

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

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 Limit 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

David McFarland, III, AICP, Planning Director
Wesley Burket, AICP, Transportation Planner
Jamie Klink, Regional Planner
Sherry Socie, Strategic Planner
Rhonda Kelly, Planning Aide

dmcfarland@blairplanning.org
wburket@blairplanning.org
jklink@blairplanning.org
ssocie@blairplanning.org
rkelly@blairplanning.org

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 an internal 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	1,992.00	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 Sub- total	5,643.00 288,750.00	4,514.40 173,000.00	0.00 58,000.00	574.09 22,000.00	554.51 21,250.00	0.00 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 Update 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