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CHAPTER 1

TRANSPORTATION PLANNING

A. Purpose of the Guidebook

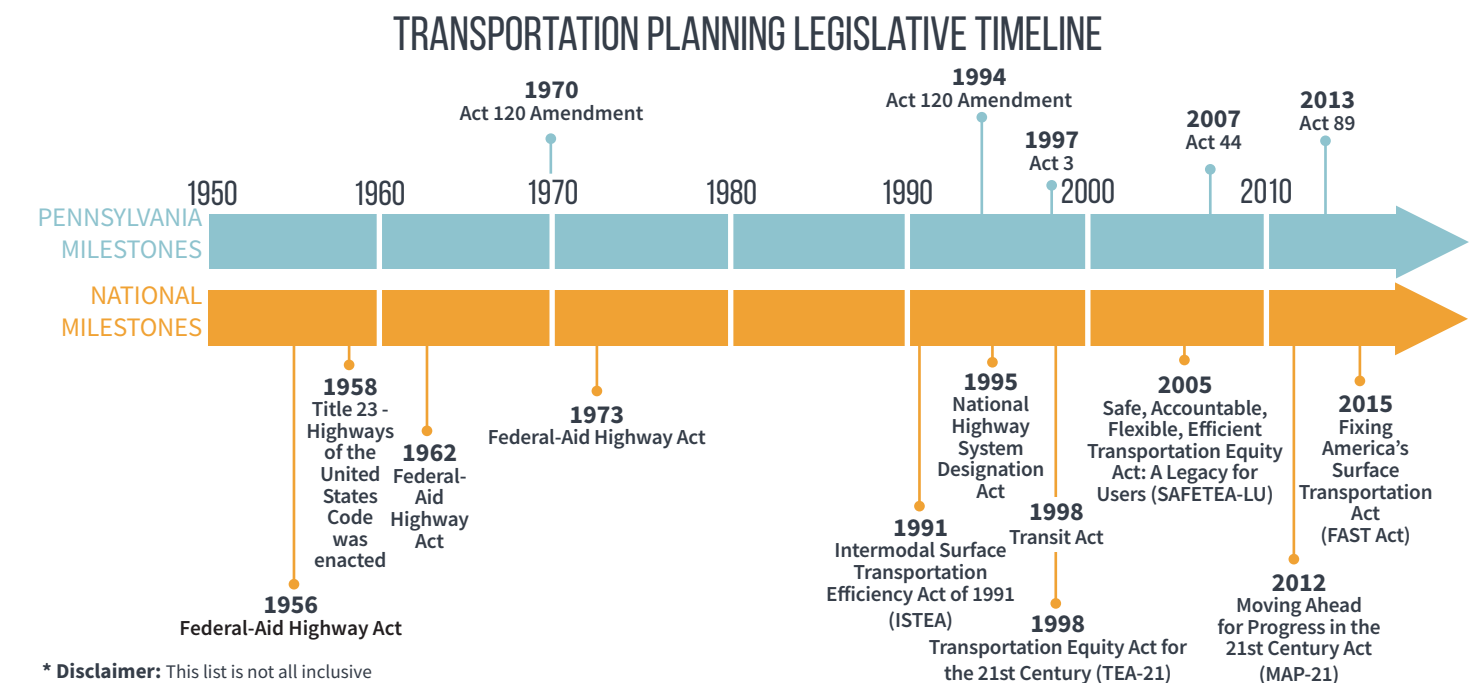
The purpose of this guidebook is to provide a high-level overview of the history and roles and responsibilities of Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) in Pennsylvania. This information will allow transportation planning stakeholders at the state, regional, and local levels better understand the range of regional transportation planning activities for which MPOs and RPOs in Pennsylvania are responsible. This guidance document can serve to inform transportation planning stakeholders at all levels to support the consistent application of both federal and state transportation planning requirements.

This guidebook includes an overview of the history and summarizes the state and federal legislative directives for transportation planning organizations. A summary discussion of the role of the Pennsylvania Department of Transportation (PennDOT) and the Federal Highway Administration (FHWA) is included to illustrate the authority of the state and federal governments to direct transportation planning functions. The Guidebook addresses financial and programmatic obligations for PennDOT, as well as MPOs and RPOs. It is not an exhaustive list of all federal and state requirements for transportation planning; rather, it provides a summary of responsibilities and required activities, it identifies noteworthy practices, and provides individual profiles for each MPO, RPO, and Wayne County.

B. History of Transportation Planning

Transportation planning efforts undertaken by MPOs and RPOs must align with federal and state regulations. The following legislative timeline provides a summary of the requirements that authorize transportation planning and particular planning efforts that are to be undertaken by the MPOs and RPOs in Pennsylvania.

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* Disclaimer: This list is not all inclusive
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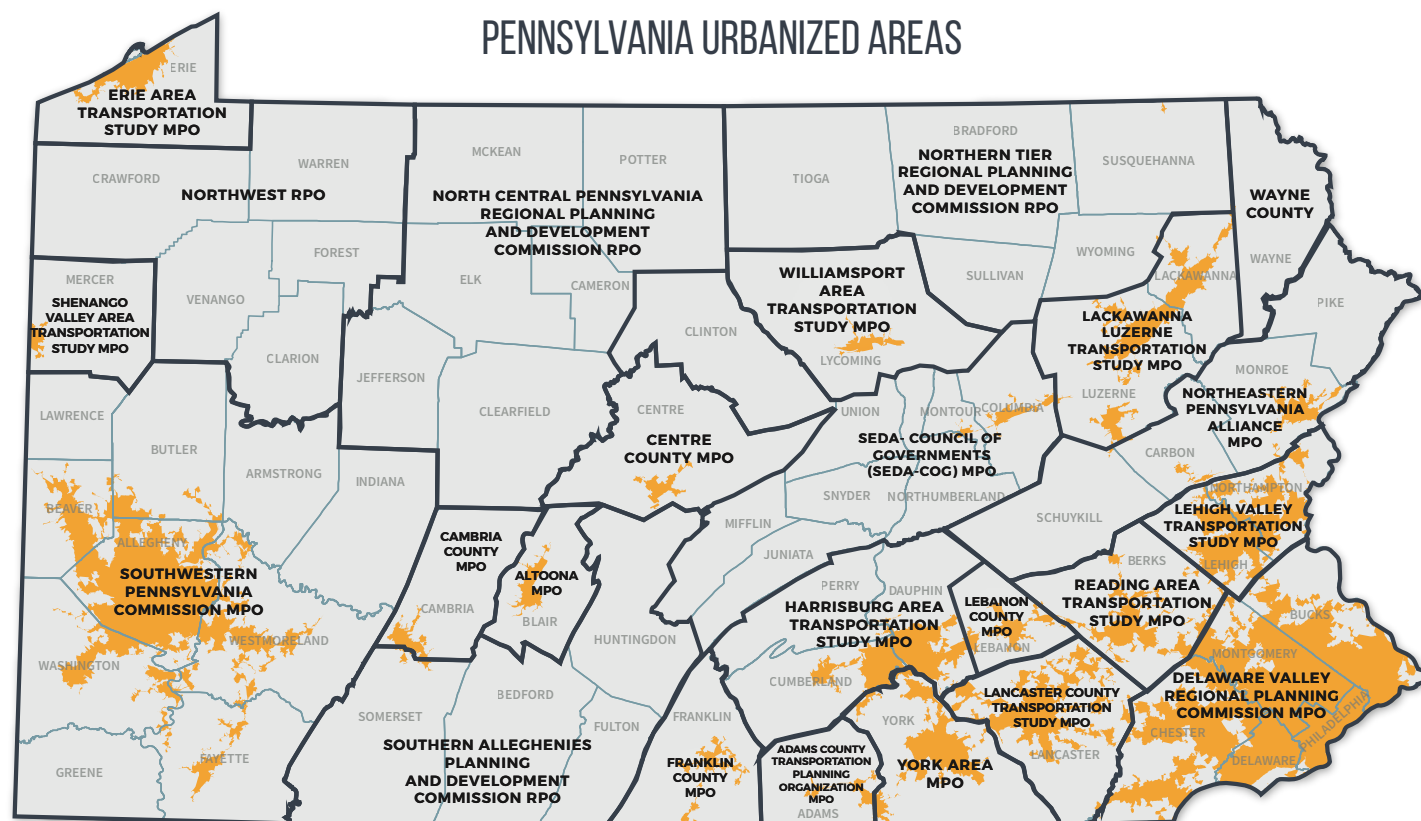
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The legislation establishing a formal process for transportation planning occurred with the passage of the [1962 Federal-Aid Highway Act](#). The Act required urbanized areas to conduct transportation planning activities across political subdivisions. It also established the concept of “3C” planning, which is a Continuing, Comprehensive, and Cooperative effort undertaken by state and local governments to identify transportation projects in order to be considered eligible for federal funding.



In 1965, the Bureau of Public Roads (now the Federal Highway Administration) issued [policy guidance](#) requiring the creation of planning organizations in urbanized areas to lead transportation planning efforts based upon the 3C planning concept. The designation of what constitutes an Urbanized Area falls under the authority of the U.S. Census Bureau. Every 10 years and after the decennial census, the Census Bureau designates a new list of Urbanized Areas (UZAs). An UZA is defined as a geographic area with a population of 50,000 people or more. To receive Federal Aid, areas falling within the category of an UZA are required to designate a MPO for the entire urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period.



Source: USGS, US Census, ESRI, PennDOT, 2017

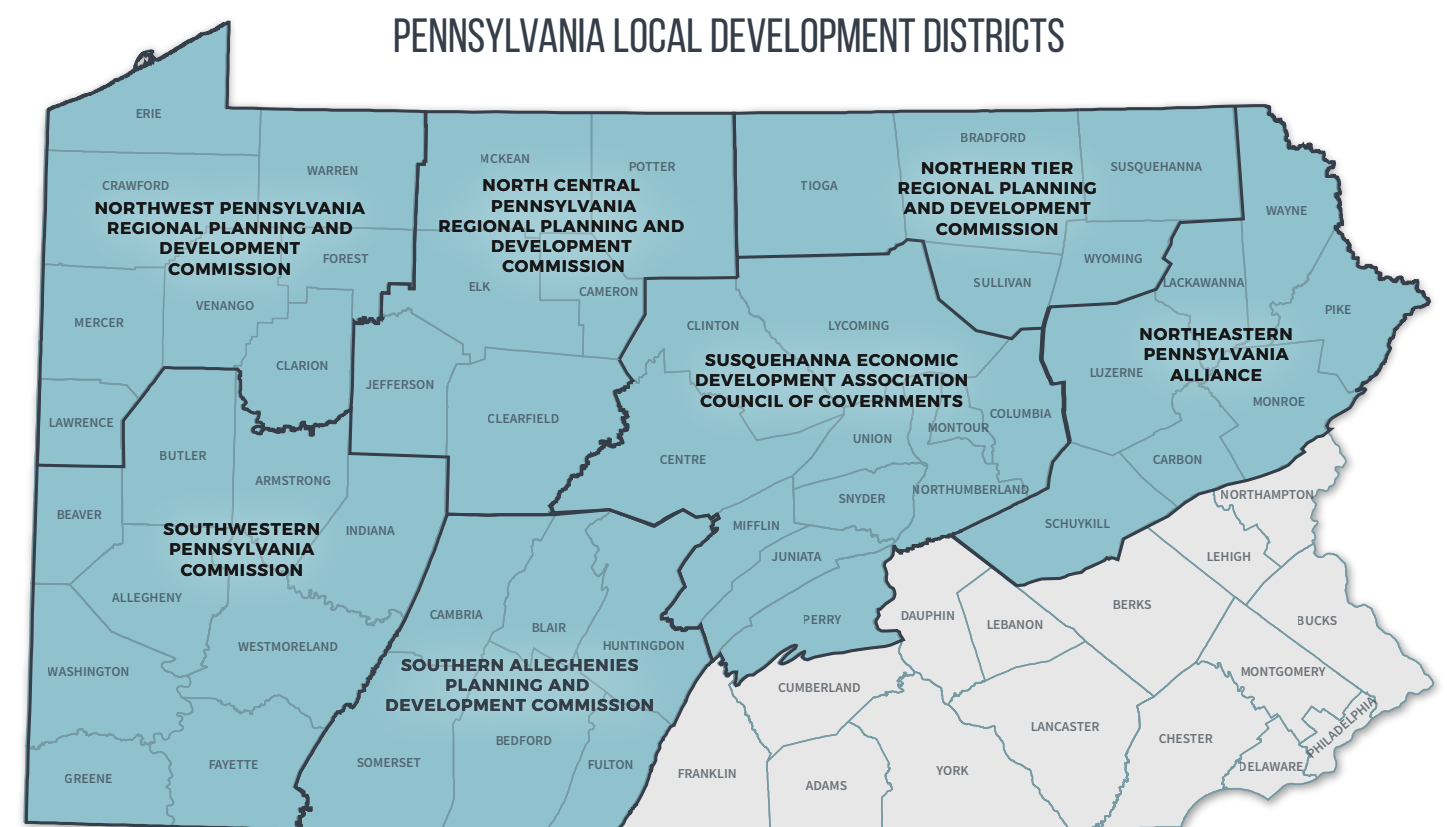
Legend
 — Planning Partner Boundary
 — County Boundary
 ■ US Census Urbanized Area (UZA)

Transportation planning expanded beyond highway networks with the passage of the [Federal-Aid Highway Act of 1973](#), which increased funding for the Urban Mass Transportation Administration (now the Federal Transit Administration). The legislation strengthened the role and presence of transportation planning organizations, which now had a greater mandate to include and plan for transit systems.

From the enactment of the [Federal-Aid Highway Act in 1956](#) to the early 1990s, the United States Congress continued to reauthorize federal support to complete the Interstate Highway System and allocate funding to the states.

The evolution of transportation planning occurred slowly and it was not until the enactment of the [Intermodal Surface Transportation Efficiency Act of 1991 \(ISTEA\)](#) when the Federal Government gave additional responsibilities and resources to local governments. The legislation gave state DOTs the discretion to designate planning entities for all areas across the state and focused on linking different modes of transportation.

In 1994 with the enactment of [Pennsylvania Act 120, Local Development District Act](#), Pennsylvania established a partnership with seven regional planning organizations operating as [Local Development Districts \(LDDs\)](#) and serving 52 counties in Pennsylvania. With this legislation, PennDOT authorized the allocation of funding and assigned responsibilities to LDDs to undertake transportation planning activities. Some of these LDDs function as RPOs, while other areas have developed over time dividing the LDDs into various MPOs and RPOs.



Source: USGS, US Census, ESRI, PennDOT, 2017

Legend
 — County Boundary
 ■ Local Development Districts

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On July 6, 2012, new federal legislation transformed policy and programmatic procedures and created a streamlined and performance-based surface transportation program called the [Moving Ahead for Progress in the 21st Century Act \(MAP-21\)](#). MAP 21 was a milestone for the Nation's surface transportation program and built on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

[Pennsylvania Act 89 of 2013](#), the current legislation authorizing transportation funding in Pennsylvania, became law on November 25, 2013. This legislation replaced the former Pennsylvania transportation legislation [Act 44 of 2007](#). The legislation increased funding for transportation by \$2.3 billion and set forth new funding allocations, devised a new framework for funding county and local government projects, and approved new rules to expand Liquid Fuel allocations for locally owned roads and bridges. Additionally, increases to driver license fees and traffic violations generated new funding sources, some of which are dedicated to public transit.

Act 89 eliminated the funding obligation of the Pennsylvania Turnpike Commission, established under Act 44. The \$250 million obligation is phased out over an eight-year period and replaced with the newly created revenue streams generated through fee increases.

Local governments received several new considerations in Act 89. While Act 89 addressed all modes of transportation, it added a new category authorizing funding for Dirt, Gravel, and/or Low-Volume Roads. It also added \$220 million a year (a 60% increase from previous years) for local roads and bridges. Act 89 authorizes counties to assess a \$5 vehicle registration fee that is to be used as a revenue stream for local and regional highway and bridge needs.

Act 89 addressed transportation from a multi-modal perspective and established a new PennDOT Deputy Secretary for Multi-Modal Transportation. Under the new legislation, this position would be responsible for Transit, Aviation, Passenger Rail, Rail Freight, and Ports. A Statewide multi-modal fund was created to address capital needs for non-highway projects including projects that coordinate land use and transportation, projects related to pedestrian mobility and safety, projects that improve connectivity, and transit-oriented development. Act 89 also emphasized the importance of transit and the need for consolidation and cooperation. PennDOT now has the authorization to develop a Shared Ride Pilot Program that will explore delivery and payment options to enhance community service.

Enacted on January 6, 2015, the [Fixing America's Surface Transportation Act \(FAST Act\)](#) continued the transportation planning process and structure along with the funding approach established in MAP-21. FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

[FAST Act](#) continues requirements for metropolitan transportation planning with the caveat that long-range statewide and metropolitan plans are now required to address intercity transportation, including intercity buses and commuter vanpools.

The FHWA and FTA work with PennDOT and the MPO/RPOs to review and approve transportation projects and plans, including the Twelve Year Program.

At the date of this publication (2017), PennDOT recognizes 24 planning regions within Pennsylvania that encompass both urbanized and rural areas and one independent county. Twenty-three are either an MPO or RPO, while Wayne County is a non-affiliated independent county for which PennDOT assumes responsibility for the transportation planning and programming duties.



Source: ESRI, PennDOT, 2017

C. Federal Authority and Role

i. Federal Highway Administration (FHWA) U.S. Department of Transportation Federal Highway Administration

The FHWA is a U.S. Department of Transportation Agency that provides financial and technical assistance to State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program).

The [FHWA Pennsylvania Division](#) provides front line Federal-aid program delivery assistance to partners and customers in highway transportation and safety services, including but not limited to, planning and research, preliminary engineering, technology transfer, right-of-way, bridge, highway safety, traffic operations, environment, civil rights, design construction and maintenance, engineering coordination, highway beautification, and administration.

ii. Federal Transit Administration (FTA) U.S. Department of Transportation Federal Transit Administration

The Federal Transit Administration (FTA) oversees funding and delivery of technical assistance to enhance mass transportation. The focus on transit-related services began in the early 1960s and led to the creation of the Urban Mass Transportation Administration in 1964. The agency was renamed to FTA in 1991 to respond to the need to improve mobility for rural areas and people with disabilities.

D. Pennsylvania Authority and Role



i. Pennsylvania Department of Transportation (PennDOT)

Established in 1970 by Act 120, the Pennsylvania Department of Transportation (PennDOT) is responsible for the planning, funding, construction, and maintenance of a transportation network that is the fifth largest in the nation. Today PennDOT is responsible for approximately 40,000 miles of state roads and highways and over 25,000 state bridges. Integral to this role is the responsibility for transportation planning, programming, and project implementation for a total of 120,000 miles of state and local highways and 32,000 state and local bridges. A few of PennDOT's core planning functions include, but are not limited to:

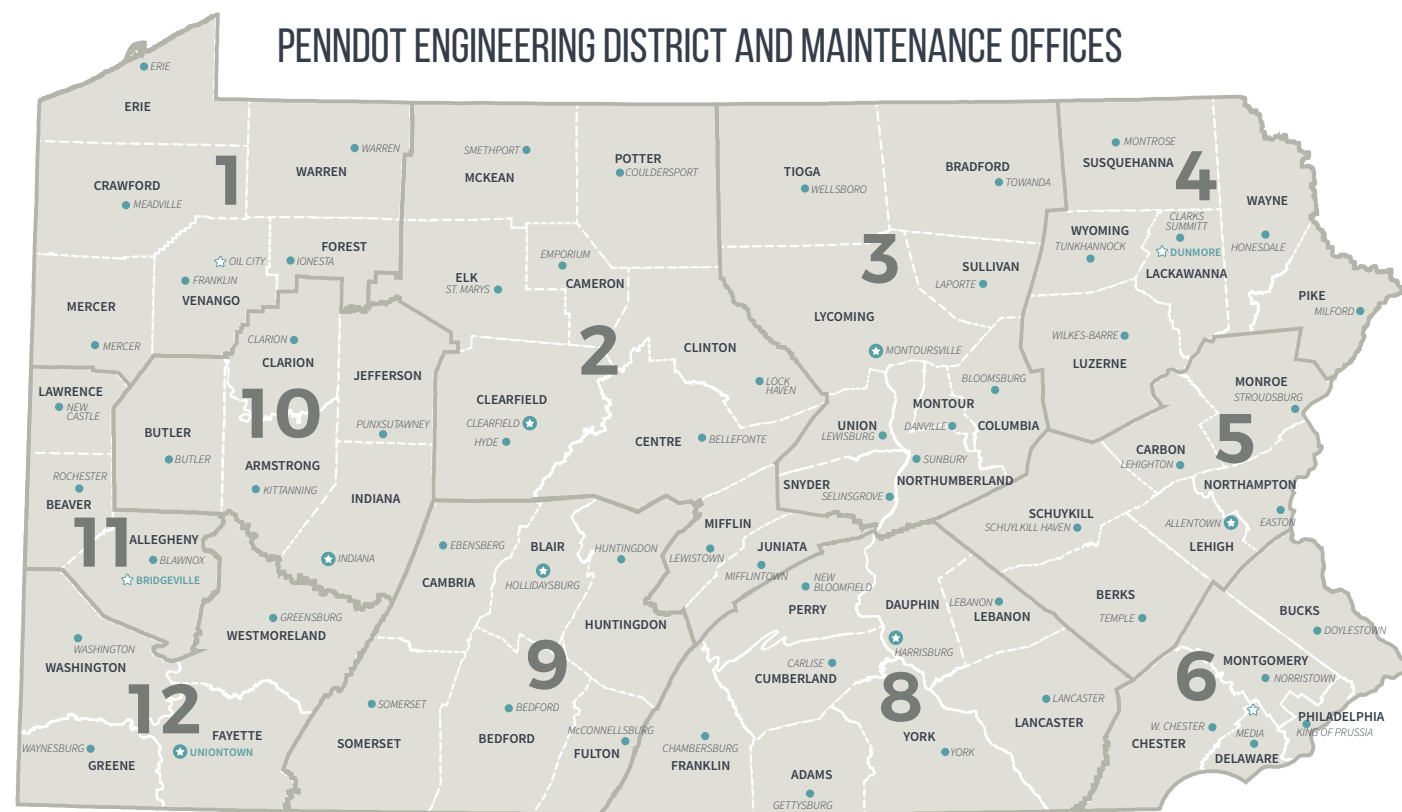
- Prepare and Maintain a Long-Range Statewide Transportation Plan
- Develop a Statewide Transportation Improvement Program
- Identify performance measure targets and monitor whether implemented projects are achieving targets
- Involve the public

PennDOT employs approximately 12,000 people across the Commonwealth. The agency's Central Office is located in the state capital of the City of Harrisburg and regional offices are located in formally designated Engineering Districts. Additionally, each Engineering District manages maintenance facilities located in each of Pennsylvania's 67 counties.

PennDOT Engineering Districts are directly responsible for the state-maintained transportation system. Engineering Districts across Pennsylvania participate in the planning, design, construction and maintenance of the road and bridge network. PennDOT District staff serve as liaisons to local municipalities, residents, and stakeholders to ensure that the movement of people and goods happens safely and efficiently in each region of Pennsylvania.

PennDOT Central Office includes five (5) deputates each of which are assigned specific roles and responsibilities.

- **Administration** – Responsible for general management of PennDOT including facilities, employment, and Pennsylvania Welcome Centers.
- **Driver & Vehicle Services** – Responsible for issuing driver's licenses, vehicle registration, and management of over 95 driver license facilities.
- **Highway Administration** – This deputate is the largest within PennDOT and oversees design, construction, maintenance, and engineering activities across Pennsylvania's 11 engineering districts.
- **Multimodal Transportation** – Established in 2013 with the enactment of Act 89, this deputate is responsible for aviation, rail freight, public transportation, ports, and pedestrian and bicycle programs.
- **Planning** – This deputate is responsible for preparing for future transportation needs and supporting decision-making. The deputate is responsible for coordinating with federal and local organizations to plan for and fund transportation improvements.

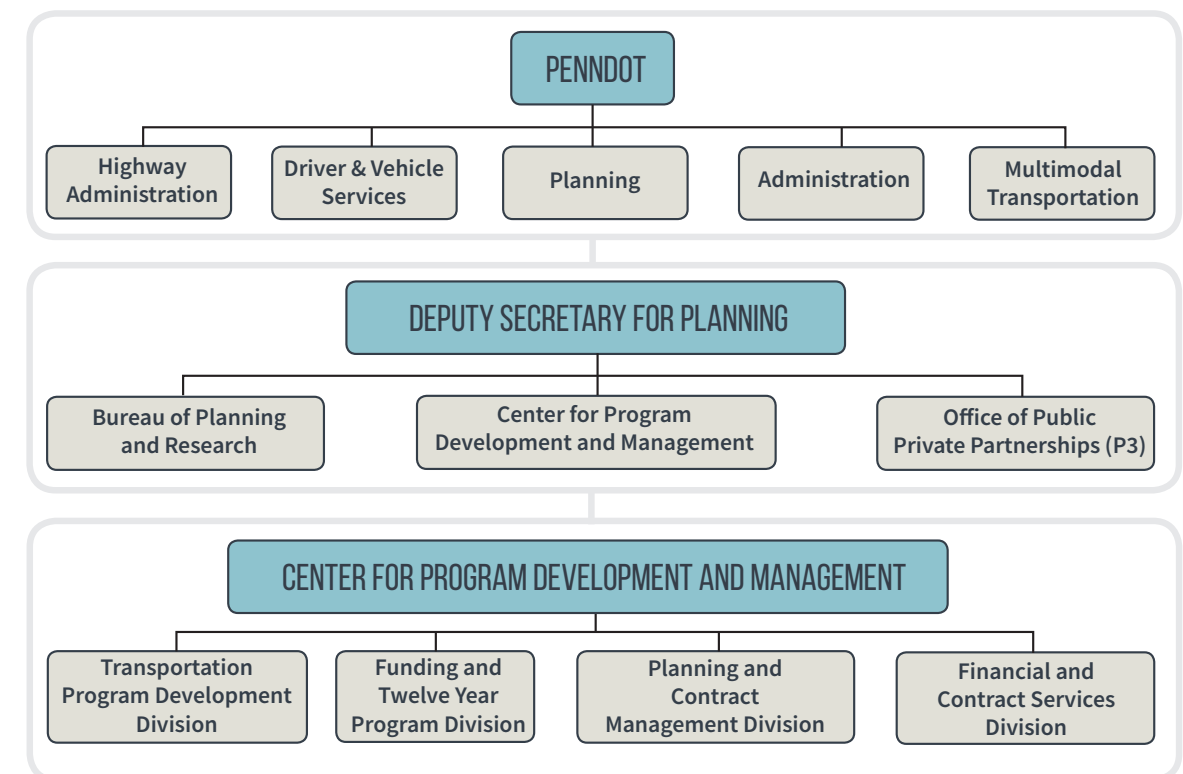


Source: ESRI, PennDOT, 2017

For a full size image please click [here](#).

Legend
 ☆ Engineering District Office
 ⦿ Engineering & Maintenance Office Combined
 ● Maintenance District Office

PENNDOT ORGANIZATIONAL STRUCTURE

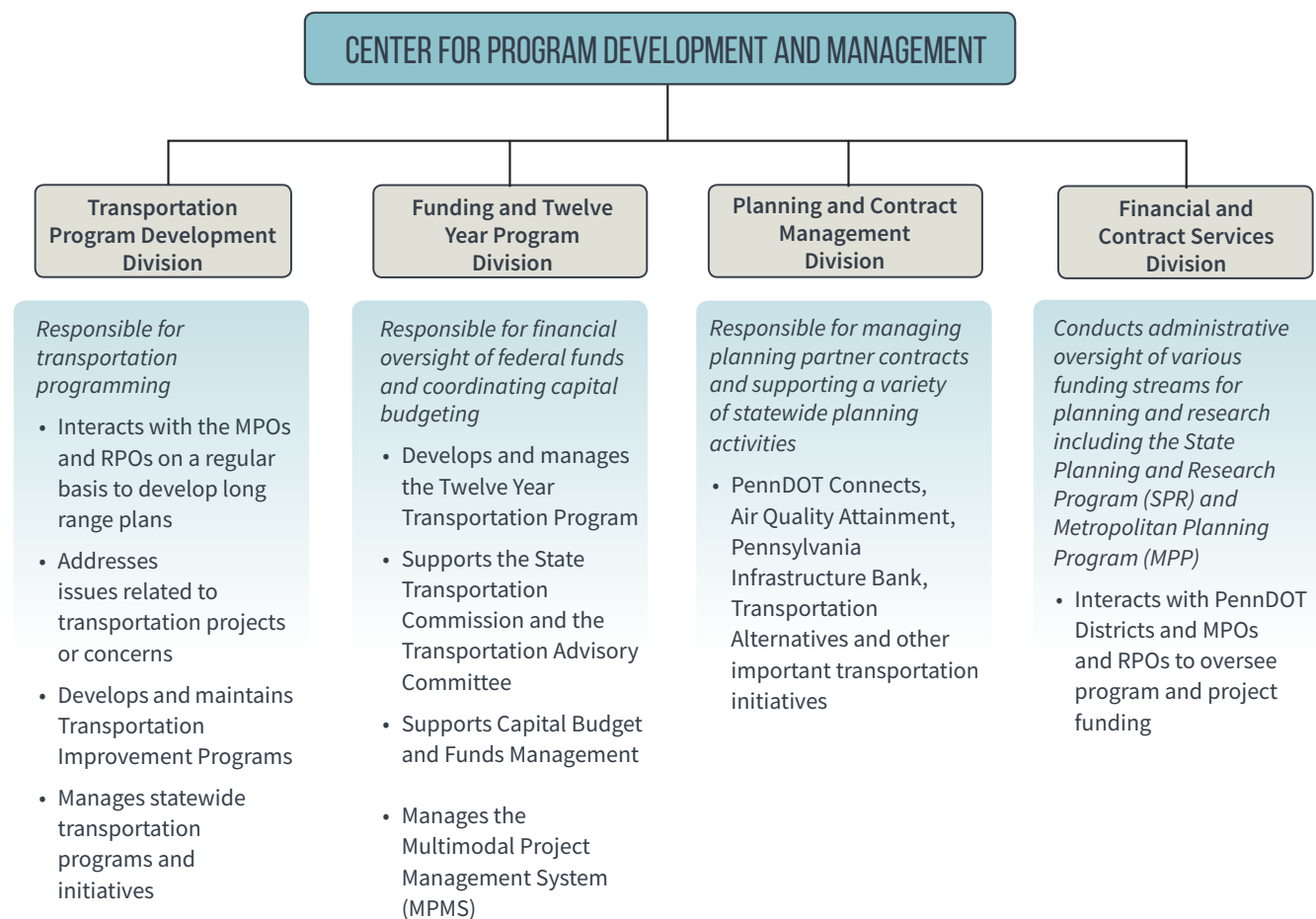


Within the Planning Deputate there are three (3) sections as follows:

- Bureau of Planning and Research
- Center for Program Development and Management
- Office of Public Private Partnerships

The Center for Program Development and Management (Program Center) is responsible for coordination and oversight of the MPO and RPO transportation planning efforts. The Program Center through the Transportation Program Development Division has the following obligations:

- Engaging with 24 Planning Partners (the 23 MPOs/RPOs, and independent county Wayne County)
- Developing and managing Pennsylvania's Twelve Year Program
- Coordination with counties and transportation planning organizations for long and short range planning
- Coordination with FHWA, FTA and the Environmental Protection Agency for long and short range planning



ii. State Transportation Commission (STC)

[Act 120 of 1970](#) established the State Transportation Commission (STC) to serve in an advisory role to the newly established Pennsylvania Department of Transportation. The legislation outlined the purpose of the STC including the organizational structure, membership, and responsibilities. STC and PennDOT determine and evaluate the condition and performance of Pennsylvania's transportation system in order to effectively assess the resources required to preserve, restore, extend and expand transportation facilities and services.

PennDOT and STC work together with the MPOs and RPOs on several transportation planning efforts including, but not limited to:

- The Statewide Transportation Improvement Program (STIP)
- The Twelve Year Transportation Program (TYP)
- The Statewide Long Range Transportation Plan (LRTP)
- Conducting special studies and reports

Under Federal Law, the state is required to prepare the [Statewide Transportation Improvement Program \(STIP\)](#), which is a four-year plan that identifies highway, bridge, and transit projects that will use federal funds. The STIP reflects regional and local priorities as identified through 24 separate Transportation Improvement Programs (TIP) completed in Pennsylvania. MPOs and RPOs each develop their TIP, which is incorporated into the STIP.

Under state law the STC is required to review and update the Twelve Year Program (TYP), every two (2) years. The TYP is the state's official transportation program and is a fiscally-constrained plan for transportation improvements over a 12-year period. The Twelve Year Program is divided into four-year periods with the first four years corresponding to the Statewide Transportation Improvement Program (STIP) and the Transportation Improvement Programs created at the local level. The [Twelve Year Program](#) allocates funding across various transportation categories including state highways and bridges, public transit, rail, aviation, and multi-modal projects.

A [Statewide Long Range Transportation Plan \(LRTP\)](#) is a 20-year (minimum) planning document used to anticipate and prepare for future transportation needs. *PA on Track* is the current Statewide Long Range Transportation Plan for Pennsylvania. For the first time, the Pennsylvania LRTP addresses freight movements in a companion document titled [Pennsylvania Comprehensive Freight Movement Plan](#). *PA on Track* also formalizes state policy to collaborate with its Planning Partners to identify performance measure targets.

iii. Transportation Planning Programmatic Considerations

a. Financial Management

PennDOT plays an important role in allocating funding appropriately and must demonstrate that projects are fiscally constrained. Essential to this effort is the Transportation Program Financial Guidance, which includes but is not limited to funding targets, revenue growth rates, inflation, and project costs. The [Pennsylvania Transportation Program Financial Guidance](#) document is the result of a collaborative effort between FHWA, FTA, PennDOT, STC, and the MPOs and RPOs serving the Commonwealth. Additional information regarding funding eligibility and options can be found in [PennDOT Publication 740, Local Project Delivery Manual](#).

b. Performance Based Planning and Programming and the Role of Asset Management

The FHWA defines asset management as a “systematic process of maintaining, upgrading, and operating physical assets cost-effectively.” From a transportation perspective, assets commonly include bridges, roads, signs, highway facilities, Intelligent Transportation Systems (ITS), traffic signals, and equipment fleet. FHWA’s website offers additional guidance regarding [Performance Based Planning](#) including the [Performance Based Planning and Programming Guidebook](#). A summary of the FHWA Performance Measures, including the criteria, penalties, and required due dates can be found in Appendix A.

PennDOT collaborates with various stakeholders in the process of Asset Management as follows:

- PennDOT works with MPOs/RPOs as they participate in transportation planning efforts at the regional and state levels to prioritize projects and funding for state assets.
- PennDOT coordinates with county and municipal governments in many ways including funding and joint maintenance of state assets. It should be noted that counties and municipalities are responsible for maintaining locally owned roads and bridges as well as traffic signals, signal timings, signs (road name signs, speed limit signs, and stop signs), and pavement markings. PennDOT does not oversee local asset management efforts and, currently, there is no state legislation requiring local asset management programs.

c. Local Technical Assistance Program (LTAP)

PennDOT’s Bureau of Planning and Research, Research Technology Transfer Section, manages the Local Technical Assistance Program (LTAP). Started in 1983, the PennDOT LTAP is one of 58 LTAP centers across the United States. PennDOT LTAP provides oversight of and funding for training and technical assistance to local governments across Pennsylvania. It provides technical information and proven technologies dealing with roadway maintenance and safety methods to meet the growing demands on municipal governments. Local governments and MPOs and RPOs are not required to participate in the LTAP program. However, this program is offered at little or no cost and provides valuable resources. Many MPOs and RPOs partner with PennDOT to offer LTAP training within their region. LTAP training courses and technical assistance can help the MPOs and RPOs implement their Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) projects with the local municipalities by providing guidance, education and technical assistance. Municipalities should contact PennDOT’s Bureau of Planning and Research, Research Technology Transfer Section to enroll in the LTAP.

E. Local Government Roles and Authority

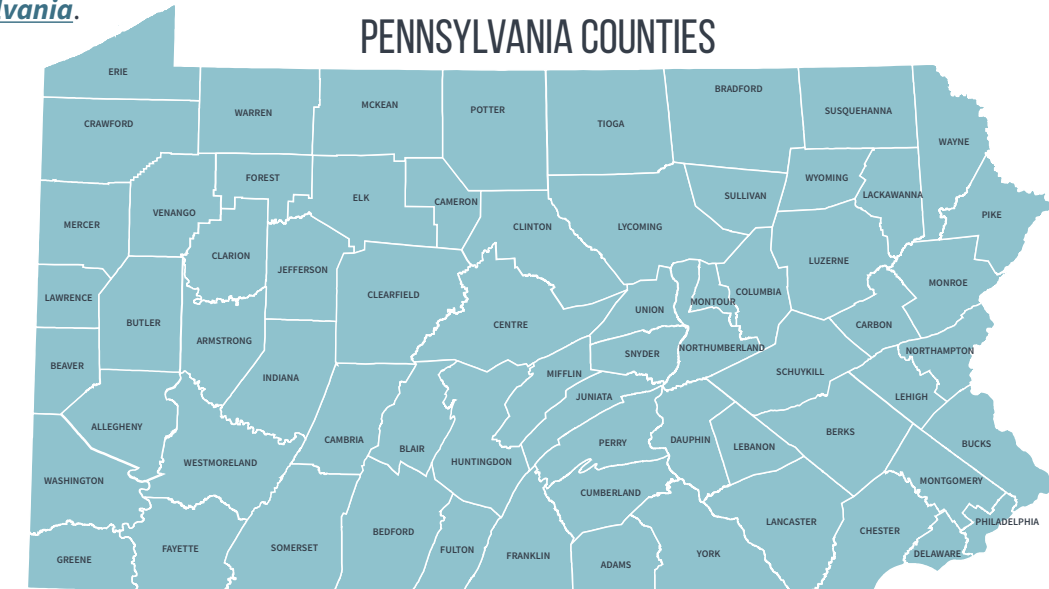
i. County Government

There are 67 counties within the Commonwealth of Pennsylvania. Counties play an important role in the governance of Pennsylvania and have many responsibilities including, but not limited to, assessment of real estate tax, provision of critical human and social services, emergency management and comprehensive planning. Many counties are also responsible for funding and/or operation of mass transit systems and the maintenance of transportation infrastructure including bridges.

Counties assist MPOs and RPOs in a variety of matters, including, but not limited to:

- Providing assistance in preparing the Unified Planning Work Program (UPWP)
- Providing transportation problem identification and possible projects for consideration in the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) processes
- Providing local transportation project priorities to assist development of the TIP and LRTP
- Providing local data as needed to assist with project or plan development
- Coordinating on local asset management efforts

For more information on the role of [County Government](#), visit the [County Commissioners Association of Pennsylvania](#).



Source: ESRI 2017

PennDOT’s County Liquids Fuels Program is available to support maintenance and construction efforts on locally owned roads and bridges. For more information see [Policies and Procedures for the Administration of the County Liquid Fuels Tax Act of 1931 and Act 44 2007 and the Liquid Fuels Tax Act 655, 1956, as amended](#).

ii. Municipal Government

The Commonwealth of Pennsylvania is comprised of individual units of government that are distinct and operate independently from one another but under the authority of the state. The sheer number of municipalities presents unique challenges to state agencies responsible for directing infrastructure investments and planning for new projects. As of 2017, there were 2,560 separate municipal political subdivisions with the authority to enact laws, control land use, and plan for development. These all have a distinct governing structure as determined by municipal codes that dictate the powers and obligations depending upon the classification as a City, Borough, Township or Town. For the purposes of this Guidebook, the term local government and/or municipal government refers to the 56 cities, 957 boroughs, 92 first class townships, 1,454 second class townships, and one incorporated town in Pennsylvania. Various acts of the state legislature have authorized local governments to undertake certain responsibilities to ensure the health, safety and welfare of residents.

Municipalities coordinate with MPOs and RPOs in a variety of matters, including, but not limited to:

- Providing transportation problem identification and possible projects for consideration in the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) processes
- Providing local transportation project priorities to assist development of the TIP and LRTP
- Providing local data as needed to assist with project or plan development

For more information visit [Local Government Laws](#) or the Pennsylvania Department of Community and Economic Development’s [Citizen’s Guide to Pennsylvania Local Government](#).

The **Municipal Liquid Fuels Program** funds a range of projects to support construction, reconstruction, maintenance and repair of public roads or streets. To be eligible to receive funding, municipalities must follow procedures outlined by PennDOT and submit various reports documenting activities. For more information see Chapter 2 of the **Policies and Procedures for the Administration of the County Liquid Fuels Tax Act of 1931 and Act 44 2007 and the Liquid Fuels Tax Act 655, 1956, as amended.**

The Liquid Fuels allocation for a municipality is determined by its population and miles of roads, which must be included on an approved Liquid Fuels Inventory. The following criteria apply:

- The road must have minimum of 33' right-of-way in a township and 16' in a borough.
- The "cartway" (drivable surface) must be a minimum width of 16', and the road must be a minimum of 250' in length.
- If the road is a dead end, it must have cul de sac (turnaround) at the end with a minimum 40' radius.
- To continue to receive Liquid Fuels funds, a road must be maintained in such a condition that it can be driven safely at 15 mph.

F. Transportation and Planning Funding

Funding for transportation planning and programming primarily comes from federal sources. State DOTs typically manage and distribute these funds, although transit funding may go directly to the designated transit operator in large urbanized areas. State funding, private investments, and local assessments, such as impact fees or taxes, also augment federal funds. Federal agencies that are most often associated with transportation funding include:

- **Federal Highway Administration (FHWA)**
- **Federal Transit Administration (FTA)**
- **Federal Aviation Administration (FAA)**
- **Federal Railroad Administration (FRA)**

Federal allocation of transportation dollars follows a process that begins first with the legislation necessary to identify the appropriate mechanism to distribute the funding. For instance, in 2015 with the enactment of the FAST Act, over \$300 billion dollars from 2016 through 2020 was authorized for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. Once a funding mechanism is established, the annual budget process provides the allocation to specific agencies, all of which will have specific criteria that align to Federal goals and policies. Each year, Congress sets forth a federal budget that includes appropriations to various programs and/or agencies.

PennDOT oversees most regional and local allocations for federal and state funding dedicated to transportation investments according to Commonwealth priorities and needs. Allocations to specific projects must be identified in the STIP and be consistent with the long range plans of MPOs and RPOs and Statewide LRTP. Most federally and state funded projects require a local financial match and will have certain eligibility requirements.

Examples of federal funding highway programs include:

- **The Surface Transportation Block Grant Program (STBG)**
- **The Congestion Mitigation and Air Quality (CMAQ) Improvement Program**
- **The National Highway Performance Program (NHPP)**

Federal funding is also available to support planning and research efforts by state DOTs and MPOs and RPOs. Sources include:

- **State Planning and Research (SP&R)**
- **Metropolitan Planning Funds**

G. Performance Measures

The FHWA defines **Performance Measurement** as "the use of statistical evidence to determine progress toward specific defined organizational objectives; however, the concept of performance measurement has changed over the years to reflect advances in planning and shifts in policy.

Performance based planning is a systematic approach to gather information, assess needs, determine impacts and communicate information in order to set policy and direct funding to achieve established goals. State DOTs are required to comply with **23 USC § 150** - National goals and performance management measures – in order to be eligible to receive federal funding for transportation.

There are seven National Goals established by Title 23:

1. Safety
2. Infrastructure Condition
3. Construction Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

The FHWA provides guidance in the form of **Final Rules** for State DOTs to meet these standards, which were established by MAP-21 and the FAST Act. The Final Rules outline expectations and procedures for State DOTs in the following areas.

1. **Pavement and Bridge Condition Performance Measures Final Rule**
2. **System Performance/Freight/CMAQ Performance Measures Final Rule**
3. **Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Final Rules**
4. **Planning Final Rule**
5. **Asset Management Plan Final Rule**
6. **Transit Asset Management (TAM) Final Rule**
7. **Public Transportation Safety Program Final Rule**





CHAPTER 2

TRANSPORTATION PLANNING ACTIVITIES IN PENNSYLVANIA

In Pennsylvania, both MPOs and RPOs have authority and responsibility for transportation planning. MPOs and RPOs collect data, assess needs, gather public input, and determine priorities to identify current and future transportation projects.

Together MPOs, RPOs and PennDOT share responsibility for completing a variety of transportation planning activities and plans including:

- Ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative and comprehensive (3-C) planning process through a performance-driven, outcome-based multimodal transportation planning process
- Cooperate with State and public transportation operators to set spending levels for federal transportation funding
- Consideration of Public Transit
- MPOs must cooperate with the state and providers of public transportation to create Long Range Transportation Plans
- The MPOs and RPOs will prepare, maintain, and approve the Long Range Transportation Plan (LRTP).
- MPOs and RPOs prepare a TIP (the governor and the MPOs and RPOs approve the TIP)

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MPO	RPO
<p>By law, an MPO is defined as a policy board comprised of local elected officials. Representatives from local governments and transportation agencies serve on MPOs and perform the six core functions:</p> <ul style="list-style-type: none"> • Establish a setting for effective decision making • Identify and evaluate transportation improvement options • Develop and update a LRTP for the metropolitan area covering a planning horizon of at least 20 years • Develop a TIP • Identify performance measure targets and monitor whether implemented projects are achieving targets • Involve the public <p>An MPO shall be designated for each urbanized area with a population of more than 50,000 individuals.</p> <p>The FHWA and the FTA shall identify as a Transportation Management Area (TMA) each urbanized area with a population of over 200,000 individuals. The designation of TMAs triggers additional duties for a MPO including the development of a Congestion Management Plan.</p>	<p>In Pennsylvania, a Rural Planning Organization (RPO) assumes the role of a Regional Transportation Planning Organization (RTPO).</p> <p>A RTPO is a voluntary group of nonmetropolitan area local officials and transportation system operators that assemble to assist in the Statewide and non-metropolitan transportation planning process identified as part of the FAST Act.</p> <p>PA Act 120, Local Development District Act, (1994) established a partnership with seven regional planning organizations operating as Local Development Districts (LDDs) and serving 52 counties in Pennsylvania.</p> <p>A Memorandum of Understanding (MOU) between PennDOT and each LDD formalizes the relationship and specifies the roles and activities for the state and LDD.</p>

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Federal requirements do not specify the organizational structure of either an MPO or RPO in terms of staff or administrative oversight. An MPO or RPO can be County based, Municipal based, hosted by a Council of Governments (COG), or as an independent organization. For example, a single county or a multi-county Council of Governments may serve as the fiscal agent with the authority to hire and manage employees while others are an independent entity.

Federal regulations do require the creation of a policy board (23 CFR 450.104) to carry out the metropolitan planning process. In Pennsylvania MPOs and RPOs often refer to their Policy Board as the “Coordinating Committee” or “Planning Committee.” An MPO or RPO may also create other committees to provide technical and/or advisory guidance.

Staffing levels and personnel support for an MPO or RPO will also vary according to need and available resources. Staff and hired consultants will provide technical support to complete planning activities and determine future transportation projects to support the transportation planning process.

A. Required Activities

Together the MPOs, RPOs and PennDOT share responsibility for developing and updating the required transportation planning activities and plans as shown in the Transportation Planning Activity Schedule.

TRANSPORTATION PLANNING ACTIVITY SCHEDULE

Planning Activities	Update Cycle in PA	Lead Party Responsible for Update	Lead Party Responsible for Approval/Review
Statewide Long Range Transportation Plan	Every 7-8 years	PennDOT	PennDOT
Statewide Freight Plan	Every 5 years	PennDOT	FHWA
Statewide Transportation Improvement Program (STIP)	Every 2 years	PennDOT	FHWA, FTA
Transportation Improvement Program (TIP)	Every 2 years	MPOs & RPOs	Governor, MPOs & RPOs
Long Range Transportation Plan (LRTP)	4 years in air quality non-attainment areas OR 5 years in air quality attainment areas	MPOs - Federal requirement RPOs - State requirement	MPOs & RPOs
Twelve Year Transportation Program (TYP)	Every 2 years	PennDOT in cooperation with MPOs & RPOs	STC
Unified Planning Work Program (UPWP)	2 years DVRPC every year by March 15th	MPOs & RPOs	PennDOT, FHWA

TRANSPORTATION PLANNING ACTIVITY SCHEDULE CONTINUED

Planning Activities	Update Cycle in PA	Lead Party Responsible for Update	Lead Party Responsible for Approval/Review
State Planning & Research (SPR) Work Program	Every 2 years	PennDOT	FHWA
Regional Air Quality Conformity Analysis	Every 2 years or as required with a new project	PennDOT & MPOs & RPOs (only for projects in air quality nonattainment or maintenance areas)	FHWA, FTA, USEPA
Public Participation Plan	Periodically	MPOs & RPOs	MPOs & RPOs, FHWA, FTA
Coordinated Public Transit-Human Services Transportation Plan	Periodically	MPOs & RPOs	PennDOT, FTA
Congestion Management Plan	Periodically (typically in conjunction with LRTP and TIP updates)	MPOs (only in TMAs)	PennDOT, FHWA
Roadway Functional Classification Review	10 years/ with U.S. Census	MPOs & RPOs	PennDOT, FHWA
Annual Listing of Obligated Projects (23 CFR 540.334)	Annually	MPOs	PennDOT
Public Participation Plan for Statewide Planning	Periodically	PennDOT	PennDOT, FHWA, FTA
Title VI Compliance and Implementation Plan	Annually	PennDOT	FHWA, FTA
Title VI Plan	Periodically	MPOs & RPOs	PennDOT, FTA
Statewide Environmental Justice Plan	Periodically	PennDOT	PennDOT, FHWA, FTA
Language Access Plan for Limited English Proficiency (LEP)	Periodically	PennDOT	PennDOT, FHWA, FTA
Limited English Proficiency Plan	Periodically	MPOs & RPOs	PennDOT, FHWA

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TRANSPORTATION PLANNING ACTIVITY TIMELINE

This Transportation Planning Activity Timeline highlights some of the planning activities and illustrates their required or recommended update cycles.

The timeframes listed are when the preparation and updates of these activities are best suited to occur. However, these activities may be an ongoing process.

	Year 1	Year 2	Year 3	Year 4	Year 5	Current Plan or Guidance
Statewide Freight Plan	Fast Act requires update every 5 years					PA on Track Comprehensive Freight Movement Plan
Statewide Transportation Improvement Program (STIP)						Statewide Transportation Improvement Program (STIP)
Transportation Improvement Program (TIP)						Statewide Transportation Improvement Program (STIP)
Long Range Transportation Plan (LRTP)	4 year update cycle for non-attainment and maintenance areas as it relates to air quality, 5 year update cycle in attainment areas.					FHWA Model LRTP Guidebook
Twelve Year Transportation Program (TYP)						Twelve Year Program
Unified Planning Work Program (UPWP)	MPOs and RPOs prepare an annual UPWP, which is developed as a 2-year program					MPO and RPO Websites PennDOT Financial Guidance
State Planning & Research (SPR) Work Program						State Planning and Research (SP&R) Guide
Regional Air Quality Conformity Analysis	2 year update cycle or as required with a new project					Publication 321 PennDOT Project Level Air Quality Handbook
Public Participation Plan	Shall establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision making processes to individuals, affected public agencies, representatives of public transportation employees and users, public ports, freight shippers, private providers of transportation (including intercity bus operators), pedestrian walkways, bicycle transportation facilities, and the disabled, providers of freight transportation services, and other interested parties.					Public Participation Plan for Statewide Planning
Coordinated Public Transit-Human Services Transportation Plan	Periodic updates					Federal Transit Administration National Center for Mobility Management
Congestion Management Plan	Ongoing as part of MPO planning process in areas greater than 200,000 population					Congestion Management Process
Roadway Functional Classification Review	Consider 10 year update with census					FHWA Functional Classification Procedures
Title VI Compliance and Implementation Plan	Ongoing as part of all processes					FHWA Office of Civil Rights
Language Access Plan for Limited English Proficiency (LEP)	Ongoing as part of all processes					FHWA Office of Civil Rights

The following section provides a summary of the required transportation planning activities and includes links to the appropriate legislation and other additional informational resources.

i. Statewide Long Range Transportation Plan (23 CFR 450.216)

The Statewide Long Range Transportation Plan (LRTP) is a method by which the state documents its plan to direct funding over a minimum of a 20-year horizon for transportation planning, programming, and maintenance. It serves as a visioning document and should include capital, operations and management strategies, investments, procedures and other measures to ensure the preservation and most efficient use of the existing transportation system that is based upon a collaborative process with MPOs and RPOs. PennDOT is responsible for preparing the Statewide LRTP. However, MPOs and RPOs can be involved in this process by providing input through the statewide process, working with Central Office and in general development of plans that support or influence the statewide priorities.

ii. Statewide Freight Plan

The [FAST Act](#) created a requirement for State DOTs to prepare a Statewide Freight Plan in order to receive federal funding under the National Highway Freight Program ([23 USC 167](#)). The Statewide Freight Plan must be fiscally constrained and include an investment plan with a prioritized list of projects that describes how the state will maximize federal funding. The Statewide Freight Plan must be, at a minimum, updated every five years and address the following:

- An identification of significant freight system trends, needs, and issues with respect to the State;
- A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;
- When applicable, a listing of— multimodal critical rural freight facilities and corridors designated within the State under section 70103 of title 49 (National Multimodal Freight Network); critical rural and urban freight corridors designated within the State under section 167 of title 23 (National Highway Freight Program);
- A description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of title 49, United States Code and the national highway freight program goals described in section 167 of title 23;
- A description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of the freight movement, were considered;
- In the case of roadways on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of the roadways, a description of improvements that may be required to reduce or impede the deterioration;
- An inventory of facilities with freight mobility issues, such as bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address those freight mobility issues;
- Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay;
- A freight investment plan that, subject to 49 USC 70202(c), includes a list of priority projects and describes how funds made available to carry out 23 USC 167 would be invested and matched; and
- Consultation with the State Freight Advisory Committee, if applicable.

PennDOT is responsible for preparing the Statewide Freight Plan. MPOs and RPOs can assist PennDOT in this process by engaging in the development process, highlighting or identifying key freight attractors and generators in their regions and encouraging public input and engagement at a grass roots level. They can also develop

standing committees that focus on ongoing freight topics and issues in the region that can flow up to the statewide freight plan and incorporate state and federal objectives regarding freight. MPOs and RPOs can develop regional freight plans for their regions.

Federal guidance on State Freight Plans is published in the Federal Register and located [here](#). [PA On Track](#) serves as PennDOT's Statewide Freight Plan and identifies strategies to improve freight access across the Commonwealth.

iii. Statewide Transportation Improvement Program (STIP) (23 CFR 450.218)

Every two years, PennDOT updates the Statewide Transportation Improvement Program (STIP), which is a compilation of TIPs prepared at the local level by the MPOs and RPOs as well as statewide programs and projects that include interstate management, safety, and other projects. Each is included into the STIP and represents the first four years of the TYP.

iv. Transportation Improvement Program (TIP) (23 CFR 450.326)

MPOs are required to prepare a Transportation Improvement Program (TIP) and submit to PennDOT for approval. RPOs are required to develop a TIP in cooperation with PennDOT. The TIP is a short-term (4-year) planning document that is used as the basis of the Statewide TYP. TIPs are updated every two years in concert with the TYP.

The MPOs and RPOs, PennDOT and FHWA all have a role in developing the TIP. The TIP chart on the following page outlines the roles and responsibilities of each party, as well as the general order of events that occur during the development of the TIP.

v. Long Range Transportation Plan (LRTP) (23 CFR 450.324)

To receive federal funding for transportation projects, MPOs and RPOs are required to document existing conditions and forecast future needs (no less than 20 years) with a Long Range Transportation Plan (LRTP). All transportation projects must be fiscally constrained and not exceed the expected level of funding that the MPO/RPO is allocated. The LRTP is a forward-looking document that must address the Federal planning factors including:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.



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TRANSPORTATION IMPROVEMENT PROGRAM

Year 1

Winter

Spring

Summer

Fall



Project Identification



Draft TIP Development

Federal/State Collaborations				
FHWA/FTA	<ul style="list-style-type: none"> Participate in financial guidance and general procedural guidance work groups 			<ul style="list-style-type: none"> Develop Statewide STIP MOU
STC		<ul style="list-style-type: none"> Public outreach to support development of TYP 	<ul style="list-style-type: none"> STC Meeting to review TIP development 	
PennDOT Central Office	<ul style="list-style-type: none"> Participate in financial guidance and general procedural guidance work groups 	<ul style="list-style-type: none"> Draft financial guidance is issued to MPO/RPOs Draft general procedural guidance is issued to MPO/RPOs 	<ul style="list-style-type: none"> Issue final financial guidance documents to MPO/RPOs Issue final general procedural guidance Provide draft Interstate Management Program projects to MPO/RPOs Provide final spike decisions to MPO/RPOs and Districts CO and District meet with MPO/RPOs to review projects 	<ul style="list-style-type: none"> Develop Statewide STIP MOU
PennDOT District	<ul style="list-style-type: none"> Participate in financial guidance and general procedural guidance work groups 		<ul style="list-style-type: none"> Provide updates of scopes, costs, and schedules for carryover projects to MPO/RPOs 	<ul style="list-style-type: none"> Provide updates of scopes, costs, and schedules for all carryover and candidate projects to MPO/RPOs
MPO/RPOs	<ul style="list-style-type: none"> Participate in financial guidance and general procedural guidance work groups 			<ul style="list-style-type: none"> MPO/RPOs review highway, bridge, and transit projects MPO/RPOs "Board" meet to discuss schedule and guidance, set TIP approval meeting dates for Year 2 MPO/RPOs begin development of draft TIP
Other Agency Coordination	<ul style="list-style-type: none"> Ongoing Coordination Meetings with other transportation planning and resource agencies to occur as needed 			
Local Government Coordination	<ul style="list-style-type: none"> Ongoing PennDOT Connects Coordination Meetings as needed 			<ul style="list-style-type: none"> PennDOT Connects Coordination complete for new and carryover projects

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TRANSPORTATION IMPROVEMENT PROGRAM CONTINUED

Year 2

Winter

Spring

Summer

Fall



TIP Review



TIP Negotiation



Air Quality Conformity Analysis



Environmental Justice



Public Comment



MPO/RPO TIP Approval



STIP Integration



Approved TIP

Federal/State Collaborations	<ul style="list-style-type: none"> Air quality consultation initiated interagency meeting FHWA, FTA, PennDOT, PaDEP, USEPA 			
FHWA/FTA	<ul style="list-style-type: none"> Finalize Statewide STIP MOU 		<ul style="list-style-type: none"> FHWA coordinates with USEPA on air quality conformity documents 	
STC				<ul style="list-style-type: none"> STC approves STIP and TYP
PennDOT Central Office	<ul style="list-style-type: none"> Complete review draft TIP to ensure priorities are reflected, fiscal constraint, year of expenditure are met, project phases are accounted for and programmed in the proper year Finalize Statewide STIP MOU Conduct individual meetings with MPO/RPOs and PennDOT District Office to review and select candidate projects. CO submits program revisions to MPO/RPOs and shares information with FHWA/FTA, and District Office 	<ul style="list-style-type: none"> PennDOT completes air quality conformity analysis Develop and finalize all MPO/RPO TIP MOU 	<ul style="list-style-type: none"> PennDOT and MPO/RPOs complete joint public comment periods on the STIP/TIP including conformity determinations and EJ 	<ul style="list-style-type: none"> PennDOT Central Office accepts the MPO/RPOs TIP, as a component of the STIP and submits to STC for approval After STC approval, PennDOT Secretary/Governor submits STIP to FHWA/FTA for review and approval
PennDOT District				
MPO/RPOs	<ul style="list-style-type: none"> MPO/RPOs complete development of draft TIP and submit to PennDOT (CO & District) & FHWA/FTA 	<ul style="list-style-type: none"> MPO/RPOs begin EJ activities MPO/RPOs complete air quality conformity analysis in coordination with PennDOT MPO/RPO and PennDOT Central Office develop and finalize MPO/RPO TIP MOU 	<ul style="list-style-type: none"> MPO/RPOs complete EJ activities and summarize the impact to minority or low-income groups MPO/RPOs Public Comment period in accordance with the MPO/RPOs Public Participation Plan and the PennDOT minimum 30-day public comment period requirements on TIP in coordination with PennDOT STIP 	<ul style="list-style-type: none"> MPO/RPOs formally approve TIP, complete the TIP checklist and submit to Central Office
Other Agency Coordination	<ul style="list-style-type: none"> Ongoing Coordination Meetings with other transportation planning and resource agencies to occur as needed 			
Local Government Coordination	<ul style="list-style-type: none"> Ongoing Coordination Meetings as needed 			

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LONG RANGE TRANSPORTATION PLAN (LRTP)

This schedule is developed assuming a four year update cycle. For areas with five year update cycle, this schedule would simply have an additional year 1 or 2 that would indicate continued coordination with local priorities and development and execution of the TIP.



Year 1 (and 2 if 5 year update)

STC	
PennDOT Central Office	<ul style="list-style-type: none"> • Conduct after action review of the MPO/RPO LRTP process and plan with FHWA • Annual setting of performance measure: target setting, data collection, data analysis and progress reporting
PennDOT District	<ul style="list-style-type: none"> • Conduct after action review of the MPO/RPO LRTP process and plan with FHWA • Annual setting of performance measure: target setting, data collection, data analysis and progress reporting
MPO/RPOs	<p>Execution and integration of recently adopted long range plan. These initiatives could include:</p> <ul style="list-style-type: none"> • Ensure collaboration with all entities in development of projects • Furthering outreach and communication of the plan through various media and outreach • Begin/continue solicitation for next plan update • Annual setting of performance measure: target setting, data collection, data analysis and progress reporting
Other Agency Coordination	
Local Government Coordination	

Year 2 (Often conducted in alignment with development of draft TIP for this two year cycle)

STC	
PennDOT Central Office	<ul style="list-style-type: none"> • Annual setting of performance measure: target setting, data collection, data analysis and progress reporting
PennDOT District	
MPO/RPOs	<ul style="list-style-type: none"> • Plan outreach and kick-off if not already completed in year 1 • Visioning, goal setting, incorporation of Federal and statewide goals and initiatives • Develop schedule for updating and adopting LRTP
Other Agency Coordination	
Local Government Coordination	

• Existing conditions network assessment and data collection
• Includes EJ baseline evaluation, etc.

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LONG RANGE TRANSPORTATION PLAN (LRTP) CONTINUED

	Winter	Spring	Summer	Fall
Year 3				
STC				
PennDOT Central Office	• Annual setting of performance measure: target setting, data collection, data analysis and progress reporting		• Financial guidance finalized and issued by Fall for STIP and LRTPs	
PennDOT District		• Priority development for investment. Initial project list development starting with current TIP. ----->		
MPO/RPOs		• Priority development for investment. Initial project list development starting with current TIP. ----->		
Other Agency Coordination				
Local Government Coordination				
Year 4				
	Draft Plan Development			Adoption of LRTP
STC				
PennDOT Central Office	• Annual setting of performance measure: target setting, data collection, data analysis and progress reporting			
PennDOT District				
MPO/RPOs	• Outreach on draft LRTP to public and stakeholders	• Air quality conformity analysis in coordination with PennDOT Central Office and Interagency Consultation Group • Benefits and Burdens analysis finalized for EJ	• Incorporation/validation of projects into Draft LRTP • Formal public comment period held	• MPO/RPO Technical and Coordinating Committee adopt Final LRTP and air quality conformity analysis if applicable
Other Agency Coordination	• LRTP presentation to ACM			
Local Government Coordination				



The LRTP is updated at least every four (4) years in air quality nonattainment and maintenance areas and at least every five (5) years in attainment areas.

If a conformity determination for the LRTP is not made by an applicable deadline and such failure is not corrected by either adding measures to reduce motor vehicle emissions or taking other needed actions sufficient to reestablish conformity within 12 months after such deadline, the LRTP shall lapse (i.e. an area has a 12-month “grace” period to reestablish conformity before facing a plan lapse).

- The term ‘lapse’ means that the conformity determination for a transportation plan is no longer valid, and thus there is no currently conforming transportation plan or transportation improvement program.

An LRTP can expire if it has not been updated to meet the federal planning requirements within the designated update timeframe. LRTP expirations mean no new TIPs or TIP amendments can be included in the STIP for project implementation. A plan expiration also results in a conformity lapse subject to the “grace period” discussed in the previous bullet.

If a LRTP lapses in a non-attainment/maintenance area, the MPO or RPO must develop/adopt an “Interim” LRTP and TIP so the FHWA and FTA can make approvals or grants limited to:

- Projects that are exempt from the conformity process (pursuant to 40 CFR 93.126 and 93.127 of the conformity rule) such as safety projects, and Transportation Control Measures (TCMs) included in approved SIPs.
- Only those project phases, which have received approval of the project agreement, and transit projects that have received a full funding grant agreement (FFGA), or equivalent approvals, prior to the conformity lapse may proceed during a conformity lapse.

If a LRTP is expected to expire before an update is ready for adoption,

- The MPO or RPO must show a good faith effort to complete the LRTP update in an expeditious manner
- In attainment areas, projects in the current TIP can advance, but the TIP cannot be amended or adopted until the updated LRTP is completed/approved by the MPO or RPO.
- The expiring LRTP can be updated on an “interim” basis if plan goals/policies, demographic and financial information, traffic forecasts, and project listings do not require major revisions address no less than a 20-year planning horizon at the time of MPO or RPO Board “reaffirming” the expiring LRTP. This could still result in a conformity lapse in non-attainment/maintenance areas, depending upon conformity update cycle and the allowed grace period.

A short-term, “Interim” plan or reaffirming the expiring LRTP can be adopted by the MPO or RPO Board to allow TIP amendments to proceed, after consultation with other planning partners, the public, and FHWA/FTA.

LRTP: Summary of Required Elements

- Minimum 20 year planning horizon
- Long and short-range strategies/actions for integrated multimodal transportation system
- Description of performance measures and performance targets and a system performance report

- Current and projected forecast of future conditions and needs
- A financial plan

Please refer to [FHWA’s Model Long-Range Transportation Plans: A Guide for Incorporating Performance-Based Planning \(2014\)](#) for additional guidance.

The MPOs, RPOs and PennDOT all have a role in developing the LRTP. The LRTP chart outlines the roles and responsibilities of each party, as well as the general order of events that occur during the development of the LRTP.

vi. Twelve Year Transportation Program (TYP)

MPOs and RPOs work cooperatively with PennDOT to prepare a Twelve Year Transportation Program (TYP) that is approved by the [State Transportation Commission \(STC\)](#). The TYP is a fiscally-constrained program that identifies transportation improvements over a 12-year period and is updated every two years. Act 120, of 1970, requires PennDOT to prepare and submit, biannually, a list of recommended transportation projects for the next twelve years to the STC for their consideration and approval. In the course of preparing the TYP, PennDOT undertakes a public input process that is comprehensive and includes multiple stakeholders and reviews.

To assist PennDOT in the preparation of the TYP, MPOs and RPOs can engage in data analysis and support of project need development in planning which can evolve through the LRTP and TIP process in problem identification and possible projects for consideration in the TYP. This process can be encouraged through the use of technical committees at the MPO and RPO level to engage local transportation stakeholders in this development process. Prioritization of these projects and communication of those priorities and how they meet local, state and federal goals is a key part of this process.

vii. Unified Planning Work Program (UPWP) (23 CFR 450.308)

MPOs are federally required to prepare an annual Unified Planning Work Program (UPWP). In Pennsylvania, RPOs are also obligated to develop UPWPs. The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. UPWPs are developed as 2-year programs and in the second year any changes are supplemented/ amended as part of the 2-year agreement. The exception is DVRPC, which (by Interstate Compact) is required to update their budget/UPWP every year by March 15th.

viii. State Planning & Research Work Program (23 CFR 420 & 23 USC 505)

To be eligible for federal State Planning and Research (SPR) funds, state DOTs must prepare a management plan for how they will conduct research, development and technology (RD&T) activities. Authorized by Title 23, U.S. Code, Section 505, and regulated by Title 23, Code of Federal Regulations (CFR), Part 420; these funds are used by PennDOT in a variety of ways to facilitate statewide and MPO and RPO transportation planning activities and address transportation issues to achieve Commonwealth goals. Federal guidance can be found in the [State Planning and Research Guide](#). The most recent work plan (2016-2018 Transportation Planning and Research Work Program) was prepared by the Office of Planning.

PennDOT is responsible for preparing the management plan for the SPR Work Program. MPOs and RPOs can assist PennDOT in this process by educating stakeholders on the benefits and programs executed by SPR as well as developing topics and research areas that are important to the local transportation stakeholders.

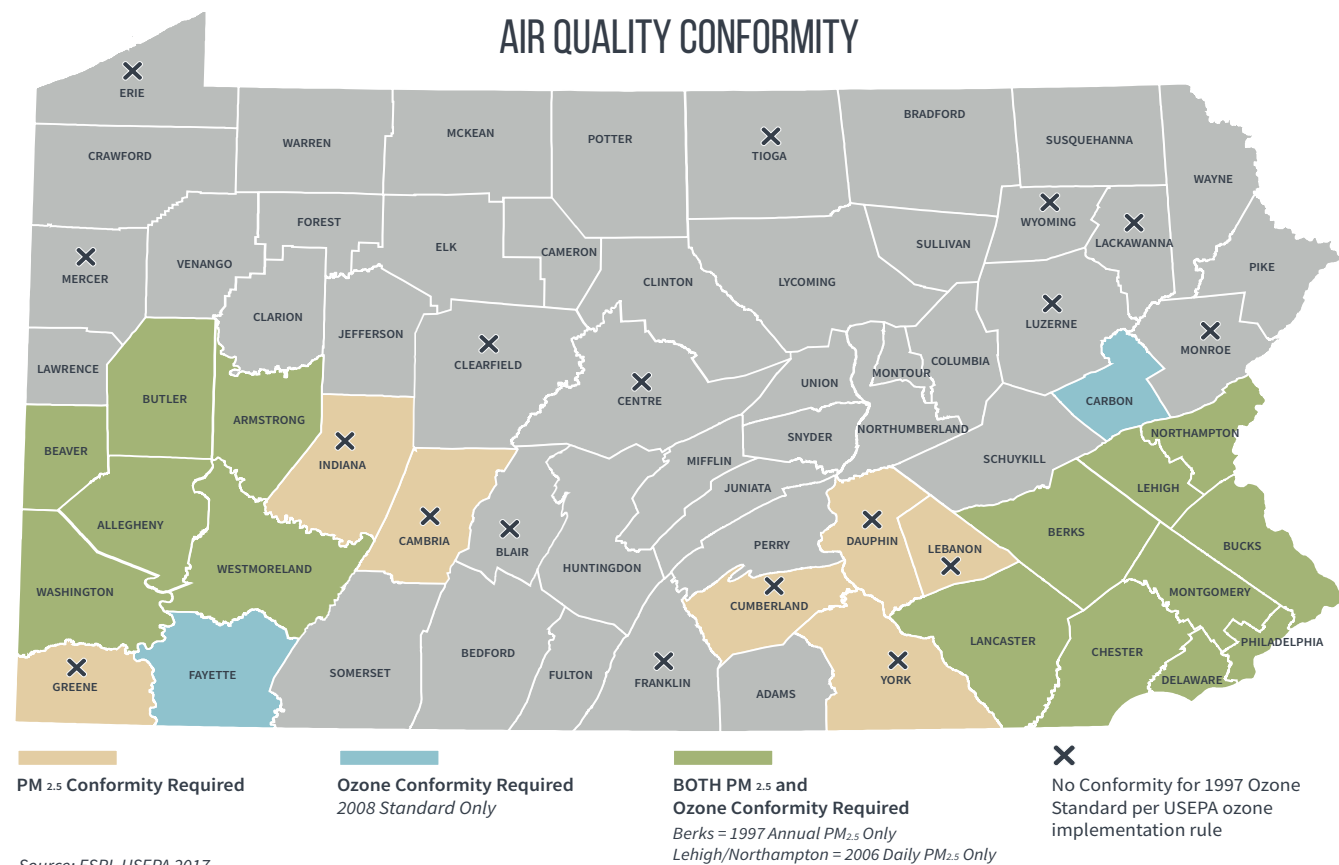


ix. Regional Air Quality Conformity Analysis (93 CFR Parts 51 and 93 & 23 CFR 450.324 (d) and 450.326(f))

The [Clean Air Act \(CAA\)](#) established [air quality standards](#) and requirements for transportation projects that states must follow. Under the CAA transportation and air quality modeling procedures must be coordinated to ensure that the TIP and the LRTP are consistent with the area's applicable State Implementation Plan (SIP). The SIP is a federally approved and enforceable plan by which each area identifies how it will attain and/or maintain the health-related primary and welfare-related secondary National Ambient Air Quality Standards (NAAQS).

The [Pennsylvania Local Development District Act 120 of 1994](#) also requires that transportation projects using state or federal funding must be evaluated for potential impact – including air quality. Areas deemed to be nonattainment or maintenance areas for air quality must complete a regional conformity analysis for projects included on the TIP and/or LRTP. The purpose is to ensure that transportation projects achieve air quality goals specified for the region.

In preparing the conformity analysis, depending on conformity status, MPOs and RPOs are responsible for supporting or executing the air quality conformity status as part of LRTP and TIP updates. If a travel demand model exists in a region, this is often the most effective tool to complete this analysis. PennDOT is responsible for partnering in this process and assuring that the TIPs are in conformance as well as the conformity of the STIP.



In Pennsylvania, PennDOT and several MPOs are responsible for air quality conformity including:

1. Cambria County / Johnstown Area Transportation Study MPO
2. Carbon County / Northeastern Pennsylvania Alliance MPO
3. Delaware Valley Regional Planning Commission MPO
4. Harrisburg Area Transportation Study MPO
5. Lancaster County Transportation MPO
6. Lebanon County MPO
7. Lehigh Valley Transportation Study MPO
8. Reading Area Transportation Study MPO
9. Southwestern Pennsylvania Commission MPO
10. York Area MPO

For additional information, refer to PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity (March 2014) and [PennDOT Project-Level Air Quality Handbook, Publication 321](#).

x. Public Participation Plan (23 CFR 450.316)

The Public Participation Plan outlines a process by which the MPO or RPO will ensure adequate involvement of local residents, service providers, businesses, elected officials, and other stakeholders. The plan must identify how the MPO/RPO will notify the public of meetings, ensuring access to meetings, and demonstrating how they will consider and respond to public input. The FHWA provides guidance to MPOs and RPOs regarding [public participation requirements](#).

The Public Participation Plan must comply with [Title VI of the Civil Rights Act of 1964](#) that “prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin.”

The MPOs and RPOs are responsible for preparing the Public Participation Plan, but may receive assistance from PennDOT on technical topics and issues. The public participation plan is a key element to assure that all transportation related activities in the region are communicated and involve all members of the public including traditionally underserved and protected populations.

xi. Coordinated Public Transit-Human Services Plan

Federal transit law ([Enhanced Mobility of Seniors and Individuals with Disabilities - 49 USC 5310](#)) provides funding to help improve mobility for older and disabled individuals. To receive federal funding, the MPO or RPO must prepare a Coordinated Public Transit-Human Services Transportation Plan. The plan must follow an inclusive and public process to identify, prioritize and select transit projects.

The MPOs and RPOs are responsible for preparing the Coordinated Public Transit-Human Services Transportation Plan, but may receive assistance from PennDOT on funding to complete these studies and monitoring or best practice sharing across the Commonwealth.

xii. Congestion Management Plan (23 CFR 450.322)

The FHWA defines congestion management as “the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods.” Congestion management plans are required for TMAs, which are typically served by an MPO. The MPO is required to implement a process that addresses integrated management and operation of a multimodal system through the use of travel demand reduction, job access, and operational management strategies. For additional guidance, refer to the FHWA [Congestion Management Process Guidebook](#).

The MPOs are responsible for preparing the Congestion Management Plan, but may receive assistance from PennDOT on data analysis and guidance, as well as information on traffic signals, traffic volumes and other relevant topics related to congestion. PennDOT may also have access to Highway Occupancy Permit (HOP) development information that could assist in identifying critical corridors of concern and intersections of concern in the region.

xiii. Roadway Functional Classification Review (23 CFR 470.105(b))

The term Functional Classification describes the manner by which a road is categorized as to how it serves the traveling public. For instance, roads provide mobility for travelers and access to destinations. The requirement to classify roads began with ISTEA, which established three main classification categories: Arterials, Collectors, and Local Roadways. FHWA’s [Highway Functional Classification Concepts, Criteria and Procedures](#) provides additional information to understand functional classification and the concepts of mobility and access.

In Pennsylvania, the MPOs and RPOs are generally responsible for identifying and analyzing land use and population changes in the region that might necessitate a review of functional class as it relates to 10 year updates of census or land use information. PennDOT is generally responsible for providing technical expertise related to the roadways themselves and the roadway network.

PennDOT has prepared guidance in the manual [Procedures for Revisions to Functional Classifications and Federal-Aid Systems](#), that outlines the complete policies and procedures that are to be followed by the State, MPOs, RPOs, and local officials.

xiv. Annual Listing of Obligated Projects (23 CFR 540.334)

The Annual Listing of Obligated Projects is a required listing of all projects and strategies listed in the TIP for which federal funds were obligated during the immediately preceding program year.

The development of the annual listing “shall be a cooperative effort of the State, transit operator, and MPO.” In Pennsylvania, the MPOs are generally responsible for preparing the list of projects in coordination with transit operators for review by PennDOT. RPOs are not required to prepare the annual listing.

SAFETEA-LU gave special emphasis to listing two project types – investments in pedestrian walkways and bicycle transportation facilities, to ensure they are not overlooked. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program. [SAFETEA-LU, 23 USC 134(j)(7)(B), 23 USC 135(g)(4)(B), 49 USC 5303(j)(7)(B), and 49 USC 5304(g)(4)(B) as described in FTA/FHWA Preliminary Guidance on Annual Listing of Obligated Projects, March 16, 2007, <https://www.fhwa.dot.gov/HEP/annuallistatt.htm>.]

xv. Public Participation Plan for Statewide Planning (23 CFR 450.210)

The Public Participation Plan is the formal documentation of the process by which a state DOT will use to gain input from various stakeholders including elected officials, transportation agencies, special interest groups, disadvantaged populations, and the public. PennDOT is responsible for preparing this plan and shares that information with the MPOs and RPOs to assist in the development of their local plans and procedures.

The Public Participation Plan must comply with [Title VI of the Civil Rights Act of 1964](#) that “prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin.”

xvi. Title VI Compliance and Implementation Plan

To comply with [Title VI of the Civil Rights Act of 1964](#), state agencies must take action to avoid disproportionately or adverse impacts to minority or low-income groups. [23 CFR 450.316 \(b\) \(2\) Metropolitan transportation planning process](#) requires that planning efforts “be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 USC 324 and 29 USC 794, which ensure that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the United States Department of Transportation.”

The FHWA PA Division Offices is responsible for ensuring that PennDOT has an approved Title VI/ Nondiscrimination Plan and completes Annual Update Reports. PennDOT is responsible for preparing the Title VI Compliance and Implementation Plan. MPOs and RPOs can assist PennDOT in this process by identifying and engaging these identified populations and assuring that an adequate public engagement program is completed in the development of any transportation related activity.

The Division Offices must also ensure that PennDOT is conducting an effective Monitoring Program of the efforts of MPOs and RPOs to comply with Title VI and the additional Nondiscrimination requirements.

The FHWA website addressing [Civil Rights](#) and nondiscrimination offers resources for agencies to reference when developing compliance activities. [PennDOT’s Title VI Program](#) provides guidance for complying with the Federal statute.

xvii. Title VI Plan

MPOs and RPOs are responsible for preparing a Title VI Plan for their region which complies with the same requirements that state agencies must adhere to. PennDOT will review this plan and can provide assistance with its development.

xviii. Statewide Environmental Justice Plan

Environmental Justice (EJ) refers to the implementation of Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. To ensure that underserved, low-income, minority or other traditionally vulnerable and overlooked segments of the population are included in transportation planning efforts, PennDOT prepared [Every Voice Counts: Moving Toward Environmental Justice](#) (2012), which describes methods and expectations for inclusion.



PennDOT is responsible for preparing the Statewide Environmental Justice Plan. MPOs and RPOs can assist PennDOT in this process by identifying and engaging these identified populations and assuring that an adequate public engagement program is completed in the development of any transportation related activity.

PennDOT provides guidance for project level application of Environmental Justice in [Publication 746](#).

ixx. Language Access Plan for Limited English Proficiency (LEP)

The Title VI Circular defined Limited English populations as “refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all. PennDOT addressed how the agency will engage with LEP in the [Every Voice Counts](#) State Environmental Justice Plan.

PennDOT is responsible for preparing the Language Access Plan. However, MPOs and RPOs can assist PennDOT in this process by identifying and engaging these identified populations.

xx. Limited English Proficiency Plan & Environmental Justice

On February 11, 1994, [Executive Order 12898](#) (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), directed Federal agencies to ensure that “programs or activities receiving Federal financial assistance that affect human health or the environment do not directly, or through contractual or other arrangements, use criteria, methods, or practices that discriminate on the basis of race, color, or national origin.” The term Environmental justice (EJ) refers to the activities or efforts that an organization will undertake to meet the mandate of the Civil Rights Act.

On August 11, 2000, [Executive Order 13166](#), (Improving Access to Services for Persons with Limited English Proficiency) required Federal agencies to ensure meaningful access to services to people with limited English proficiency (LEP). FHWA provides guidance to meet [LEP goals](#). For additional information, visit [LEP.gov](#), which is the Limited English Proficiency (LEP) Federal Interagency Website.

MPOs and RPOs are responsible for preparing the Limited English Proficiency Plan. [Publication No. 737 Environmental Justice Moving Forward](#) and [Publication No. 746, Project Level Environmental Justice Guidance](#) offers MPOs and RPOs valuable instruction for compliance related to transportation planning and programming of projects.

CHAPTER 3

PLANNING PARTNER CHARACTERISTICS

A. Organizational Comparison of MPOs and RPOs

Transportation planning in Pennsylvania is a dynamic process that is by necessity collaborative in nature. PennDOT, in partnership with the MPOs and RPOs, works continuously to ensure that all state and federal requirements are fulfilled. This section provides a summary comparison of the MPO and RPO organizations who are partners with PennDOT in the transportation planning process.

	MPO	RPO
Number in Pennsylvania	19	4
Establishing Legislation	1962 Federal-Aid Highway Act	1994 Act 120 Amendment, Local Development District Act
Region	Geographic area defined by US Census urbanized areas based upon population of more than 50,000 individuals	Established by the Appalachian Regional Development Act of 1965 (Public Law 89-4, 40 USC App. § 1 et seq.) and as designated by the Governor of Pennsylvania and/or representative Secretary of Department of Transportation

Within Pennsylvania, the characteristics of the MPOs and RPOs vary greatly, from the land area and population of the region, the number of transportation resources present, and the staff available to support the MPO and RPO operations. Chapter 2 Section B contains an individual profile for each of the planning partners within the state that illustrates their specific features and attributes. The following table highlights and compares some of these defining characteristics.





PLANNING PARTNER CHARACTERISTIC COMPARISON

Planning Partners	Total Population	Roadway Total Linear Miles	Federal Aid Highway Linear Miles	National Highway System Linear Miles	Total Bridges
Adams County Transportation Planning Organization MPO	101,407	1,410.1	263.4	64.5	448
Altoona MPO	127,089	1,234.0	357.7	103.7	434
Cambria County MPO	143,679	1,729.9	473.0	113.1	419
Centre County MPO	153,990	1,516.3	468.2	161.6	492
Delaware Valley Regional Planning Commission MPO	4,008,994	15,294.6	3,984.0	1,379.7	3,584
Erie Area Transportation Study MPO	280,566	2,595.8	652.6	190.9	692
Franklin County MPO	149,618	1,693.7	376.8	87.7	419
Harrisburg Area Transportation Study MPO	549,475	4,886.7	1,179.4	323.7	1,317
Lackawanna/Luzerne Transportation Study MPO	535,355	4,317.5	1,130.6	320.3	1,139
Lancaster County Transportation Study MPO	519,445	3,903.6	818.5	183.1	997
Lebanon County MPO	133,568	1,214.5	284.3	88.3	313
Lehigh Valley Transportation Study MPO	647,232	4,126.2	912.9	286.3	919
North Central Pennsylvania Regional Planning and Development Commission RPO	224,780	6,483.0	1,573.8	329.5	1,625
Northeastern Pennsylvania Alliance MPO	440,749	4,763.1	1,235.4	269.1	1,310
Northern Tier Regional Planning and Development Commission RPO	182,663	7,472.1	1,241.5	201.5	2,129
Northwest RPO	233,268	7,006.3	1,638.7	312.8	1,615
Reading Area Transportation Study MPO	411,442	3,334.0	732.0	188.3	883
SEDA - Council of Governments MPO	375,295	6,720.8	1,510.6	355.2	2,291
Shenango Valley Area Transportation Study MPO	116,638	2,036.4	496.7	98.8	596
Southern Alleghenies Planning and Development Commission RPO	188,262	5,968.3	1,173.5	360.2	1,693
Southwestern Pennsylvania Commission MPO	2,574,959	25,171.9	5,965.8	1,571.1	6,689
Wayne County	52,822	1,410.5	247.5	6.6	378
Williamsport Area Transportation Study MPO	116,111	1,989.0	490.4	83.0	628
York Area MPO	434,972	3,812.3	761.8	138.7	863
PA TOTAL	12,702,379	120,090.6	27,969.1	7,217.7	31,873

B. Planning Partner Profiles: MPOs, RPOs, and Independent County

ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION MPO

TRANSPORTATION CHARACTERISTICS

The Adams County Transportation Planning Organization (ACTPO) prioritizes and allocates federal, state, and local transportation funds for roads, bridges, bicycle/pedestrian safety, and public transit. ACTPO was formed in 1999 as a Rural Planning Organization (RPO) covering all of Adams County. In March of 2013, ACTPO officially became a Metropolitan Planning Organization (Adams County MPO), due to the expansion of the Hanover Urbanized Area into Adams County.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	0	0
Other Arterials	174.3	1,679,589
Collectors	237.6	386,562
Local	998.3	355,842
Total	1,410.1	2,421,994

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Adams County MPO has 263.4 linear miles of Federal Aid highway.

256.9 miles are State Owned

6.5 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Adams County MPO has 64.5 linear miles of NHS highway.

64.5 miles are State Owned

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

Adams County is served by two freight lines, with CSX Transportation, Inc. running east to west through the county, and the Gettysburg & Northern Railroad connecting Gettysburg with the Norfolk Southern Corporation line in Mount Holly Springs, Cumberland County. Adams County has 52 at-grade rail crossing sites over these two rail lines.

Source: 2040 Long Range Transportation Plan Update, Adams County, Pennsylvania, 2017



Bridges

Adams County has 448 bridges. There are 381 state owned bridges and 67 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Bicycle and Pedestrian Travel

Pennsylvania Bicycle Route S traverses Adams County using State Route 234.

Pennsylvania Bicycle Routes

(www.pennshare.maps.arcgis.com)

Adams County is working to build the North Gettysburg Area Trail System, which will provide a walking and bicycling link between Gettysburg Borough and portions of Cumberland and Straban Townships. More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

(www.explorepatrials.com)

Source: 2040 Long Range Transportation Plan Update, Adams County, Pennsylvania, 2017



Aviation

Adams County has four aviation facilities that provide general aviation air transport services. The largest, Gettysburg Airport and Travel Center, is a general service facility located outside of Gettysburg Borough with approximately 8,600 annual operations.

Source: 2040 Long Range Transportation Plan Update, Adams County, Pennsylvania, 2017

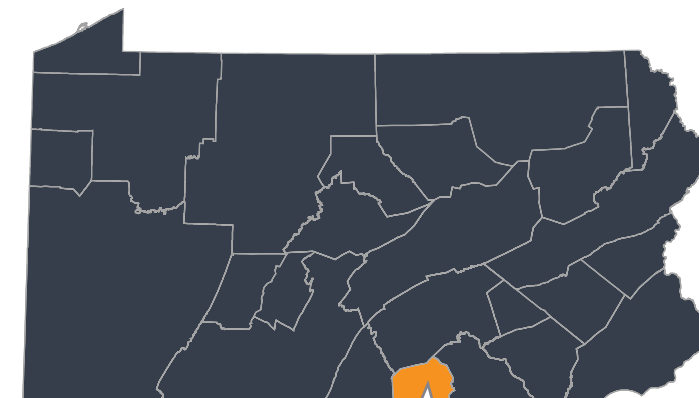


Transit

Freedom Transit, a division of the York Adams Transportation Authority (YATA), provides fixed route transit options connecting the National Battlefield with downtown Gettysburg, surrounding communities, visitors' centers and Gettysburg College. Rabbitransit, another division of YATA, provides transit options to individuals with disabilities and senior citizens. Rabbitransit also provides daily express service to Harrisburg.

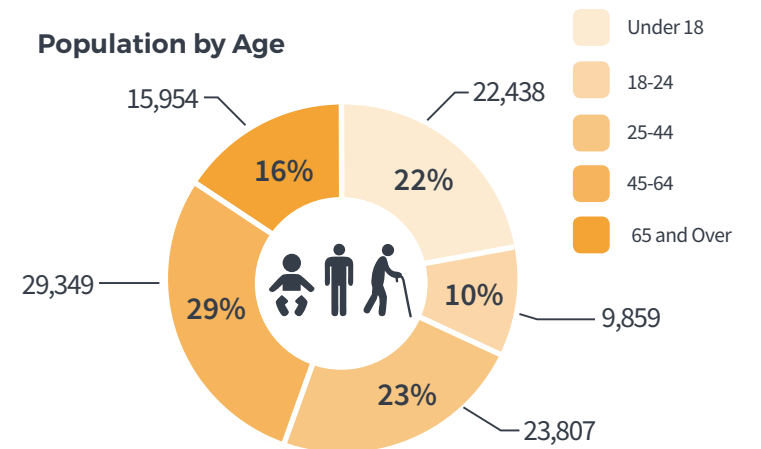
Source: 2040 Long Range Transportation Plan Update, Adams County, Pennsylvania, 2017

DEMOGRAPHICS

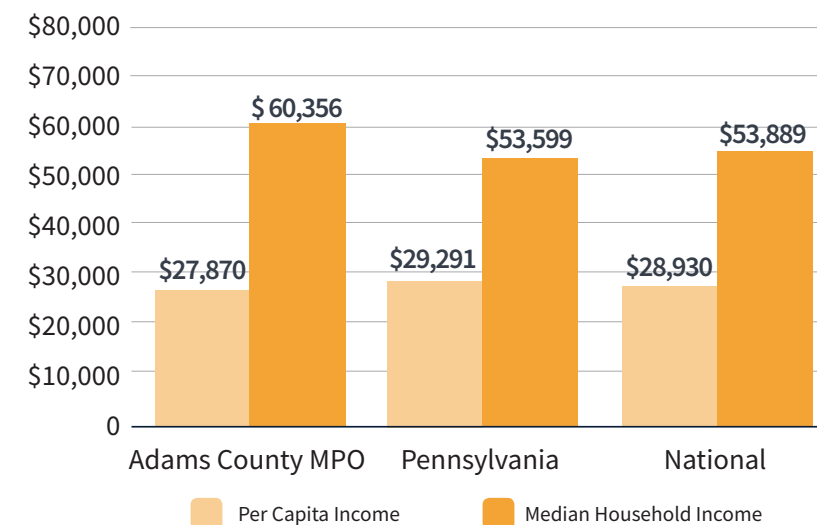


Population
101,407/0.8%
ADAMS COUNTY MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Adams County MPO
Environmental Justice Population		
Minority	18.4%	7.7%
Low Income (in poverty)	13.5%	8.9%
Senior (elderly)	16.3%	17.6%
Disabled	13.5%	13.1%
Limited English Proficiency (LEP)	4.1%	2.9%
Zero Vehicle Households	11.4%	4.0%
Female head of household with child	6.4%	5.0%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION MPO

COMMITTEES

Primary Contact Persons: Sherry Clayton, *Executive Director*
email: sclayton@adamscounty.us phone: 717.337.9824

Committee Information

The Adams County MPO Board is the only MPO committee. It has 13 voting members and meets four times per year.

Voting Members

Adams County Boroughs Association
Adams County Township Association
Adams County Commissioners
Adams County Planning Commission
Adams County Transit Authority
Gettysburg-Adams County Area Chamber of Commerce
Adams County Industrial Development Authority
PennDOT Central Office
PennDOT District 8

Non-Voting Members

State & Federal Representatives
Federal Highway Administration
Gettysburg National Military Park
South Central Community Action Program
Hanover Chamber of Commerce Transportation Committee
York County Planning Commission
Adams County Department of Emergency Services

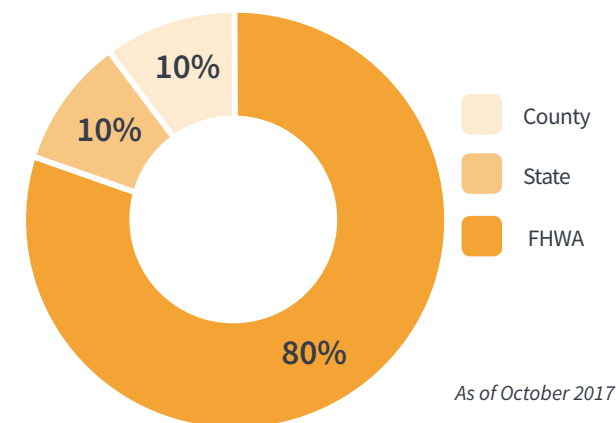
Please visit the [Adams County website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

The Adams County Planning Commission serves as an independent entity that reviews TIPs, L RTPs, TA projects (formerly TEs) for consistency with adopted County planning policies. It provides a recommendation to the MPO Board (ACTPO) on these items.

The Adams County MPO collaborates with other planning partners on TIPs, L RTPs, CMPs, Environmental Justice, Air Quality Conformity, Travel Demand Modeling, Coordinated Transportation Plans, and specific TIP projects on corridors crossing County/MPO lines.

Funding Source for MPO Operations



As of October 2017



Freedom Transit

(Photo courtesy of Topix.com, Gettysburg, PA photo gallery)

ALTOONA MPO

TRANSPORTATION CHARACTERISTICS

The Altoona Metropolitan Planning Organization (MPO) for Blair County was formed in 1965 to serve as a transportation policy making board for the County.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	41.5	915,483
Other Arterials	127.9	1,184,302
Collectors	255.6	491,144
Local	808.9	242,886
Total	1,234.0	2,833,816

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Altoona MPO has 357.7 linear miles of Federal Aid highway.

322.5 miles are State Owned

35.3 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Altoona MPO has 103.7 linear miles of NHS highway.

101.8 miles are State Owned

1.8 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

Norfolk Southern Corporation is the one major rail freight carrier in the Blair County region. The area also includes two short line operators: Everett Railroad Company and the Nittany and Bald Eagle Railroad. Amtrak provides east and westbound passenger service on a daily basis.

Source: 2015-2040 Regional Long Range Transportation Plan, 2016



Bridges

Blair County has 434 bridges. There are 321 state owned bridges and 113 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Bicycle and Pedestrian Travel

Blair County is promoting WalkWorks, which is a local walking program for people of all ages and abilities. Information on local walking routes can be found via the WalksWorks website.

Pennsylvania Bicycle Route G connects Tioga County and the Corning, N.Y. area in the north with Bedford County and the Cumberland, Md. area to the south.

Pennsylvania Bicycle Routes
(www.pennshare.maps.arcgis.com)

More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

(www.explorepatrails.com)

Source: 2015-2040 Regional Long Range Transportation Plan, 2016



Aviation

The Altoona-Blair County Airport provides commercial passenger service. A local fixed base operator services general aviation with fuel and repairs. The airport serves as the site for the Federal Aviation Administration's Western Pennsylvania Flight Service Station.

Source: 2015-2040 Regional Long Range Transportation Plan, 2016



Transit

Altoona Metro Transit (AMTRAN) serves most of the urbanized areas with a fleet of transit buses operating on several fixed routes. Blair Senior Services, Inc. provides transportation services to elderly residents and to individuals with disabilities in and around the Altoona metropolitan area and Blair County, in general.

Source: 2015-2040 Regional Long Range Transportation Plan, 2016



Park and Rides

PennDOT hosts one formal Park and Ride location in Blair County located at Interstate 99 at Exit 39 (Pinecroft).

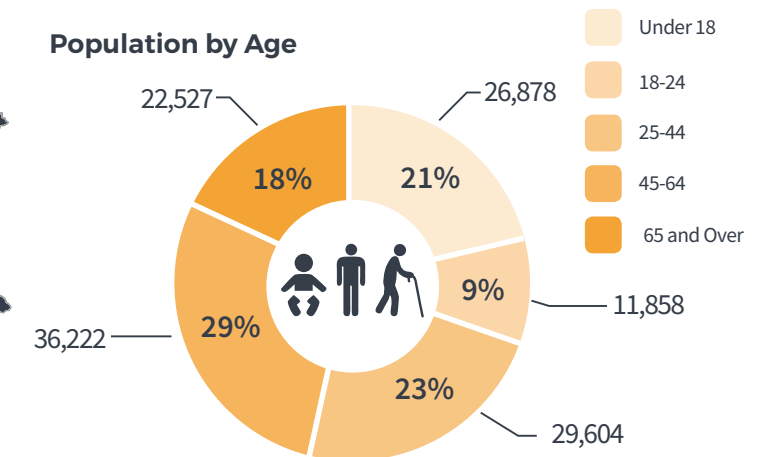
Source: PennDOT Park and Ride Locations, 2017

DEMOGRAPHICS

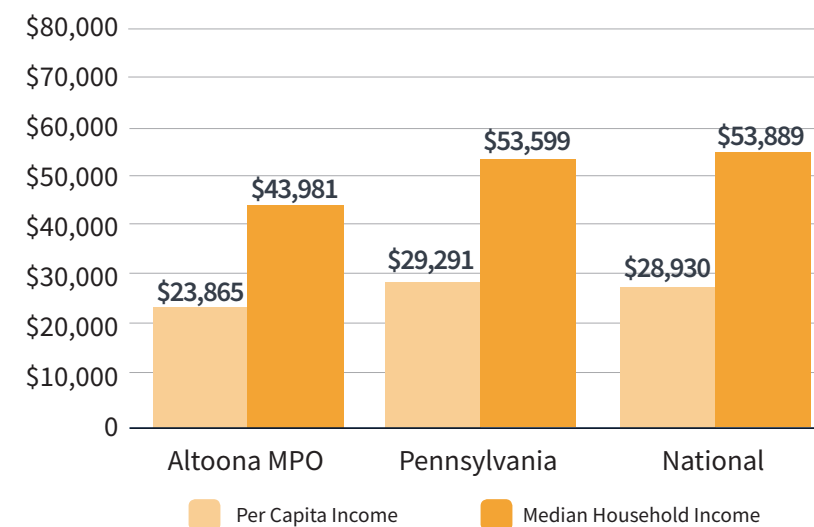


Population
127,089/1.0%
ALTOONA MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Altoona MPO
Environmental Justice Population		
Minority	18.4%	4.1%
Low Income (in poverty)	13.5%	15.0%
Senior (elderly)	16.3%	18.9%
Disabled	13.5%	16.3%
Limited English Proficiency (LEP)	4.1%	0.6%
Zero Vehicle Households	11.4%	9.8%
Female head of household with child	6.4%	5.9%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

ALTOONA MPO

COMMITTEES

Primary Contact Persons: David W. McFarland, III, *Director*
email: dmcfarland@blairplanning.org phone: 814.693.2080

Committee Information

The Coordinating Committee is the governing committee and the Technical Committee is the advisory committee.

Voting Members

Blair County Commissioners
Blair County Boroughs
Blair County Townships
Blair County Planning Commission
Blair County Transit Authority
City of Altoona
Blair County Airport Authority
Altoona Metro Transit
PennDOT Central Office
PennDOT District 9

Non-Voting Members

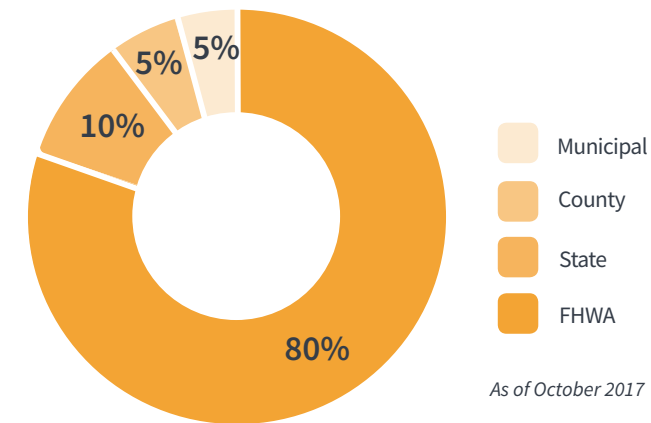
State & Federal Representatives
Federal Highway Administration
Federal Transit Administration
Federal Aviation Administration
PA Department of Conservation and Natural Resources
PA Department of Community and Economic Development
PA Department of Environmental Protection

Please visit the [Blair County website](#) for additional information on the committee structure.

COLLABORATION EFFORTS



Funding Source for MPO Operations



CAMBRIA COUNTY MPO

TRANSPORTATION CHARACTERISTICS

The Cambria County Metropolitan Planning Organization was established in 1965. Cambria County MPO is the Metropolitan Planning Organization for all of Cambria County.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	0	0
Other Arterials	219.3	1,707,733
Collectors	383.4	628,503
Local	1127.1	375,246
Total	1729.9	2,711,481

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Cambria County MPO has 473.0 linear miles of Federal Aid highway. 447.1 miles are State Owned 25.8 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Cambria County MPO has 113.1 linear miles of NHS highway. 111.8 miles are State Owned 1.4 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015



Aviation

Air transportation in Cambria County is provided by one commercial passenger airport and one general aviation facility. The John Murtha Johnstown-Cambria County Airport is the principal air transportation facility in the county. The airport hosts over 45,000 air operations a year for scheduled commercial airline service, the National Guard, US Marine, and Reserves, and corporate aircraft. The Ebensburg Airport is a non-commercial general aviation facility.

Source: Cambria County Long Range Transportation Plan, 2015-2040



Bridges

The Cambria County MPO has 419 bridges. There are 332 state owned bridges and 87 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Rail Freight

Rail freight services within the region are provided by Norfolk Southern Corporation, R.J. Corman, and CSX Transportation, Inc. The Amtrak passenger line traverses the county and has one stop in Johnstown.

Source: Cambria County Long Range Transportation Plan, 2015-2040



Bicycle and Pedestrian Travel

Cambria County has several on-road bicycle routes that total nearly 60 miles. The Ghost Town Trail is one of several off-road hiking trails located within the region. More information can be found visiting the [Cambria County Conservation & Recreation Authority's website](#).

More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails (www.explorepatrails.com)

No Pennsylvania Bicycle Routes are present within the County.

Source: Cambria County Long Range Transportation Plan, 2015-2040



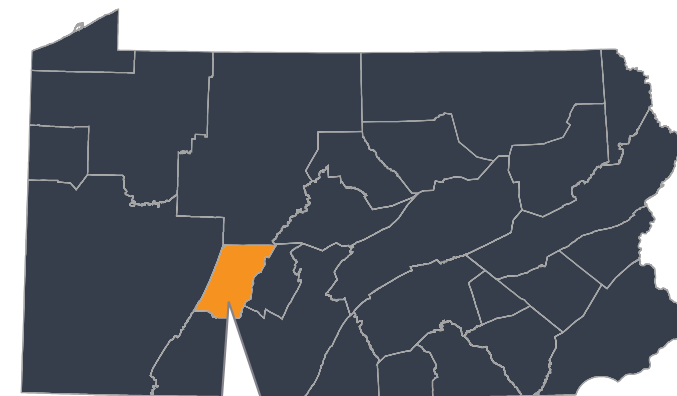
Transit

The Cambria County Transit Authority (CamTran) is the principal mass transit carrier within the County and has both Urban and Rural divisions. CamTran provides fixed-route transit service in the Johnstown urbanized area and remainder of the county. The county-wide fixed route service is augmented with call-on-demand and paratransit services. Amtrak provides daily east and westbound passenger service.

CamTran owns and operates the Johnstown Inclined Plane, which is the world's steepest vehicular inclined plane and is listed on the National Historic Register.

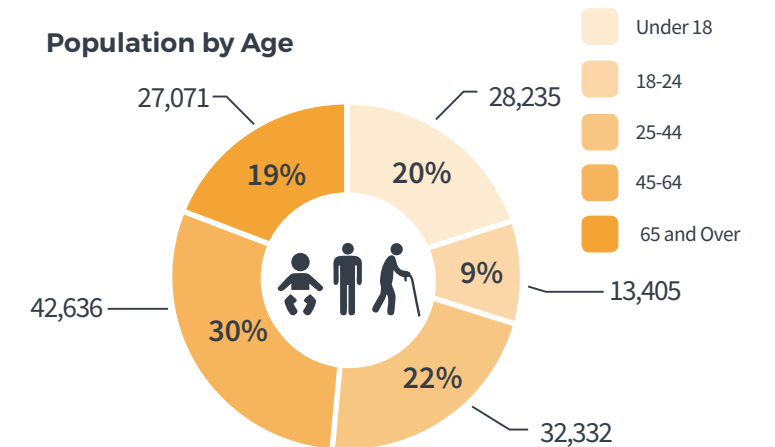
Source: Cambria County Long Range Transportation Plan, 2015-2040

DEMOGRAPHICS

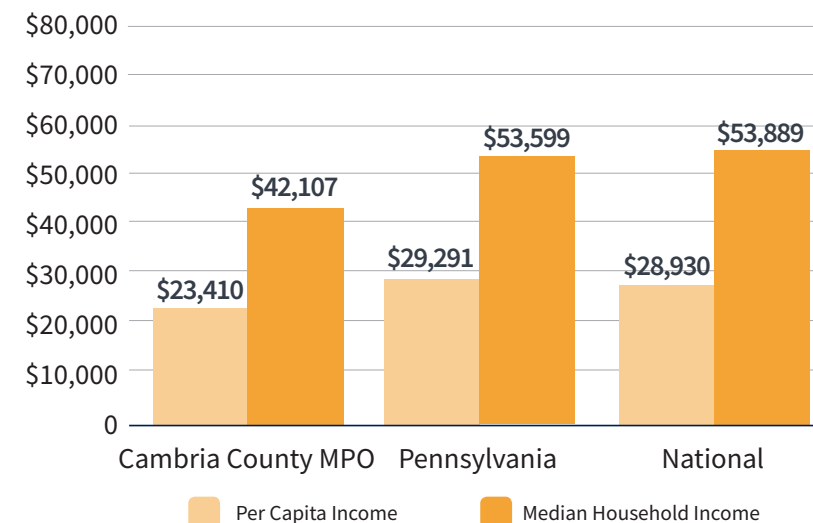


Population
143,679/1.1%
CAMBRIA COUNTY MPO
 Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Cambria County MPO
Environmental Justice Population		
Minority	18.4%	6.2%
Low Income (in poverty)	13.5%	15.2%
Senior (elderly)	16.3%	19.8%
Disabled	13.5%	18.1%
Limited English Proficiency (LEP)	4.1%	0.7%
Zero Vehicle Households	11.4%	10.5%
Female head of household with child	6.4%	6.1%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

CAMBRIA COUNTY MPO

COMMITTEES

Primary Contact Person: Ethan Imhoff, AICP, *Executive Director*
email: Eimhoff@co.cambria.pa.us phone: 814.472.2106

Committee Information

The Cambria County Metropolitan Planning Organization (CCMPO), consists of a Technical Committee and a Coordinating Committee. These committees are made up of a cross-section of Municipal and County officials, economic development experts, as well as staff from PennDOT and the Cambria County Planning Commission.

Voting Members

Cambria County Commissioners
Cambria County Planning Commission
City of Johnstown
Boroughs
Townships
Johnstown/Cambria County Airport Authority
Cambria County Transit Authority
Cambria County Chamber of Commerce
PennDOT District 9
PennDOT Central Office

Non-Voting Members

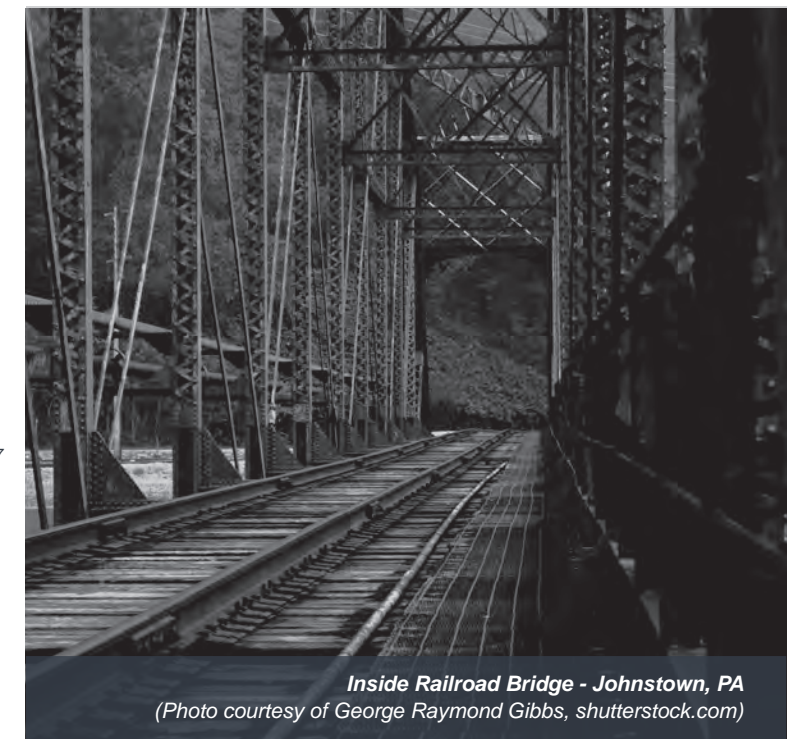
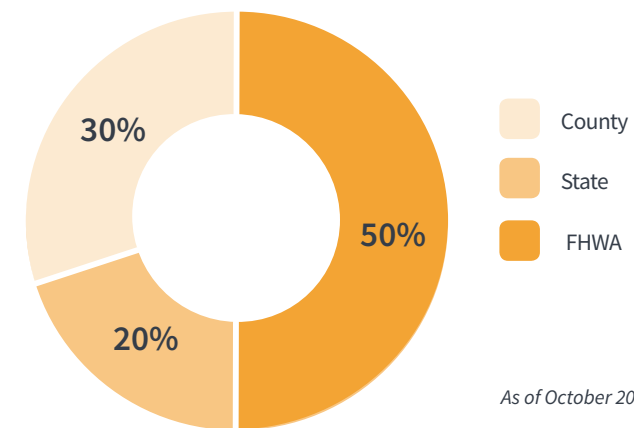
Federal Highway Administration

Please visit the [Cambria County MPO website](#) for additional information on the committee structure.

COLLABORATION EFFORTS



Funding Source for MPO Operations



CENTRE COUNTY MPO

TRANSPORTATION CHARACTERISTICS

The Centre Region Planning Agency is the Metropolitan Planning Organization for Centre County (Centre County MPO), and together with PennDOT, it is responsible for the transportation system throughout the 35 municipalities that comprise the Centre region.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	62.6	1,594,639
Other Arterials	202.4	1,462,047
Collectors	285.2	433,368
Local	966.2	281,989
Total	1516.3	3,772,044

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Centre County MPO has 468.2 linear miles of Federal Aid highway. 429.2 miles are State Owned, 39.0 miles are Locally Owned.

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Centre County MPO has 161.6 linear miles of NHS highway. 161.3 miles are State Owned, 0.3 miles are Locally Owned.

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

The SEDA-COG Joint Rail Authority owns active rail lines in Centre County; operations are provided by the Nittany and Bald Eagle Railroad and focus on freight movements. Norfolk Southern Corporation possesses track rights over the Nittany and Bald Eagle Railroad from Lock Haven to Tyrone. The Bellefonte Historical Railroad, a tourist railroad, operates over the Nittany and Bald Eagle Railroad. The R. J. Corman Railroad Group, LLC/Pennsylvania Lines operates along the boundary between Centre County and Clearfield County.

Source: Centre County Long Range Transportation Plan 2044, September 2015



Bridges

Centre County has 492 bridges. There are 434 state owned and 58 locally owned bridges.

Source: PennDOT Bridge Management System, 2017
*Statistics for bridges over 20 feet



Bicycle and Pedestrian Travel

Two Pennsylvania Bicycle Routes traverse Centre County, Routes G and V.

Pennsylvania Bicycle Routes

(www.pennshare.maps.arcgis.com)

Designated bike trails, proposed trails and multi-modal transfer points can be found by visiting the Centre Region [Bicycling Routes map](#).

More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

(www.explorepatrails.com)



Aviation

One commercial scheduled service airport, four general airports and one glider port serve Centre County. University Park Airport is a commercial scheduled service airport and is one of the top five of freight cargo airports within the state. The Mid-State Regional Airport, a general airport, also serves as a forest fire attack base for the DCNR. The three other general airports are Bellefonte, Penns Cave, and Centre Airpark. The glider port is the Ridge Soaring Gliderport.

Source: Centre County Long Range Transportation Plan 2044, September 2015

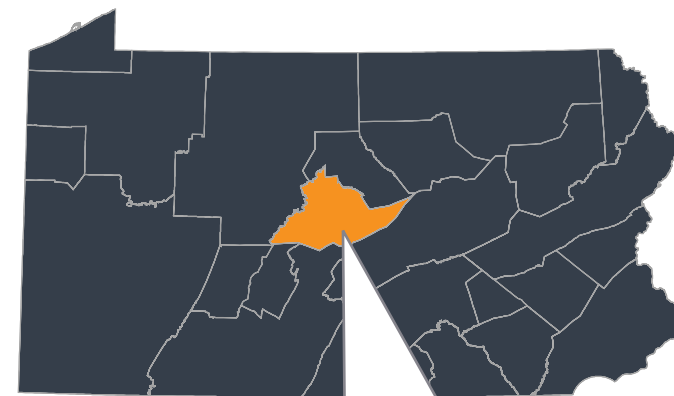


Transit

The Centre Area Transportation Authority (CATA) provides transit service to the six Centre Region municipalities, Bellefonte Borough, and Spring and Benner Townships. For complete route and schedule information, as well as real-time bus tracking, visit: www.catabus.com.

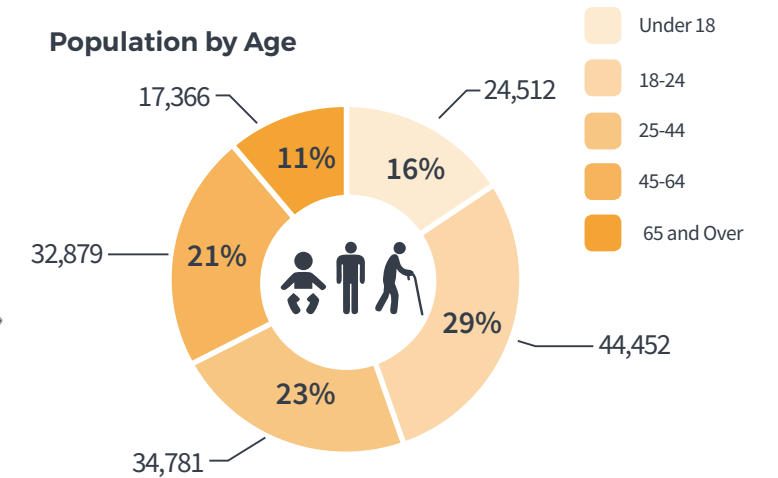
Source: Centre County Long Range Transportation Plan 2044, September 2015

DEMOGRAPHICS

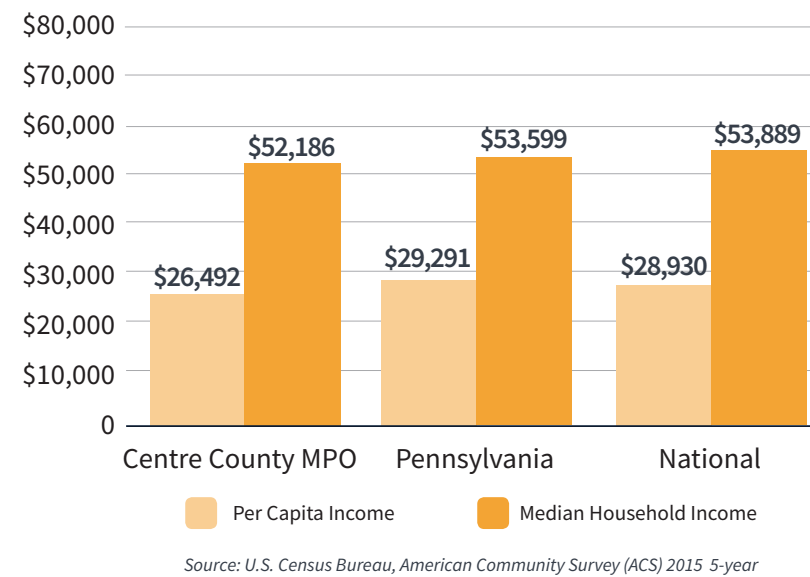


Population
153,990/1.2%
CENTRE COUNTY MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Environmental Justice

	% of Total Population in PA	% of Total Population in Centre County MPO
Environmental Justice Population		
Minority	18.4%	11.6%
Low Income (in poverty)	13.5%	19.3%
Senior (elderly)	16.3%	12.2%
Disabled	13.5%	9.9%
Limited English Proficiency (LEP)	4.1%	3.5%
Zero Vehicle Households	11.4%	10.3%
Female head of household with child	6.4%	3.6%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

CENTRE COUNTY MPO

COMMITTEES

Primary Contact Person: James J. May, AICP, *Planning Director*
email: jmay@crcog.net phone: 814.231.3050

Committee Information

The Technical Committee is the review and recommendation committee.

The Coordinating Committee is the decision making committee where recommendations of the Technical Committee are acted upon.

Voting Members

- Centre County
- College Township
- Ferguson Township
- Halfmoon Township
- Harris Township
- Patton Township
- State College Borough
- Nittany Valley Planning Region
- Penns Valley Planning Region
- Lower Bald Eagle Valley Planning Region
- Upper Bald Eagle Valley Planning Region
- Moshannon Valley Planning Region

- Mountaintop Planning Region
- Centre Area Transportation Authority
- Centre Regional Planning Commission
- PennDOT Central Office
- PennDOT District 2

Non-Voting Members

- Pennsylvania State University
- Federal Highway Administration
- Federal Transit Administration

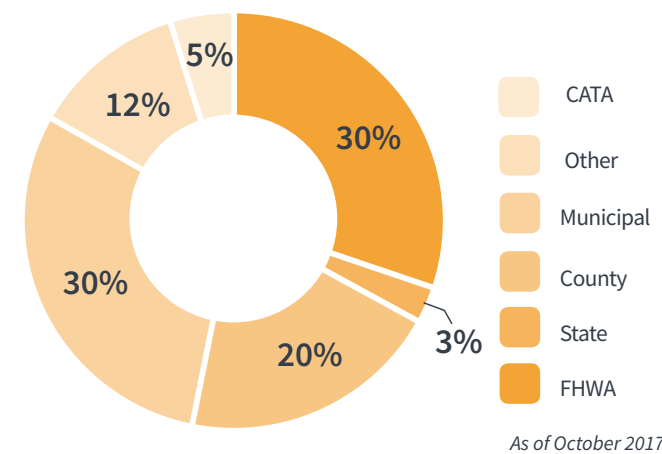
Please visit the [Centre County MPO website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

The Centre County MPO works cooperatively with the North Central RPO and SEDA-COG MPO to prepare functional classification information and on TIP development.

The Centre County MPO collaborates with CATA to perform some of the core functions of the MPO.

Funding Source for MPO Operations



Old Main Building at Penn State University
(Photo courtesy of trekandshoot, shutterstock.com)

DELAWARE VALLEY REGIONAL PLANNING COMMISSION MPO

TRANSPORTATION CHARACTERISTICS

The Delaware Valley Regional Planning Commission (DVRPC) was formed by an Interstate Compact through legislation passed by the Pennsylvania Legislature in 1965 and by the New Jersey Legislature in a series of conforming acts passed between 1966 and 1974. DVRPC is the MPO for a nine-county region that includes Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania and Burlington, Mercer, Camden, and Gloucester counties in New Jersey.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	181.5	16,436,610
Other Arterials	2,291.2	34,569,378
Collectors	1,814.0	7,456,901
Local	11,007.6	7,543,572
Total	15,294.6	66,006,463

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The DVRPC MPO has 3,984.0 linear miles of Federal Aid highway.

3052.5 miles are State Owned

931.5 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The DVRPC MPO has 1,379.7 linear miles of NHS highway.

1,188.9 miles are State Owned

97.1 miles are Locally Owned

93.6 miles are Owned By Others (PA Turnpike, Toll Bridge)

Source: Pennsylvania Highway Statistics, 2015



Bicycle and Pedestrian Travel

Three Pennsylvania Bicycle Routes are located within the DVRPC MPO region, Routes E, L and S.

Pennsylvania Bicycle Routes

(www.pennshare.maps.arcgis.com)

More information about bicycle and pedestrian facilities can be found at DVRPC website and the Circuit Coalition website.

PA DCNR's Explore PA Trails

(www.explorepatrails.com)



Bridges

The DVRPC MPO has 3,584 bridges. There are 2,749 state owned bridges and 835 locally owned bridges.

Source: PennDOT Bridge Management System, 2017.

*Statistics for bridges over 20 feet



Rail Freight

The extensive rail freight network in the DVRPC MPO region is anchored by two major freight railroads, CSX Transportation, Inc. and Norfolk Southern Corporation, which operate interstate routes and provide daily scheduled services to and from the region. In addition, there are several short line operators that offer direct freight services.

Source: Connections 2040 Plan for Greater Philadelphia, July 2013



Aviation

Philadelphia International Airport is the Delaware Valley's premier aviation facility. The airport is served by a variety of airlines and provides services to many national and international destinations, including major UPS and FedEx cargo operations. The Pennsylvania portion of the DVRPC MPO region is served by seven reliever airports, five general aviation airports, and three public use heliports which provide the necessary facilities for corporate jets, general aviation, law enforcement, medical, and news gathering operations.

Source: Connections 2040 Plan for Greater Philadelphia, July 2013



Transit

The Southeastern Pennsylvania Transportation Authority (SEPTA) is the primary provider of mass transit in the Pennsylvania portion of the DVRPC MPO region. SEPTA operates regional rail, subway/elevated rail, trolley, trackless trolley, and bus service and also offers service to the elderly and individuals with disabilities through a customized paratransit unit.

The region is also served by a number of other transit carriers including New Jersey Transit, Delaware River Port Authority (DRPA), Port Authority Transit Corporation (PATCO), Amtrak and Pottstown Area Rapid Transit (PART). Daily state-supported intercity bus service is provided to the region by Greyhound Lines, Bieber Tourways, Martz Trailways, and Susquehanna Transit Company.

Source: Connections 2040 Plan for Greater Philadelphia, July 2013

NOTE: All characteristics information only represents the PA portion of the DVRPC region.



Park and Rides

PennDOT hosts Park and Ride locations in Bucks County, Chester County, Montgomery County, and Philadelphia County. DVRPC Office of Marketing and Commuter Services hosts several commuter services. Information can be found [here](#).

Source: PennDOT Park and Ride Locations, 2017

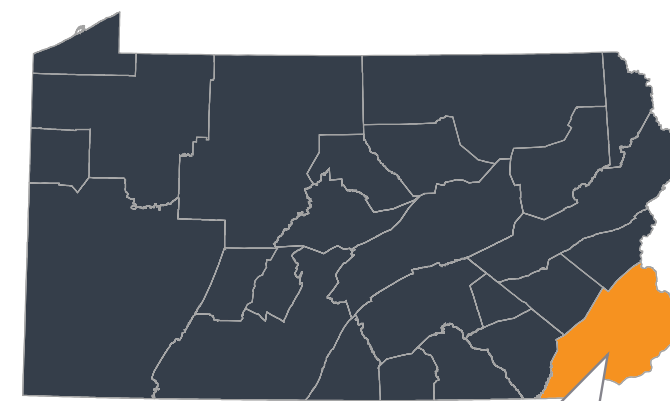


Ports

At present, there are 31 active port facilities on the Delaware and Schuylkill rivers in Southeastern Pennsylvania; some are privately owned while others are publicly owned. Information can be found [here](#).

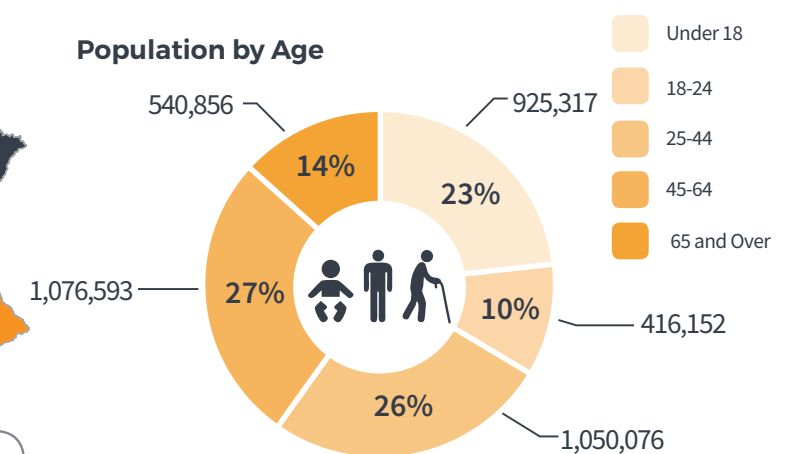
Source: Connections 2040 Plan for Greater Philadelphia, July 2013

DEMOGRAPHICS

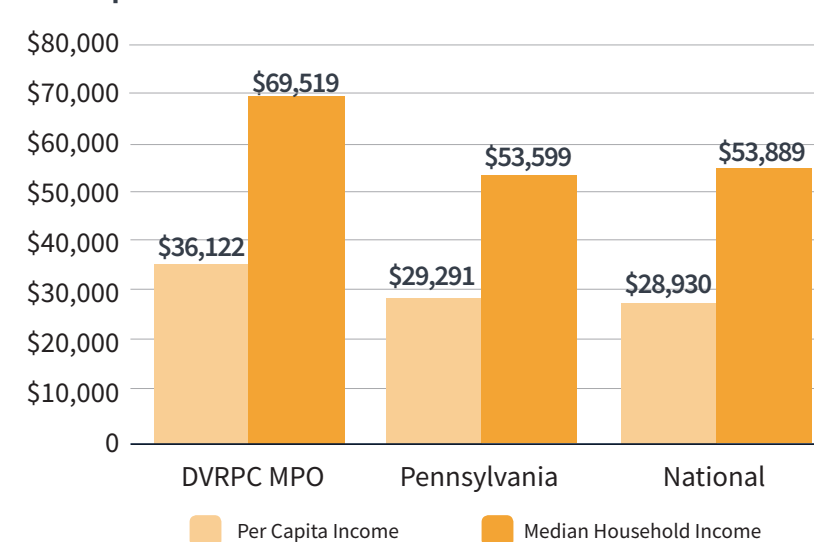


Population
4,008,994/31.6%
DVRPC MPO
 Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in DVRPC MPO
Environmental Justice Population		
Minority	18.4%	33.6%
Low Income (in poverty)	13.5%	14.7%
Senior (elderly)	16.3%	14.2%
Disabled	13.5%	12.3%
Limited English Proficiency (LEP)	4.1%	6.5%
Zero Vehicle Households	11.4%	16.4%
Female head of household with child	6.4%	7.1%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

DELAWARE VALLEY REGIONAL PLANNING COMMISSION MPO

COMMITTEES

Primary Contact Person: Barry Seymour, *Executive Director*
email: bseymour@dvrpc.org phone: 215.592.1800

Committee Information

The Regional Technical Committee is comprised of 30 voting members who meet monthly and make recommendations on action items for the DVRPC Board. The Board is an 18 member body having the authority and responsibility to make decisions affecting the entire organization as well as the nine-county region.

Other Advisory Committees include:

- Public Participation Task Force
- Delaware Valley Goods Movement Task Force
- Regional Safety Task Force
- Transportation Operations Task Force
- Central Jersey Transportation Forum
- Healthy Communities Task Force
- Information Resources Exchange Group
- Regional Community and Economic Development Forum
- Regional Aviation Committee
- Urban Waterfront Action Group

Please visit the [DVRPC MPO website](#) for additional information on the committee structure.

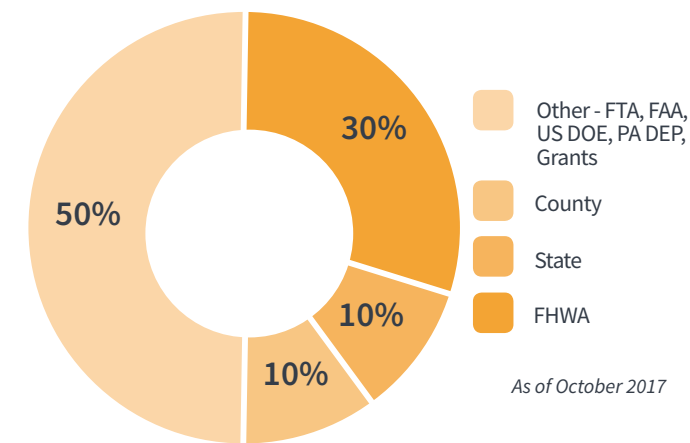
COLLABORATION EFFORTS

The DVRPC Goods Movement Task Force includes participation of other MPOs, both from PA and NJ, and meeting agenda items are typically of mega-region scale.

DVRPC frequently coordinates with New Jersey MPOs on Safety Program related to HSIP funding.

DVRPC also periodically coordinates with WILMAPCO in the Wilmington, DE area on issues with cross-border impacts such as transit planning.

Funding Source for MPO Operations



ERIE AREA TRANSPORTATION STUDY MPO

TRANSPORTATION CHARACTERISTICS

The Erie Area Transportation Study is the Metropolitan Planning Organization (Erie MPO) for Erie County. The Erie County Department of Planning serves as the administrative agency and staff of the Erie MPO, which serves all of Erie County.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	72.9	1,766,279
Other Arterials	354.4	2,525,060
Collectors	394.9	710,870
Local	1,773.6	653,249
Total	2,595.8	5,655,458

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Erie MPO has 652.6 linear miles of Federal Aid highway.

526.9 miles are State Owned
125.7 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Erie MPO has 190.9 linear miles of NHS highway.

185.2 miles are State Owned
5.8 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

Two major freight rail lines serve the Erie area, Norfolk Southern Corporation and CSX Transportation Inc. The Bessemer and Lake Erie Railroad and the Buffalo and Pittsburgh Railroad, Inc. are the two regional railroads. The local East Erie Commercial Railroad services the GE locomotive plant facilities.

Source: Erie County 2042 Long Range Transportation Plan, March 2017



Ports/Waterways

The Erie-Western Pennsylvania Port Authority (EWPPA) owns and manages the Port of Erie which serves industrial and trade interests. Freight facilities include the Carmeuse Terminal, which handles the port's general cargo.

Source: Erie County 2042 Long Range Transportation Plan, March 2017



Bridges

Erie County has 692 bridges. There are 575 state owned bridges and 117 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Bicycle and Pedestrian Travel

Three Pennsylvania Bicycle Routes are located within Erie County, Route A, Y and Z.

Pennsylvania Bicycle Routes

www.pennshare.maps.arcgis.com

More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

www.explorepatrails.com



Aviation

The Erie International Airport, Tom Ridge Field, is served by United, Delta, and American Airways.

These major airlines connect a significantly growing number of travelers in the Erie metropolitan area with over 1,100 national and international cities. Erie International also recently established a Federal Trade Zone allowing for commercial cargo shipments. Two general aviation airports also service the county.

Source: Erie County 2042 Long Range Transportation Plan, March 2017

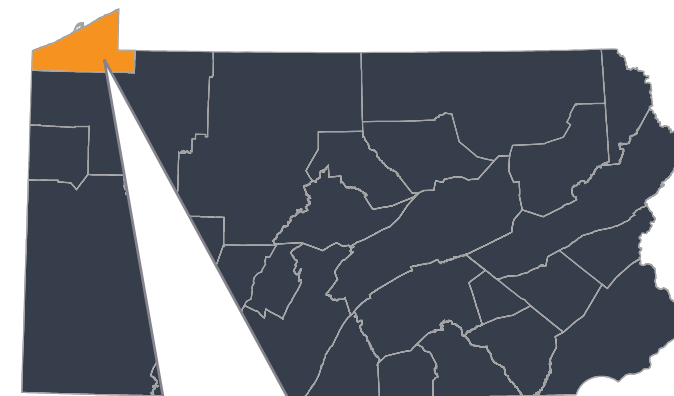


Transit

Erie Metropolitan Transit Authority (EMTA) is the Erie area's primary provider of mass transit. EMTA provides public transit service along major highway routes, with park and ride lots within the urbanized area. The Intermodal Transportation Center on the Bayfront's Holland Street Pier provides access to cruise ships and commercial bus carriers; as well as EMTA routes. Greyhound Lines provides daily bus service to locations across North America. These operators provide scheduled service, route service, charter group and party levels of service ranging from local and regional to interstate connections. Amtrak passenger train service connects Erie with Cleveland and Chicago to the west and Buffalo and New York City to the east.

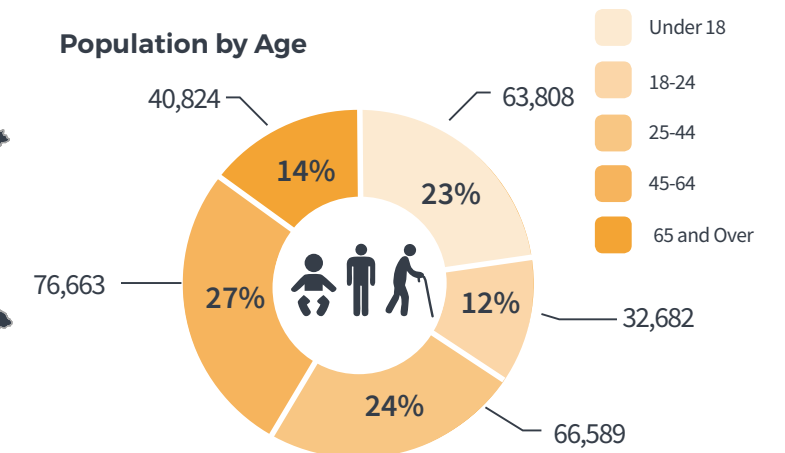
Source: Erie County 2042 Long Range Transportation Plan, March 2017

DEMOGRAPHICS

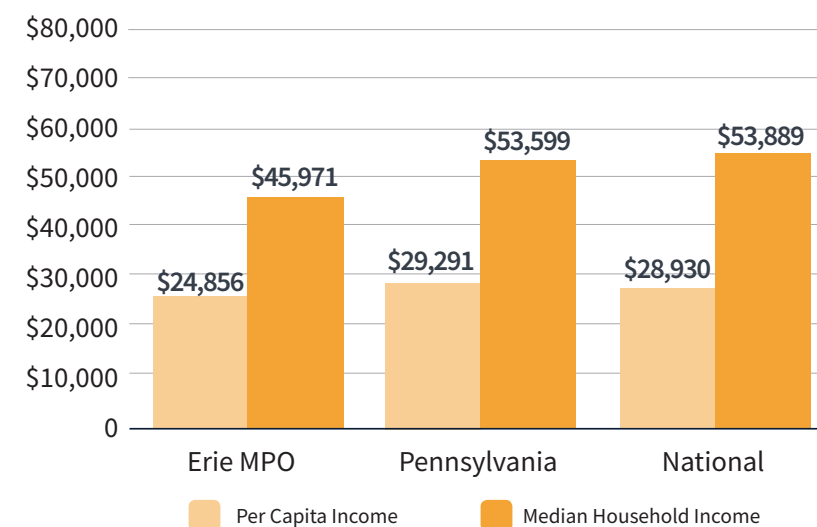


Population
280,566/2.2%
ERIE MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Erie MPO
Environmental Justice Population		
Minority	18.4%	12.5%
Low Income (in poverty)	13.5%	16.7%
Senior (elderly)	16.3%	15.3%
Disabled	13.5%	14.6%
Limited English Proficiency (LEP)	4.1%	2.6%
Zero Vehicle Households	11.4%	11.0%
Female head of household with child	6.4%	8.0%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

ERIE AREA TRANSPORTATION STUDY MPO

COMMITTEES

Primary Contact Person: Amy R. Murdock, *Director*
email: amurdock@eriecountypa.gov phone: 814.451.7003

Committee Information

The Coordinating Committee directs and controls the policies and objectives of the Erie Area Transportation Study.

The Technical Advisory Committee (TAC) studies and reports on the technical aspects of projects and programs as directed by the Coordinating Committee, and initiates studies and recommendations on technical aspects in pursuance of the objectives of the study.

Voting Members

County of Erie
City of Corry
City of Erie
Fairview Township
Harborcreek Township
Lawrence Park Township
Millcreek Township
Summit Township
Wesleyville Borough
Erie County Association of Township Officials
Erie County Association of Boroughs

Erie Western PA Port Authority
Erie Metropolitan Transit Authority
Erie Regional Airport Authority
PennDOT District 1
PennDOT Central Office

Non-Voting Members

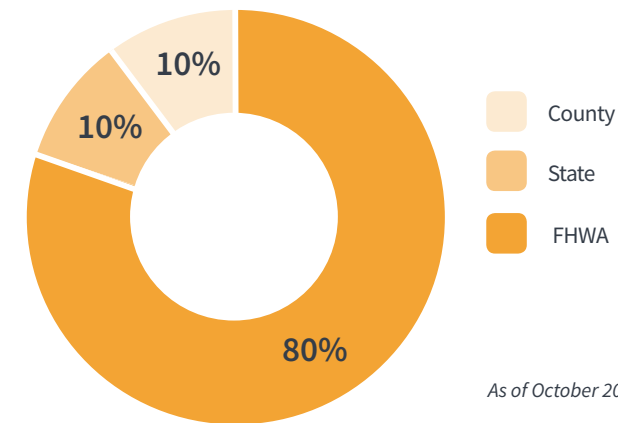
Federal Highway Administration

Please visit the [Erie MPO website](#) for additional information on the committee structure.

COLLABORATION EFFORTS



Funding Source for MPO Operations



As of October 2017



FRANKLIN COUNTY MPO

TRANSPORTATION CHARACTERISTICS

The Franklin County Planning Commission is the Metropolitan Planning Organization (Franklin County MPO) for all of the municipalities that comprise Franklin County. Together with PennDOT, the Franklin County MPO is responsible for the transportation system throughout the county.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	40.6	1,530,651
Other Arterials	165.4	1,138,650
Collectors	307.2	752,864
Local	1,180.6	541,501
Total	1,693.7	3,963,665

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Franklin County MPO has 376.8 linear miles of Federal Aid highway.

347.8 miles are State Owned

29.0 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Franklin County MPO has 87.7 linear miles of NHS highway.

72.8 miles are State Owned

14.8 miles are Owned By Others (PA Turnpike)

Source: Pennsylvania Highway Statistics, 2015



Bridges

Franklin County has 419 bridges. There are 324 state owned and 95 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Aviation

The Franklin County Regional Airport (FCRA) is a public use airport that is used by general aviation aircraft and does not offer scheduled passenger service.

Source: Franklin County, PA Forward Long-Range Transportation Plan 2013-2032, 2013



Park and Ride

There is one Park and Ride location adjacent to the I-81 Scotland Exit 20.

Source: Franklin County, PA Forward Long-Range Transportation Plan 2013-2032, 2013



Rail Freight

Two major freight railroad lines (Norfolk Southern Corporation and CSX Transportation, Inc.) serve Franklin County. Norfolk Southern's mainline connects Hagerstown, Md. with the major yards in the Harrisburg area. In addition to providing freight service to local industries and shippers, Norfolk Southern has constructed an intermodal facility adjacent to the I-81/ US 11 Interchange (Exit 3) just south of Greencastle. CSX Transportation, Inc. has trackage rights on Norfolk Southern's rail line. CSX Transportation Inc. serves local shippers and industries and has completed the construction of an intermodal center near the interchange of I-81 and PA 316 at Exit 14.

Source: Franklin County, PA Forward Long-Range Transportation Plan 2013-2032, 2013



Bicycle and Pedestrian Travel

Pennsylvania Bicycle Route S traverses the entire county.

Pennsylvania Bicycle Routes

(www.pennshare.maps.arcgis.com)

The Appalachian Trail and Tuscarora Trail traverse the County and offer hiking and bicycling opportunities. More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

(www.explorepatrails.com)

Source: Franklin County, PA Forward Long-Range Transportation Plan 2013-2032, 2013



Transit

Public transportation in the Franklin County area is offered through a ride-share program for senior citizens, persons with disabilities, and the general public.

Source: Franklin County, PA Forward Long-Range Transportation Plan 2013-2032, 2013

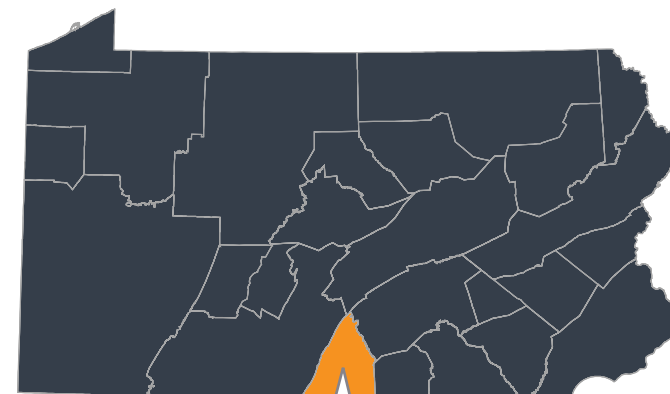


Horse Drawn Vehicles

Horse-drawn vehicles (horse and buggy) are a common sight in northwestern Franklin County. The County works to accommodate this form of travel mainly by promoting widening of roadway shoulders.

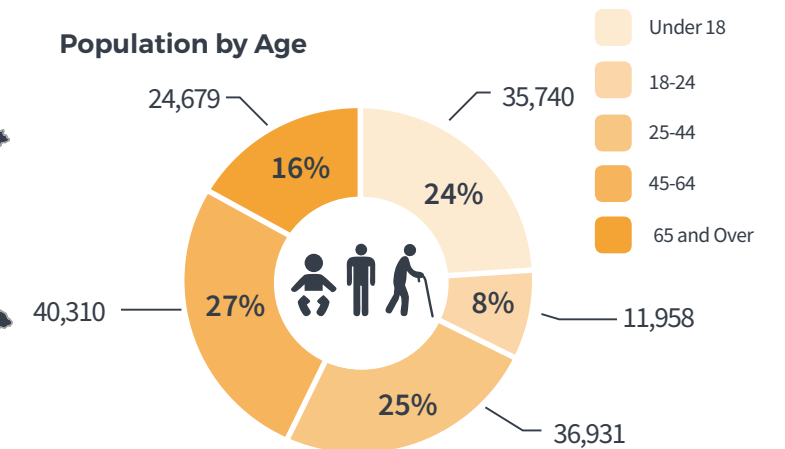
Source: Franklin County, PA Forward Long-Range Transportation Plan 2013-2032, 2013

DEMOGRAPHICS

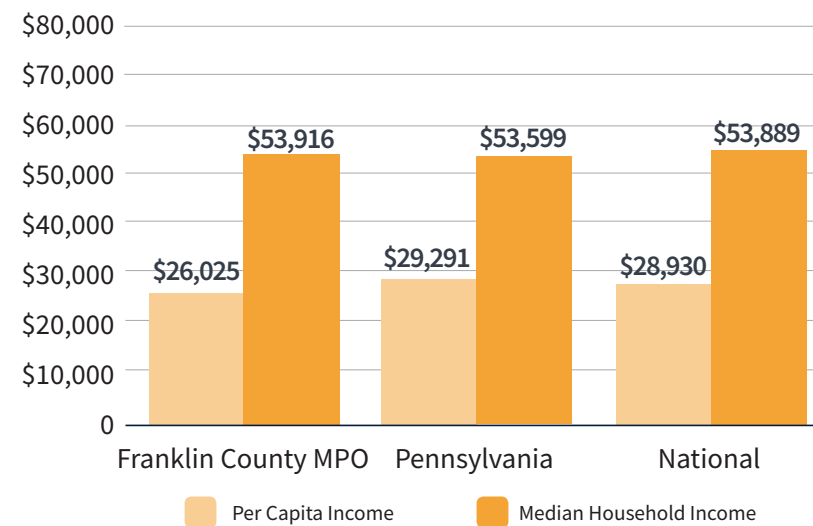


Population
149,618/1.2%
FRANKLIN COUNTY MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Franklin County MPO
Environmental Justice Population		
Minority	18.4%	7.1%
Low Income (in poverty)	13.5%	11.7%
Senior (elderly)	16.3%	17.8%
Disabled	13.5%	12.3%
Limited English Proficiency (LEP)	4.1%	2.2%
Zero Vehicle Households	11.4%	5.4%
Female head of household with child	6.4%	6.0%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

FRANKLIN COUNTY MPO

COMMITTEES

Primary Contact Person: Phil Tarquino, *Director*
email: ptarquino@franklincountypa.gov phone: 717.261.3855

Committee Information

The Technical Committee is the review and recommendation committee.

The Coordinating Committee is the decision making committee where the recommendations of the Technical Committee are acted upon.

The Franklin County MPO also has a Bicycle and Pedestrian Committee.

Voting Members

Franklin County Representatives
Municipal Representatives
PennDOT District 8
PennDOT Central Office
Bike/Ped
Economic Development
Industry
Transit

Non-Voting Members

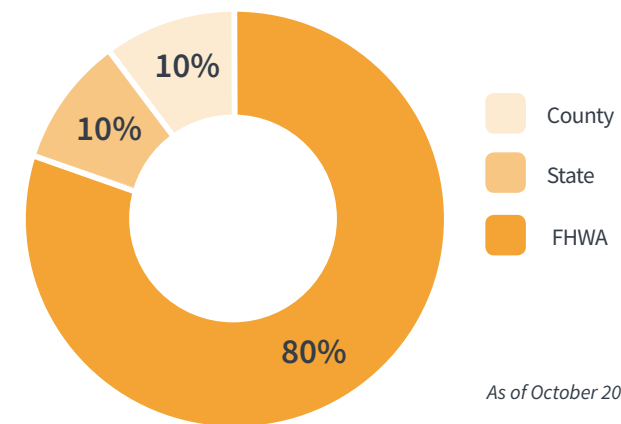
Hagerstown/Eastern Panhandle MPO
PennDOT Franklin County Maintenance
Federal Highway Administration
State Representatives
State Senators
U.S. Representatives
U.S. Senators

Please visit the [Franklin County MPO website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

The Franklin County MPO has partnerships with the Hagerstown Eastern Panhandle MPO, Adams County Transportation Planning Organization MPO, Harrisburg Area Transportation Study MPO, and York Area MPO.

Funding Source for MPO Operations



GUIDEBOOK FOR

Pennsylvania's Metropolitan Planning Organizations and Rural Planning Organizations

HARRISBURG AREA TRANSPORTATION STUDY MPO

TRANSPORTATION CHARACTERISTICS

The Harrisburg Area Transportation Study (HATS) is the MPO for Cumberland, Dauphin, and Perry counties.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	120.5	5,739,675
Other Arterials	559.9	7,101,282
Collectors	775.9	1,945,418
Local	3,430.6	1,766,249
Total	4,886.7	16,552,625

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The HATS MPO has 1,179.4 linear miles of Federal Aid highway.

998.7 miles are State Owned
180.6 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The HATS MPO has 323.7 linear miles of NHS highway.

258.0 miles are State Owned
14.9 miles are Locally Owned
50.8 miles are Owned By Others (PA Turnpike)

Source: Pennsylvania Highway Statistics, 2015



Bridges

The HATS MPO region has 1,317 bridges. There are 1,086 state owned bridges and 231 locally owned bridges.

Source: PennDOT Bridge Management System, 2017
*Statistics for bridges over 20 feet



Aviation

The Harrisburg International Airport (HIA) is served by several major airlines. These airlines connect the metropolitan area with national and international cities. Four general aviation airports also serve the area.

Source: 2040 HATS Regional Transportation Plan, December 2014



Rail Freight

Rail and highway freight movements are a significant contributor to the economic health of the HATS MPO region. CSX Transportation Inc. and Norfolk Southern Corporation are two major rail freight carriers in the region. Norfolk Southern has two intermodal yards and one traditional freight yard in the HATS MPO Region.

Source: 2040 HATS Regional Transportation Plan, December 2014



Bicycle and Pedestrian Travel

Pennsylvania Bicycle Route J traverses through the HATS MPO region.

Pennsylvania Bicycle Routes

(www.pennshare.maps.arcgis.com)

HATS MPO completed a Regional Bicycle and Pedestrian Study that identifies existing conditions and future improvements of facilities in the region. The Capital Area Greenbelt is a 20 mile loop within the Harrisburg area.

More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

(www.explorepatrails.com)

Source: 2040 HATS Regional Transportation Plan, December 2014

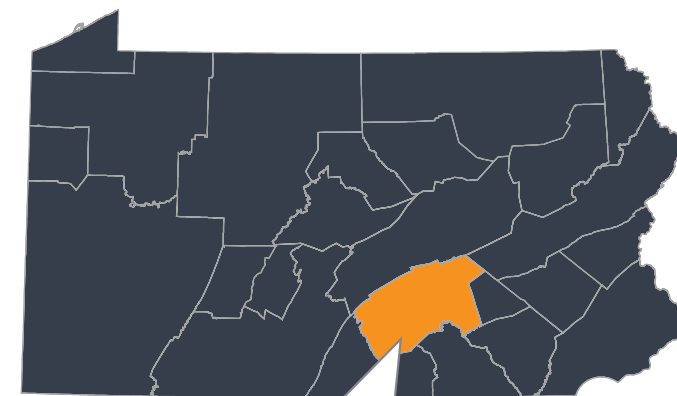


Transit

Capital Area Transit (CAT) is the Harrisburg area's primary provider of intra-city mass transit. CAT provides public transit service along major highway routes, with park and ride lots within the urbanized area. CAT provides express bus service to Carlisle, Shippensburg, and Upper Dauphin. In Dauphin County, CAT provides other transit services for senior citizens and individuals with disabilities. Rabbitransit provides this service in Cumberland County and Perry County. Daily intercity bus service is provided by Fullington Auto Bus Company, Greyhound Lines, Fullington Trailways, and R & J Transportation Inc. These operators provide various levels of service ranging from local and regional to interstate connections. Express bus service from York to Harrisburg is provided by rabbitransit. Amtrak daily commuter train service connects Harrisburg to Lancaster, Philadelphia, and points along the Northeast Corridor, as well as to Pittsburgh and points west.

Source: 2040 HATS Regional Transportation Plan, December 2014

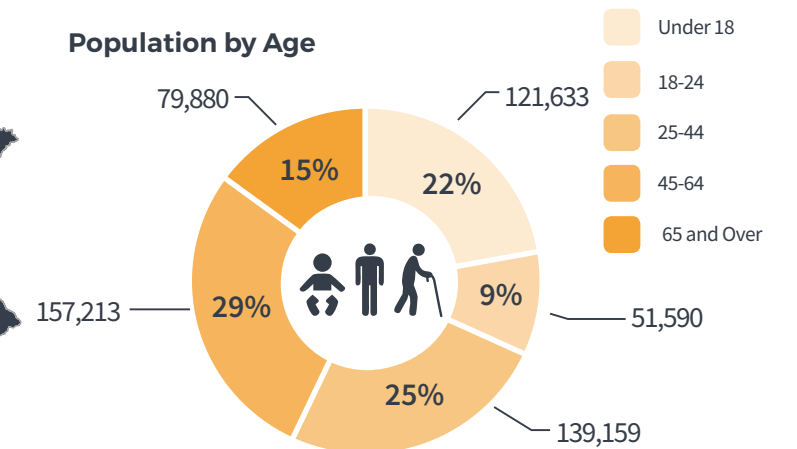
DEMOGRAPHICS



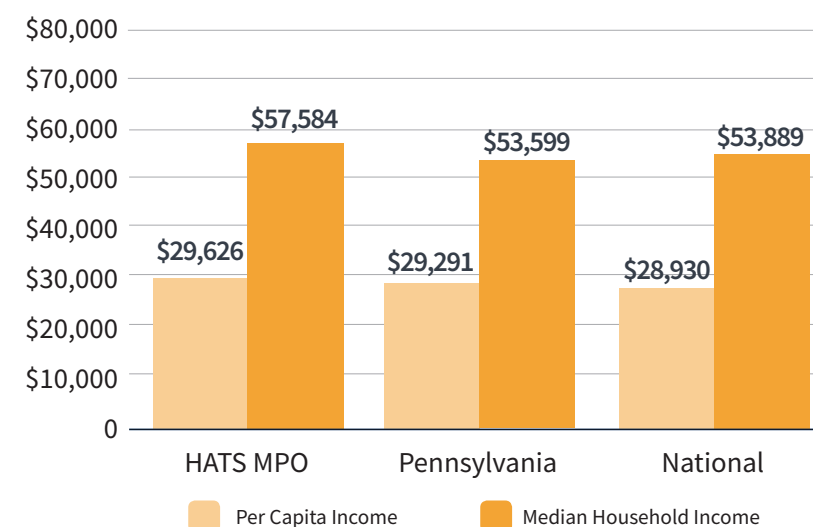
Population
549,475/4.3%
HATS MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379



Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in HATS MPO
Environmental Justice Population		
Minority	18.4%	18.3%
Low Income (in poverty)	13.5%	11.2%
Senior (elderly)	16.3%	15.7%
Disabled	13.5%	12.4%
Limited English Proficiency (LEP)	4.1%	3.6%
Zero Vehicle Households	11.4%	8.2%
Female head of household with child	6.4%	6.5%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

HARRISBURG AREA TRANSPORTATION STUDY MPO

COMMITTEES

Primary Contact Person: Steve Deck, AICP, Executive Director
email: sdeck@tcrpc-pa.org phone: 717.234.2639

Committee Information

The Technical Committee oversees analyses and preparation of plans and studies, reviews transportation items brought before HATS and makes recommendations to the Coordinating Committee.

The Coordinating Committee is the policy body, which formally takes action based on Technical Committee input, and adopts transportation plans and improvement programs.

Voting Members

- PennDOT Central Office
- PennDOT District 8
- Cumberland County
- Dauphin County
- Perry County
- City of Harrisburg
- Capital Area Transit

Non-Voting Members

- Federal Highway Administration
- Federal Transit Administration
- Federal Aviation Administration
- PA Department of Community and Economic Development
- PA Department of Environmental Protection
- Amtrak
- Norfolk Southern Railroad
- Susquehanna Area Regional Airport Authority
- Pennsylvania Motor Truck Association
- Pennsylvania Turnpike Commission
- York Area MPO
- Lebanon County MPO

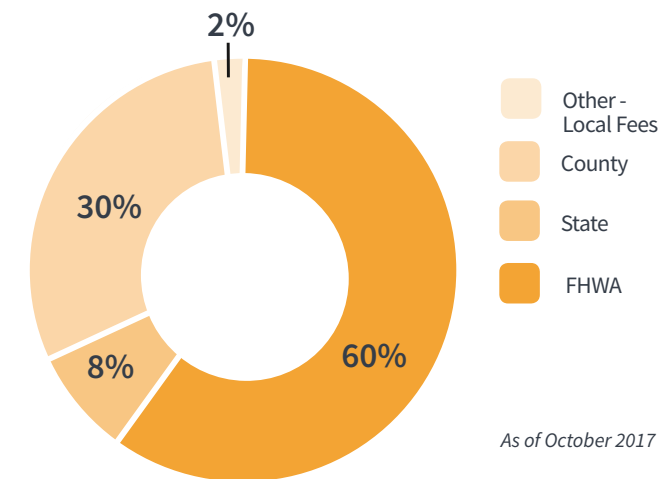
Please visit the [HATS MPO website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

The HATS MPO collaborates with other planning partners on congestion management plan processes and data, decennial census planning boundary updates, projects with regional impact such as I-83 corridor, federal legislation and rulemaking, and planning processes in general.

The HATS MPO collaborates with other stakeholders on the Susquehanna Regional Transportation Partnership (SRTP) commuter services program that provides services to surrounding counties.

Funding Source for MPO Operations



As of October 2017



LACKAWANNA/LUZERNE TRANSPORTATION STUDY MPO

TRANSPORTATION CHARACTERISTICS

The Lackawanna/Luzerne Transportation Study (identified in the Twelve Year Program as Scranton/Wilkes-Barre) is the Metropolitan Planning Organization (Lackawanna/Luzerne MPO) for Lackawanna and Luzerne counties.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	147.8	4,801,729
Other Arterials	533.9	4,773,249
Collectors	676.0	1,341,868
Local	2,959.9	1,664,485
Total	4,317.5	12,581,332

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Lackawanna/Luzerne MPO has 1,130.6 linear miles of Federal Aid highway.

958.3 miles are State Owned
172.3 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Lackawanna/Luzerne MPO has 320.3 linear miles of NHS highway.

274.4 miles are State Owned
13.3 miles are Locally Owned
32.6 miles are Owned By Others (PA Turnpike)

Source: Pennsylvania Highway Statistics, 2015



Bicycle and Pedestrian Travel

Two Pennsylvania Bicycle Routes traverse the region, Route L and Y.

Pennsylvania Bicycle Routes
(www.pennshare.maps.arcgis.com)

The Lackawanna River Heritage Trail, which is a part of a 70-mile trail that follows the Lackawanna River and connects with the Delaware & Hudson Rail Trail, is present in the region. More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails
(www.explorepatrails.com)

Source: Lackawanna-Luzerne Long Range Transportation Plan Update, Sept. 2015



Bridges

The Lackawanna/Luzerne MPO has 1,139 bridges. There are 983 state owned bridges and 156 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Rail Freight

One Class I and several other regional and short line railroads currently operate within Lackawanna and Luzerne counties including Norfolk Southern Corporation, Reading, Blue Mountain and Northern Railroad, Delaware-Lackawanna Railroad Company, Luzerne and Susquehanna Railroad Company, North Shore Railroad Company, Pennsylvania Northeast Regional Railroad Authority (PNRRA), and Luzerne County Rail Corporation.

Source: Lackawanna-Luzerne Long Range Transportation Plan Update, Sept. 2015



Aviation

Commercial and freight air service is provided by the Wilkes-Barre/Scranton International Airport located in Avoca, Luzerne County. Jointly owned and operated by Lackawanna and Luzerne counties, and situated in close proximity to a Keystone Opportunity Zone, the airport complex consists of over 800 acres. Two general aviation facilities operate in the region, the Wilkes-Barre Wyoming Valley Airport and Hazleton Airport. Seaman's Field is a privately-owned airport located in Lackawanna County.

Source: Lackawanna-Luzerne Long Range Transportation Plan Update, Sept. 2015



Transit

Major transit providers in the region include, the County of Lackawanna Transit System (COLTS), Luzerne County Transit Authority (LCTA), and Hazleton Public Transit (HPT).

There are three intermodal transportation centers within the region, in Hazleton, Scranton, and Wilkes-Barre, that serve as a hub for transit and commercial buses and taxis and include parking garages.

Source: Lackawanna-Luzerne Long Range Transportation Plan Update, Sept. 2015

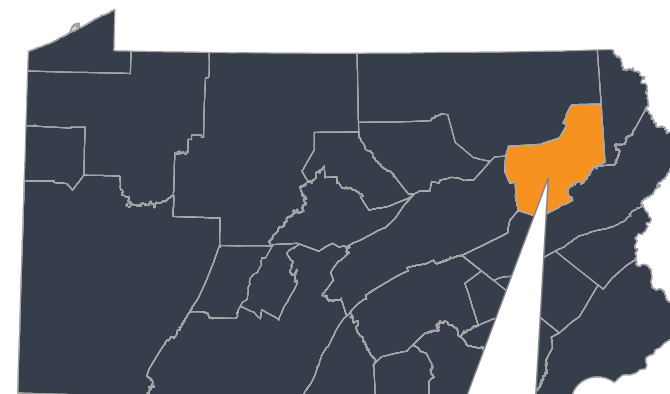


Park and Ride

PennDOT operates numerous Park and Ride facilities in Lackawanna and Luzerne counties. Facilities are located along US Route 6, Interstate 84, Interstate 81, Interstate 80, and Interstate I-380.

Source: Lackawanna-Luzerne Long Range Transportation Plan Update, Sept. 2015

DEMOGRAPHICS



Population

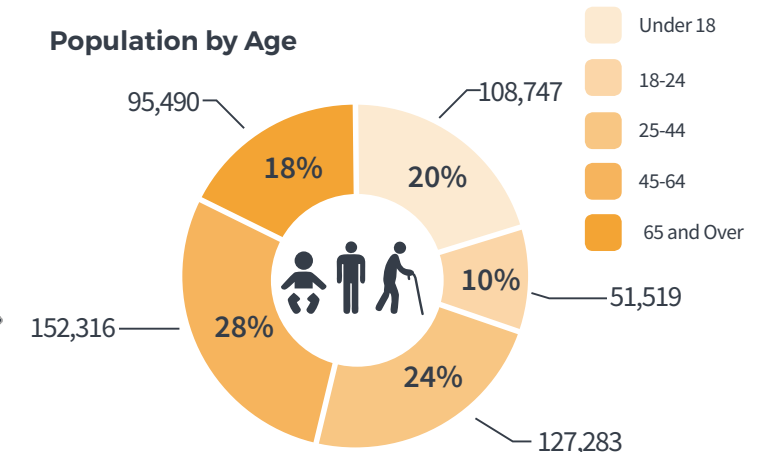
535,355/4.2%

LACKAWANNA/LUZERNE MPO

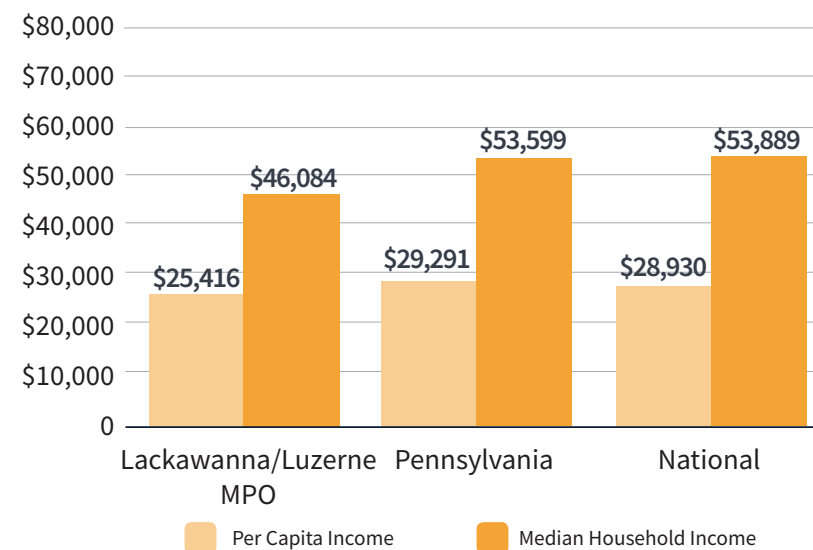
Source: U.S. Census Bureau, Census 2010

Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Lackawanna/Luzerne MPO
Environmental Justice Population		
Minority	18.4%	9.0%
Low Income (in poverty)	13.5%	15.4%
Senior (elderly)	16.3%	18.6%
Disabled	13.5%	15.3%
Limited English Proficiency (LEP)	4.1%	3.9%
Zero Vehicle Households	11.4%	10.6%
Female head of household with child	6.4%	7.0%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

LACKAWANNA/LUZERNE TRANSPORTATION STUDY MPO

COMMITTEES

Primary Contact Person: **George Kelly, Lackawanna County Director**
email: kellyg@lackawannacounty.org phone: 570.963.6830

James Ferry, Luzerne County Director
email: james.ferry@luzernecounty.org phone: 570.825.1560

Committee Information

The Technical Committee consists of people who represent all modes of transportation. The Technical Committee prepares all plans and documents and presents them to the Coordinating Committee, which reviews the material and takes the appropriate action.

The Transportation Advisory Committee acts as an advisory body to the Technical Committee and meets about four times per year.

Voting Members

PennDOT Central Office
PennDOT District 4
Lackawanna County Commissioners
Lackawanna County Community and Economic Development
Luzerne County Commissioners
Hazleton City
City of Scranton
City of Wilkes-Barre
County of Lackawanna Transit System
Luzerne County Transit Authority
Wilkes-Barre/Scranton International Airport

Non-Voting Members

Federal Highway Administration
Federal Transit Administration
Federal Aviation Administration
Senator John Blake's Office
Pennsylvania Northeast Regional Railroad Authority

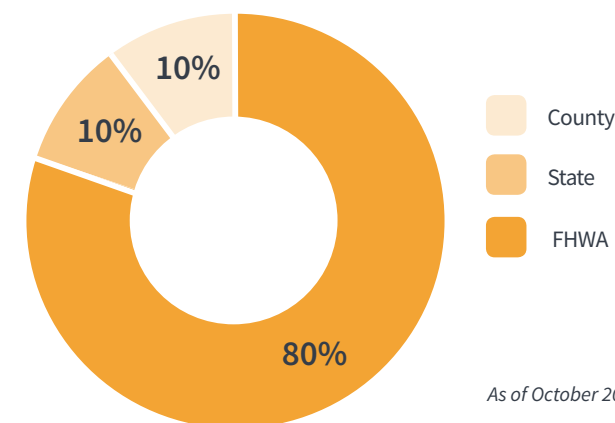
COLLABORATION EFFORTS

The Lackawanna/Luzerne MPO collaborates with adjacent planning partners, including the Northern Tier RPO, NEPA MPO, and SEDA-COG MPO, on matters such as training, the Focus 81 Committee, and critical urban freight corridors.

The Lackawanna/Luzerne MPO previously flexed money to Wyoming County in the Northern Tier RPO for a transportation project that was then returned to the MPO a few years later.

The Lackawanna/Luzerne MPO is comprised of staff from Lackawanna County, Luzerne County, COLTS, LCTA, and HPT who all assist with performing the core functions of the MPO.

Funding Source for MPO Operations



As of October 2017



Hiking Trail through and old growth forest in Ricketts Glen State Park, a national natural landmark near Benton, Pennsylvania in Luzerne County
(Photo courtesy of Cvandyke, shutterstock.com)

Please visit the [Lackawanna/Luzerne MPO website](#) for additional information on the committee structure.

LANCASTER COUNTY TRANSPORTATION COORDINATING COMMITTEE

TRANSPORTATION CHARACTERISTICS

The Lancaster County Transportation Coordinating Committee is the Metropolitan Planning Organization (Lancaster County MPO) for all of Lancaster County. The MPO was created in 1965 through an agreement between PennDOT, the City of Lancaster and Lancaster County.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	30.6	912,837
Other Arterials	443.4	7,121,917
Collectors	581.9	1,814,215
Local	2,847.6	2,036,955
Total	3,903.6	11,885,925

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Lancaster County MPO has 818.5 linear miles of Federal Aid highway. 701.5 miles are State Owned 117.0 miles are Locally Owned
Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Lancaster County MPO has 183.1 linear miles of NHS highway. 150.3 miles are State Owned 2.2 miles are Locally Owned 30.6 miles are Owned By Others (PA Turnpike)
Source: Pennsylvania Highway Statistics, 2015



Aviation

The Lancaster Airport, located in Manheim Township, is the single public airport in Lancaster County. Three private aviation facilities provide general aviation services.
Source: Lancaster County Long Range Transportation Plan, Connections 2040: 2016 Update



Bridges

Lancaster County has 997 bridges. There are 728 state owned bridges and 269 locally owned bridges.
Source: PennDOT Bridge Management System, 2017
*Statistics for bridges over 20 feet



Rail Freight

Norfolk Southern Corporation is the primary rail freight provider in Lancaster County although CSX Transportation, Inc., Canadian National, and Canadian Pacific support additional freight movements.
Source: Lancaster County Long Range Transportation Plan, Connections 2040: 2016 Update



Bicycle and Pedestrian Travel

Two Pennsylvania Bicycle Routes, Route S and J, are located within the county.
Pennsylvania Bicycle Routes
(www.pennshare.maps.arcgis.com)

The Lancaster Active Transportation Plan identifies the existing and planned bicycle and pedestrian network. Other bike routes are shown on the Lancaster County Bicycle Map.

More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails
(www.explorepatrails.com)

Source: Lancaster County Long Range Transportation Plan, Connections 2040: 2016 Update



Transit

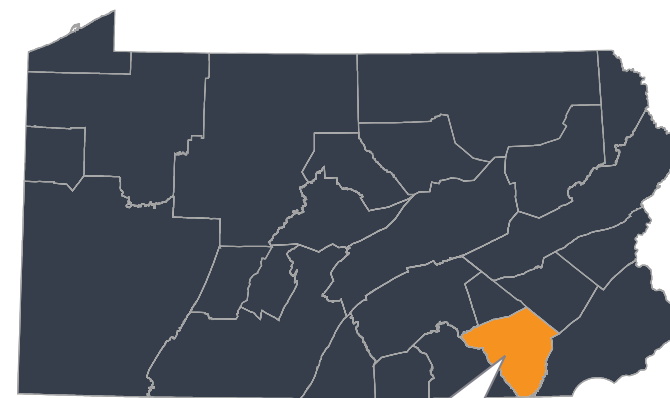
Formed in 1973, the Red Rose Transit Authority is the primary provider of public transportation in Lancaster County. The Red Rose Transit Authority is part of the South Central Transit Authority (SCTA) which manages public transportation services in Berks and Lancaster counties.
Source: Lancaster County Long Range Transportation Plan, Connections 2040: 2016 Update



Park and Rides

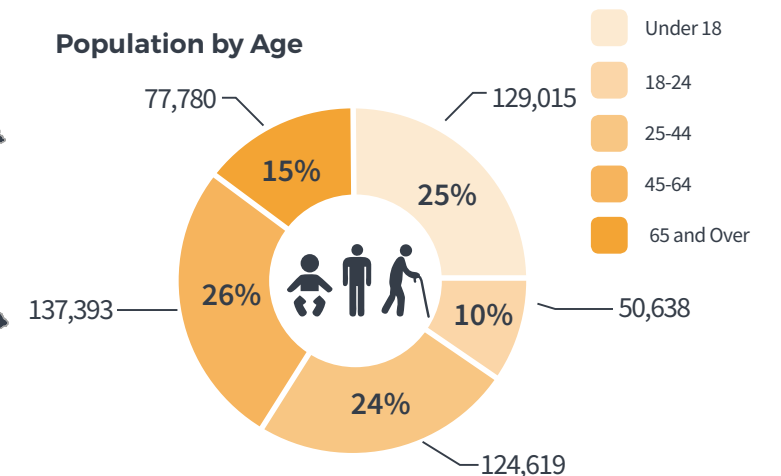
PennDOT hosts one Park and Ride facility located in West Hempfield Township at the intersection of U.S. Route 30 and Prospect Road (SR 4005).
Source: PennDOT Park and Ride Locations, 2017

DEMOGRAPHICS

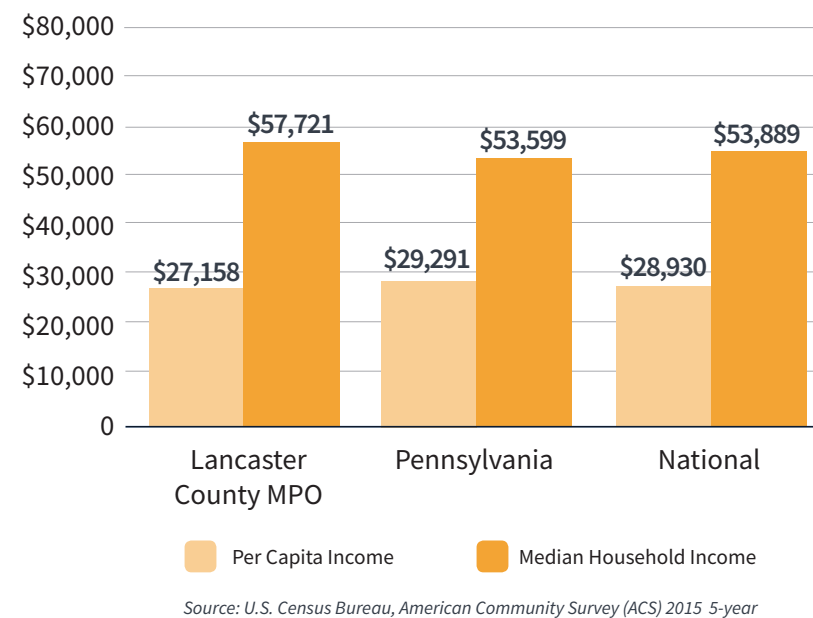


Population
519,445 / 4.1%
LANCASTER COUNTY MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Environmental Justice

	% of Total Population in PA	% of Total Population in Lancaster County MPO
Environmental Justice Population		
Minority	18.4%	11.4%
Low Income (in poverty)	13.5%	10.7%
Senior (elderly)	16.3%	16.0%
Disabled	13.5%	11.3%
Limited English Proficiency (LEP)	4.1%	5.8%
Zero Vehicle Households	11.4%	9.5%
Female head of household with child	6.4%	5.4%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

LANCASTER COUNTY TRANSPORTATION COORDINATING COMMITTEE

COMMITTEES

Primary Contact Person: James R. Cowhey, *Executive Director*
email: cowhey@co.lancaster.pa.us phone: 717.299.8333

Committee Information

The Lancaster County Transportation Coordinating Committee is composed of 22 voting members and meets five times per year. The Transportation Technical Advisory Committee is composed of 19 voting members that meet monthly and represent a wide range of transportation interests and advises the MPO on all transportation matters. The Bicycle and Pedestrian Advisory Committee reports to the Transportation Technical Advisory Committee on bicycle and pedestrians issues and works to implement the Bicycle and Pedestrian Transportation Plan. In addition, special task forces may be established to work on specific issues.

Voting Members

- County Commissioner
- Lancaster County Planning Commission
- City of Lancaster
- South Central Transit Authority
- Lancaster Airport Authority
- Lancaster County Transportation Authority
- PennDOT District 8
- PennDOT Central Office
- Business and Finance Community
- Chamber of Commerce
- Operating Railroad
- Bike/Ped. Advisory Committee
- Environmental Community

- Motorized Vehicle Interests
- Inter-Municipal Committee
- Outer Municipalities
- Advocate for Persons with Disabilities
- Legislative Delegation

Non-Voting Members

- Federal Highway Administration

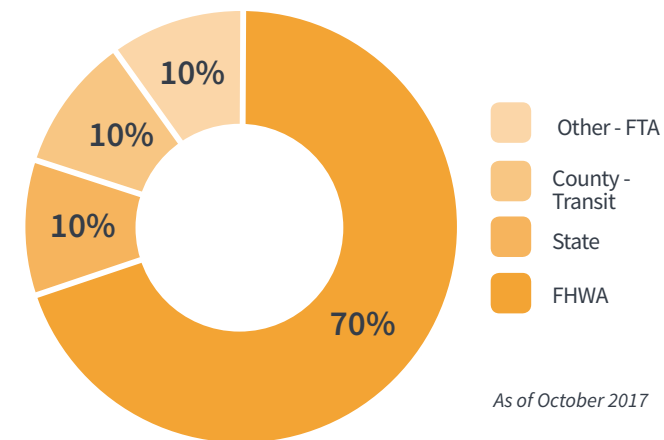
Please visit the [Lancaster MPO website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

Lancaster County MPO has Memorandums of Understanding with all of the adjacent MPOs regarding cooperation and transportation planning responsibilities for shared urbanized areas. These partnerships allow the MPOs to coordinate reviews and comments on Federal rulemakings, cooperate on freight planning efforts, and serve on advisory committees at partner MPO requests, such as the DVRPC Congestion Management Process Advisory Committee.

The Lancaster County MPO collaborates with the SCTA to perform some of the required core functions of the MPO.

Funding Source for MPO Operations



As of October 2017



Amish buggy in rural Lancaster County, Pennsylvania
(Photo courtesy of hutch photography, shutterstock.com)

LEBANON COUNTY MPO

TRANSPORTATION CHARACTERISTICS

The Lebanon County Planning Department serves as staff support for the Metropolitan Planning Organization (Lebanon County MPO) for all 28 municipalities that comprise Lebanon County.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	29.6	1,144,526
Other Arterials	101.4	991,859
Collectors	233.3	738,342
Local	850.3	459,697
Total	1,214.5	3,334,424

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Lebanon County MPO has 284.3 linear miles of Federal Aid highway. 240.7 miles are State Owned 43.7 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Lebanon County MPO has 88.3 linear miles of NHS highway.

74.1 miles are State Owned
8.3 miles are Locally Owned
5.9 miles are Owned By Others (PA Turnpike)

Source: Pennsylvania Highway Statistics, 2015



Aviation

Four general aviation airports: Reigle (South Londonderry Twp.), Keller Bros. (Heidelberg Twp.), Farmers Pride (Bethel Twp.) and Deck (Jackson Twp.), one military airfield (Muir Field, Ft. Indiantown Gap) and Central PA Heliport (South Londonderry Twp.) are located throughout Lebanon County. Residents of Lebanon County travel outside the county either to the Harrisburg International Airport or Lancaster Regional Airport for scheduled commercial airline service.

Source: Draft Lebanon County 2017-2040 Long Range Transportation Plan, April 2016



Bridges

The Lebanon County MPO has 313 bridges. There are 224 state owned bridges and 89 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Rail Freight

Norfolk Southern Corporation's mainline passes through the heart of Lebanon County bisecting the County, connecting Harrisburg to the west and Reading and Philadelphia to the east. Along this mainline, Norfolk Southern provides freight services to small industries, and also has a small yard in the City of Lebanon.

Source: Draft Lebanon County 2017-2040 Long Range Transportation Plan, April 2016



Bicycle and Pedestrian Travel

There are several recreational biking and hiking trails that traverse the County.

More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

(www.explorepatrails.com)

No Pennsylvania Bicycle Routes are present within the County.



Transit

Lebanon Transit (LT) is the area's primary provider of public transit. LT provides public transit service along major highway routes within the City of Lebanon and surrounding municipalities. LT also provides fixed route transit service as well as para-transit service to the senior citizens and individuals with disabilities in the Lebanon County area, with additional service into Hershey and to the Hershey Medical Center.

Source: Draft Lebanon County 2017-2040 Long Range Transportation Plan, April 2016

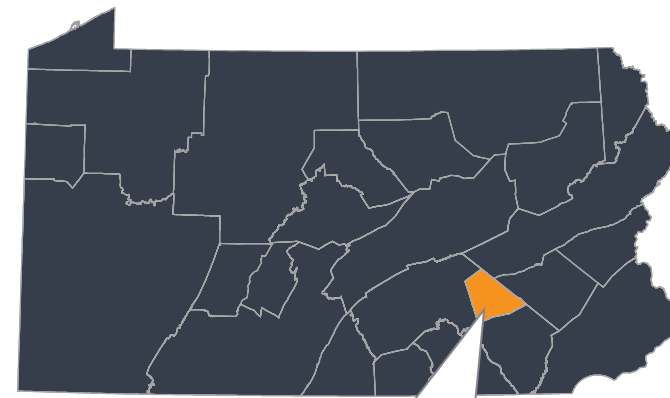


Park and Ride

The LT Park and Ride is located at PA 934 and I-81 near Fort Indiantown Gap and provides daily express bus service into Harrisburg.

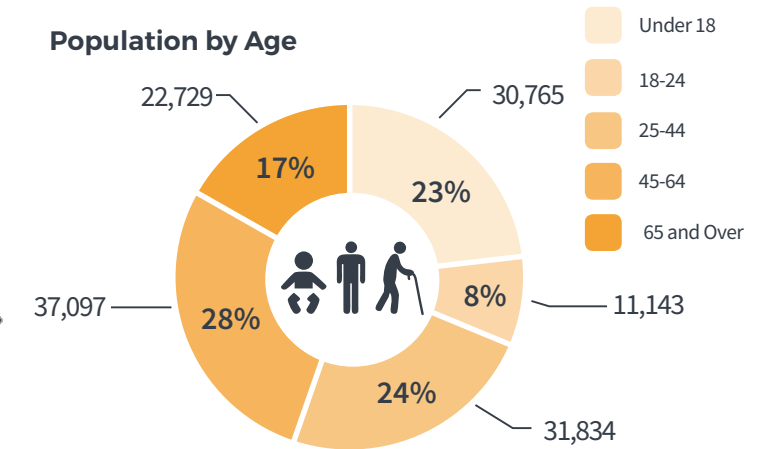
Source: Draft Lebanon County 2017-2040 Long Range Transportation Plan, April 2016

DEMOGRAPHICS

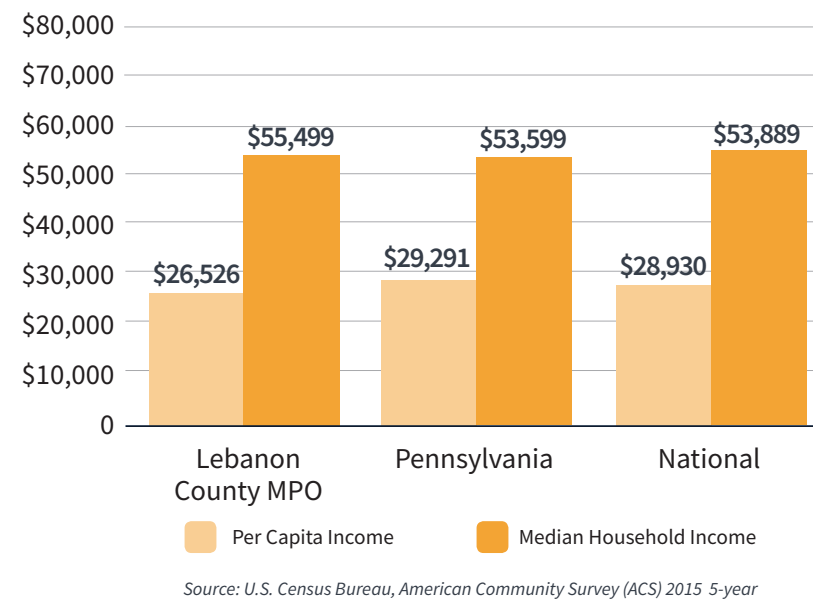


Population
133,568/1.1%
LEBANON COUNTY MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Lebanon County MPO
Environmental Justice Population		
Minority	18.4%	11.9%
Low Income (in poverty)	13.5%	11.3%
Senior (elderly)	16.3%	17.9%
Disabled	13.5%	12.6%
Limited English Proficiency (LEP)	4.1%	4.4%
Zero Vehicle Households	11.4%	7.8%
Female head of household with child	6.4%	6.9%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

LEBANON COUNTY MPO

COMMITTEES

Primary Contact Person: Julie L. Cheyney, *Executive Director*
email: jcheyney@lebcnty.org phone: 717.228.4444

Committee Information

The Lebanon County MPO has two committees, the Policy Board, with 10 voting members, and the Technical Planning Committee, with 11 voting members. Over time, the county may choose to establish other committees to enhance its operations. Examples of other committees may include a citizens committee, a goods movement committee, and a congestion management system committee.

Voting Members

County Commissioners
City Government
Borough Government
Township Government
Greater Palmyra Area Representative
Transit
Lebanon Valley Chamber of Commerce
County Government
Lebanon County Planning Department
Lebanon Economic Development Corp.
PennDOT District 8
PennDOT Central Office
Aviation

Non-Voting Members

Federal Highway Administration
United States Environmental Protection Agency
Federal Transit Administration
Lebanon City
Agricultural Community
Bike Lebanon
Lebanon Valley Expo Center/Tourism
Community of Lebanon Assoc.
Lebanon Valley Rails to Trails
Lebanon County Community Action Partnership
City of Lebanon Water Authority
Lebanon County Emergency Management Agency

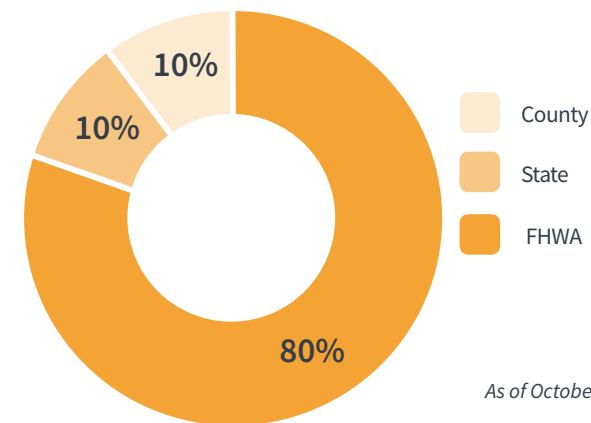
Please visit the [Lebanon MPO website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

The Lebanon County MPO collaborates with other planning partners on a regular basis. The Commuter Services of PA program is a good example of close collaboration and support across a wide area and common interests.

The Lebanon County MPO collaborates with LT, the Lebanon Valley Chamber of Commerce, the PA Department of Conservation and Natural Resources, the PA Department of Environmental Protection, and the PA Department of Community and Economic Development to perform some of the required core functions of the MPO.

Funding Source for MPO Operations



As of October 2017



Cornwall Iron Furnace National Historic Landmark
(Photo courtesy of Jeffrey M. Frank, shutterstock.com)

LEHIGH VALLEY TRANSPORTATION STUDY MPO

TRANSPORTATION CHARACTERISTICS

Established in 1964, the Lehigh Valley Transportation Study is the Metropolitan Planning Organization (Lehigh Valley MPO) for all of Lehigh and Northampton counties.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	59.8	3,053,681
Other Arterials	446.9	7,167,449
Collectors	525.4	1,745,059
Local	3094.2	1,930,699
Total	4126.2	13,896,888

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Lehigh Valley MPO has 912.9 linear miles of Federal Aid highway.

714.6 miles are State Owned
198.3 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Lehigh Valley MPO has 286.3 linear miles of NHS highway.

245.4 miles are State Owned
12.2 miles are Locally Owned
28.7 miles are Owned By Others (PA Turnpike, Toll Bridge)

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

Rail service is limited to the movement of freight. Norfolk Southern Corporation is the primary Class I railroad operator in the Lehigh Valley. The conversion of a portion of the former Bethlehem Steel plant in Bethlehem, Northampton County to an intermodal terminal is anticipated to be a growth factor of rail freight service in the region.

Source: Lehigh Valley Long Range Transportation Plan, October 2015



Bridges

The Lehigh Valley MPO has 919 bridges. There are 660 state owned bridges and 259 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Aviation

The Lehigh Northampton Airport Authority (LNAA) owns and operates three public use airports in the Lehigh Valley. Lehigh Valley International Airport (LVIA) provides facilities to support scheduled passenger, scheduled cargo, charter and corporate aviation. Queen City Airport in the City of Allentown, Lehigh County serves as a business category general aviation reliever airport to LVIA for the west-central portion of the Lehigh Valley. Braden Airpark in Forks Township, Northampton County serves as a basic category general aviation reliever airport for the east-central portion of the Lehigh Valley.

Source: Lehigh Valley Long Range Transportation Plan, October 2015



Bicycle and Pedestrian Travel

Pennsylvania Bicycle Route L traverses Lehigh County.

Pennsylvania Bicycle Routes

www.pennshare.maps.arcgis.com

There are also several recreational biking and hiking trails throughout Lehigh and Northampton counties. More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

www.explorepatrails.com

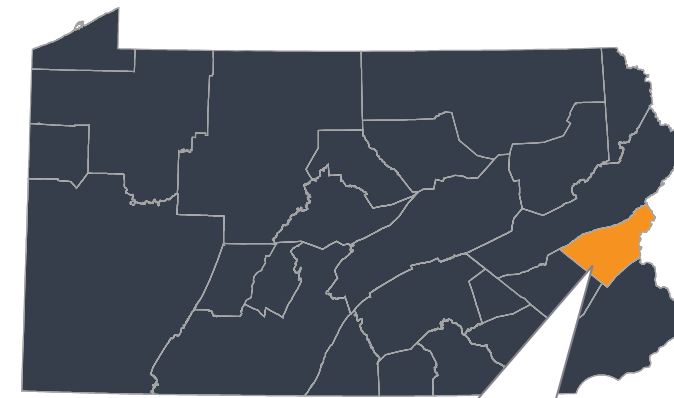


Transit

The Lehigh and Northampton Transportation Authority (LANta) operates the public transportation system in the Lehigh Valley MPO. LANta operates the LANtaBus system, a network of 28 fixed bus routes and 12 special routes, and is concentrated in urbanized areas of the cities of Allentown, Bethlehem, and Easton and surrounding boroughs and townships. LANta also administers the LANtaVan program, a fully coordinated human service transportation network which arranges specialized door-to-door transportation services for individuals with disabilities and the elderly. LANta contracts with Easton Coach Company, Inc. to administer and operate these services.

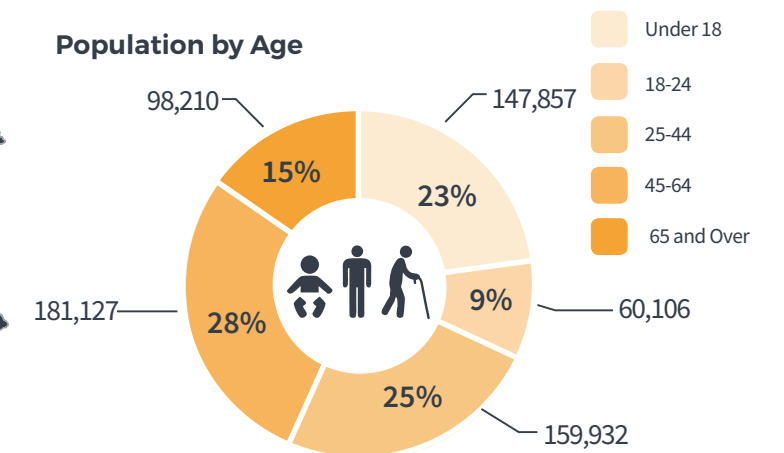
Source: Lehigh Valley Long Range Transportation Plan, October 2015

DEMOGRAPHICS

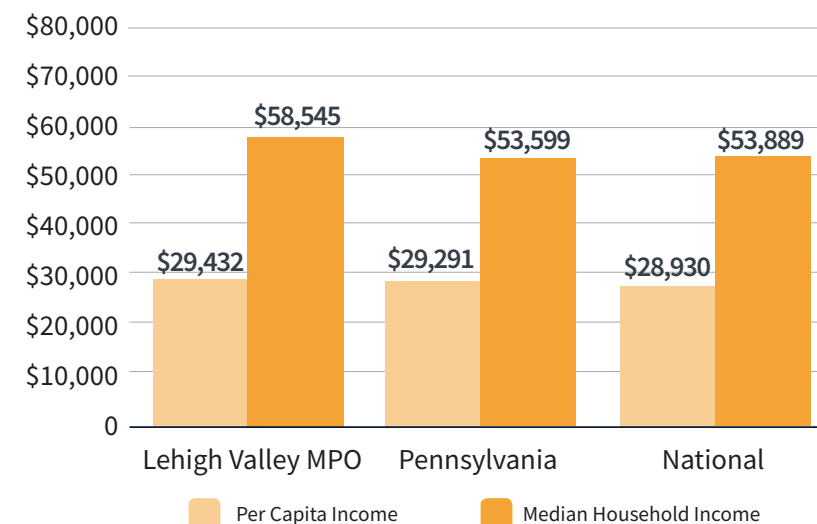


Population
647,232/5.1%
LEHIGH VALLEY MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Lehigh Valley MPO
Environmental Justice Population		
Minority	18.4%	17.4%
Low Income (in poverty)	13.5%	11.4%
Senior (elderly)	16.3%	16.2%
Disabled	13.5%	13.4%
Limited English Proficiency (LEP)	4.1%	6.8%
Zero Vehicle Households	11.4%	8.9%
Female head of household with child	6.4%	6.9%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

LEHIGH VALLEY TRANSPORTATION STUDY MPO

COMMITTEES

Primary Contact Person: **Becky A. Bradley, AICP, Executive Director**
email: bbradley@lvpc.org phone: 610.264.4544

Committee Information

The Lehigh Valley MPO is comprised of two committees, the Technical Committee and the Coordinating Committee. The Technical Committee is an advisory body to the Coordinating Committee, reviewing plans, programs, and various other items brought before them for review and recommendation to the Coordinating Committee. The Coordinating Committee is the policy body which formally adopts items reviewed by the Technical Committee. A Freight Advisory Committee also meets four times per year.

Voting Members

PennDOT Central Office
PennDOT District 5
Lehigh County
Northampton County
City of Allentown
City of Bethlehem
City of Easton
Lehigh Valley Planning Commission (LVPC)
Lehigh and Northampton Transportation Authority (LANta)
Lehigh-Northampton Airport Authority (LNAA)

Non-Voting Members

Federal Highway Administration
Federal Transit Administration

Please visit the [Lehigh Valley Planning Commission website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

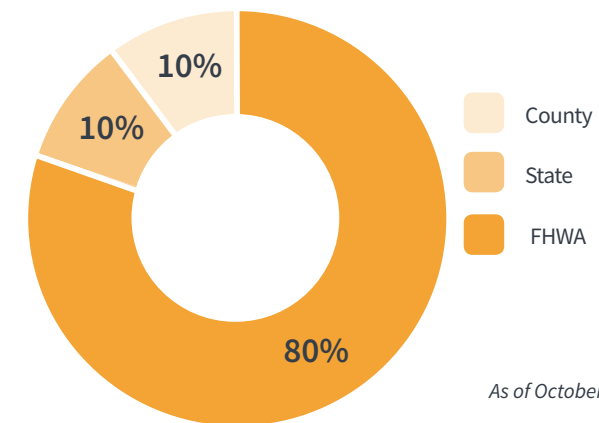
The Lehigh Valley MPO has partnerships with DVRPC including collaboration related to traffic counting operations and congestion management process.

The Lehigh Valley MPO cooperated with Reading MPO to coordinate development of Critical Urban Freight Corridors (CUFC's) and SR 222 corridor improvement project.

The Lehigh Valley MPO supported the NEPA Liberty Trail Gap analysis and SR611 improvements.

The Lehigh Valley MPO worked with the North Jersey Transportation Planning Authority (NJTPA) to complete coordinated freight planning.

Funding Source for MPO Operations



As of October 2017



Railroad and pedestrian bridge at Lehigh Gorge State Park
(Photo courtesy of Jon Bilous, shutterstock.com)

NORTH CENTRAL PENNSYLVANIA REGIONAL PLANNING AND DEVELOPMENT COMMISSION RPO

TRANSPORTATION CHARACTERISTICS

The North Central Pennsylvania Regional Planning and Development Commission is the Rural Planning Organization (North Central RPO) for Cameron, Clearfield, Elk, Jefferson, McKean, and Potter counties. The RPO, through a Memorandum of Understanding with the Pennsylvania Department of Transportation (PennDOT), undertakes the planning and programming responsibilities for the transportation system in the six-county region.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	65.6	1,635,768
Other Arterials	769.6	2,713,010
Collectors	1,320.6	1,045,788
Local	4,327.4	1,655,279
Total	6,483.0	7,049,845

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The North Central RPO has 1,573.8 linear miles of Federal Aid highway.

1,551.2 miles are State Owned

22.5 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The North Central RPO has 329.5 linear miles of NHS highway.

329.5 miles are State Owned

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

The North Central RPO is served by four rail freight carriers the Buffalo and Pittsburgh (B&P) Railroad, the Western New York & Pennsylvania Railroad, the R.J. Corman Railroad Group, LLC/Pennsylvania Lines, and Norfolk Southern Corporation.

Source: North Central RPO Long-Range Transportation Plan 2045, July 2017



Bridges

The North Central RPO has 1,625 bridges. There are 1,333 state owned bridges and 292 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Aviation

The North Central RPO region is served by two commercial service airports: DuBois Regional in Jefferson County and Bradford Regional in McKean County.

Source: North Central RPO Long-Range Transportation Plan 2045, July 2017



Bicycle and Pedestrian Travel

Two Pennsylvania Bicycle Routes are located within the North Central RPO region including Routes V and Y.

Pennsylvania Bicycle Routes

www.pennshare.maps.arcgis.com

The region boasts several hiking and biking trails. More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

www.explorepatrails.com



Transit

The Region is now served by the Area Transportation Authority (ATA) in Johnsonburg. ATA provides a range of both fixed-route and demand-responsive service to all six counties in the region.

Source: North Central RPO Long-Range Transportation Plan 2045, July 2017

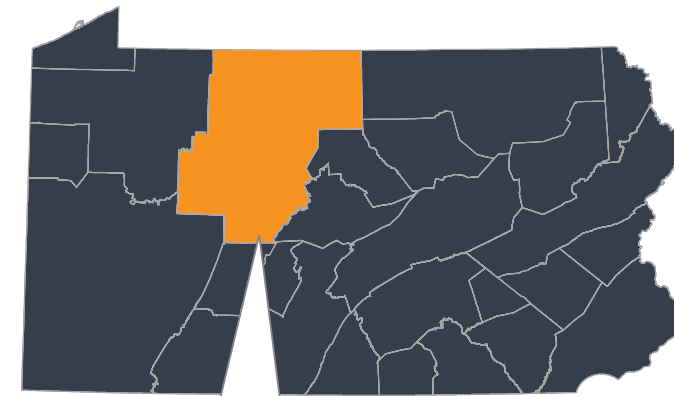


Park and Ride

PennDOT hosts one official Park and Ride facility within the region at Routes 119 and 436 in Punxsutawney Borough.

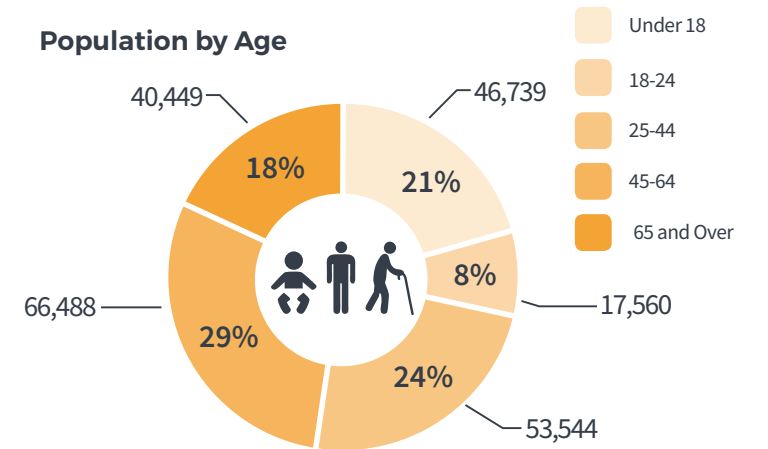
Source: PennDOT Park and Ride Locations, 2017

DEMOGRAPHICS

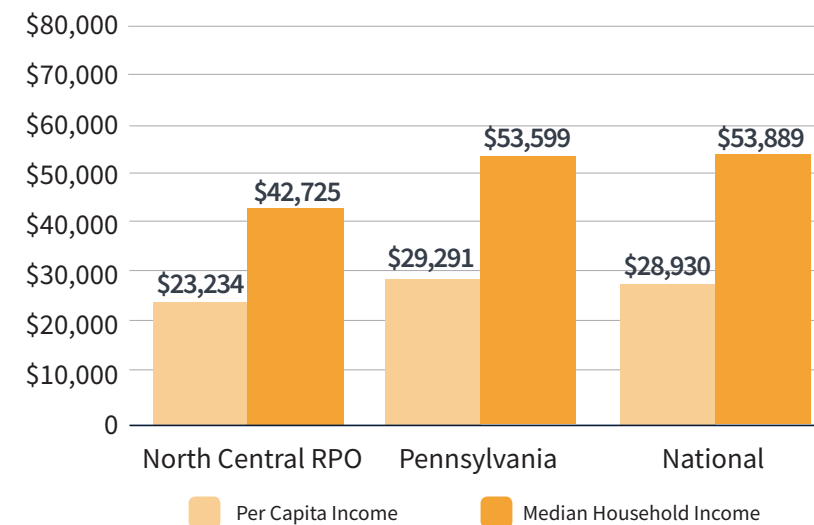


Population
224,780/1.8%
NORTH CENTRAL RPO
 Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in North Central RPO
Environmental Justice Population		
Minority	18.4%	3.6%
Low Income (in poverty)	13.5%	14.4%
Senior (elderly)	16.3%	19.0%
Disabled	13.5%	16.7%
Limited English Proficiency (LEP)	4.1%	1.1%
Zero Vehicle Households	11.4%	8.2%
Female head of household with child	6.4%	5.5%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

NORTH CENTRAL PENNSYLVANIA REGIONAL PLANNING AND DEVELOPMENT COMMISSION RPO

COMMITTEES

Primary Contact Person: Eric M. Bridges, *Executive Director*
 email: ebridges@ncentral.com phone: 814.773.3162

Committee Information

The North Central RPO has established the Rural Transportation Planning Committee to act as the authority on all regional transportation planning activities, to establish policy, and to prioritize all major capital projects throughout the region in accordance with the guiding principles for planning and programming. This Committee has 20 voting members and consists of the county planners from the six-county region, representatives from PennDOT, public transit, aviation and rail, as well as local community groups with an interest in transportation and economic development throughout the region. The North Central RPO also has advisory committees, such as the Public Participation Committee, Transportation Alternative Program (TAP) Review Committee and the Economic Development Administration (EDA)/Comprehensive Economic Development Strategy Committee (CEDs). The North Central Pennsylvania Regional Planning and Development Commission's Executive Board serves as the RPO's Executive Committee.

Voting Members

- Cameron County Industrial Development Authority
- Clearfield County Planning
- Elk County Planning
- Jefferson County Department of Development
- McKean County Planning
- Potter County Planning
- PennDOT District 2
- PennDOT District 10
- PennDOT Central Office
- North Central Pennsylvania Regional Planning and Development Commission
- Public Transit: Area Transportation Authority (ATA)
- Aviation: DuBois Regional Airport

- Trucking
- Rail: RJ Corman Railroad
- Municipal
- Community & Economic Development
- PA Wilds/Tourism
- PA Downtown Center
- Housing and Redevelopment

Non-Voting Members

- Federal Highway Administration

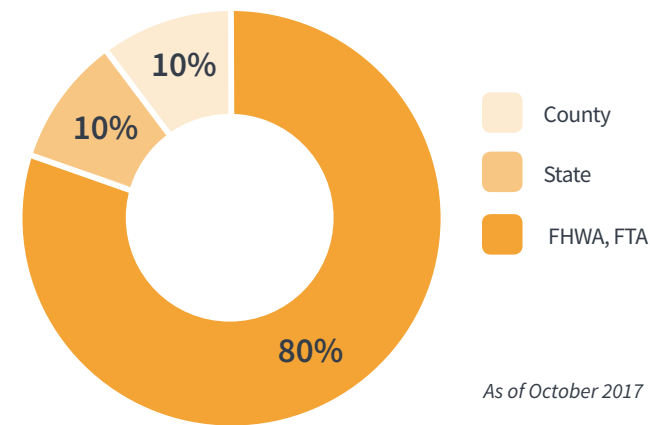
Please visit the [North Central RPO website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

The North Central RPO was established as an Economic Development District (EDD) by the U.S. Department of Commerce, Economic Development Administration (EDA) and as a Local Development District (LDD) by the U.S. Appalachian Regional Commission (ARC) and the Pennsylvania Department of Community and Economic Development (DCED), serving both the private and public sectors in a six county region, including Cameron, Clearfield, Elk, Jefferson, McKean and Potter counties.

The North Central RPO routinely coordinates with Centre County MPO, SEDA-COG MPO, Williamsport MPO and Southern Alleghenies RPO based on overlapping topical issues. The North Central RPO also actively coordinates with RPO America, a National RPO consortium. RPO America was established in June 2016 by the National Association of Development Organizations (NADO) Board of Directors to serve as the national professional association for regional and rural transportation planning professionals, practitioners and other interested stakeholders.

Funding Source for RPO Operations



NORTHEASTERN PENNSYLVANIA ALLIANCE MPO

TRANSPORTATION CHARACTERISTICS

The Northeastern Pennsylvania Alliance (NEPA) is the MPO for Carbon, Monroe, Pike and Schuylkill counties. The NEPA MPO region includes 123 municipalities and a total land area of approximately 2,313 square miles.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	156.9	4,272,319
Other Arterials	542.1	4,173,670
Collectors	856.3	1,620,713
Local	3207.7	1,431,397
Total	4763.1	11,498,098

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The NEPA MPO has 1,235.4 linear miles of Federal Aid highway.

1,171.8 miles are State Owned

63.5 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The NEPA MPO has 269.1 linear miles of NHS highway.

241.2 miles are State Owned

0.2 miles are Locally Owned

27.7 miles are Owned By Others (PA Turnpike, Toll Bridge)

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

The NEPA MPO region has seven active railroads that own or operate track including one Class 1 railroad, which is Norfolk Southern Corporation.

Source: Northeastern Pennsylvania Metropolitan Planning Organization Long-Range Transportation Plan, March 2016



Bridges

The NEPA MPO region has 1,310 bridges. There are 1,026 state owned bridges and 284 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Aviation

The NEPA MPO region has public use airports located in Carbon, Monroe, and Schuylkill counties. The East Stroudsburg-Pocono Airport and the Pocono Mountains Municipal Airport are both located in Monroe County. The Schuylkill County/Joe Zerbey Airport is located in Schuylkill County and the Jake Arner Memorial Airport is located in Carbon County.

Source: Northeastern Pennsylvania Metropolitan Planning Organization Long-Range Transportation Plan, March 2016



Bicycle and Pedestrian Travel

Three Pennsylvania Bicycle Routes are located within the NEPA Region including Routes L, V and Y.

Pennsylvania Bicycle Routes

www.pennshare.maps.arcgis.com

The region also boasts several hiking and biking trails. More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

www.explorepatrails.com



Transit

The Schuylkill Transportation System (STS), Monroe County Transportation Authority (MCTA) and Carbon County Community Transportation (CCCT) which is operated by LANta, serve the NEPA MPO region. All provide fixed route and shared ride services within their respective counties. The Pike County Transportation Department offers a Community Transportation System that provides shared-ride services for county residents.

Source: Northeastern Pennsylvania Metropolitan Planning Organization Long-Range Transportation Plan, March 2016

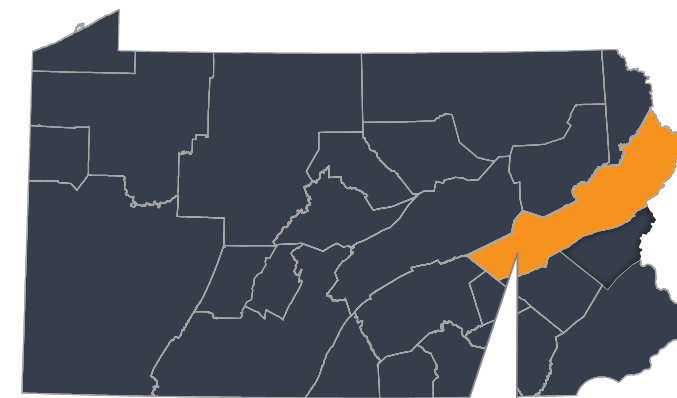


Park and Ride

PennDOT hosts two Park and Ride locations within the NEPA MPO Region, on PA Route 739 in Pike County and on Interstate 80 at Delaware Water Gap Welcome Center in Monroe County.

Source: PennDOT Park and Ride Locations, 2017

DEMOGRAPHICS



Population

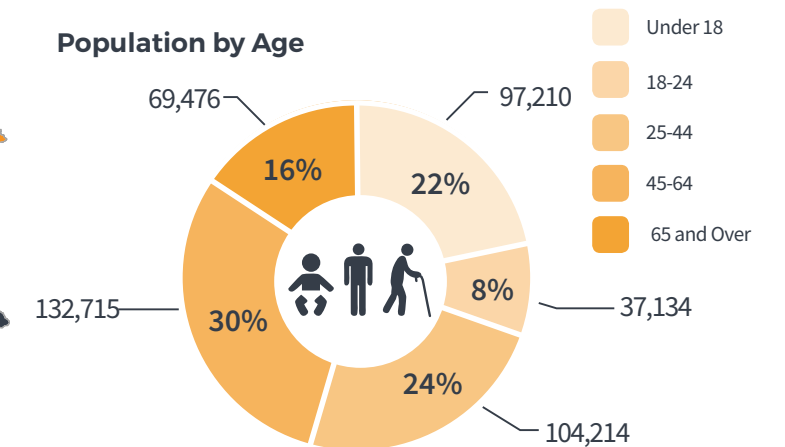
440,749/3.5%
NEPA MPO

Source: U.S. Census Bureau, Census 2010

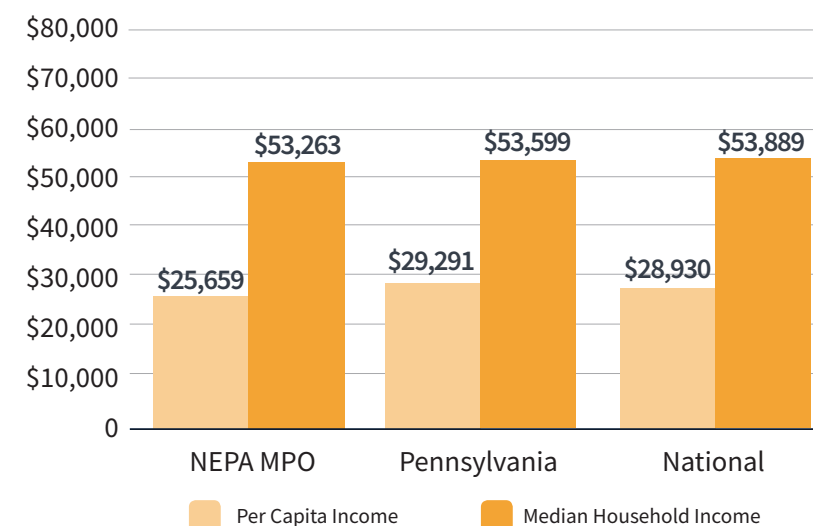
Total Population in Pennsylvania - 12,702,379



Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in NEPA MPO
Environmental Justice Population		
Minority	18.4%	12.3%
Low Income (in poverty)	13.5%	12.1%
Senior (elderly)	16.3%	17.3%
Disabled	13.5%	15.8%
Limited English Proficiency (LEP)	4.1%	2.9%
Zero Vehicle Households	11.4%	7.2%
Female head of household with child	6.4%	5.9%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

NORTHEASTERN PENNSYLVANIA ALLIANCE MPO

COMMITTEES

Primary Contact Person: Jeffrey K. Box, *President/CEO*
email: jbox@nepa-alliance.org phone: 570.655.5581

Committee Information

The NEPA MPO has a Technical Planning Committee, which consists of two county representatives from each of the four MPO counties who are appointed by the county boards of commissioners, one representative from the East Stroudsburg Urbanized Area, three transit representatives, one representative from PennDOT District 4, 5 and Central Office and a representative from the NEPA Alliance Board of Directors. The NEPA MPO also has a Policy Board, which consists of one NEPA Board of Directors member from each of the four MPO counties and a representative from PennDOT Central Office. The NEPA President and representatives from PennDOT District 4 and 5 serve as ex-officio members with voice privileges. The NEPA MPO also has an advisory committee, the MPO Transit Committee.

Voting Members

Northampton Community College, Monroe Campus
Pike County
St. Luke's Miners Memorial Hospital
Pocono Counties WIA
PennDOT Central Office
PennDOT District 4
PennDOT District 5
NEPA Alliance President and CEO
Carbon County Planning and Development
Monroe County Planning Commission
Pike County Commissioner
Schuylkill County Planning Office
Carbon Engineering
Chestnuthill Township Supervisor

Pike County Community Planning
West Penn Township Supervisor
Carbon County Community Transportation
Monroe County Transportation Authority
Schuylkill Transit System
Stroud Township Supervisor

Non-Voting Members

Federal Highway Administration

Please visit the [NEPA MPO website](#) for additional information on the committee structure.

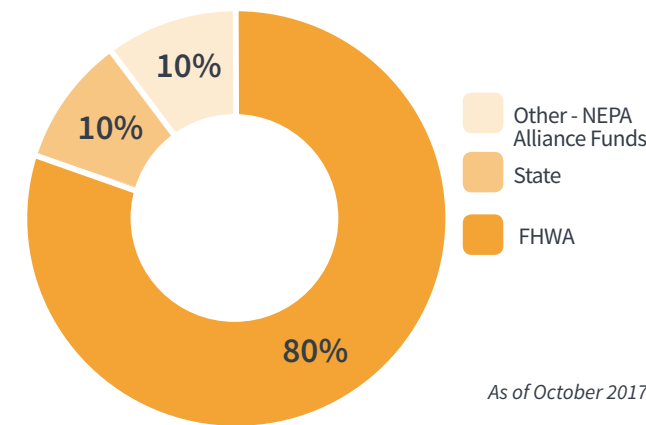
COLLABORATION EFFORTS

NEPA Alliance serves both the private and public sectors in a seven county region, including Carbon, Lackawanna, Luzerne, Monroe, Pike, Schuylkill, and Wayne County. The NEPA Alliance was established as an Economic Development District (EDD) by the US Department of Commerce, Economic Development Administration (EDA) and as a Local Development District (LDD) by the U.S. Appalachian Regional Commission (ARC) and the Pennsylvania Department of Community and Economic Development (DCED).

The NEPA MPO serves four counties for transportation planning and programming, and also provides LTAP services to the Lackawanna/Luzerne MPO and Wayne County and conducts Asset Inventory services for Wayne County. Additional collaboration includes convening the Focus 81 Committee for the Lackawanna/Luzerne MPO and initiating Functional Classification Reviews with the Lackawanna/Luzerne MPO and Wayne County.

The NEPA MPO collaborates with the NEPA Alliance LDD to perform some of the required core functions of the MPO.

Funding Source for MPO Operations



NORTHERN TIER REGIONAL PLANNING AND DEVELOPMENT COMMISSION RPO

TRANSPORTATION CHARACTERISTICS

The Northern Tier Regional Planning and Development Commission encompasses a 4,000-square-mile rural area bordering New York state and is the rural planning organization for five counties: Bradford, Sullivan, Susquehanna, Tioga and Wyoming (Northern Tier RPO).



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	27.2	731,383
Other Arterials	605.1	2,682,208
Collectors	1,272.6	1,169,546
Local	5,567.1	1,145,656
Total	7,472.1	5,728,794

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Northern Tier RPO has 1,241.5 linear miles of Federal Aid highway.

1,233.5 miles are State Owned
8.1 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Northern Tier RPO has 201.5 linear miles of NHS highway.

201.5 miles are State Owned

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

The Northern Tier RPO is served by the following Class I and shortline railroads: the Wellsboro & Corning Railroad, the Towanda-Monroeton Shippers Lifeline, the Lehigh Valley Line, and the Canadian Pacific Rail.

Source: Northern Tier Regional Planning & Development Commission Long-Range Transportation Plan 2015-2040, April 2015



Bridges

The Northern Tier RPO has 2,129 bridges. There are 1,786 state owned bridges and 343 locally owned bridges.

Source: PennDOT Bridge Management System, 2017
*Statistics for bridges over 20 feet



Aviation

There are two publically owned general service airports serving the region: Bradford County Airport in Towanda, Bradford County; and, Wellsboro Johnston Airport in Tioga County. Sky Haven Airport is a privately owned, public use airport located in Tunkhannock in Wyoming County.

Source: Northern Tier Regional Planning & Development Commission Long-Range Transportation Plan 2015-2040, April 2015



Bicycle and Pedestrian Travel

Several Pennsylvania Bicycle Routes are located within the Northern Tier RPO including Routes G, J, L and Y.

Pennsylvania Bicycle Routes

(www.pennshare.maps.arcgis.com)

The region boasts several hiking and biking trails and more information can be found at PA DCNR's website ExplorePATrails.com or within the [Open Space, Greenway and Outdoor Recreation Plan for the Northern Tier region](#).

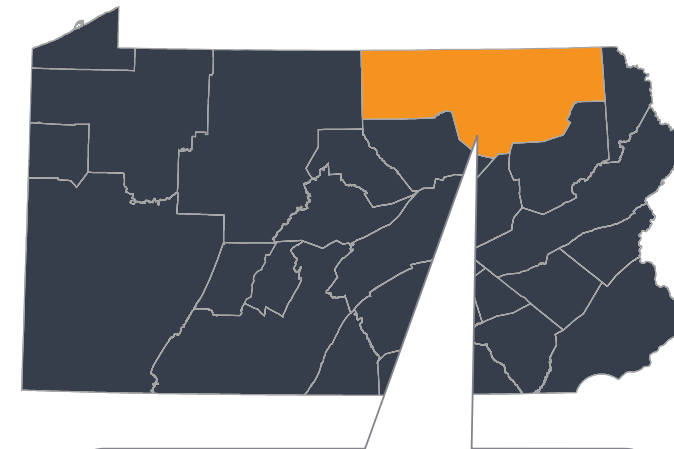


Transit

Transit services are provided by the Endless Mountains Transportation Authority, which provides fixed route and paratransit services to Bradford, Tioga, and Sullivan counties. Susquehanna County Transportation provides shared-ride service within Susquehanna County and the Susquehanna Transit Company provides intercity travel for residents of the Northern Tier RPO region.

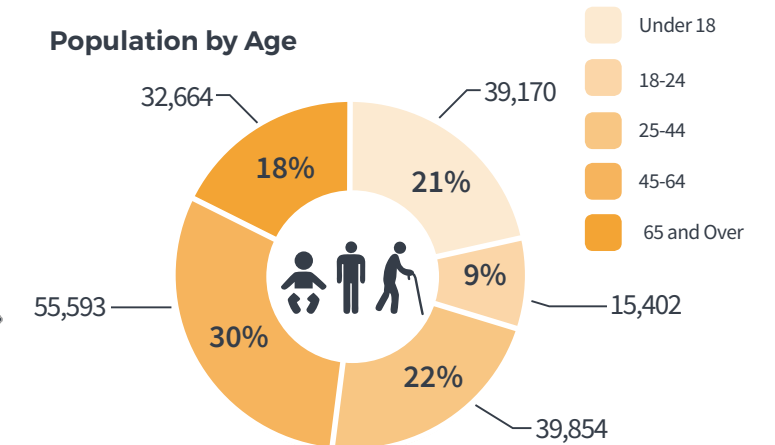
Source: Northern Tier Regional Planning & Development Commission Long-Range Transportation Plan 2015-2040, April 2015

DEMOGRAPHICS

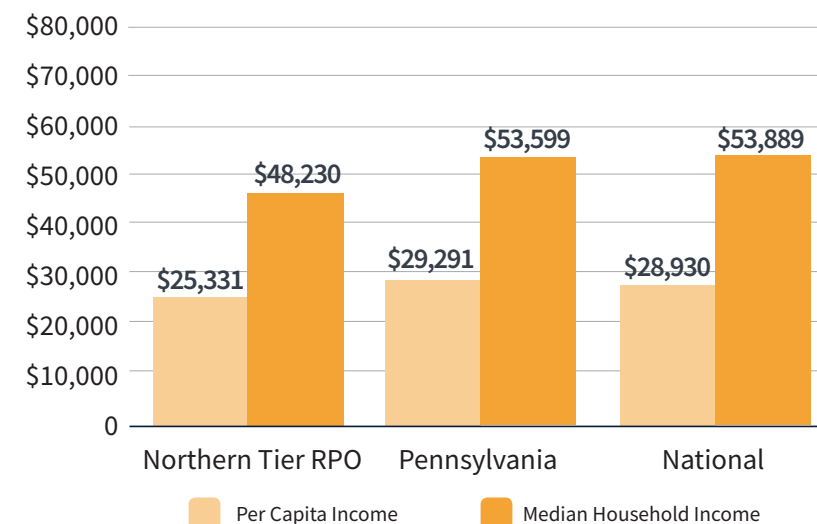


Population
182,663/1.4%
NORTHERN TIER RPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Northern Tier RPO
Environmental Justice Population		
Minority	18.4%	2.7%
Low Income (in poverty)	13.5%	13.2%
Senior (elderly)	16.3%	19.1%
Disabled	13.5%	15.6%
Limited English Proficiency (LEP)	4.1%	0.7%
Zero Vehicle Households	11.4%	5.3%
Female head of household with child	6.4%	4.9%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

NORTHERN TIER REGIONAL PLANNING AND DEVELOPMENT COMMISSION RPO

COMMITTEES

Primary Contact Person: Kevin D. Abrams , *Executive Director*
email: abrams@northerntier.org phone: 570.265.1500

Committee Information

The Northern Tier RPO has a Rural Transportation Advisory Committee with 18 voting members that meets at least six times per year. The RPO Board of Directors is made up of the County Commissioners from each of the member counties, in addition to six private sector representatives.

Voting Members

Bradford County Commissioners
Bradford County Planning
Bradford County At Large Citizen
Wyoming County Commissioners
Wyoming County Planning
Endless Mountain Visitor's Bureau
Sullivan County Commissioner
Sullivan County Townships
Sullivan County Township Supervisors
Sullivan County At Large Citizen
Tioga County Commissioner
Tioga County Planning
Tioga County At Large Citizen

PennDOT Central Office
PennDOT District 3
PennDOT District 4
Northern Tier Regional Planning and Development Commission
Susquehanna County Commissioners
Susquehanna County Planning Commission
Susquehanna County Township Supervisors

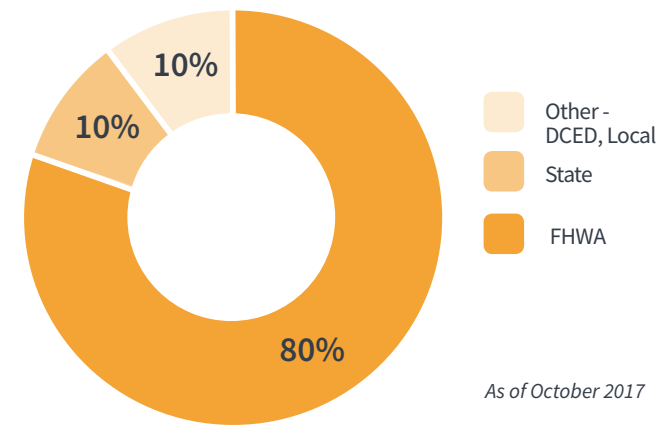
Non-Voting Members

Federal Highway Administration

Please visit the [Northern Tier RPO website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

The Northern Tier RPO collaborates with the Binghamton NY MPO and is a voting member of their planning committee.



As of October 2017



NORTHWEST RPO

TRANSPORTATION CHARACTERISTICS

The Northwest Pennsylvania Regional Planning & Development Commission is the Rural Planning Organization (Northwest RPO) for five counties: Clarion, Crawford, Forest, Venango, and Warren counties.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	69.9	1,641,223
Other Arterials	773.8	2,809,031
Collectors	1,411.7	1,048,410
Local	4,750.9	1,508,911
Total	7,006.3	7,007,575

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Northwest RPO has 1,638.7 linear miles of Federal Aid highway. 1,595.1 miles are State Owned 43.7 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Northwest RPO has 312.8 linear miles of NHS highway. 311.9 miles are State Owned 0.9 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

The Northwest RPO region is served by Class 1, shortline, and regional freight railroads: Norfolk Southern Corporation, Buffalo and Pittsburgh, Western New York and Pennsylvania, and the Oil Creek and Titusville Railroad.

Source: Northwest PA Commission 2015-2040 Long Range Transportation Plan, 2015



Bridges

The Northwest RPO has 1,615 bridges. There are 1,274 state owned bridges and 341 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Park and Ride

PennDOT hosts one public Park and Ride located in Crawford County on Interstate 79 at Exit 154.

Source: PennDOT Park and Ride Locations, 2017



Aviation

The Venango Regional Airport offers commercial air service to the region. Additionally, there are the following general aviation facilities: Brokenstraw Airport in Warren County, the Clarion County Airport, the Port Meadville Airport in Crawford County, and the Titusville Airport in Venango County.

Source: Northwest PA Commission 2015-2040 Long Range Transportation Plan, 2015



Bicycle and Pedestrian Travel

Three Pennsylvania Bicycle Routes are located within the Northwest PRO including Route A (State Route 19), V (State Routes 208 and 322), and Y (State Route 6).

Pennsylvania Bicycle Routes

www.pennshare.maps.arcgis.com

The region boasts several hiking and biking trails. The two most significant being the Erie to Pittsburgh Trail envisioned as a continuous multiple-use 270-mile trail and the North Country Trail designed for hikers. An ever growing network of feeder trails and municipal loop trails are being planned and developed which include the Sandy Creek Trail, Redbank Valley Trail and the Rail 66 Trail.

More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

www.explorepatrails.com

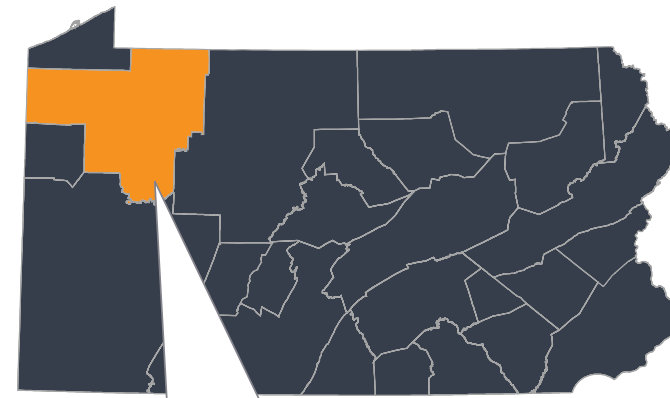


Transit

Public transportation in the region includes fixed-route and shared-ride demand response services within four counties in the five-county region for both the general public and individuals with more specialized transportation needs. Some level of transit service is available in Forest County. With the merger of the Crawford Area Transit Authority (CATA) and the Venango County Transportation Organization there is a total of three fixed route transit agencies that operate in the Northwest RPO. They are CATA, the Transit Authority of Warren County and Clarion County Transportation. These are predominately concentrated around the region's urban clusters, which is usually the county seat.

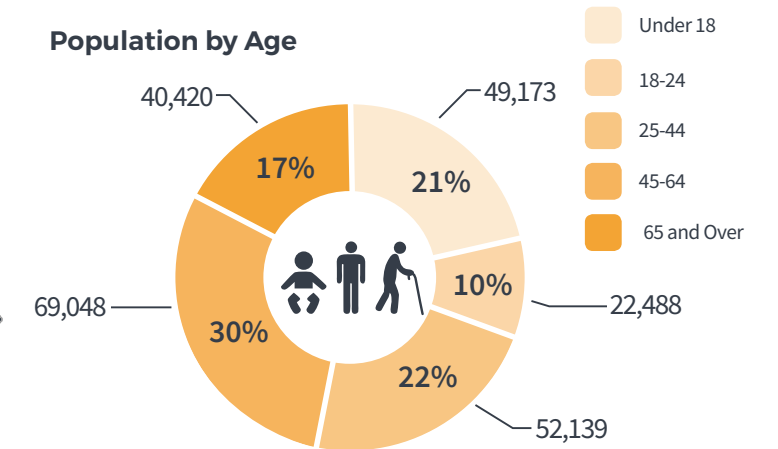
Source: Northwest PA Commission 2015-2040 Long Range Transportation Plan, 2015

DEMOGRAPHICS

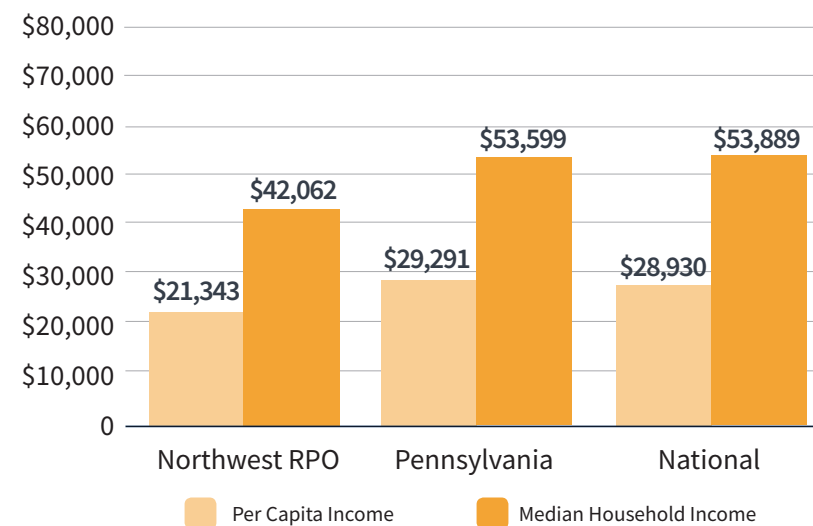


Population
233,268 / 1.8%
NORTHWEST RPO
 Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Northwest RPO
Environmental Justice Population		
Minority	18.4%	4.4%
Low Income (in poverty)	13.5%	15.0%
Senior (elderly)	16.3%	18.6%
Disabled	13.5%	17.0%
Limited English Proficiency (LEP)	4.1%	1.3%
Zero Vehicle Households	11.4%	8.4%
Female head of household with child	6.4%	5.5%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

NORTHWEST RPO

COMMITTEES

Primary Contact Person: Jill Foys, *Executive Director*
email: jillf@northwestpa.org phone: 814.677.4800

Committee Information

The Northwest RPO has a Transportation Advisory Committee that is comprised of representatives from PennDOT, government agencies, the private sector, and elected officials from throughout the five county region who are interested in improving the overall transportation system.

Voting Members

- Clarion County
- Crawford County
- Forest County
- Venango County
- Warren County
- Clarion County Planning
- Crawford County Planning
- Forest County Planning
- Venango County Planning
- Warren County Planning
- Rail
- Transit
- Aviation
- Freight
- At-Large Representatives
- PennDOT District 1
- PennDOT District 10
- PennDOT Central Office

Non-Voting Members

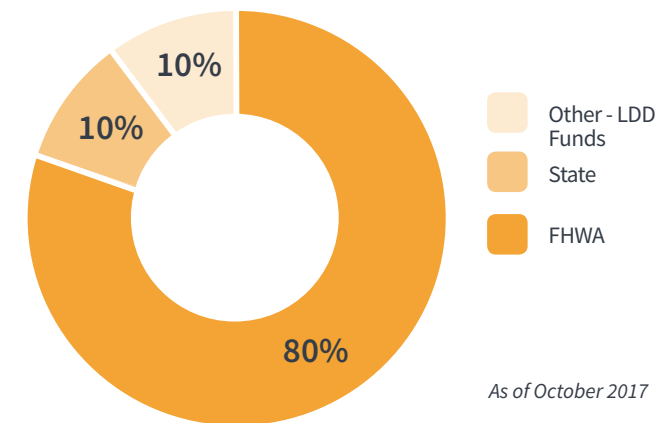
- Federal Highway Administration

Please visit the [Northwest RPO website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

The Northwest RPO region covers a five county area that includes Clarion, Crawford, Forest, Venango and Warren. Routine collaboration occurs with those counties as well as with the Erie MPO, Mercer MPO, Districts 1 and 10, and other regional partners in planning for transportation services.

Funding Source for MPO Operations



READING AREA TRANSPORTATION STUDY MPO

TRANSPORTATION CHARACTERISTICS

The Reading Area Transportation Study is the Metropolitan Planning Organization (Reading MPO) for all of Berks County, and together with PennDOT, the MPO is responsible for the transportation system county-wide



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	51.5	1,837,876
Other Arterials	333.5	4,823,756
Collectors	514.0	1,183,976
Local	2,434.9	1,333,341
Total	3,334.0	9,178,950

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Reading MPO has 732.0 linear miles of Federal Aid highway.

582.3 miles are State Owned
149.7 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Reading MPO has 188.3 linear miles of NHS highway.

183.2 miles are State Owned
0.4 miles are Locally Owned
4.7 miles are Owned By Others (PA Turnpike)

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

The Norfolk Southern Corporation is the primary provider of rail freight movements in Berks County. Short line rail services are provided by Reading, Blue Mountain and Northern Railroad, East Penn Railroad and Eastern Berks Gateway Railroad.

Source: Reading Area Transportation Study FFY 2017-2040 Long Range Transportation Plan, July 2016



Bridges

The Reading MPO has 883 bridges. There are 643 state owned bridges and 240 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Aviation

The Reading Regional Airport occupies approximately 870 acres and is situated three miles northwest of downtown Reading in Bern Township. The airport provides charter air passenger and cargo services, business aviation facilities, and services for privately owned aircraft.

Source: Reading Area Transportation Study FFY 2017-2040 Long Range Transportation Plan, July 2016



Bicycle and Pedestrian Travel

Pennsylvania Bicycle Routes L and S traverse Berks County.

Pennsylvania Bicycle Routes

www.pennshare.maps.arcgis.com

More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

www.explorepatrails.com



Transit

The South Central Transit Authority (SCTA) oversees the Berks Area Regional Transit Authority (BARTA) that serves Berks County and the Red Rose Transit Authority (RRTA) that serves Lancaster County. BARTA offers fixed route and other services to residents in Berks County.

Commuter Services of Pennsylvania is a program of the non-profit Susquehanna Regional Transportation Partnership that offers commuter services to a 13 County region including Berks.

Source: BARTA, 2017



Park and Ride

The Berks Area Regional Transportation Authority (BARTA) operates five Park and Ride lots within Berks County.

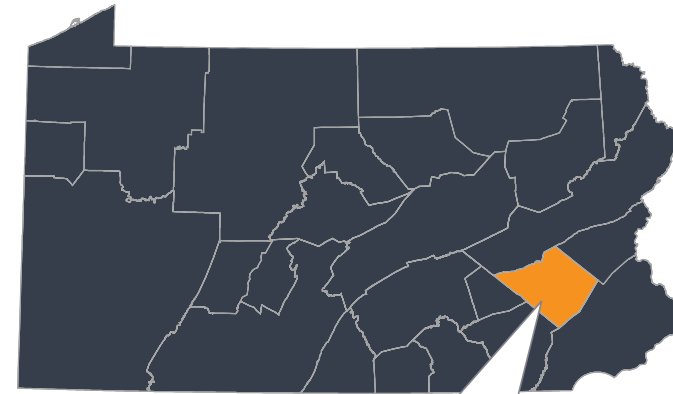
- Hamburg Lot near Route 20 and Route 61
- First Energy Stadium on Route 19
- Womelsdorf Lot located at the intersection of Routes 422 and 419
- Shelbourne Square Lot at the Shelbourne Square Shopping Center near Route 422
- Leesport Lot on Route 61

PennDOT hosts two Park and Ride facilities within the region at:

- Intersection of Route 222 and Route 272 in Brecknock Township
- Route 176 and Route 724 in Cumru Township

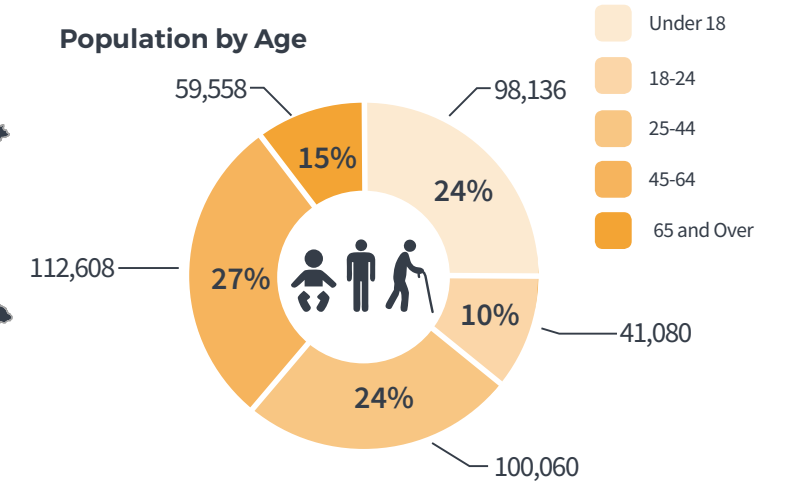
Source: PennDOT Park and Ride Locations, 2017
BARTA, 2017

DEMOGRAPHICS

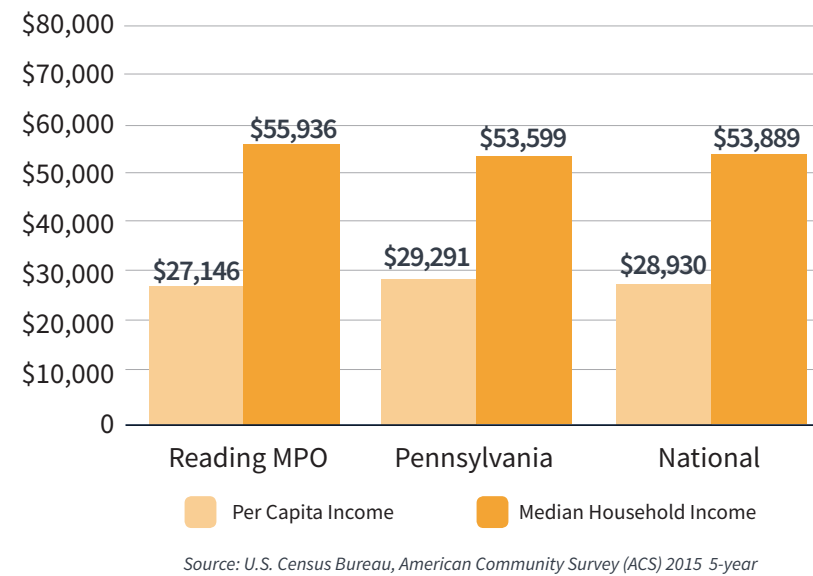


Population
411,442/3.2%
READING MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Environmental Justice

	% of Total Population in PA	% of Total Population in Reading MPO
Environmental Justice Population		
Minority	18.4%	16.3%
Low Income (in poverty)	13.5%	14.2%
Senior (elderly)	16.3%	15.5%
Disabled	13.5%	13.1%
Limited English Proficiency (LEP)	4.1%	6.8%
Zero Vehicle Households	11.4%	8.9%
Female head of household with child	6.4%	7.4%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

READING AREA TRANSPORTATION STUDY MPO

COMMITTEES

Primary Contact Person: Shannon Rossman, *Executive Director*
email: srossman@countyofberks.com phone: 610.478.6300

Committee Information

The Reading MPO has a Technical Committee that is the review and recommendation committee and consists of 8 members that meet 12 times per year. There is also a Coordinating Committee that is the decision making committee where the recommendations of the Technical Committee are acted upon. The Coordinating Committee has 10 members that meet 6 times per year. Additional advisory committees are created as needed when specific plans or processes are being developed.

Voting Members

PennDOT District 5
PennDOT Central Office
Berks County Commissioners
Berks County Planning Commission
City of Reading
Berks County Boroughs
Berks County 1st Class Townships
Berks County 2nd Class Townships
South Central Transit Authority
Reading Regional Airport Authority

Non-Voting Members

Federal Highway Administration

Please visit the [Berks County website](#) for additional information on the committee structure.

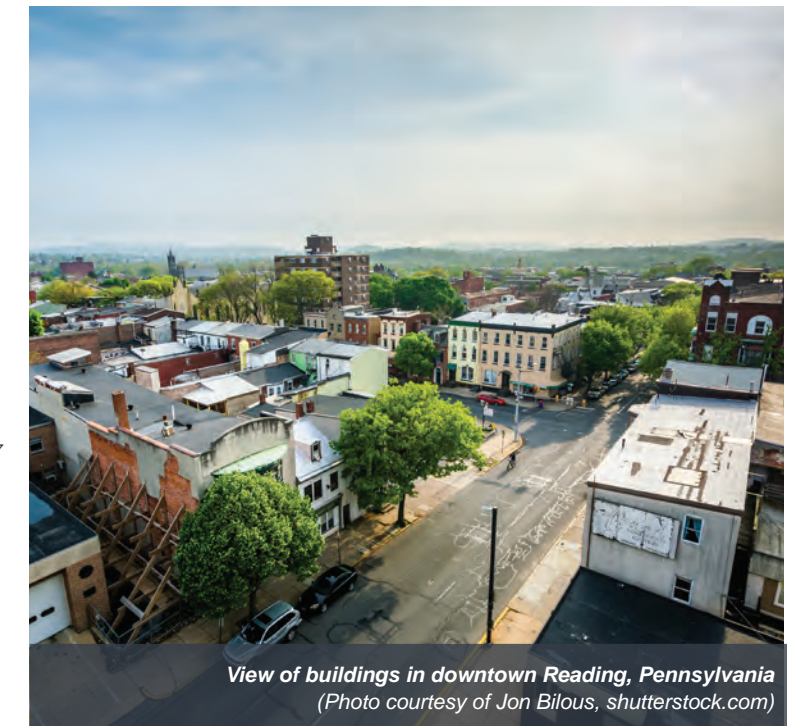
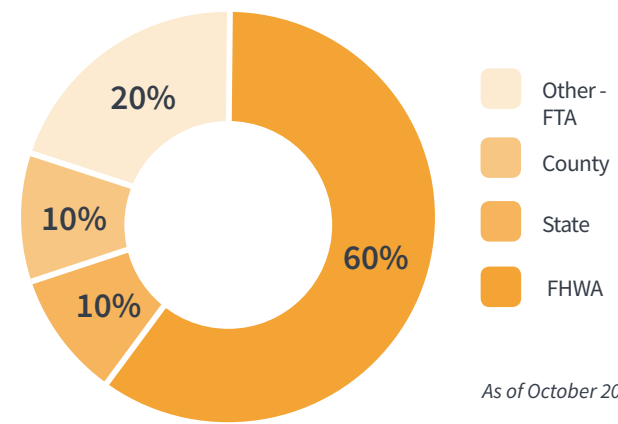
COLLABORATION EFFORTS

The Reading MPO collaborates with surrounding planning partners based on overlapping topical issues.

The Reading MPO coordinates with the SCTA to perform some of the core functions of the MPO.

All staff of the Reading MPO are employees of the Berks County Planning Commission.

Funding Source for MPO Operations



GUIDEBOOK FOR

Pennsylvania's Metropolitan Planning Organizations and Rural Planning Organizations

SEDA-COUNCIL OF GOVERNMENTS MPO

TRANSPORTATION CHARACTERISTICS

SEDA-Council of Governments (SEDA-COG) is the Metropolitan Planning Organization (MPO) for an eight-county region that includes Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union counties.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	85.8	2,378,868
Other Arterials	726.4	5,014,325
Collectors	1,252.8	1,484,895
Local	4,655.7	1,287,903
Total	6,720.8	10,165,989

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The SEDA-COG MPO has 1,510.6 linear miles of Federal Aid highway.

1,415.5 miles are State Owned
95.2 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The SEDA-COG MPO has 355.2 linear miles of NHS highway.

354.0 miles are State Owned
1.1 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

The SEDA-COG Joint Rail Authority (JRA) owns active rail lines in SEDA-COG MPO counties with North Shore Railroad providing freight shipping. The Class 1 Norfolk Southern Corporation (NS) Railroad also operates throughout the MPO region. The Amtrak Pennsylvanian Keystone West passenger service passes through Mifflin and Juniata counties along the NS mainline corridor.

Source: SEDA-COG MPO Long Range Transportation Plan, 2016-2040



Bridges

The SEDA-COG MPO has 2,291 bridges. There are 1,902 state owned bridges and 389 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Bicycle and Pedestrian Travel

Pennsylvania Bicycle Routes G, J, and V traverse the SEDA-COG MPO region.

Pennsylvania Bicycle Routes
(www.pennshare.maps.arcgis.com)

More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails
(www.explorepatrails.com)



Aviation

Nine general aviation airports and other air transportation facilities open to the public serve the eight-county SEDA-COG MPO region.

Source: SEDA-COG MPO Long Range Transportation Plan, 2016-2040



Transit

Lower Anthracite Transit System (LATS) offers fixed route services for the boroughs of Marion Heights, Mount Carmel, and Kulpmont, and the townships of Mount Carmel and Coal. LATS is administered by the Borough of Mount Carmel, and it serves approximately 30,000 riders yearly. Other transit systems are shared-ride operators primarily serving elderly residents and individuals with disabilities. These include rabbitransit, Call A Ride Service, and STEP, Inc.

Source: SEDA-COG MPO Long Range Transportation Plan, 2016-2040



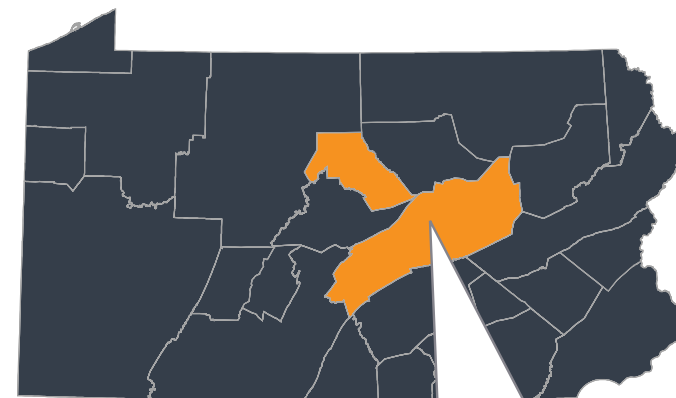
Park and Rides

PennDOT hosts several Park and Ride facilities throughout the SEDA-COG MPO region including:

- Columbia County at SR 254 and SR 487
- Montour County at SR 54 and Church Hill Road
- Northumberland County at I-180 Exit 54

Source: PennDOT Park and Ride Locations, 2017

DEMOGRAPHICS



Population

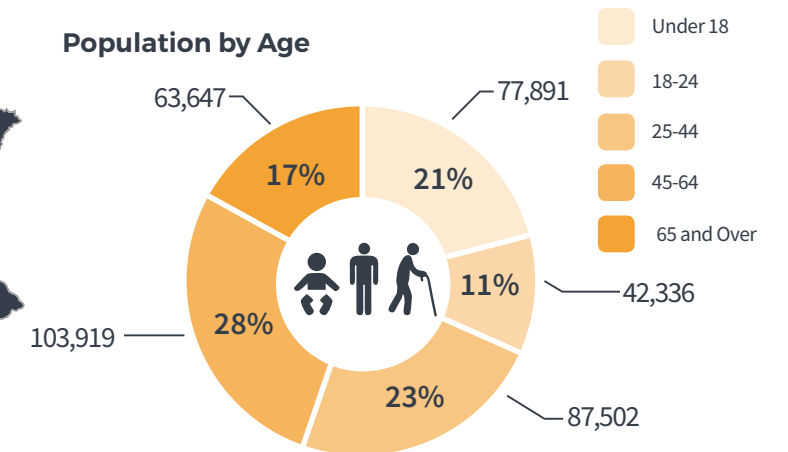
375,295/3.0%
SEDA-COG MPO

Source: U.S. Census Bureau, Census 2010

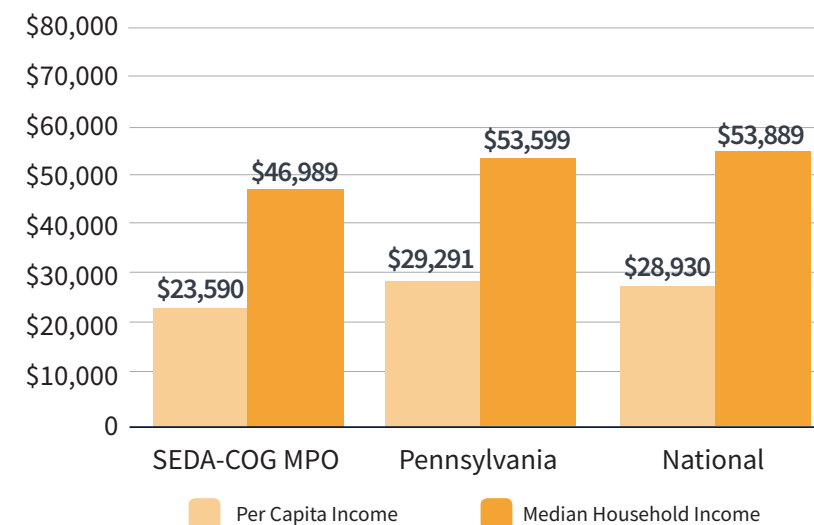
Total Population in Pennsylvania - 12,702,379



Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in SEDA-COG MPO
Environmental Justice Population		
Minority	18.4%	5.0%
Low Income (in poverty)	13.5%	14.1%
Senior (elderly)	16.3%	17.9%
Disabled	13.5%	14.2%
Limited English Proficiency (LEP)	4.1%	2.4%
Zero Vehicle Households	11.4%	8.9%
Female head of household with child	6.4%	5.4%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

SEDA-COUNCIL OF GOVERNMENTS MPO

COMMITTEES

Primary Contact Persons: William Seigel, *Executive Director*
email: bseigel@seda-cog.org phone: 570.524.4491

Committee Information

The SEDA-COG MPO has a Technical Committee that is the review and recommendation committee and consists of 17 members that meet as needed. There is also a Coordinating Committee that is the decision-making committee where the recommendations of the Technical Committee are acted upon. The Coordinating Committee has 17 members that meet six times per year. Additional committees include a Transportation Alternatives Project Review Committee, a Local Bridge Subcommittee, an Aviation Subcommittee, and a Local Access Road Subcommittee.

Voting Members

Clinton County
Columbia County
Juniata County
Mifflin County
Montour County
Northumberland County
Snyder County
Union County
Transit Interests
Multi-Modal Interests
Town of Bloomsburg
Borough of Berwick
SEDA-COG Board of Directors
SEDA-COG Transportation Program
PennDOT District 2
PennDOT District 3
PennDOT Central Office

Non-Voting Members

Federal Highway Administration
Centre County MPO
Williamsport Area Transportation Study MPO
Harrisburg Area Transportation Study MPO
Lackawanna / Luzerne Transportation Study MPO

Please visit the [SEDA-COG website](#) for additional information on the committee structure.

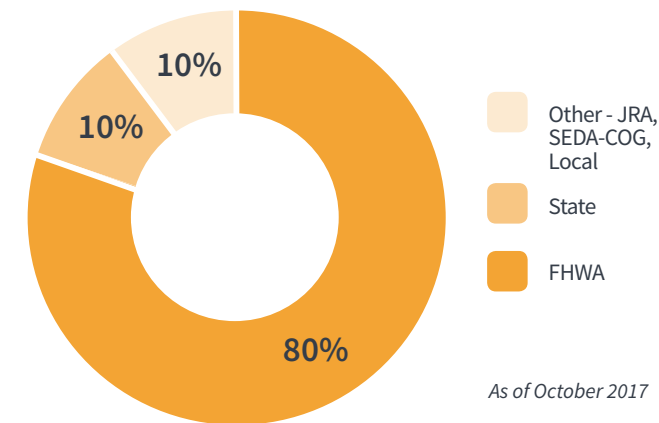
COLLABORATION EFFORTS

The SEDA-COG MPO collaborates with the Williamsport MPO on a Joint Coordinated Transit Plan, functional classification reviews, transit coalition support, and LTAP marketing. The SEDA-COG MPO also partners with the Centre County MPO to support LTAP tasks for Centre County and functional classification of area roadways.

The SEDA-COG MPO collaborates with the Lackawanna/Luzerne MPO on Urbanized Area smoothing, GIS support, functional classification reviews, and freight planning.

The SEDA-COG MPO collaborates with the SEDA-COG JRA and the transit operators to perform some of the required core functions of the MPO.

Funding Source for MPO Operations



As of October 2017



Pennsylvania Historic Twin Wooden Covered Bridges
(Photo courtesy of MarkVanDykePhotography, shutterstock.com)

SHENANGO VALLEY AREA TRANSPORTATION STUDY MPO

TRANSPORTATION CHARACTERISTICS

Established in 1981, The Shenango Valley Area Transportation Study is the Metropolitan Planning Organization (Shenango Valley MPO) for all Mercer County municipalities.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	58.1	1,455,339
Other Arterials	190.1	1,007,289
Collectors	389.9	481,325
Local	1,398.3	488,687
Total	2,036.4	3,432,641

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Shenango Valley MPO has 496.7 linear miles of Federal Aid highway. 450.3 miles are State Owned 46.4 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Shenango Valley MPO has 98.8 linear miles of NHS highway. 97.5 miles are State Owned 1.4 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015



Aviation

The Greenville Municipal Airport and Grove City Airport provide general aviation services to the public in Mercer County. There are also many private airports, recreational aviation facilities and medical heliports.

Source: SVATS MPO Mercer County Long Range Transportation Plan Update, 2016



Bridges

The Shenango Valley MPO has 596 bridges. There are 423 state owned bridges and 173 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Rail Freight

Two major rail lines Canadian National / Bessemer & Lake Erie Railroad and Norfolk Southern Corporation provide freight services in the region.

Source: SVATS MPO Mercer County Long Range Transportation Plan Update, 2016



Bicycle and Pedestrian Travel

Pennsylvania Bicycle Routes A and V are located within Mercer County.

Pennsylvania Bicycle Routes

www.pennshare.maps.arcgis.com

Shenango Valley MPO has various community trail systems, including the Trout Island Trail and Shenango Trail. The Mercer County Trails Association maintains those two trails and is actively working to develop additional trail facilities. More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

www.explorepatrails.com

Source: SVATS MPO Mercer County Long Range Transportation Plan Update, 2016

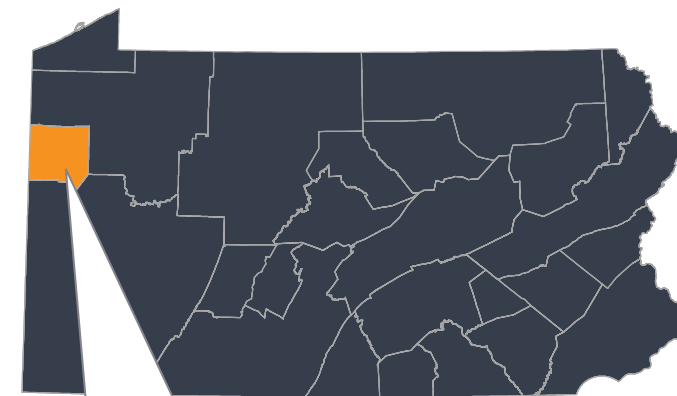


Transit

The Shenango Valley Shuttle Service (SVSS) and Mercer County Community Transit (MCCT) offer transit services to Mercer County residents. SVSS is a fixed route service available to Farrell, Hermitage, Sharon, Sharpsville, and Wheatland. MCCT is a door to door service offered through the Mercer County Area Agency on Aging, Inc.

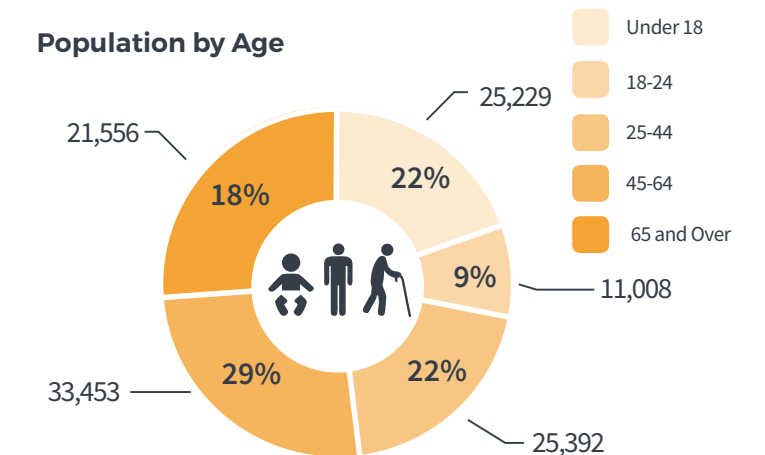
Source: SVATS MPO Mercer County Long Range Transportation Plan Update, 2016

DEMOGRAPHICS

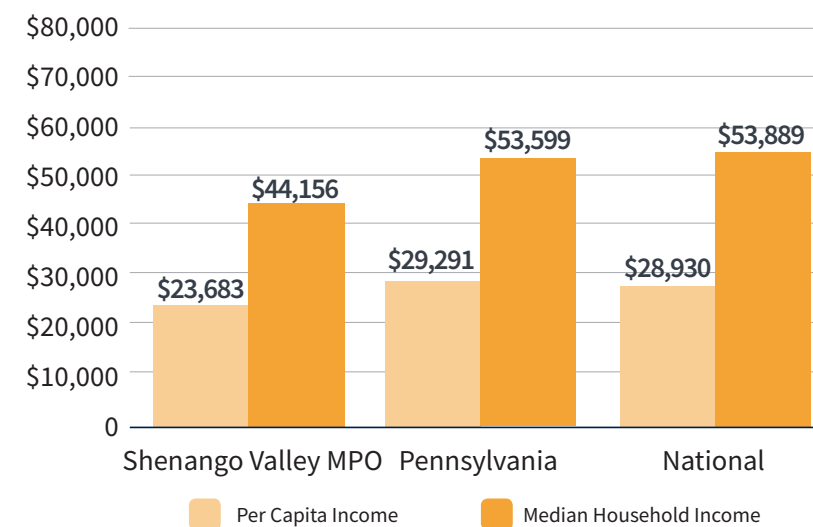


Population
116,638/0.9%
SHENANGO VALLEY MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Shenango Valley MPO
Environmental Justice Population		
Minority	18.4%	8.6%
Low Income (in poverty)	13.5%	13.5%
Senior (elderly)	16.3%	19.4%
Disabled	13.5%	16.0%
Limited English Proficiency (LEP)	4.1%	1.6%
Zero Vehicle Households	11.4%	9.7%
Female head of household with child	6.4%	6.1%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

SHENANGO VALLEY AREA TRANSPORTATION STUDY MPO

COMMITTEES

Primary Contact Person: Daniel Gracenin, *Executive Director*
email: dgracenin@mcrpc.com phone: 724.981.2412

Committee Information

The Shenango Valley MPO has a Technical Committee that is the review and recommendation committee and consists of 12 members that meet as needed. There is also a Coordinating Committee that is the decision making committee where the recommendations of the Technical Committee are acted upon. The Coordinating Committee has 25 members that meet four times per year.

Voting Members

Mercer County Municipalities
Mercer County Regional Council of Governments
PennDOT Central Office
PennDOT District 1

Non-Voting Members

Federal Highway Administration
Mercer County Commissioners
Mercer County Regional Planning Commission (MCRPC)

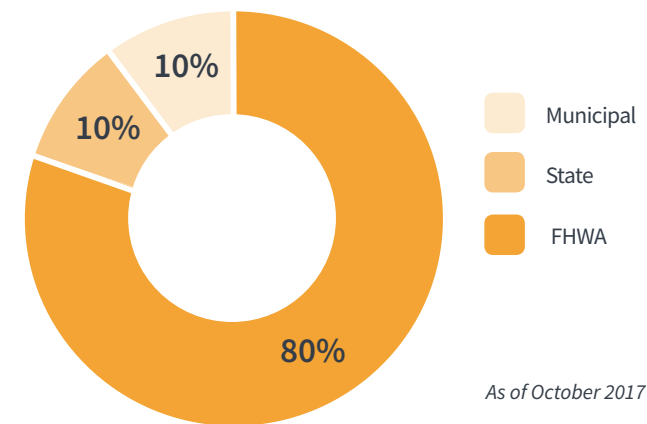
Please visit the [Mercer County Regional Planning Commission website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

The Shenango Valley MPO has a partnership with Eastgate COG MPO in Youngstown Ohio to share information and best practices, and share interpretations of Federal legislation.

The MPO coordinates regularly with several PA planning partners, most often Erie MPO and Northwest RPO both within PennDOT District 1.

Funding Source for MPO Operations



As of October 2017



SOUTHERN ALLEGHENIES PLANNING AND DEVELOPMENT COMMISSION RPO

TRANSPORTATION CHARACTERISTICS

The Southern Alleghenies Planning and Development Commission is the Rural Planning Organization (Southern Alleghenies RPO) for Bedford, Fulton, Huntingdon and Somerset counties (with the exception of Paint and Windber Boroughs in Somerset County which is part of the Johnstown MPO).



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	124.5	3,136,799
Other Arterials	560.0	2,321,663
Collectors	1,171.5	952,342
Local	4,112.3	1,034,174
Total	5,968.3	7,444,975

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Southern Alleghenies RPO has 1,173.5 linear miles of Federal Aid highway.

1,154.5 miles are State Owned

19.1 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Southern Alleghenies RPO has 360.2 linear miles of NHS highway.

273.0 miles are State Owned

0.5 miles are Locally Owned

86.8 miles are Owned By Others (PA Turnpike)

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

Rail freight services are provided by Norfolk Southern Corporation and CSX Transportation, Inc.

Passenger rail service is provided in Huntingdon County by Amtrak. Tourist railroad offerings are available via the East Broad Top Railroad that features a 5-mile tour behind a steam locomotive.

Source: 2013-2037 Southern Alleghenies Rural Planning Organization Long Range Transportation Plan, 2012



Bridges

The Southern Alleghenies RPO has 1,693 bridges. There are 1,430 state owned bridges and 263 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Bicycle and Pedestrian Travel

Two Pennsylvania Bicycle Routes, Routes G and S, are located within the region.

Pennsylvania Bicycle Routes

(www.pennshare.maps.arcgis.com)

Cycle Southern Alleghenies includes 17 on-road bicycle routes across the four counties. Additionally, there are numerous trails. More information about bicycle and pedestrian facilities can be found at PA DCNR's website www.explorepatrails.com and the Southern Alleghenies Regional Bicycle and Pedestrian Plan.

Source: 2013-2037 Southern Alleghenies Rural Planning Organization Long Range Transportation Plan, 2012



Aviation

There are two general service airports in the region, the Bedford County Airport and Somerset County Airport.

Source: 2013-2037 Southern Alleghenies Rural Planning Organization Long Range Transportation Plan, 2012



Transit

Rural transit service is provided by the Huntingdon-Bedford-Fulton Area Agency on Aging for Huntingdon, Bedford and Fulton counties. Somerset County residents rely on the Somerset County Transportation System (SCTS) and the Medical Assistance Transportation Program (MATP).

Source: 2013-2037 Southern Alleghenies Rural Planning Organization Long Range Transportation Plan, 2012

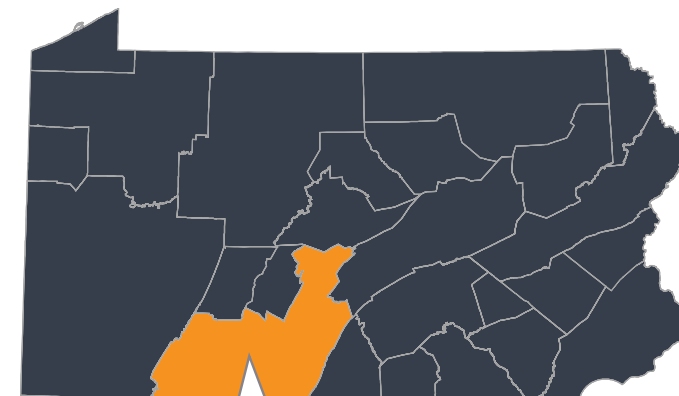


Park and Rides

PennDOT hosts one Park and Ride facility within the region on Interstate 99 at Exit 39.

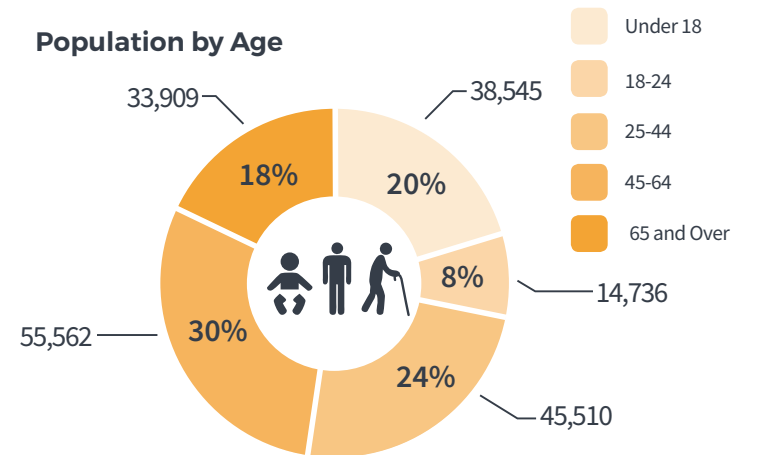
Source: PennDOT Park and Ride Locations, 2017

DEMOGRAPHICS

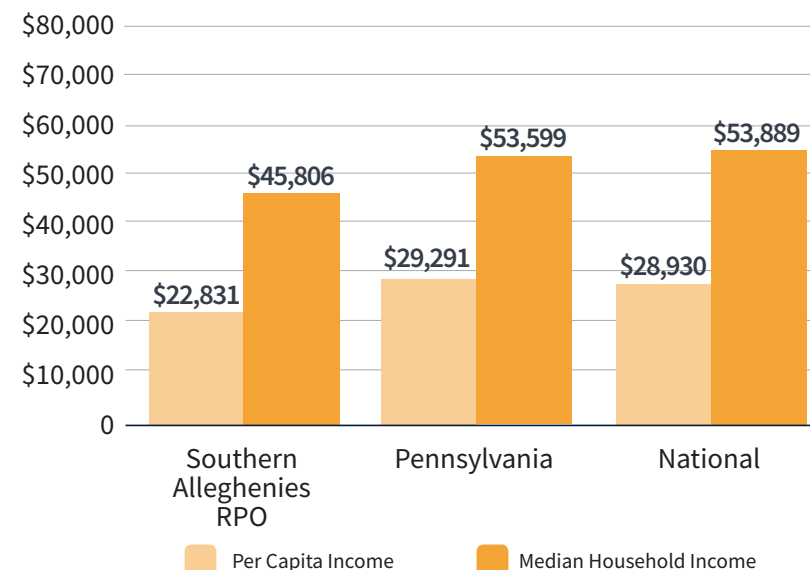


Population
188,262/1.5%
SOUTHERN ALLEGHENIES RPO
 Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Southern Alleghenies RPO
Environmental Justice Population		
Minority	18.4%	4.5%
Low Income (in poverty)	13.5%	13.2%
Senior (elderly)	16.3%	19.4%
Disabled	13.5%	16.3%
Limited English Proficiency (LEP)	4.1%	1.1%
Zero Vehicle Households	11.4%	7.0%
Female head of household with child	6.4%	4.4%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

SOUTHERN ALLEGHENIES PLANNING AND DEVELOPMENT COMMISSION RPO

COMMITTEES

Primary Contact Persons: Steven K. Howsare, *Executive Director*
email: showsare@sapdc.org phone: 814.949.6513

Committee Information

The Rural Transportation Technical Committee provides technical advice, assistance, and recommendations to the Rural Transportation Coordinating Committee in carrying out the responsibilities of the Southern Alleghenies RPO. There are 16 voting members that meet four times per year. The Rural Transportation Coordinating Committee serves as the authority for all regional transportation planning activities and provides final approval for the Southern Alleghenies RPO, with 8 voting members that meet four times per year.

Voting Members

Bedford County Planning Commission
Bedford County Commissioners
Fulton County Planning Commission
Fulton County Commissioners
Huntingdon County Planning Commission
Huntingdon County Commissioners
Somerset County Planning Commission
Somerset County Commissioners
Southern Alleghenies Planning & Development Commission
PennDOT Central Office

PennDOT District 9
Public Transportation/Transit
Aviation, Rail, and Freight
Non-Motorized Transportation

Non-Voting Members

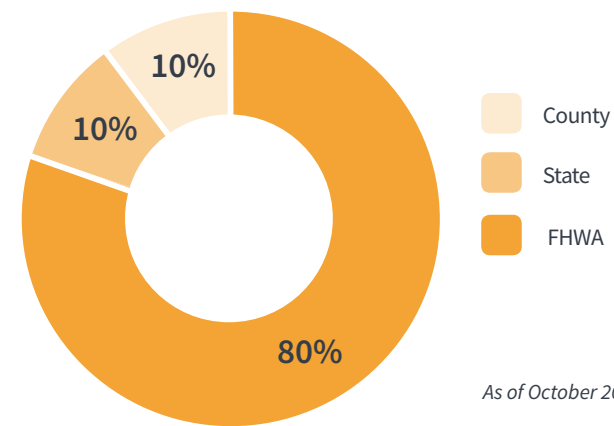
Federal Highway Administration

Please visit the [Southern Alleghenies website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

The Southern Alleghenies RPO works with the Altoona MPO and the Johnstown MPO on coordination with LTAP and several other initiatives.

Funding Source for MPO Operations



As of October 2017



SOUTHWESTERN PENNSYLVANIA COMMISSION MPO

TRANSPORTATION CHARACTERISTICS

The Southwestern Pennsylvania Commission is the Metropolitan Planning Organization (SPC MPO) for ten counties: Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland; including the City of Pittsburgh.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	368.4	13,544,942
Other Arterials	3,039.5	26,964,227
Collectors	3,874.9	6,868,434
Local	17,889.1	8,872,195
Total	25,171.9	56,249,799

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The SPC MPO has 5,965.8 linear miles of Federal Aid highway.

5,061.2 miles are State Owned
904.7 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The SPC MPO has 1571.1 linear miles of NHS highway.

1324.0 miles are State Owned
62.4 miles are Locally Owned
184.8 miles are Owned By Others (PA Turnpike)

Source: Pennsylvania Highway Statistics, 2015



Bridges

The SPC MPO has 6,689 bridges. There are 5,298 state owned bridges and 1,391 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Aviation

The SPC MPO region has access to numerous airports including two commercial airports: Pittsburgh International Airport in Allegheny County and the Arnold Palmer Regional Airport in Westmoreland County. Other general aviation airports are located within each of the ten counties of the SPC region.

Source: Mapping the Future: The Southwestern PA Plan, 2015



Rail Freight

The SPC MPO region is served by twenty railroads including three Class I railroads: CSX Transportation Inc., Norfolk Southern Corporation and Canadian National Railway.

Source: Mapping the Future: The Southwestern PA Plan, 2015



Bicycle and Pedestrian Travel

Three Pennsylvania Bicycle Routes are located within the region, Routes A, S and V.

Pennsylvania Bicycle Routes
(www.pennshare.maps.arcgis.com)

Trails in the region include the Great Allegheny Passage, the Montour Trail, Three Rivers Heritage Trail, Coal & Coke Trail, and Five Star Trail. More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails
(www.explorepatrials.com)

Source: Mapping the Future: The Southwestern PA Plan, 2015



Transit

The SPC region has eleven public transportation service providers including: Port Authority of Allegheny County (PAAC), Mid Mon Valley Transit Authority (MMVTA), Beaver County Transit Authority (BCTA), Freedom Transit, Butler Township-City Joint Municipal Transit Authority (BTA), Indiana County Transit Authority (IndiGO), Mid-County Transit Authority (Town & Country Transit), Westmoreland County Transit Authority (WCTA), Fayette Area Coordinated Transportation (FACT), New Castle Area Transportation Authority (NCATA), and the Southwestern Pennsylvania Commission (CommutelInfo).

Source: Mapping the Future: The Southwestern PA Plan, 2015



Park and Rides

Within the SPC MPO region there are numerous PennDOT sponsored park and rides, as well as transit or county supported facilities. More information can be found at CommutelInfo Regional Park-n-Ride Facilities.

Source: SPC CommuteInfo, 2017

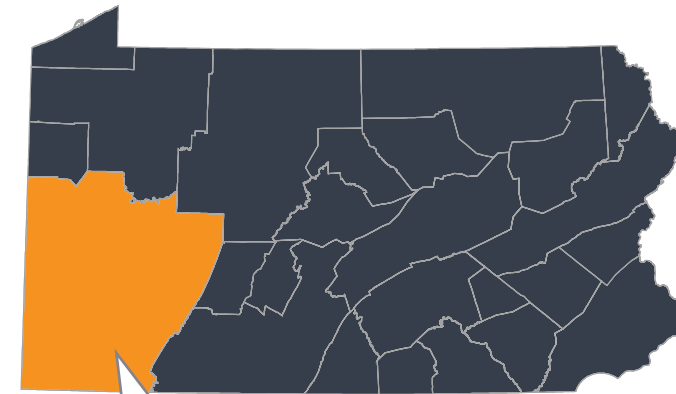


Ports/Waterways

The SPC MPO region is home to the Port of Pittsburgh, which is an inland port that moves 250 million tons of cargo annually on one of the region's major waterway systems, the Monongahela River, Allegheny River, and the Ohio River. The U.S. Army Corps of Engineers owns and operates a series of 17 locks and dams to enable year around commercial navigation of the three rivers.

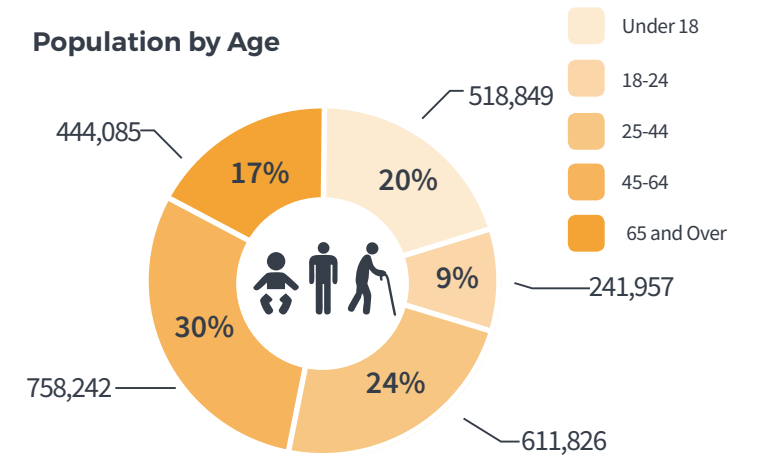
Source: Mapping the Future: The Southwestern PA Plan, 2015

DEMOGRAPHICS

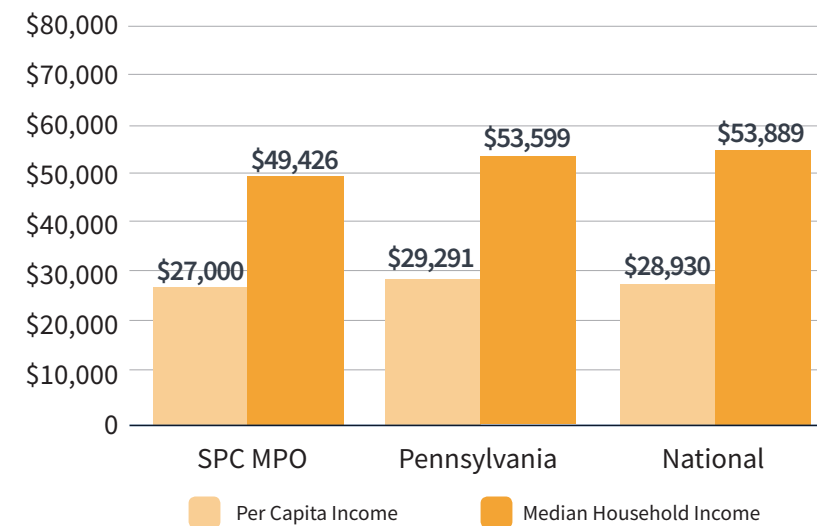


Population
2,574,959/20.3%
SPC MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in SPC MPO
Environmental Justice Population		
Minority	18.4%	12.2%
Low Income (in poverty)	13.5%	12.6%
Senior (elderly)	16.3%	18.0%
Disabled	13.5%	14.1%
Limited English Proficiency (LEP)	4.1%	1.6%
Zero Vehicle Households	11.4%	10.9%
Female head of household with child	6.4%	5.7%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

SOUTHWESTERN PENNSYLVANIA COMMISSION MPO

COMMITTEES

Primary Contact Person: James R. Hassinger, Ph.D., *Executive Director*
 email: jhassinger@spcregion.org phone: 412.391.5591

Committee Information

The SPC MPO has an Executive Committee, a Transportation Technical Committee and a Transit Operators Committee that govern the MPO operations. In addition, the SPC MPO has several advisory committees including the Active Transportation Forum, Freight Forum, Operations & Safety Forum, Policy Committee, CMAQ Committee, and Planning Directors Forum. The Transportation Technical Committee (TTC) deals exclusively with technical issues relating to transportation, and makes recommendations to SPC and the Policy Committee on a range of transportation plans and issues. The TTC meets each month in advance of SPC meetings, and, as needed, creates sub-committees tasked with specific assignments.

Voting Members

Commissioners of the 10 SPC member counties
 Mayor of the City of Pittsburgh
 Port Authority of Allegheny County
 PennDOT Central Office and District 10, 11, & 12
 PA Department of Conservation and Natural Resources
 Planning directors of the 10 SPC member counties
 City of Pittsburgh
 PA Department of Environmental Protection
 Beaver County Transit Authority (BCTA)
 Butler Transit Authority
 Freedom Transit
 Fayette Area Coordinated Transportation (FACT)
 Indiana County Transit Authority (IndiGO)
 Mid Mon Valley Transit Authority
 New Castle Area Transportation Authority

Port Authority of Allegheny County
 Town & Country Transit
 Westmoreland County Transit Authority
 Airport Corridor Transportation Association
 Oakland Transportation Management Association
 Pittsburgh Downtown Partnership

Non-Voting Members

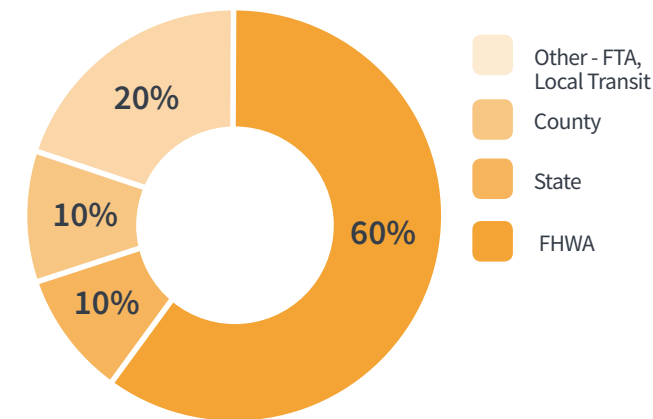
Federal Highway Administration
 Federal Transit Administration
 U.S. Environmental Protection Agency
 Federal Aviation Administration
 U.S. Economic Development Administration

Please visit the [SPC MPO website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

The SPC MPO collaborates with transit providers and freight companies to perform some of the required core functions of the MPO.

Funding Source for MPO Operations



As of October 2017



WAYNE COUNTY

TRANSPORTATION CHARACTERISTICS

Wayne County is not affiliated as a Rural or Metropolitan Planning Organization but rather it is considered an independent county. PennDOT Central Office and District 4 assume responsibility for transportation planning efforts in Wayne County.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	6.6	136,599
Other Arterials	127.0	540,550
Collectors	276.8	247,143
Local	1,000.2	245,718
Total	1,410.5	1,170,010

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

Wayne County has 247.5 linear miles of Federal Aid highway.

245.7 miles are State Owned

1.8 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

Wayne County has 6.6 linear miles of NHS highway.

6.6 miles are State Owned

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

Rail service is limited within the county. The Delaware and Hudson line serves the Browndale and Forest City area. The Starrucca Viaduct has been replaced by a trail system.

The former Erie-Lackawanna line runs through Gouldsboro, Lehigh Township and is used mostly for passenger tourist rail run by Steamtown in Scranton. Freight service is also made available to Mount Pocono over this line.

Source: WayneCountyPA.gov, 2017



Bridges

Wayne County has 378 bridges. There are 315 state owned bridges and 63 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Bicycle and Pedestrian Travel

Pennsylvania Bicycle Route Y is located within Wayne County. To view a detailed segment map click [here](#).

Pennsylvania Bicycle Routes

www.pennshare.maps.arcgis.com

There are several walking and bicycle facilities in the county. More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

www.explorepatrails.com



Aviation

There are two privately owned general service airports in Wayne County: Cherry Ridge Airport and Spring Hill Airpark.

Source: WayneCountyPA.gov, 2017

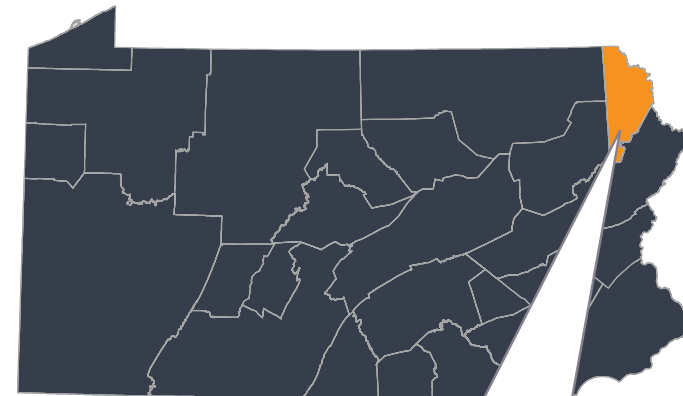


Transit

The Wayne County Transportation System's defined service area includes all of Wayne County, Tafton, Carbondale area, Clarks Summit area, Scranton area, and Wilkes-Barre area.

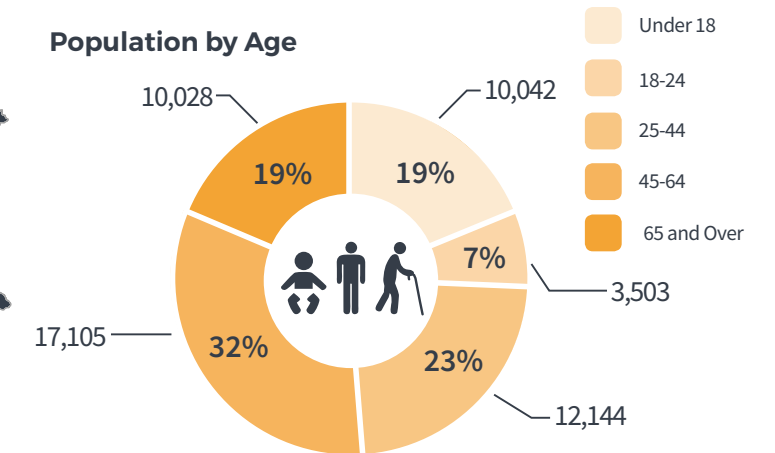
Source: WayneCountyPA.gov, 2017

DEMOGRAPHICS

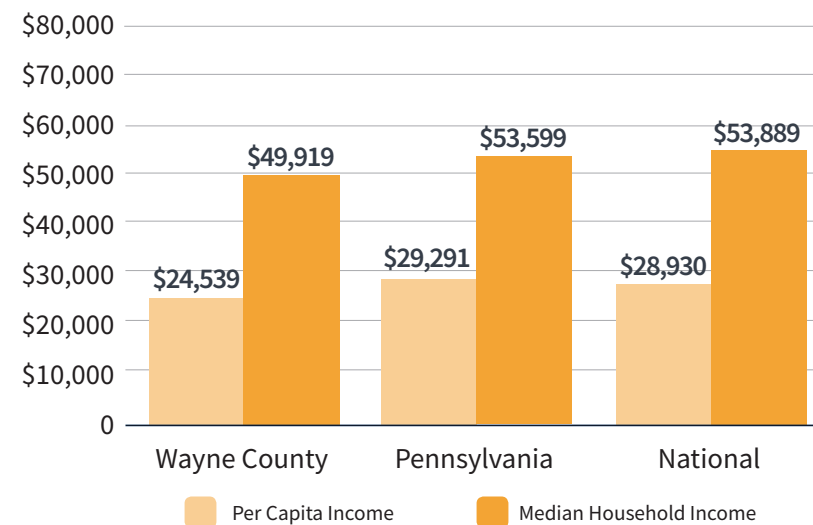


Population
52,822/0.4%
WAYNE COUNTY
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Wayne County
Environmental Justice Population		
Minority	18.4%	6.1%
Low Income (in poverty)	13.5%	12.9%
Senior (elderly)	16.3%	20.1%
Disabled	13.5%	17.2%
Limited English Proficiency (LEP)	4.1%	1.3%
Zero Vehicle Households	11.4%	4.9%
Female head of household with child	6.4%	4.7%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

WAYNE COUNTY

COMMITTEES

Primary Contact Persons: Craig Rickard, *Director*
email: crickard@co.wayne.pa.us phone: 570.253.5970

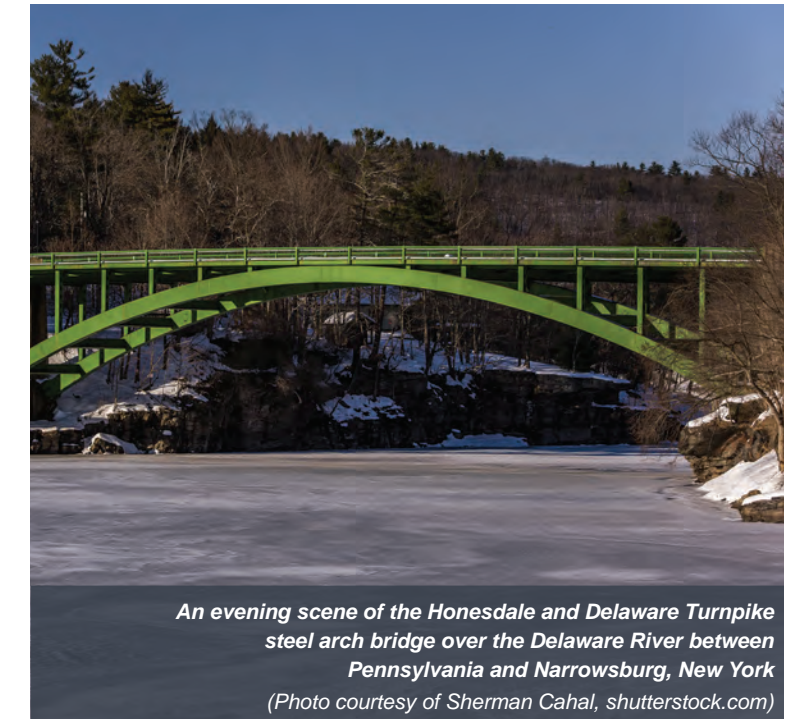
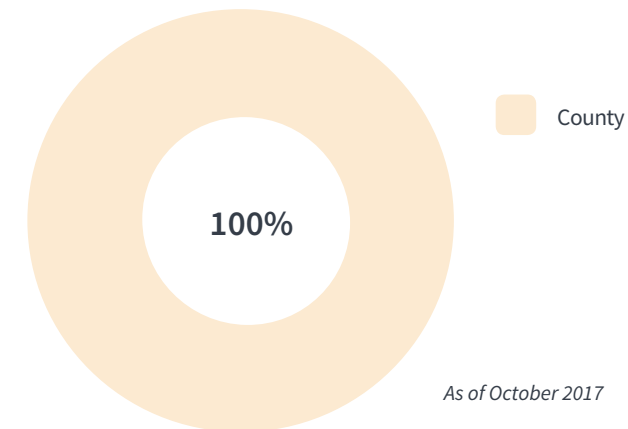
Committee Information

Please visit the [Wayne County website](#) for additional information.

COLLABORATION EFFORTS



Funding Source for MPO Operations



WILLIAMSPORT AREA TRANSPORTATION STUDY MPO

TRANSPORTATION CHARACTERISTICS

The Williamsport Area Transportation Study is the Metropolitan Planning Organization (Williamsport MPO) for Lycoming County. Together with PennDOT, the Williamsport MPO is responsible for the transportation system county-wide.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVT)
Interstate	19.5	596,849
Other Arterials	226.4	1,666,243
Collectors	411.0	373,567
Local	1332.1	355,456
Total	1989.0	2,992,115

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The Williamsport MPO has 490.4 linear miles of Federal Aid highway.

438.4 miles are State Owned
52.0 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The Williamsport MPO has 83.0 linear miles of NHS highway.

80.2 miles are State Owned
2.8 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015



Rail Freight

Lycoming County has two freight service railroads: Norfolk Southern Corporation and the Lycoming Valley Railroad. The Lycoming Valley Railroad is owned by the SEDA-COG Joint Rail Authority.

Source: Williamsport Area Transportation Study MPO 2013-2033 Long Range Transportation Plan, 2013



Aviation

Lycoming County has one commercial airport, the Williamsport Regional Airport, which is owned and operated by the Williamsport Municipal Airport Authority. Air freight services are also offered at the airport.

Source: Williamsport Area Transportation Study MPO 2013-2033 Long Range Transportation Plan, 2013



Bridges

The Williamsport MPO has 628 bridges. There are 512 state owned bridges and 116 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Bicycle and Pedestrian Travel

Two Pennsylvania Bicycle Routes G and J, are located within Lycoming County.

Pennsylvania Bicycle Routes
(www.pennshare.maps.arcgis.com)

Lycoming County boasts several hiking and biking trails including the Pine Creek Rail Trail, which traverses Lycoming and Tioga counties. More information about bicycle and pedestrian facilities can be found at PA DCNR's website www.explorepatrails.com and the [Lycoming County Community Development website](http://www.lycomingcountypa.com).



Transit

River Valley Transit (RVT) serves most of the urbanized area in Lycoming County with fixed-route services. The Lycoming-Clinton Counties Commission for Community Action, Inc., in coordination with STEP Inc., provides services to elderly residents and to individuals with disabilities.

Source: Williamsport Area Transportation Study MPO 2013-2033 Long Range Transportation Plan, 2013



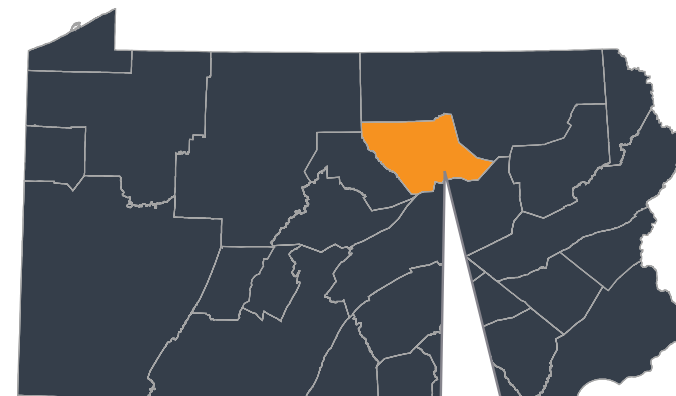
Park and Rides

PennDOT hosts several Park and Ride locations within Lycoming County as follows:

- Route 220, Reach Road Interchange, South Reach Road
- I-180 Faxon Exit (25)/ Commerce Park Drive
- I-180 Route 87 Exit (21)/ Loyalsock Avenue
- I-180 Halls Exit (15)/ Lycoming Mall Drive
- I-180 Hughesville Exit (13B) along Route 405
- Route 15 at Hepburnville Exit, 3 miles north of Williamsport

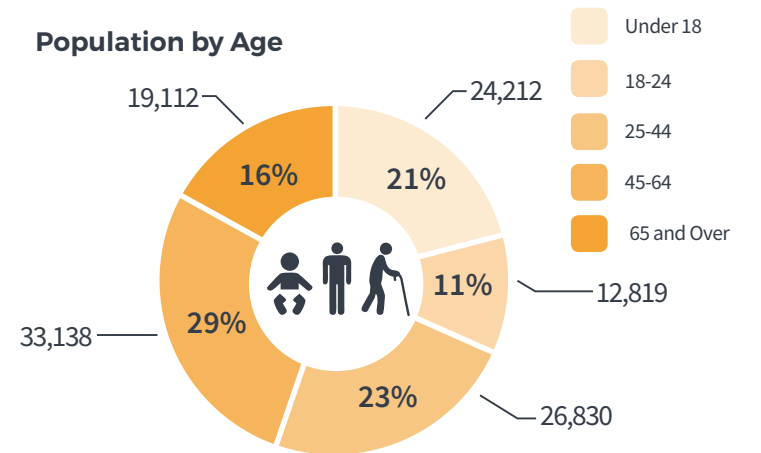
Source: PennDOT Park and Ride Locations, 2017

DEMOGRAPHICS

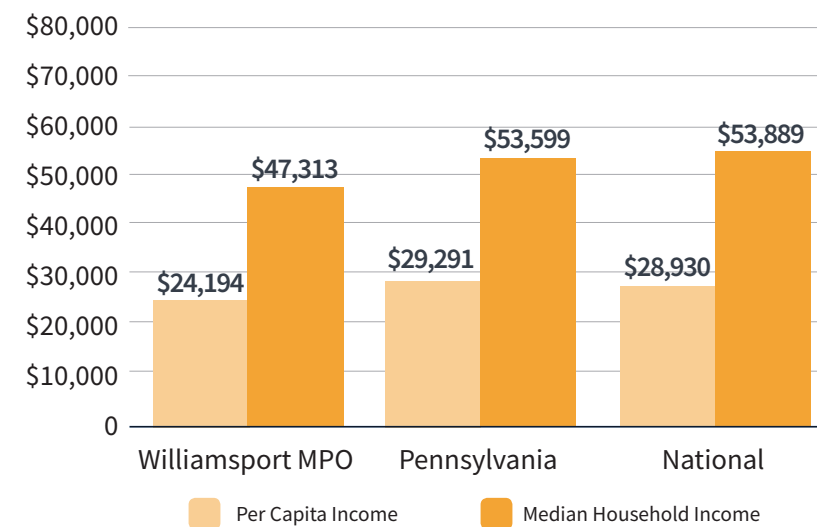


Population
116,111/0.9%
WILLIAMSPORT MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in Williamsport MPO
Environmental Justice Population		
Minority	18.4%	8.2%
Low Income (in poverty)	13.5%	14.5%
Senior (elderly)	16.3%	17.2%
Disabled	13.5%	14.9%
Limited English Proficiency (LEP)	4.1%	0.8%
Zero Vehicle Households	11.4%	9.2%
Female head of household with child	6.4%	5.8%

Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

WILLIAMSPORT AREA TRANSPORTATION STUDY MPO

COMMITTEES

Primary Contact Persons: Kurt Hausammann, Jr., AICP, *Executive Director*
email: khausammann@lyco.org phone: 570.320.2132

Committee Information

The Williamsport MPO Coordinating Committee is the policy making body of the MPO which is represented by all transportation modes and a cross-section of state, county, and municipal government. The Coordinating Committee consists of 11 voting members that meet four times per year. The Williamsport MPO Technical Committee consists of 7 voting members that meet four times per year and advise and recommend actions for consideration by the Coordinating Committee. The Transit Advisory Committee is a sub-committee of the MPO that specializes in transit planning and programming activities and is represented by fixed route and shared ride transit providers and consumers.

Voting Members

- PennDOT District 3
- PennDOT Central Office
- Lycoming County Board of Commissioners
- SEDA-COG Joint Rail Authority
- Williamsport Regional Airport
- Lycoming-Sullivan Boroughs Association
- Lycoming County Association of Township Officials
- Lycoming County Planning Commission
- River Valley Transit
- City of Williamsport
- Williamsport Regional Airport

Non-Voting Members

- Federal Highway Administration

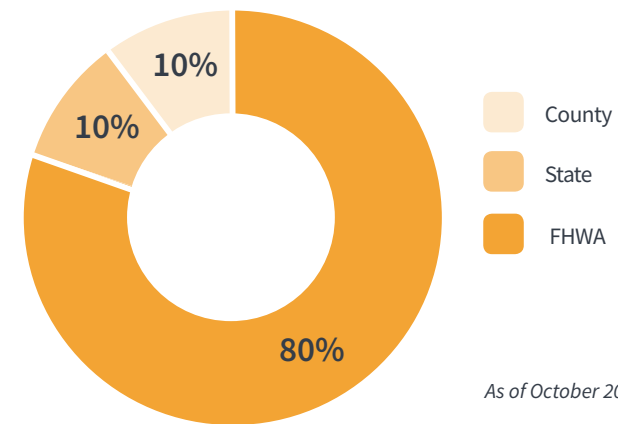
Please visit the [Lycoming County website](http://www.lycomingcounty.org) for additional information on the committee structure.

COLLABORATION EFFORTS

The Williamsport MPO is a non-voting member of the SEDA-COG MPO, which is a multi-county MPO serving a large portion of the central region of PA.

The Williamsport MPO collaborates with RVT to perform some of the required core functions of the MPO.

Funding Source for MPO Operations



As of October 2017



YORK AREA MPO

TRANSPORTATION CHARACTERISTICS

The York Area Metropolitan Planning Organization (York Area MPO), formerly named the York Area Transportation Study, was established in 1964 to develop a continuing, comprehensive and cooperative (3C) process for transportation planning, programming, and decision-making within York County.



Roadway

Mileage and Daily Vehicle Miles Traveled

Classification	Total Linear Miles	Daily Vehicle Miles Traveled (DVMT)
Interstate	46.0	2,291,467
Other Arterials	305.0	3,516,881
Collectors	607.3	1,836,483
Local	2,854.0	1,382,767
Total	3,812.3	9,027,600

Source: Pennsylvania Highway Statistics, 2015

Federal Aid Linear Miles

The York Area MPO has 761.8 linear miles of Federal Aid highway.

674.5 miles are State Owned

87.3 miles are Locally Owned

Source: Pennsylvania Highway Statistics, 2015

National Highway System

The York Area MPO has 138.7 linear miles of NHS highway.

123.4 miles are State Owned

8.8 miles are Locally Owned

6.4 miles are Owned By Others (PA Turnpike)

Source: Pennsylvania Highway Statistics, 2015



Bicycle and Pedestrian Travel

There are two Pennsylvania Bicycle Routes in York County, Route J and S.

Pennsylvania Bicycle Routes

(www.pennshare.maps.arcgis.com)

The York Area MPO region is home to several walking and bicycle facilities including the York County Rail Trail. More information about bicycle and pedestrian facilities can be found at PA DCNR's website.

PA DCNR's Explore PA Trails

(www.explorepatrails.com)

Source: YAMPO Long Range Transportation Plan, 2017



Bridges

The York Area MPO has 863 bridges. There are 655 state owned bridges and 208 locally owned bridges.

Source: PennDOT Bridge Management System, 2017

*Statistics for bridges over 20 feet



Aviation

There are 5 general aviation airports that are located in the York Area MPO. They include the York Airport near Thomasville, the Capital City Airport in Fairview Township, Baublitz Airport at Broque, the Bermudian Valley Airpark at Kralltown, and the Kampel Airport near Wellsville.

Source: YAMPO Long Range Transportation Plan, 2017



Rail Freight

There are several rail freight providers serving York County. The York Railway Company provides local rail freight service between the City of York and Hanover and operates two inter-modal facilities within the county. Norfolk Southern Corporation has a freight line which connects Harrisburg with Baltimore, Md. and also operates an intermodal transfer station and classification yard in York City called the Windsor Yard. CSX Transportation, Inc. provides freight service in the Hanover area on its rail line from Baltimore to Hagerstown, Md. The East Penn Railroad also operates within York County.

Source: YAMPO Long Range Transportation Plan, 2017



Transit

The Central Pennsylvania Transportation Authority (CPTA) is the primary provider of public transportation services in York County. CPTA, operating under the name of rabbitransit, provides fixed route service within York County and paratransit service within and adjacent to York County. Rabbitransit operates weekday express bus service from York to Harrisburg. Capital Area Transit, the public transit authority for the Harrisburg area, also provides public transportation to the New Cumberland Army Depot in Fairview Township.

Source: YAMPO Long Range Transportation Plan, 2017



Park and Rides

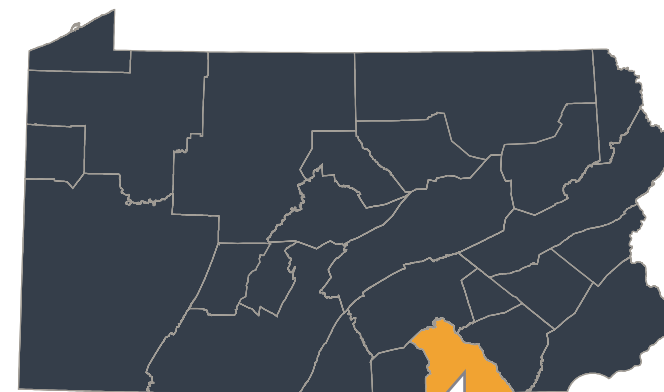
There are five official park and ride locations in York County, operated by PennDOT and rabbitransit, which are located as follows:

- Interstate 83 in Newberry township (Exit 33)
- Shrewsbury Township on State Route 851
- Interstate 83 in Manchester Township (Exit 24)
- Board Road (Exit 24)
- Tolna Road (Exit 4)

Source: YAMPO Long Range Transportation Plan, 2017

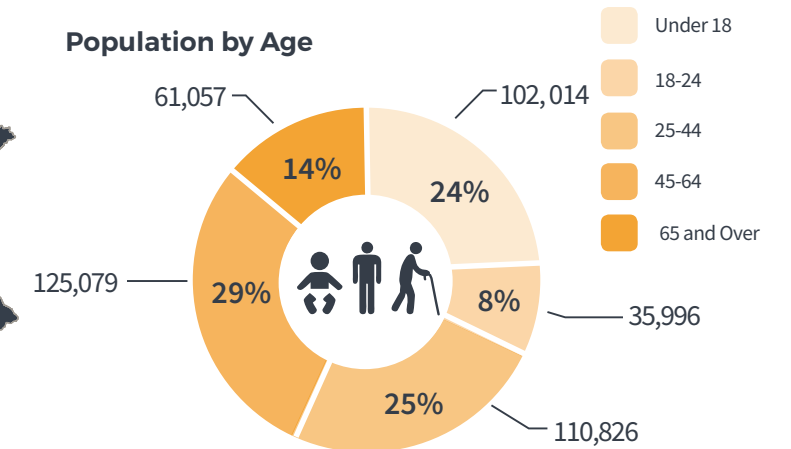
Commuter Services of Pennsylvania, 2017

DEMOGRAPHICS

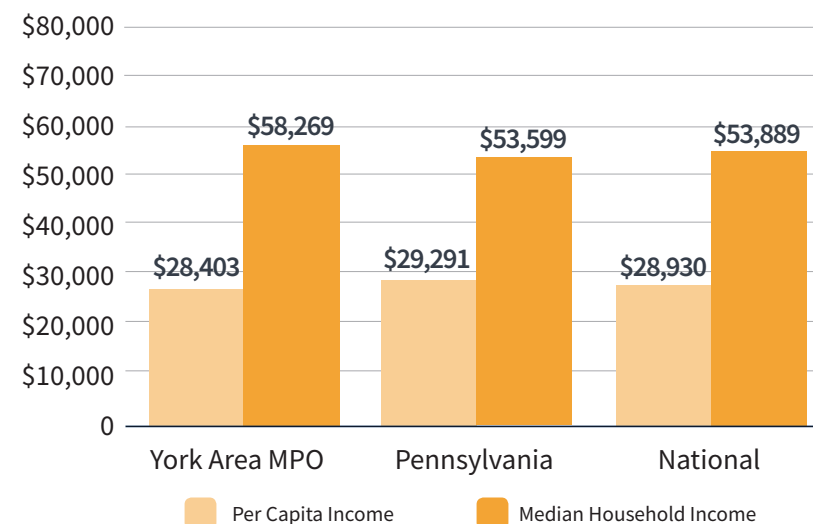


Population
434,972/3.4%
YORK AREA MPO
Source: U.S. Census Bureau, Census 2010
Total Population in Pennsylvania - 12,702,379

Population by Age



Per Capita and Median Household Incomes



Source: U.S. Census Bureau, American Community Survey (ACS) 2015 5-year

Environmental Justice

	% of Total Population in PA	% of Total Population in York Area MPO
Environmental Justice Population		
Minority	18.4%	11.2%
Low Income (in poverty)	13.5%	10.7%
Senior (elderly)	16.3%	15.4%
Disabled	13.5%	13.0%
Limited English Proficiency (LEP)	4.1%	2.7%
Zero Vehicle Households	11.4%	6.1%
Female head of household with child	6.4%	6.6%

YORK AREA MPO

COMMITTEES

Primary Contact Person: Felicia S. Dell, *Director*
email: fdell@ycpc.org phone: 717.771.9870

Committee Information

The Technical Committee is the review and recommendation committee for non-transit projects.

The Transit Committee reviews transit-related issues and makes recommendations to the Coordinating Committee.

The Coordinating Committee is the decision making committee where the recommendations of the Technical Committee and Transit Committee are acted upon.

Voting Members

- Legislative Appointees (2)
- PennDOT Central Office
- PennDOT District 8
- York County Commissioners
- York County Planning Commission
- Hanover Urbanized Area
- Central Pennsylvania Transportation Authority
- Municipal Representatives
- City of York

Non-Voting Members

- Federal Highway Administration
- Federal Transit Administration
- Federal Aviation Administration
- PennDOT Bureau of Aviation

Please visit the [York Area MPO website](#) for additional information on the committee structure.

COLLABORATION EFFORTS

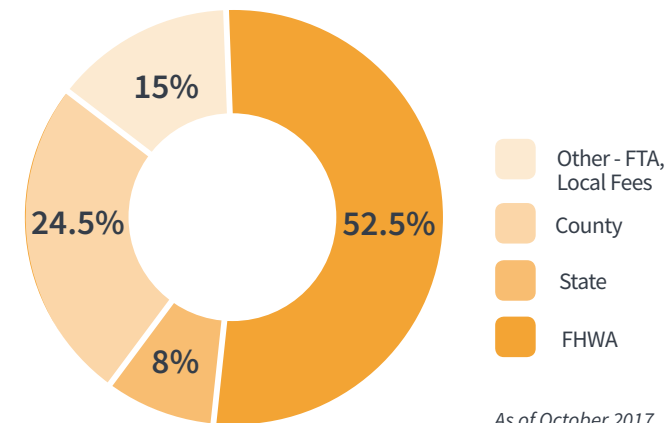
The York Area MPO is comprised of four separate Census designated Urbanized Areas. York Area MPO has an agreement with the Lancaster, Harrisburg and Adams County MPOs to complete planning tasks for their Urbanized Areas overlapping the boundary with York County.

The Board of the Central Pennsylvania Transportation Authority is recognized by the York Area Metropolitan Planning Organization as the Transit Committee of York Area MPO.

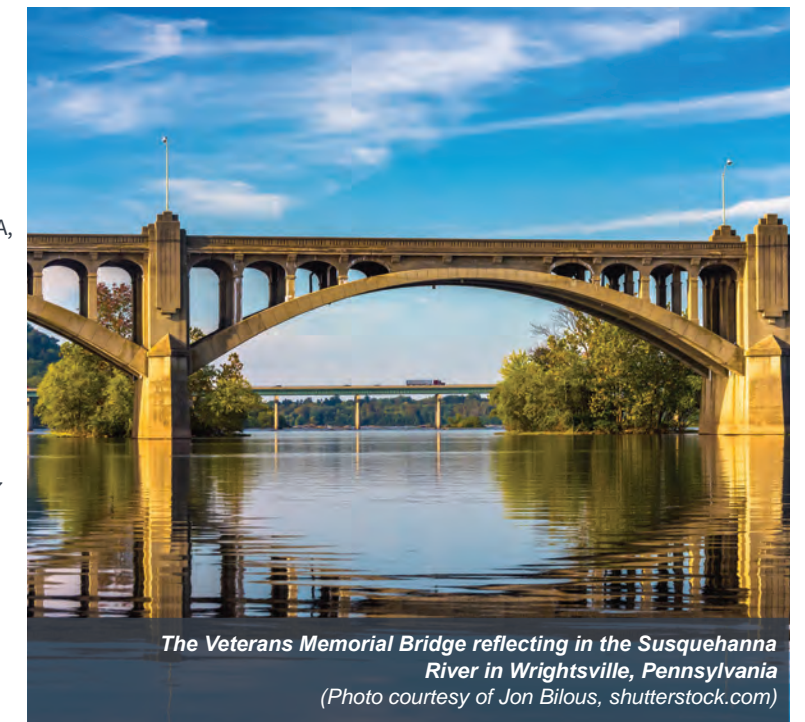
The York Area MPO planning staff is coordinating all six MPOs in PennDOT District 8-0 to develop one process for evaluating benefits and burdens caused by transportation investment on environmental justice populations.

The York Area MPO is comprised of York County Planning Commission staff.

Funding Source for MPO Operations



As of October 2017



C. Noteworthy Practices and Recommendations

The following highlights a few of the noteworthy practices implemented by various MPOs and RPOs throughout the state. This list was developed during the completion of this guidebook and is not intended to be comprehensive in nature. Instead, the noteworthy practices are anticipated to be continuously revised as new practices are applied.

- Increased use of on line resources and social media tools to provide information to the public, to help educate the public, and to solicit public input in order to seek information and ideas for more meaningful decision-making in transportation planning.

MPOs and RPOs with noteworthy practices include: Delaware Valley Regional Planning Commission MPO, North Central Pennsylvania Planning and Development Commission RPO, SEDA-Council of Governments MPO, Southwestern Pennsylvania Commission MPO, and Williamsport Area Transportation Study MPO.

- Proactive strong relationship between transit agencies and the MPO/RPO.

MPOs and RPOs with noteworthy practices include: Delaware Valley Regional Planning Commission MPO, Lackawanna / Luzerne Transportation Study MPO, Lancaster County Transportation Study MPO, Lebanon County MPO, Southwestern Pennsylvania Commission MPO, and York Area MPO.

- Highly collaborative and integrated PennDOT Connects process (formerly known as the Linking Planning & NEPA process).

MPOs and RPOs with noteworthy practices include: Southwestern Pennsylvania Commission MPO, York Area MPO, as well as PennDOT District 9.

- Thorough air quality conformity analysis procedures and Long Range Transportation Plan updates for non-attainment and maintenance areas that adequately address and meet the federal air quality requirements.

MPOs and RPOs with noteworthy practices include: Cambria County MPO, Delaware Valley Regional Planning Commission MPO, Lancaster County Transportation Study MPO, Reading Area Transportation Study MPO, and York Area MPO.

- Outstanding freight regional planning efforts.

MPOs and RPOs with noteworthy practices include: Delaware Valley Regional Planning Commission MPO, Lackawanna / Luzerne Transportation Study MPO, Lehigh Valley Transportation Study MPO, and Southwestern Pennsylvania Commission MPO.

- Proactive and continued use of performance measures and a proactive implementation of performance based planning.

MPOs and RPOs with noteworthy practices include: Delaware Valley Regional Planning Commission MPO, and Reading Area Transportation Study MPO.

- Very readable and understandable LRTP, including a comprehensive process for developing the LRTP. FHWA plans to showcase these plans and processes as a model for other MPOs and RPOs.

MPOs and RPOs with noteworthy practices include: Reading Area Transportation Study MPO, and York Area MPO.

- Knowledgeable, proactive, and professional MPO/RPO staff members that are up-to-date on transportation planning requirements, initiatives, programs and processes and have excellent working relationships with planning counterparts.

MPOs and RPOs with noteworthy practices include: Centre County MPO, Lebanon County MPO, Shenango Valley Area Transportation Study MPO, and York Area MPO.

- Utilization of CMAQ funds to support transportation projects and programs.

MPOs and RPOs with noteworthy practices include: Southwestern Pennsylvania Commission MPO, and York Area MPO.

- Clear and transparent process for project solicitation, evaluation and prioritization.

MPOs and RPOs with noteworthy practices include: Centre County MPO, Shenango Valley Area Transportation Study MPO, and York Area MPO.

- Utilization of a robust and innovative public involvement process.

MPOs and RPOs with noteworthy practices include: Lancaster County Transportation Study MPO, Lehigh Valley Transportation Study MPO, Reading Area Transportation Study MPO, and York Area MPO.

- Commitment to the Congestion Management Plan process.

MPOs and RPOs with noteworthy practices include: Reading Area Transportation Study MPO, and York Area MPO.

Additional noteworthy practices by various MPOs and RPOs include:

- Proactive linking of land use and transportation projects, supporting smart growth concepts.
- Publishing a TIP that includes all projects, including 100% state funded projects.
- A good condensed overview of the Title VI and EJ requirements for planners and a proactive adjustment in the EJ Benefits and Burdens analysis
- Proactive LRTP update schedule, with planning and coordination for the LRTP update beginning two years prior to the anticipated adoption of the new plan
- Regional outreach and regional planning activities in regards to operations and management planning activities. The York Area MPO is a leader in the state in regards to considering and implementing regional analysis of the transportation system.
- Well thought out presentations to Technical and Coordinating Committees tackling tough and controversial subjects.
- The MPO's Transportation Advisory Committee biennial role of reviewing, evaluating, and selecting Transportation Alternatives Program (TAP) projects (now known as Transportation Alternatives Set-Aside projects).
- Use of UPWP funding to support special committees within the region. An example is the Focus 81 Committee in the Lackawanna / Luzerne Transportation Study MPO, whose charge is safety and congestion along I-81.





APPENDIX A

FHWA PERFORMANCE MEASURES SUMMARY (as of August 2017)

Performance Area	Measures	Criteria	Data Source
Pavements	<ol style="list-style-type: none"> Percentage of Interstate pavements in GOOD and POOR condition. Percent of non-Interstate NHS pavements in GOOD and POOR condition. 	Good, fair, poor condition levels are based on: IRI, Cracking, Rutting, Faulting	<ul style="list-style-type: none"> HPMS
Bridges	<ol style="list-style-type: none"> Percentage of NHS bridges in GOOD and POOR condition. 	Good, fair, poor condition levels are based on: Deck, Superstructure, Substructure Culverts	<ul style="list-style-type: none"> NBI
Safety	<ol style="list-style-type: none"> Number of Fatalities and the RATE. Number of Serious Injuries and the RATE Number of Non-motorized Fatalities and Serious Injuries. 	These measures are calculated annually based on 5-year rolling averages.	<ul style="list-style-type: none"> FARS- Fatalities HPMS- VMT State crash database- Serious Injuries
Performance (congestion)	<ol style="list-style-type: none"> Percent of Interstate System Person-Miles that are Reliable Percent of Non-Interstate NHS Person-Miles that are reliable Percent Change in Tailpipe CO2 emissions on the NHS compared to 2017 	<ol style="list-style-type: none"> The calculated Level of Travel Time Reliability The calculated Level of Travel Time Reliability Calculated CO2 emissions based on fuel sales and VMT. 	<ul style="list-style-type: none"> Travel time dataset (NPRMDS, INRIX, etc) HPMS- AADT, AADTT FHWA- CO2 emissions factors FHWA or State DOT fuel sales data.
Freight	<ol style="list-style-type: none"> Truck Travel Time Reliability 	Calculated Truck Travel Time reliability index—Interstate only	<ul style="list-style-type: none"> Travel time dataset (NPRMDS, INRIX, or equivalent).
CMAQ	<ol style="list-style-type: none"> Annual Hours of Peak Hour Excessive Delay on NHS per capita. Percentage of Non-Single Occupancy Vehicle Travel on NHS Total Emission Reductions on CMAQ projects 	<ul style="list-style-type: none"> Census designated urbanized areas Census population > 1 million EPA designated non-attainment area for ozone, CO, or PM10/PM2.5. CMAQ emissions applies to any MPO in non-attainment 	<ul style="list-style-type: none"> Travel time dataset (NPRMDS, INRIX, etc) Hourly traffic volume counts Vehicle classification data or estimates Vehicle Occupancy data or estimates US Census for Urbanized Area populations EPA designations for non-attainment areas.
Asset Management	For Pavements and Bridges on the NHS	8 components: Objectives, Measures, Inventory, Performance Gap, Life cycle, Risk assessment, Finance plan, Investment strategies	<ul style="list-style-type: none"> NBI HPMS Management systems

Upcoming Due Dates	Minimum Threshold	Penalty
Jan 2018 = 1st 4-year performance period begins. Target setting done by 5/20/18. MPOs have another 180 days. First full extent Interstate submittal date is April 15, 2019. First full extent Interstate and NHS submittal date is June 15, 2021.	<ul style="list-style-type: none"> Percentage of Interstate Pavements in Poor Condition must be < 5.0%. Missing, invalid, and unresolved HPMS data must be no more than 5.0%. 	If minimum threshold is not met annually, NHPP and STP funds are set aside specifically for Pavement projects on the NHS. If significant progress towards goal is not made, DOT will document actions to achieve.
Similar to above Target setting by 5/20/18 NBI submittal due April 3, 2017. Future NBI submittal date changing annually from ~April 1st to March 15th.	<ul style="list-style-type: none"> Must have <10.0% of total deck area of NHS bridges classified as Structurally Deficient. 	If minimum is not met for 3 consecutive years, States must obligate and set aside NHPP funds specifically for NHS bridge projects. If significant progress towards goal is not made, DOT will document actions to achieve. (First determination was made in 2016, and Pennsylvania was at 7.1%.)
Target setting Initial goals will be set in annual HSIP report due August 2017.		If significant progress towards goal is not made, DOT will document actions to achieve.
Target setting by 5/20/2018		If significant progress towards goal is not made, DOT will document actions to achieve.
Target setting by 5/20/2018 Then annually		If significant progress towards goal is not made, DOT will document actions to achieve.
Target setting by 5/20/2018		If significant progress towards goal is not made, DOT will document actions to achieve.
Initial: April 2018 Fully compliant: June 2019		If no plan: Reduce pro-rata share of projects to 65% Ultimately stop authorizing NHS funds

APPENDIX B

RESOURCES FOR PLANNING PARTNERS

Federal Resources

[23 USC 134 Metropolitan Transportation Planning](#)

[23 USC 135 Statewide and Nonmetropolitan Transportation Planning](#)

[49 USC 5303 Metropolitan Transportation Planning](#)

[49 USC 5304 Statewide and Nonmetropolitan Transportation Planning](#)

[23 CFR Part 450 Statewide Transportation Planning Metropolitan Transportation Planning](#)

[49 USC 5332 Title VI of Civil Rights Act of 1964 Nondiscrimination](#)

State Resources

[PennDOT Connects/Local Government Collaboration letter December 19, 2016](#)

[ITS and Operations Planning](#)

[PennDOT Public Private Partnerships \(P3\)](#)

[Transportation Program Development and Project Delivery Process](#)

[Planning Deputate SharePoint Site](#)

[Statewide Procedures for 2017-20 STIP and TIP Revisions](#)

[TIP Visualization](#)

[Pennsylvania's 2019 Transportation Program Financial Guidance](#)

[Pennsylvania's Planning Agencies Directory](#)

Local and Regional Resources

Long Range Transportation Plans

Transportation Improvement Programs

Public Participation Plans

ITS Architecture

Operations Plans

Congestion Management Process

Freight Plans

Bicycle and Pedestrian Plans

Economic Development District Plans (as applicable, determined by MPO or RPO)

County and Municipal Comprehensive Plans (as applicable, determined by MPO or RPO)

Safety Plans

APPENDIX C

LIST OF ACRONYMS

3C - Continuing, Comprehensive, and Cooperative

AADT - Annual Average Daily Traffic

AADTT - Annual Average Daily Truck Traffic

ACM - Agency Coordination Meeting

Act 120 - PA Act 120 of 1970

Act 3 - PA Act 3 of 1997

Act 44 - PA Act 44 of 2007

Act 89 - PA Act 89 of 2013

CAA - Clean Air Act

CFR - Code of Federal Regulations

CMAQ - Congestion Mitigation and Air Quality

CO - PennDOT Central Office

CO - Carbon Monoxide

CO₂ - Carbon Dioxide

COG - Council of Governments

DCED - Department of Community and Economic Development

DOT - Department of Transportation

DVRPC - Delaware Valley Regional Planning Commission

EDD - Economic Development District

EJ - Environmental Justice

EO - Executive Order

EPA - Environmental Protection Agency

ESRI - Environmental Systems Research Institute

FAA - Federal Aviation Administration

FARS - Fatality Analysis Reporting System

FAST Act - Fixing America's Surface Transportation Act

FHWA - Federal Highway Administration

FRA - Federal Railroad Administration

FTA - Federal Transit Administration

HPMS - Highway Performance Monitoring System

HSIP - Highway Safety Improvement Program

INRIX - INRIX Company

IRI - International Roughness Index

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991



GUIDEBOOK FOR

Pennsylvania's Metropolitan Planning Organizations and Rural Planning Organizations



ITS - Intelligent Transportation Systems
LDD - Local Development District
LEP - Limited English Proficiency
LRTP - Long Range Transportation Plan
LTAP - Local Technical Assistance Program
MAP-21 - Moving Ahead for Progress in the 21st Century Act
MOU - Memorandum of Understanding
MPMS - Multimodal Project Management System
MPO - Metropolitan Planning Organization
MPP - Metropolitan Planning Program
NAAQS - National Ambient Air Quality Standards
NBI - National Bridge Inventory
NHPP - National Highway Performance Program
NHS - National Highway System
NPRMDS - National Performance Management Research Data Set
P3 - Public Private Partnerships
PA - Pennsylvania
PADEP - Pennsylvania Department of Environmental Protection
PennDOT - Pennsylvania Department of Transportation
PM_{2.5} - Particulate Matter 2.5
RD&T - Research Development and Technology
RPO - Rural Planning Organization
RTPO - Regional Transportation Planning Organization
SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP - State Implementation Plan
SPR - State Planning and Research Program
STBG - Surface Transportation Block Grant Program
STC - State Transportation Commission
STIP - Statewide Transportation Improvement Program
STP - Surface Transportation Program
TAM - Transit Asset Management
TAMP - Transportation Asset Management Plan
TAP - Transportation Alternatives Program

TEA-21 - Transportation Equity Act for the 21st Century
TIP - Transportation Improvement Program
TMA - Transportation Management Area
TYP - Twelve Year Transportation Program
UPWP - Unified Planning Work Program
US - United States
USC - United States Code
USDOE - United States Department of Energy
USDOT - United States Department of Transportation
USEPA - United States Environmental Protection Agency
USGS - United States Geological Survey
UZA - Urbanized Area (U.S. Census)
VMT - Vehicle Miles Traveled

