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users of 2005, requires 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. Blair Planning prepared a plan that the MPO adopted in 2008. Blair Senior Services, Inc., and Altoona Metro Transit regularly update similar plans.

Public Participation Plan, Title VI Plan, and Limited English Proficiency Plans

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

A minimum public comment period of 45 calendar days shall be provided before a public 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 Blair Planning Website, to the maximum extent practicable. This requirement is in 23 CFR § 450.316.

As required by US DOT Title VI Program Order 1000.12C and US DOT EJ Order 5610.2C of 2021, the Public Participation Plan, Limited English Proficiency Plan, and Title VI Program need to be updated every three years.

Environmental Justice

The goal of Title VI of the Civil Rights Act of 1964 is to ensure that the benefits and impacts or burdens of transportation projects are fairly distributed to all people, regardless of race, 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 achieve that result, PennDOT and Blair Planning use data from the U.S. Census to identify areas with concentrations of low income and minority populations and analyzes the data to determine the impact of the benefits and burdens from projects in the Long Range Transportation Plan and TIP.

Unified Planning Work Program

The Code of Federal Regulations 23 CFR 450.308 (c) defines the Unified Planning Work Program (UPWP) as: ...a statement of work identifying the planning priorities and activities to be conducted within a metropolitan planning area. At a minimum, a UPWP will identify work proposed with sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds.

The PennDOT Central Office prepares a Guidance Document to assist Blair Planning in preparing the UPWP. Blair Planning distributes a draft copy of the work program to the PennDOT Central and District Offices, FHWA, and FTA at least 45 days prior to adoption for review and comment. Blair Planning then incorporates the comments before presenting the UPWP to the full MPO 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 the twenty-five municipalities. The federal and state funds are made available through a legal agreement and work orders are executed by PennDOT and the Planning Commission.

Milestones Table with Major Planning Deliverables for the Region

Activity	Prior Adoption/ Completion	Next Required Adoption	Targeted Completion
	FY 2022-2024 Unified Planning Work Program (UPWP)	December 13, 2021	NA
FY 2024-2025 UPWP	NA	January 31, 2024	October 2023
FY 2025-2027 UPWP	NA	January 31, 2025	October 2024
2025-2028 Transportation Improvement Program (TIP) Update & Air Quality Analysis	2023-2026 TIP June 27, 2022	2025-2026 TIP June 2024	April 30, 2024
Environmental Justice Evaluation of Benefits & Burdens of TIP	June 27, 2022	June 2024	April 30, 2024
Performance Measures Report of TIP projects	June 27, 2022	June 2024	April 30, 2024
2025-2050 Long Range Transportation Plan (LRTP) Update & Air Quality Analysis	February 10, 2021	February 10, 2026	September 2025
2025-2050 LRTP Environmental Justice Evaluation of Benefits & Burdens	February 10, 2021	February 10, 2026	September 2025
LRTP Performance Measures Report	February 2021	February 10, 2026	September 2025
Public Participation Plan that includes Title VI and Limited English Proficiency Elements	February 2016	N/A	June 2025
Local Bridge Priorities for 2025 TIP	April 30, 2023		April 30, 2025
Annual List of Federally Obligated Projects	Dec. 2022	N/A	Annually by December 29
Participate in Regional Operations Plan Updates	2021		To be determined
Revised Urbanized Area Boundary from U.S. Census	2014	December 2023 or early 2024	Submitted June 2023
Revised Functional Roadway Classifications	February 2015	After the 2020 U.S. Census	June 2025
Coordinated Public Transit Plan	May 2008	As needed	As needed
MPO Planning Process Review by FHWA/FTA/PennDOT	June 2018		As needed

Summary of UPWP FY 2024-25 Priorities/Deliverables

- The MPO will approve the 2025-2028 TIP in June 2024, and Blair Planning will submit the required documentation to PennDOT by July 15, 2024.
- Blair Planning will survey the municipalities for safety and local bridge priorities in early 2024 and consult with PennDOT District 9-0 to prepare Blair Planning's project priorities for the 2027 TIP by April 30, 2025.
- Blair Planning will use PennDOT's quarterly progress report to prepare an Annual List of Obligated Projects that received federal funds in FY 2024 and place it on its Web site by December 29, 2024.
- Blair Planning will update the MPO's Public Participation Plan, Title VI Plan, and Limited English Proficiency Plan by June of 2025.
- Blair Planning will assist the MPO to meet the requirement of adopting Safety Targets by February 28, 2025, and 2 to 4-year pavement, bridge, and travel time targets by June 2025.
- Blair Planning will review large developments for impacts on state and local roadways and in urban areas that need accessible sidewalks and/or bicycle parking.
- Blair Planning will work with PennDOT to schedule and host Local Technical Assistance Program Courses in FY 2024-2025.
- Blair Planning will attend PennDOT Collaboration meetings and assist with completing and collecting forms for local bridge and safety projects for the 2027 TIP update as needed.
- Blair Planning will review and/or field view 95 HPMS Roadway Sample Sections and send changes to PennDOT by December 2024.
- Blair Planning will attend meetings of the Intermunicipal Storm-water Committee, which works to reduce the impacts of stormwater to roadways and bridges.
- Blair Planning will inform nonprofits and operators of public transit of grants through PennDOT's Enhanced Mobility of Seniors and Individuals with Disabilities Program.
- Blair Planning will inform municipalities of PennDOT's annual Green Light-Go and Multimodal Transportation Funding programs and provide letters of support.
- Blair Planning will notify municipalities and others of PennDOT's Transportation Set-Aside Program in May 2025, attend project meetings as needed.
- Blair Planning will provide letters of support for applicants of DCED's annual Multimodal Transportation Fund in July 2024.
- Blair Planning will prepare the FY 2025-2027 UPWP in cooperation with the PennDOT District and Central Offices, FHWA, AMTRAN, and stakeholders, and the MPO will approve by January 31, 2025.
- Blair Planning will update the Long Range Transportation Plan in-house and work with the Department's Program Center, PennDOT District 9-0, the MPO committees, stakeholders, and the public to update the plan by September of 2025. This includes Blair Planning preparing an Environmental Justice Core Elements Analysis for long range plan projects and working with the District to prepare a Performance System Report that describes achievements towards meeting performance targets. Blair Planning will also present the draft long range plan at an Agency Coordination Committee meeting for input on environmental impacts prior to adoption.
- Blair Planning will advertise the 2025-2050 long range transportation plan and conformity report for a 30 day public comment period, hold a public meeting on the documents, and address comments received prior to adoption.

- Blair Planning will work with PennDOT and committee members to schedule MPO Coordinating and Technical Committee meetings in the fall of 2024 for 2025 and as needed.
- Blair Planning Blair Planning will work with PennDOT and committee members to review the Functional Classification of the state and local federal-aid roads following the approval of the Urban Area Boundary revisions resulting from the 2020 U.S. Census by June 2025

For More Information

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 The Blair Planning website page may be accessed at: <https://www.blairplanning.org/>

Blair MPO FY 2024-25 Unified Planning Work Program Actions and Procedures

I. Administrative Work Tasks

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

- Prepare the draft FY 2025-27 Unified Planning Work Program (UPWP) by October of 2024 and ask the MPO to review and adopt the UPWP by January 31, 2025.

Blair Planning will use the PennDOT Central Office's guidance document to help draft the UPWP in cooperation with the PennDOT Central and District Offices, FHWA, FTA, Amtran, and other stakeholders that will receive a copy of the draft UPWP at least 45 days before a draft is sent to the MPO for adoption.

- 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 twenty-five participating municipalities.
- Blair Planning coordinates with PennDOT District and Central Offices, Amtran and other members to schedule MPO meetings. Blair Planning works with PennDOT Central and District Offices, FHWA and Amtran to prepare MPO meeting agendas, minutes, and required Documents and distributes to members before meetings.
- Blair Planning attends PennDOT Planning Partners' Annual Meeting and 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 to date from the prior 2022-2024 Work Program

- In October of 2023 prepared a draft of the 2024-2025 UPWP for review by PennDOT, FHWA, and FTA.
- Prepared and submitted monthly progress reports, invoices, and revised the UPWP budget for FY 2023-2024.
- Convened two MPO meetings in FY 2022-23 and will convene a third in December 2023. 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 an email/phone poll of the MPO in November of 2022 to create a Carbon Reduction Program line item and moved funds to the Chestnut Avenue Coordinated Signal Project.

Administrative Work Tasks

	Budget Total	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
	\$34,758.00	13,903.20	13,903.20	1,756.19	1,719.61	3,574.80

II. Assistance and Outreach

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

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

In FY 2024-25, 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, FHWA, FTA, 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 2024-25, 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 2024-25, 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 as part of the update to the Long Range Transportation Plan projects.

In FY 2024-25, Blair Planning will send copies of the draft Public Participation and Title VI Plans to representatives of low-income and minority populations.

In Spring of 2025, 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 provide language translation/interpretation services for the municipalities and for the MPO at the request from the public through 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 to date from the prior 2022-2024 Work Program

- Informed municipalities when PennDOT was accepting TA Set-Aside Program and Multimodal Transportation Fund applications.
- Blair Planning reviewed the proposed local bridge recommendations for the 2025 TIP and sent the list of local bridges to PennDOT District 9-0.
- Drafted six Blair Planning letters of support for DCED Multimodal and PennDOT Multimodal Transportation Fund grant applications and one letter for TA Set-Aside.
- Placed all required documents on the Blair Planning website.
- Participated in PennDOT Planning Partner virtual meetings and annual in person meeting.
- Coordinated with the Southern Alleghenies Planning and Development Commission on the Greenway Mini-Grant Program.
- Prepared a draft updated language assistance plan with 2020 US Census data.

Assistance and Public Outreach

	Budget Total	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
	\$62,277.46	49,821.97	0	6,293.30	6,162.19	0

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

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

- Work in cooperation with PennDOT, FHWA, and FTA and their guidance to implement provisions of the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law.
- Blair Planning staff will conduct steering/technical committee meetings for the update of the Long Range Transportation Plan that includes highway, bridge, public transit, and non-motorized transportation projects.

Blair Planning staff will work in-house with PennDOT, FHWA, FTA, steering committee, stakeholders, and the public to update the MPO’s Long Range Plan.

Blair Planning will work with PennDOT Central/District Offices, FHWA, and FTA to adequately address 23 CFR 450 requirements, Performance Based Planning and Programming, Transportation Performance Management, and asset management principles to document existing and future conditions and needs.

Blair Planning will consult with PA resource agencies to ask what transportation needs they have and present a summary of the plan at an Agency Coordination Committee meeting in the summer of 2025. PennDOT District 9-0 Environmental Unit coordinates with the resource agencies early in the design phase of projects and throughout projects as needed.

Blair Planning will provide copies of the draft long range plan and TIP to representatives of the minority and low-income communities and to the Tribes and Nations for review and comments.

- Work with PennDOT to assess the need and apply for Transportation Systems Management and Operations funding and participate in updates of the Regional Operations Plan as needed.
- FHWA encourages the MPO to review of the Functional Classification Roadway Designations within three years of formal approval of the Urban Area Boundary revisions following the U.S. Census. As a result, targeted completion of the review of Functional Classification of Roadways is June 2025.

Project Delivery

- In July 2024, Blair Planning will submit the final 2025-2028 Highway and Bridge TIP and required documentation to PennDOT.
- Early activities for preparing the 2027-2080 TIP will begin within this work program such as Blair Planning surveying the twenty-five municipalities and the County of Blair for safety and local bridge priorities. Blair Planning will consult with PennDOT District Engineering District 9-0 and prepare a list of project priorities by April 30, 2025.
- PennDOT Connects/Local Government Collaboration meetings will initiate all new projects being considered for inclusion in TIP updates. PennDOT initiates the meetings for state owned projects and Blair Planning will work with municipalities and/or their engineers to complete PennDOT Connects forms on local bridge projects as needed prior to Spring 2025 submission.

Blair Planning will attend PennDOT Connects form interviews with municipalities for state road and bridge projects as needed and project visioning field views of candidate road and bridge projects prior to programming as needed.

- Consider air quality conformity analysis for projects of regional significant included in the long range plan project list in the Spring of 2025.

A consulting firm working with PennDOT District and Central Offices will perform air quality analysis reports on highway and transit projects of the long range plan. Blair Planning will advertise the draft 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.

- Blair Planning will use demographic profile mapping to review the 2025 Long Range Plan projects and describe benefits and burdens analysis of plan projects in relation to low-income and minority communities in 2025. Blair Planning will send copies of the Environmental Justice Analysis to representatives of low-income and minority communities and to the Tribes and Nations.
- Blair Planning will prepare and post on its website by December 29 of each year a list of the Blair 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 in May of 2025.

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

- 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 annually revised statewide performance targets for safety by February 28, 2025, and revised targets for pavements, bridge deck area, and travel time reliability by June 2025.

- Blair Planning will reference the National Electric Vehicle Infrastructure formula program within the MPO’s TIP narrative, but the MPO is not required to include such projects in the TIP.

Key Accomplishments to date from the prior 2022-2024 Work Program

- Submitted the approved 2023-2025 Highway and Bridge TIP and the above mentioned required documents to PennDOT Central Office in July of 2022.
- Surveyed the county and twenty-five municipalities for local bridge and safety projects for the 2025 TIP and submitted Blair Planning’s recommendations to PennDOT District 9-0.
- Asked the municipalities that have local bridge funding requests to complete PennDOT Connects form for the 2025 TIP.
- Attended quarterly PennDOT Connects Steering Committee meetings.
- Provided a letter of support for the City of Altoona, Logan, and Allegheny Township’s combined Green Light-Go application to improve intersections on Logan Blvd.
- Added four Act 89 funded County of Blair owned culverts to the 2023 TIP.
- Added the Lamppost Lane, Allegheny Township, and McMahan Road, Logan Township, projects funded by the Appalachian Regional Commission to the 2023 TIP.
- Reviewed the proposed 2020 US Census urbanized area boundary and provided comments in a letter to PennDOT.

Plans and Programs Highway

	Budget Total	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
	\$104,937.54	89,950.03	0	10,604.21	10,383.30	0

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

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

- After MPO approval, Blair Planning will send the Public Transit portion of the 2025 TIP with necessary documents to PennDOT in July of 2024.
- Blair Planning will prepare a Core Elements Environmental Justice Analysis for the long range plan that will include transit projects as needed.
- Blair Planning will include transit projects as needed in the 2025-2050 long range plan update.
- Once the 2025 transit portion of the TIP is adopted, Blair Planning will work with the PennDOT Central Office and Amtran to amend the transit TIP as needed.
- Blair Planning will include transit projects funded in federal fiscal year 2024 in the annual list of obligated projects in December of 2024 and place on Blair Planning’s Web site.
- Blair Planning will seek Amtran’s input for the Public Participation Plan, Title VI Plan, and long range transportation plan updates.

Key Accomplishments to date from the prior 2022-2024 Work Program

- Submitted the MPO approved 2023-2026 Transit portion of the TIP and the above mentioned required documents to PennDOT Central Office in July of 2022.
- Recommended sidewalks, street trees, and lighting for various land developments in the urban area that are near transit stops.
- Provided Amtran with information about PennDOT’s Multimodal Transportation Fund.
- Included transit projects in the 2022 and 2023 Annual List of Obligated Projects.
- Assisted Amtran with administrative changes to the transit TIP in January of 2023.

Plans and Programs Transit

	Budget Total	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
	\$58,871.00	0	47,906.80	0	0	11,744.20

V. 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, municipal comprehensive plans and ordinances, and the need for traffic impact studies as a result of the development.

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

- Blair Planning will review land developments for impacts on state and local roadways and for consistency with the Alleghenies Ahead Comprehensive Plan and municipal plans and ordinances that in urban areas include accessible sidewalks, street trees, lighting, bicycle parking, stormwater, and recreation projects.
- Route 453 Study Road Safety Improvement Study.

Blair Planning will attend project Route 453 study meetings as needed.

- Announce and distribute application information for PennDOT’s Multimodal Transportation Fund in the September of 2024 and the Transportation Alternatives Set-Aside Program in May of 2025, and the Green Light-Go Program to the County, local governments, and others.

Key Accomplishments to date from the prior 2022-2024 Work Program

- Distributed grant application information for the above mentioned programs and provided eight letters of support for applications including the City’s Altoona Transportation Center.
- Reviewed land developments for impacts on state and local roadways and consistency with countywide and local plans.
- Attended a Route 453 Safety Improvement Study public meeting.

Consistency with Municipal and Intergovernmental Plans

	Budget Total	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
	\$47,133.00	37,706.40	0	4,762.92	4,663.68	0

VI. Highway Performance Monitoring System (HPMS) Data Collection

Blair Planning collects HPMS roadway data to be used by PennDOT and 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 the activities needed to prepare them:

- Verify and update roadway inventory data on 95 Highway Performance Monitoring System sample sections including additional segments that may be required based upon revised urban boundary revisions.

Blair Planning will review 95 HPMS sample sections in the fall of 2024 and submits data changes to PennDOT by the first Friday in December.

- Blair Planning participates in PennDOT’s field audits of HPMS sample sections to verify accuracy of the data collected.

Key Accomplishments to date from the prior 2022-2024 Work Program

- Blair Planning attended the annual PennDOT HPMS training workshops.
- PennDOT Conducted a field audit of Blair HPMS sample sections in August of 2023.
- Reviewed 95 HPMS sample sections and submitted changes to PennDOT in November of 2022, and reviewed 95 HPMS sample sections in 2023 using a new ArcGIS application.

Highway Performance Monitoring System

	Budget Total	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
	\$ 5,773.00	4,618.40	0	583.38	571.22	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 goals of the program are as follows:

- Prepare a priority training list that identifies local government training needs and use the list to work with PennDOT to schedule LTAP courses.
- Advertise dates and locations of LTAP Courses to the County and municipalities and PennDOT Municipal Services representatives by email. All registrations for training courses will be coordinated directly through Blair Planning and/or the LTAP web site.
- Provide PennDOT course registration information one week prior to the scheduled course date(s).
- Participate in annual LTAP Planning Partners’ meeting and other PennDOT meetings as required and attend LTAP training courses.

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

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

Blair Planning will work to schedule LTAP courses requested by the municipalities and select LTAP course locations.

Blair Planning will also distribute information regarding LTAP technical assistance and courses during in person annual meetings with the municipalities.

Blair Planning will coordinate LTAP course scheduling with the Southern Alleghenies Planning & Development Commission and the Cambria County Planning Commission.

Key Accomplishments to date from the prior 2022-2024 Work Program

- Sent email notices to the municipalities of LTAP courses to be held locally.
- Scheduled two in person LTAP courses for the fall of 2022 and two for the spring of 2023.
- Planning Director and other planning staff met with the twenty-five municipalities for feedback on planning services including LTAP technical assistant studies and courses.

Local Technical Assistance Program

	Budget Total	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
	\$5,000.00	\$ 5,000.00	0	0	0	0

VIII. Set-aside for Increasing Safe and Accessible Transportation Options

The Infrastructure, Investment, and Jobs Act requires each MPO to use at least 2.5% of its PL funds (under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

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

- Create an Active Mobility Committee to help identify bicycle and pedestrian projects. Members of the committee would represent the following groups:
 - Blair County Planning Commission
 - PennDOT District 9-0 Bicycle and Pedestrian Coordinator
 - Blair MPO Technical Committee
 - Public schools
 - People with disabilities
 - People age 65 and over
 - Others.

The committee will determine its meeting schedule to collect and review the existing plans, ideas, and documents related to active mobility throughout the County. The committee would select the most implementable complete streets/bicycle/pedestrian type of projects for the group to encourage placement in municipal comprehensive plans and the MPO’s Active Transportation Plan. The group would also inform the municipalities how to seek grant funding to implement the identified bicycle and pedestrian type projects through the following grants:

- Department of Community and Economic Development’s Multimodal Transportation Fund and Keystone Communities Program.
- Department of Conservation and Natural Resource’s Community Conservation Partnerships Program and Greenways Trails Recreation Program.

- PennDOT's Multimodal Transportation Fund and Transportation Alternatives Set-Aside Programs.
- PA Department of Health.
- Others.

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 an internal Bike/Ped committee that reviews all projects with bicycle or pedestrian needs.

Key Accomplishments to date from the prior 2022-2024 Work Program

- Attended Blair County Chamber of Commerce Transportation Committee and sub-committee meetings to gather feedback on forming the active mobility committee in 2023.
- Attended a meeting with Tyrone Township Supervisors and PennDOT regarding maintaining existing on-road bicycle route signs in July 2023.

Set-aside for Increasing Safe and Accessible Transportation Options

	Budget Total	Federal PL	Federal MPP	State MLF	Local FHWA	Local FTA
	\$5,000.00	\$ 5,000.00	0	0	0	0

Unified Planning Work Program Summary for Budget
Blair Metropolitan Planning Organization
Fiscal Year 2024-2025

Work Task	Budget	PL Federal	MPP Federal	MLF State	Highway Local	Transit Local
I. Administrative	34,758.00	13,903.20	13,903.20	1,756.19	1,719.61	3,475.80
II. Assistance & Outreach	62,277.46	49,821.97	0.00	6,293.30	6,162.19	0.00
III. Plans & Programs Highway	104,937.54	83,950.03	0.00	10,604.21	10,383.30	0.00
IV. Plans & Programs Transit	58,871.00	0.00	47,096.80	0.00	0.00	11,774.20
V. Consistency Municipal Intergovernmental Plans Highway Perf.	47,133.00	37,706.40	0.00	4,762.92	4,663.68	0.00
VI. Monitoring	5,773.00	4,618.40	0.00	583.38	571.22	0.00
Subtotal	313,750.00	190,000.00	61,000.00	24,000.00	23,500.00	15,250.00
VII. Local Tech. Assist. Prog.	5,000.00	5,000.00	0.00	0.00	0.00	0.00
VIII. Safe & Access. Trans.	5,000.00	5,000.00	0.00	0.00	0.00	0.00
Total Program	323,750.00	200,000.00	61,000.00	24,000.00	23,500.00	15,250.00

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

Work Order 1A; Vendor 139316; Contract C920001361



TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO) CAPITAL FUNDING APPLICATION (FFYs 2025 - 2026)

CONTACT INFORMATION

Application #
(to be completed by CO):

FIRST NAME: LAST NAME:

JOB TITLE:

PHONE NUMBER: EMAIL:

STREET ADDRESS:

CITY:

STATE: ZIP:

PROJECT SUMMARY

PROJECT TITLE:

PROJECT TYPE:

PLANNING PARTNER:

PENNDOT DISTRICT:

IS PROJECT ON ROP: YES NO

PROJECT DESCRIPTION:

This project consists of installing new permanent dynamic message signs at various locations within District 9-0. The locations chosen will fill in gaps of coverage with ITS devices. New dynamic message boards will be used for incident management and traveler information for incidents, closures, roadwork as well as displaying information for any other events.

LOCATION

LOCATION DESCRIPTION:

DMS Site - Blair County SR 0099 NB Segment 0310 Offset 1900
DMS Site - Blair County SR 0099 NB Segment 0214 Offset 1605
DMS Site - Blair County SR 0099 SB Segment 0215 Offset 1753
DMS Site - Blair County SR 0099 NB Segment 0504 Offset 0000 Mile Mkr 50.4
DMS Site - Blair County SR 0099 SB Segment 0531 Offset 0600

STATE ROUTE DETAILS

Interstate: SR: SEG: OFF:

DEVICE ID(s):

DEVICE DESCRIPTION:

Blair County SR 0099 NB new permanent center mount DMS
Blair County SR 0099 NB new permanent center mount DMS
Blair County SR 0099 SB new permanent center mount DMS
Blair County SR 0099 NB new permanent center mount DMS
Blair County SR 0099 SB new permanent center mount DMS

JUSTIFICATION

DESCRIPTION OF EXISTING PROBLEM(S) TO BE ADDRESSED:

Being a large rural District there are many locations without message board coverage. Without filling in these gaps with new devices critical information cannot be provide to travelers in real time.

DESCRIPTION OF ANTICIPATED BENEFITS:

The benefits of installing new devices is critical information can be provided to travelers in real time. Providing information to travelers will help congestion, delay and reduce secondary crashes.

HOW DOES THIS IMPACT THE REGION?:

These signs will be used to provide traveler information for highways and interstates as well as any emergencies along the corridor they serve. Devices are operated by the District 2-0 Regional Traffic Management Center.

DESCRIBE LIFECYCLE AND MANAGEMENT PLAN OF REQUEST:

District 9 currently is part of a regional ITS maintenance contract with Districts 2 and 3 for preventative and emergency maintenance. New devices will be added to the maintenance contract which will include preventative maintenance twice a year and allow for service calls is problems arise. Devices will be evaluated on a yearly basis to determine operating costs and when repair costs escalate or end of life nears a replacement plan will be developed.

EXPLAIN HOW THE PROJECT IS INNOVATIVE IN IMPROVING SAFETY AND MOBILITY:

Providing information or alerts to travelers reduces delay and congestion plus increases safety. Giving travelers choices before arriving at the end of stopped traffic and warning them of closures and accidents helps both the traveler as well as the responders on the roadway.

EXPLAIN HOW THE PROJECT IS COST EFFECTIVE:

User delay costs can be reduced by alerting motorists of road closures and detours giving them the chance to reroute and make better decisions. Installing new boards with newer technology consume less energy and older devices and are more reliable. Having a permanent installation in critical locations eliminates the need to mobilize county crews to respond with a portable message board when need.

EXPLAIN THE PROPOSED PROJECT SCHEDULE:

ESTIMATED LET DATE:

Project from design to construction could be completed in 12-18 months. Approximately 6-8 months for design, review and approvals and 6-10 months for manufacturing and construction.

FUNDING

PROJECT BUDGET:

ACTIVITY	REQUEST AMOUNT	MATCHED AMOUNT
PRELIMINARY ENGINEERING	\$300,000.00	\$60,000.00
FINAL DESIGN COST	\$305,000.00	\$61,000.00
UTILITIES COST	\$25,000.00	\$5,000.00
RIGHT-OF-WAY	\$0.00	\$0.00
CONSTRUCTION COST	\$1,000,000.00	\$200,000.00
MISC. SERVICES	\$50,000.00	\$10,000.00
TOTAL	\$ 1,680,000.00	\$336,000.00

TOTAL PROJECT COST:

\$ 2,016,000.00

MATCHED PERCENTAGE

20.00%

MATCHED FUNDING SOURCES:

- FEDERAL
- STATE
- LOCAL
- PRIVATE
- OTHER

ATTACHMENTS

Locate the "Attach File" annotation under the "Comment" pane located at the top right to attach supporting documents.

- PROJECT LOCATION MAP
- PROJECT SCHEDULE
- PROJECT COST ESTIMATE
- ADDITIONAL SUPPORTING DOCUMENTS

SIGNATURES

DISTRICT TRAFFIC: *Ernest A Cascino* Ernest A Cascino
2023.09.11 11:59:53-04'00'

DISTRICT PLANNING AND PROGRAMMING: *Anne C Sticht* Digitally signed by astich
Date: 2023.09.11 11:48:42 -04'00'

MPO/RPO: *Wesley Burket* Digitally signed by Wesley Burket
Date: 2023.09.11 13:29:41 -04'00'

SUBMIT FORM