

SAFETEA-LU COMPLIANCE PLAN

INTRODUCTION

The following portion of the Long Range Transportation Plan is designed to address the new SAFETEA-LU legislative requirements. Within this chapter of the Transportation Plan we will address the following issues, as required by SAFETEA-LU:

- Annual Listing of Projects;
- Transportation Planning Factors;
- Fiscal Constraint;
- Environmental Mitigation Activities;
- Consultation and Cooperation;
- Air Quality Conformity
- Public Transit Element;
- Transportation Facilities; and
- Interested Parties and Public Participation Plan (PPP) including electronic applications and visualization techniques for publicizing the long range plan

In addition to these above-listed requirements, the SAFETEA-LU legislation also requires that all metropolitan transportation plans be updated every 4 years in air quality non-attainment (Johnstown MPO) areas, and that the planning cycle for all Transportation Improvement Programs (TIP) be updated every 4 years, or as mandated by PA State Act 120.

Also, safety plans and issues are to be addressed in the goals and objectives of the Pennsylvania Adopted Strategic Highway Safety Plan (SHSP). As part of this SHSP plan, PennDOT District 9-0 has created a Highway Safety Review Initiative. This initiative will be joined by the Cambria County Planning Commission who will expand the number of potential safety review projects within Cambria County. As part of the safety review initiative, a checklist and maps will be prepared. This checklist will be utilized by Planning Commission staff and PennDOT staff in conducting their field views of potential safety projects. Once a project is found as a likely candidate for safety improvements, it will be considered for programming, within funding limits on the current or future Transportation Improvement Program (TIP). Details of this highway safety initiative are presented in the Transportation Planning Factors section of the compliance plan.

ANNUAL LISTING OF PROJECTS

The SAFETEA-LU regulations call for an annual accounting of bicycle and pedestrian transportation improvements completed or ongoing within the Johnstown MPO area. Traditionally, funding opportunities for these non-motorized transportation improvements have been achieved through the federal Transportation Enhancement (TE) Program. The TE Program is implemented through biennial funding cycles, based on available regional funding allocations and application process. Applications are received at the state and local level for review and approval by the Johnstown MPO. Upon MPO approval, the recommended project applications and priorities are submitted to PennDOT for final funding approval. The approved federal funding subsidies are geared toward funding the actual construction of the transportation improvement; while preliminary engineering, design, and right-of-way acquisition activities are the responsibility of the local agency sponsor or municipality.

The popular TE Program, in recent years, has been expanded to include two (2) other coordinated funding programs. These programs include the Home Town Streets (HTS) and Safe Routes to School (SRS) Programs intended to improve the quality of life in Pennsylvania communities by encouraging the reinvestment and redevelopment of downtown areas; and to establish safe walking routes for children to commute to school. Since the inception of the TE/HTS/SRS Programs, numerous bicycle and pedestrian transportation improvements have been completed and are ongoing within the Johnstown/Cambria County MPO area. PennDOT and its District 9-0 office, in cooperation with the Planning Commission and MPO, maintains an annual and historic accounting of these transportation improvements. The following table, Bicycle/Pedestrian Project Initiatives, provides a listing of approved TE/HTS/SRS projects dating back to 1993 to the present. The project listing includes the project code or tracking number for the individual projects; the name and brief description of the project; local sponsor name; approved federal funds and program funding category; and project status. Under the project status heading identifies whether the project has been completed or is in the engineering or construction phase.

TRANSPORTATION PLANNING FACTORS (SAFETEA-LU)

Factor: **Increase the safety of the transportation system for motorized and non-motorized users**

A. Cambria County Hazard Mitigation Plan (HMP)

In 2004, the Cambria County Planning Commission, in cooperation with the Cambria County Department of Emergency Services, developed a county-wide Hazard Mitigation Plan (HMP). The primary purpose of Cambria County's HMP is to coordinate and integrate emergency management activities so as to reduce, eliminate, redirect, or avoid the effects of natural and/or man-made hazards.

The Plan identified "Highway Safety" and the "Transportation of Hazardous Materials" within Cambria County as man-made hazards. The transportation of hazardous materials was further broken down to hazards that can occur on highways and railroads. A sub-category dealt with the transportation of "Municipal Waste" on local roadways.

The Cambria County Hazard Mitigation Plan subsequently developed a set of hazard mitigation measures to help reduce or eliminate the associated risks of Cambria County's identified natural and man-made hazards. The seven (7) mitigation measures are described below followed by a list of selected alternatives designed to help implement each mitigation activity. All of the mitigation measures have a casual relationship to improving the overall safety of the existing transportation system, however, Measure #4, Infrastructure Projects, has a direct relationship to planning for highway safety in Cambria County.

Hazard Mitigation Measures

1. Preventive Measures: Designed to keep problems from starting or reaching a critical point. Development in existing hazard areas like floodplains, wetlands, and steep slopes can be limited and monitored through land use planning, land acquisition, or land use regulations. These activities are normally administered at the municipal level by planning, zoning, building, and/or code enforcement officials.
 - Comprehensive Plans
 - Zoning Ordinances
 - Subdivision Ordinances
 - Building and Construction Codes
2. Property Protection: Designed to permanently get people, property, and businesses out of unsafe places

such as floodplains and flood-prone areas. These actions involve public procurement and management of lands that are vulnerable to damage from hazards. The acquired land then becomes public property which can only be used as open space and low impact uses such a community recreational area.

- Property Acquisition
- Property Relocation
- Retrofitting Homes
- Insurance Policies

3. Emergency Services Measures: Designed to be employed during a disaster to minimize the impact. These measures are the primary responsibility of County or municipal emergency management personnel, operators of major critical facilities, and other local emergency service organizations.

- Public Warning Systems
- Monitoring Systems
- Emergency Response Planning
- Critical Facilities Protection

4. Infrastructure Projects: Designed to mitigate an existing problem or potential hazard. Infrastructure projects are primarily the responsibility of municipal governments, however, they often involve County, state, and federal levels of governments. These activities are capital intensive and address stormwater runoff, flood plain management activities, and highway construction.

- Stormwater Management Activities
- River and Stream Channel Improvements
- Highway Construction Projects
- Storm Sewer Improvements

5. Natural Resource Protection: Designed to protect and preserve natural resources and their natural functions. The protection of natural resources can enhance a community's environmental, recreational, and economical attributes. These measures are usually implemented by municipal and/or county park and recreational agencies, county conservation districts, and wildlife groups.

- Wetland and Watershed Protection
- Farmland Preservation Program
- River and Stream Conservation
- Woodlands and Open Space Conservation

6. Public Information Programs: Designed to advise property owners, potential property owners, and others of available resources that help inform and protect people and property from hazards. A public or quasi-public organization or community based non-profit agency is usually the program administrator.

- Information Technology Resources
- Internet Resources
- GIS Map Technology Resources
- Environmental Education Information

7. Local Government Awareness: Designed to inform and educate local government officials and emergency management personnel about hazard mitigation measures and funding mechanisms that are available to them from County, State, and Federal agencies. These activities can be initiated by local Emergency Management Coordinators and the County Department of Emergency Services in cooperation with state and federal emergency agencies.

- Municipal Official Education
- Emergency Management Training
- Technical Assistance
- State and Federal Funding

Highway Safety Goal, Objectives, and Mitigation Actions

The seven (7) primary hazard mitigation measures and 28 alternatives represent Cambria County's best opportunity in terms of programs, equipment, and resources that help reduce or eliminate the overall risks from a hazard. The mitigation measures and alternatives are also consistent with SAFETEA-LU in terms of increasing the safety of the transportation system for motorized and non-motorized users. Presented below is the primary goal, objectives, and specific mitigation actions that are designed to improve infrastructure projects that will in effect increase the overall safety of Cambria County's transportation system.

Goal: Develop Infrastructure Projects that Reduce or Eliminate Hazards

Objective 1: Support Highway Construction Projects that Reduce The Impacts of a Hazard

Mitigation Actions:

- Action 1.1: Design highways and roads consistent with hazard mitigation planning
- Action 1.2: Review highway and bridge projects in terms of emergency management plans
- Action 1.3: Control drainage and stormwater runoff from new highway construction
- Action 1.4: Consider highway and bridge projects in terms of municipal hazard mitigation

Objective 2: Promote the Development and Enforcement of Stormwater Management Plans

Mitigation Actions:

- Action 2.1: Promote the development of stormwater management plans for all municipalities
- Action 2.2: Coordinate stormwater management with hazard mitigation activities
- Action 2.3: Approach stormwater management from a regional or watershed perspective
- Action 2.4: Require stormwater management plans for all major new development

Objective 3: Utilize Public Funds to Make Improvements to High Profile Rivers and Creeks

Mitigation Actions:

- Action 3.1: Stabilize the flood walls and banks along major rivers and creeks
- Action 3.2: Dredge all major rivers and creeks that are prone to flooding
- Action 3.3: Remove debris and litter from rivers and creek beds
- Action 3.4: Construct levees and flood walls in high profile flood areas

Objective 4: Improve Municipal and Individual Stormwater Drainage Systems

Mitigation Actions:

- Action 4.1: Eliminate combined stormwater and wastewater discharge systems
- Action 4.2: Replace old stormwater mains with larger diameter piping
- Action 4.3: Clean out debris clogged inlets, culverts, and drains

Action 4.4: Help residential property owners install gutters and downspouts

Objective 5: Make Structural Inspections and Improvements to Dams and Reservoirs

Mitigation Actions:

Action 5.1: Inspect and evaluate all dams and reservoirs on an annual basis

Action 5.2: Provide assistance and technical advise to dam owners and operators

Action 5.3: Utilize public funds to help make structural improvements to water dams

Action 5.4: Breach all water impoundments classified as abandoned and unsafe

B. Highway Safety Initiative (HSI)

In 2003, the Johnstown MPO incorporated a transportation safety factor as part of its 2003-2022 Long Range Transportation Plan. The TEA-21 safety factor became part of the MPO's overall transportation planning process and, more specifically, became a part of the development of subsequent transportation goals and objectives and the development of Long Range Plans. The following safety and security factors for motorized and non-motorized users were established in 2003:

L RTP Safety Factors

- Incorporate in the metropolitan and statewide planning processes provisions for the study and programming of security measures and improvements for all modes of transportation
- Improve highway safety and access through the completion of corridor highway projects currently programmed and proposed in the Long Range Plan
- Improve safety at highway/railway grade crossings through the completion of projects programmed on the current adopted federal TIP and state Twelve Year Program (TYP)
- Replace deteriorated and obsolete state and local bridges as programmed on TIP and TYP
- Ensure safety and security at the Johnstown-Cambria county Airport by completing security projects proposed for the TYP
- Ensure safety at Johnstown airport by supporting local zoning and land development ordinances
- Promote telecommuting as an alternative to traditional work

Subsequent to this initial effort to improve transportation safety and security on public roadways, the Johnstown MPO has continued to incorporate a safety agenda into its transportation planning process. In 2006 the MPO, in cooperation with PennDOT and the FHWA, developed a Highway Safety Initiative (HSI) into the planning and development of transportation projects and programs. The HSI was consistent with ISTEA/TEA 21 provisions and emphasized the importance of transportation safety in the development of the following transportation planning documents:

- Unified Planning Work Program (UPWP)
- Long Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP)

As part of the Highway Safety Initiative, the Johnstown MPO will incorporate the new SAFETEA-LU provisions. The primary MPO responsibilities under the HSI include the following safety activities:

HIGHWAY SAFETY INITIATIVES

MPO Responsibilities

- Compile crash data obtained through their planning process
- Help identify significant Crash Clusters and Perceived Safety Areas
- Coordinate efforts with PennDOT
- Prepare Safety Review field view agenda and tour route
- Provide handouts for the field view

What Occurs On-site?

- Review HPMS data (Volumes, Percentage, etc.)
- Identify additional data needs (Municipal police reports, improvement dates, etc.)
- Brainstorm potential improvements
 - ◆ Low Cost
 - ◆ Short Term
 - ◆ Long Term

PennDOT District Responsibilities:

- Identify additional safety areas of concern
- Compile crash cluster list
- Prepare collision diagrams
- Summarize detailed crash data for each location
- Review ROW widths for each location

Types of Improvements:

- Low Cost Improvements - studies/projects implemented through the PennDOT District Office or County Maintenance Office
- Short Term Improvements - projects implemented through the current TIP to quickly address immediate safety concerns utilizing existing funding allocations - perhaps using the MPO's Betterment Funds
- Long Term Improvements - projects that need to be reviewed and analyzed in the MPO's Long Range Transportation Plan to develop a permanent/lasting solution with future revenue sources

Follow-up Activities

- PennDOT District Office Design Unit developed work scopes and cost estimates
- MPO Staff is using the project information in development of LRTP and TIP Development
- PennDOT and MPO prioritize and identify projects for funding utilizing the HSIP line item in the TIP
- Safety Review reinforces the importance of safety goals in the LRTP

Benefits of the Review

- Better understanding of the project area
- Better awareness of each other's programs and responsibilities - mainly focused on the District and MPO/RPO staff
- Future coordination

MPO SAFETEA-LU Strategies

The Johnstown MPO will incorporate the following SAFETEA-LU strategies into the Highway Safety Initiative. The safety provisions will be reviewed and adjusted on an annual basis and considered in all future transportation planning efforts.

SAFETEA-LU Future Strategies

- Update the MPO's transportation planning goals and objectives to reflect SAFETEA-LU safety provisions
- Ensure that safety data is available from PennDOT to support and validate safety improvement projects
- Incorporate transportation safety planning elements into the UPWP, LRTP, and TIP
- Synthesize highway safety mitigation actions from the County's Hazard Mitigation Plan into the MPO transportation planning process
- Prioritize and promote the inclusion of safety projects and programs consistent with SAFETEA-LU requirements
- Develop a candidate list of safety improvement project sites for consideration on the TIP
- Incorporate the SHSP element into MPO transportation plans and programs
- Review TIP project selection criteria to ensure they reflect MPO safety goals and objectives

Factor: Increase the security of the transportation system for motorized and non-motorized users

A. Intelligent Transportation Systems (ITS)

The Johnstown MPO has partnered with PennDOT and the Southern Alleghenies Planning and Development Commission (SAPDC) in developing a regional ITS Architecture within the Alleghenies six (6) county two (2) MPO planning region. ITS is a regional planning tool utilized by the MPO to improve transportation security on local highways. ITS is the use of modern technology to enhance and secure the regional transportation environment.

The SAPDC ITS Architecture is designed to integrate new technology into the transportation infrastructure and into vehicles. In cooperation with PennDOT District 9-0, the SAPDC coordinates the development of ITS with the six (6) county planning region, the Johnstown and Altoona MPOs, with relevant state and local agencies, and with the general public.

The Southern Alleghenies Region ITS architecture was adopted by the Johnstown MPO on February 9, 2005. This Architecture addresses the integration of ITS, the roles of the various stakeholders, the tailoring of ITS applications to local and MPO needs, the sharing of information, and the future expansion of ITS within the SAPDC region. The SAPDC and the Johnstown MPO's ITS Architecture for improved security on local roads is highlighted and summarized below and on the following page.

Southern Alleghenies Region ITS
<ul style="list-style-type: none">■ PennDOT District 9-0 TMC<ul style="list-style-type: none">◆ ITS Equipment: DMS, HAR, CCTV, RWIS◆ Operated in off-hours by Blair County 911■ Next Steps<ul style="list-style-type: none">◆ Extend North and South on I-99 and East and West on US 22◆ Partner with other Districts for information sharing

Regional Benefits on ITS
<p><u>Safety</u></p> <ul style="list-style-type: none">■ Identify and respond to roadway emergencies and incidents safely and efficiently
<p><u>Mobility</u></p> <ul style="list-style-type: none">■ Assist with operating and maintaining a safe, efficient, and accessible transportation network■ Accommodate increased roadway congestion, even when resources for system expansions are limited

Types of ITS

- **Emergency**
 - ◆ Incident Management
 - ◆ Freeway Service Patrol
 - ◆ E911
- **Road Weather Information**
- **Electronic Payment**
 - ◆ E-Z Pass
 - ◆ Smart Cards

Types of ITS

- **Freeway**
 - ◆ Video Cameras
 - ◆ Highway Advisory Radio
 - ◆ Dynamic Message Signs
- **Arterial**
 - ◆ Traffic Signal Systems
- **Transit**
 - ◆ Automatic Vehicle Location
 - ◆ Automated Dispatching

Federal Mandate Conformity

- **Conformity Statement**

The ITS Architecture and Standards final rule issued by the United State Department of Transportation, US DOT, Section: 940.5 (and 49 CFR Part 613 and 621) has been met for this region in Pennsylvania
- **Conformity Meaning**
 - ◆ FHWA Rule and FTA Policy were met
 - ◆ The region can continue to use Federal funds for ITS projects

Regional Benefits of the ITS Architecture

- Ensures that ITS activities are consistent with State and metropolitan planning processes
- Ensures institutional agreement among ITS stakeholder agencies
- Implements a process for planning ITS integration
- Encourages efficient integration options to be considered before investments are made
- Enhances interoperability
- Satisfies the Federal mandate

The ITS Architecture Opportunity

- Build support for ITS as a solution for regional transportation needs
- Build upon existing forum for stakeholders to address ITS and operations to validate how operations will interconnect and why
- Provide a framework for regional ITS integration to support improved operations
- Allow integration options to be considered before investment decisions are made
- Conform to Federal mandate and allow funding to continue, with a process for initial Architecture development and for revisiting and updating as necessary

District 9-0 ITS Operators' Group

- Semi-annual meetings will have two parts:
- **Planning Discussion:**
 - ◆ Identify current and future ITS/operations needs
 - ◆ Identify and prioritize potential ITS projects
 - ◆ Examine funding
 - **Operations Discussion:**
 - ◆ After action reviews
 - ◆ Review of procedures
 - ◆ Discuss current and future ITS/operations needs

MPO ITS Strategies

The Johnstown MPO will consider the following SAFETEA-LU strategies as part of its overall ITS Architecture. The additional security provisions will be reviewed and adjusted on an annual basis and incorporated into future MPO transportation planning.

SAFETEA-LU Future Strategies

- Update the MPO's transportation planning goals and objectives to reflect SAFETEA-LU security provisions
- Coordinate and integrate ITS activities with PennDOT and SAPDC Architecture
- Incorporate ITS Architecture into the Johnstown MPO's Long Range Plans. Prioritize and promote security projects
- Support ITS/operations projects in the TIP
- Mainstream ITS planning elements into the UPWP on an annual basis
- Continue outreach and education with stakeholders to enhance the SAPDC Its Architecture
- Synthesize ITS elements with the Cambria County Hazard Mitigation Plan
- Coordinate and integrate ITS planning activities with the Cambria County Department of Emergency Services

B. Cambria County Hazard Mitigation Plan (HMP)

The Cambria County Hazard Mitigation Plan established "Highway Safety" and the "transportation of hazardous materials" as a man-made hazard. The Plan was developed in cooperation with the Cambria County Department of Emergency Services and with oversight by the Pennsylvania Emergency Management Agency (PEMA) and the Federal Emergency Management Agency (FEMA). The transportation of hazardous materials was sub-classified into hazards that can occur on highways, railroads, and pipelines. A risk matrix analysis, hazard exposure profile, and GIS location mapping were developed for each hazard.

The Cambria County Hazard Mitigation Plan subsequently developed a set of hazard mitigation measures to help reduce or eliminate the associated risks of Cambria County's identified natural and man-made hazards. The seven (7) mitigation measures are listed below. A description of each measure and a breakdown of the alternatives identified to help implement each mitigation activity is presented under the SAFETEA-LU factor for increased

safety. (See Safety Factor A - Cambria County Hazard Mitigation Plan.) Each of the mitigation measures contain elements that can improve the overall security of the existing transportation system, however, Measures #3, Emergency Services; #6 Public Information Programs; and #7 Local Government Awareness have a direct relation to ITS Architecture and the improvement of security on local roadways.

Hazard Mitigation Measures

1. Preventive Measures
2. Property Protection
3. Emergency Services
4. Infrastructure Projects
5. Natural Resources Protection
6. Public Information Programs
7. Local Governments Awareness

Highway Safety Goals and Objectives

The seven (7) primary hazard mitigation measures represent Cambria County's best opportunity in terms of programs, equipment, and resources that help reduce or eliminate the overall risks from a hazard. The mitigation measures and alternatives are also consistent with SAFETEA-LU in terms of increasing the security of the transportation system for motorized and non-motorized users. Presented below are the primary goals and objectives for emergency management planning that will help support ITS Architecture and improve the overall security of Cambria County's transportation system.

Goal 1: Promote Public Information Programs that Reduce the Risks of Hazards

Objective 1: Utilize Information Technology to Help Mitigate Hazardous Incidents

Objective 2: Encourage the Use of Internet Resources as a Public Information Tool

Objective 3: Encourage Schools to Provide Environmental Education Courses

Objective 4: Heighten Public Awareness of Natural and Man-Made Hazards

Objective 5: Utilize GIS Map Technology as a Public Hazard Identification Resource

Goal 2: Increase Local Government Awareness of Hazard Mitigation Programs

- Objective 1: Educate Local Public Officials about Hazard Mitigation Practices
- Objective 2: Provide Training and Technical Assistance to Emergency Management Personnel
- Objective 3: Encourage Municipalities to Develop and Implement Hazard Mitigation Plans
- Objective 4: Maximize the Use of Public Funding for Hazard Mitigation Programs and Equipment
- Objective 5: Use Public Funding for Mitigation Projects on Private Property

Goal 3: Maintain and Enhance the Capacity of Emergency Services

- Objective 1: Regionalize and Integrate Emergency Telecommunications Capabilities
- Objective 2: Evaluate and Upgrade Municipal Emergency Alert/Warning Systems
- Objective 3: Improve Monitoring, Early Warning, and Initial Communications Procedures
- Objective 4: Encourage the Coordination of Emergency Response Planning Efforts
- Objective 5: Protect Public Buildings and Critical Facilities from Hazards

Johnstown MPO has partnered with PennDOT and the Southern Alleghenies Planning and Development Commission (SAPDC) in developing a regional ITS Architecture within the Alleghenies six (6) county two (2) MPO planning region. ITS is a regional planning tool utilized by the MPO to improve transportation security on local highways. ITS is the use of modern technology to enhance and secure the regional transportation environment.

Factor: Promote consistency of transportation plans and transportation improvements with State and local planned growth and economic development patterns

A. Land Use/Transportation Corridor Studies

In 2001, the Johnstown MPO initiated a series of land use/transportation studies that are designed to provide a tangible linkage between land use issues and the design and development of transportation projects and programs. The Cambria County/Johnstown MPO Long Range Transportation Plan has identified seven (7) major transportation corridors in Cambria County. The corridor studies examine each of these corridors and considers how the existing transportation system interacts and impacts municipal land usage and community infrastructure. The corridor studies are compatible with SAFETEA-LU provisions for consistency between transportation improvements and planned smart growth.

The corridor studies include text, tables, exhibits, and GIS mapping of municipal land use and transportation systems. The GIS mapping is expanded to include the extent of public sewer and water systems for the corridor's Localized Impact Area (LIA) or the delineated growth area surrounding an interchange or major intersection.

A set of land use and transportation goals, objectives, and performance measurements is developed for each corridor study to help integrate the relationship between local land use planning and the transportation system. As of this writing, the Cambria County Planning Commission has completed corridor land use/transportation studies for all seven (7) planning corridors in Cambria County. Presented below are the land use and transportation goals and objectives utilized by the Johnstown MPO to promote planned growth and economic development.

Land Use/Transportation Goals

Land Use/Transportation Goal: To promote the use of sound municipal land use management techniques such as zoning, subdivision, and stormwater management regulations to reduce urban sprawl, control traffic congestion, and minimize stormwater runoff.

Land Use/Transportation Goal: To coordinate and integrate municipal land use and transportation programs and improvements with the Johnstown MPO and PennDOT on a biennial basis.

Land Use/Transportation Goal: To place prioritized municipal highway, bridge, and mass transit projects on the Johnstown MPO's scheduled 12-Year Transportation Improvement Program (TIP).

Goals and Objectives Matrix

In order to further define the intricate relationship between land use and transportation planning, a synthesized set of goals and objectives has been developed for all municipalities in Cambria County in cooperation with the Johnstown MPO. The goals are condensed below and subsequently incorporated with specific objectives into a Land Use/Transportation Matrix. Land use/transportation objectives are further defined, measured, and targeted.

Land Use/Transportation Goals

1. Promote sound land use practices in Cambria County and the Johnstown MPO consistent with the County's Long Range Transportation Plan.
2. Inform and educate municipalities and the general public about land use and transportation planning.
3. Seek public participation and input on PennDOT and Johnstown MPO transportation programs and projects.
4. Monitor and regulate municipal land use growth and development through zoning, subdivision, and stormwater management regulations.
5. Provide additional state funding for municipal comprehensive plans and land use regulations such as zoning.
6. Synthesize municipal land use and transportation planning objectives with the Commonwealth's "Growing Smarter" initiatives.

FISCAL CONSTRAINT

Federal regulations require that all long range plans be fiscally constrained. This constraint is based on revenues that can be reasonably expected over the chosen long range transportation planning horizon. For the Cambria County Long Range Transportation Plan, the planning horizon is the year 2040. This planning horizon was chosen in order to be consistent with our adjacent MPO to the west - Pittsburgh MPO. Also, costs must be consistent with revenues throughout the years of the plan. In other words, a 28-year plan cannot have all of the projected funding allocated in the first 10 years. All funds must be distributed over the entire 28-year period.

In the Cambria County Long Range Transportation Plan we are assuming that current funding levels will remain constant. Therefore, project costs will be kept in line with available revenues over the entire life of the plan. For the purposes of this plan a growth factor of 4% per year has been applied to revenues to account for inflation.

As the Long Range Transportation Plan is periodically updated, and as the Transportation Improvement Program (TIP) is amended, every effort will be made to ensure that such updated and amended projects and programs are fiscally constrained. System operations and maintenance activities covered in the Long Range Transportation Plan and its associated Transportation Improvement Program (TIP) will also adhere to fiscal constraint. This approach will ensure that all project costs will be balanced with their associated revenues over each program year. All transportation project costs are estimated and revised, if necessary, by PA DOT District 9-0. Final verification of fiscal constraint for each Transportation Improvement Program (TIP) will remain the responsibility of PA DOT District 9-0.

ENVIRONMENTAL MITIGATION ACTIVITIES

Introduction

The Johnstown MPO's environmental mitigation activities are incorporated into the overall comprehensive land use planning agenda of the Cambria County Planning Commission. The Cambria County Comprehensive Plan developed in conjunction with the Pennsylvania Municipalities Planning Code (Act 247) serves as the primary land use/environmental management tool within the County. The 2004 Comprehensive Plan update includes a Natural and Historic Resources Plan developed in response to recent amendments to Act 247. The plan includes elements and mitigation strategies that complement the environmental mitigation activities being promoted as part of the SAFETEA-LU planning regulations.

Environmental Oversight

County and municipal land use planning and regulatory measures are important community resources in terms of preventing the environmental impacts associated with economic development, land use changes, and transportation improvement projects. The development of new commercial, residential, and industrial facilities that have the potential to impact the County's known natural and historic resources are reviewed at the municipal and county levels. The protection and preservation of these resources is mandated and overseen by agencies representing all levels of government. In Cambria County, numerous departments and agencies interact and coordinate with federal and state agencies to insure that land use changes including the construction and rehabilitation of highways and bridges do not impact the County's natural and historic landscape. Presented below is a listing of the primary federal, state, and county agencies that oversee environmental activities in Cambria County:

Environmental Agency Oversight

Primary Federal Oversight

- U.S. Department of Housing and Urban Development
- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers
- U.S. Department of Transportation
- Federal Highway Administration
- Federal Transit Administration
- Federal Emergency Management Agency

Primary State Oversight

- PA Department of Community and Economic Development
- PA Department of Conservation and Natural Resources
- PA Department of Environmental Protection
- PA Department of Transportation
- PA Emergency Management Agency
- PA Department of Agriculture
- PA Infrastructure Investment Authority

Primary County Oversight

- Cambria County Planning Commission
- Cambria County Conservation District
- Cambria County Department of Emergency Services
- Cambria county Dept. of Conservation and Recreation
- Cambria County Sewage Enforcement Agency
- Cambria County Agricultural Land Preservation Board
- Redevelopment Authority of Cambria County

A. Natural and Historic Resources Plan

The protection of natural and historic resources within Cambria County and the Johnstown MPO may be considered in terms of providing supplemental provisions that are consistent with existing federal and state regulations. County land use planning efforts to protect and preserve woodlands, steep slopes, wetlands, floodplains, agricultural land, historic resources, and mineral resources can only be considered in terms of not exceeding federal and state laws governing such resources. To this extent, the Cambria County Natural and Historic Resources Plan shall not preempt any federal and state regulatory statutes and will be consistent with their intent and purpose.

Natural and historic resource protection in Cambria County should employ a strategy which combines preservation of remaining resources with the mitigation of negative environmental impacts associated with development or other human activity. County agencies must continue to provide guidance to its 63 municipalities in developing and maintaining guidelines and regulations to facilitate the provision of new development, while minimizing impacts on natural and historic resources. However, care should be exerted to insure that land use regulations maintain a careful balance between protecting personal property rights, safeguarding the public interest, and protecting land resources.

Natural Resources

The protection and preservation of natural resources is an important aspect of the local economic base and the overall quality of life in Cambria County. Because the County's natural environment is comprised of many interconnected resources, a balance must be achieved between resource protection and the human or man-made physical development. The primary responsibility for insuring natural resource protection is vested in federal, state, county, and municipal authority and is mandated through legislative initiatives at various levels of government. In Cambria County, natural resource protection programs are administered by many agencies ranging from the U.S. Environmental Protection Agency (EPA), the Pennsylvania Department of Environmental Protection (DEP), and the Cambria County Conservation District. The Natural Resources Map shows the locations of Cambria County's most significant land characteristics. Presented below are the County's Natural Resources goals, objectives, and mitigation activities:

Natural Resources Goals, Objectives, and Mitigation Activities

Goal: To preserve and protect the health and abundance of Cambria County's natural resources through sound utilization, responsible environmental practices, orderly development, and land use management controls.

Objective 1: Conserve and protect land resources such as soils, minerals, and forest lands by minimizing the negative environmental impacts in association with growth and development.

Mitigation Activities:

1. Promote soil conservation practices to sustain productive capability and to reduce erosion and sedimentation.
2. Promote the development of land use controls for the disturbance of restrictive soils such as wet, erodible, and shallow soils.
3. Promote the development of future surface mining operations in areas that are regulated by municipal land use controls, e.g., Zoning and Subdivision Ordinances.
4. Investigate local renewable energy sources, while encouraging conservation of non-renewable mineral resources.
5. Protect against structural damage from deep mine subsidence in past and existing underground mining areas.

6. Manage forest land resources to maintain and enhance environmental, scenic, recreational, and economic value.
7. Promote the development of municipal stormwater management plans to help reduce runoff and flooding from new development.

Objective 2: Protect the integrity and viability of existing wetlands and floodplains throughout Cambria County.

Mitigation Activities:

1. Preserve and manage wetland and floodplain designated areas in Cambria County consistent with Federal, State, and local regulations.
2. Promote compliance with the requirements of the Pennsylvania Floodplain Management Act (Act 166) and the National Flood Insurance Program.
3. Restore the integrity of existing wetlands and floodplains that have been impacted and degraded from human development.
4. Promote the adoption of municipal Zoning and Subdivision Ordinances to help protect environmentally sensitive areas such as wetlands and floodplains.
5. Restrict new development and support mitigation opportunities in areas designated as wetlands or floodplains.

Historic Resources

Cambria County's historic resources can be traced to the abundant natural resources of water, timber, iron-ore, coal, and clay that allowed the County to play a significant role in shaping its industrial history and character. The County is fortunate to still have a wide range of historic resources that are vestiges of the physical, social, and cultural heritage of the railroad, steel, manufacturing, and coal mining industries. Vestiges of these past industries are still evident in rural townships and villages as well as in the County's towns and urban centers. However, during the past five (5) decades, in the wake of difficult economic conditions, the County's historic landscape has undergone significant changes. Over the past 25 years, steel mills and coal mines have closed and the population of Cambria County has dramatically decreased. In some areas, the industrial heritage of the County's past is disappearing to make way for a new economic base anchored by high-tech, medical, and service industries. The National Historic landmarks, properties, and historic districts are presented on the National Register Listed Properties and depicted geographically on the Cambria County Historic Resources Map. Presented below are the goals,

objectives, and mitigation activities developed by the County to preserve and protect its historic resources:

Historic Resources Goals, Objectives, and Mitigation Activities

Goal: Preserve and protect significant historic and cultural resources throughout Cambria County.

Objective 1: Develop preservation planning techniques that provide protection of non-renewable historic resources

Mitigation Activities:

1. Promote comprehensive plans and land use regulations that help to retain and enhance the character of historic buildings and districts
2. Promote continued education of municipal officials, the general public, and developers in terms of giving sensitive treatment and protection to historically significant structures
3. Consider a county-wide historic preservation study with specific strategies designed to coordinate and integrate historic preservation among private individuals, agencies, municipalities, and county government

Objective 2: Establish historic management techniques that protect properties and significant sites from demolition and neglect

Mitigation Activities:

1. Promote the appropriate and sensitive adaptive reuse of historical properties in conjunction with rehabilitation guidelines established by the Pennsylvania Historical and Museum Commission
2. Encourage existing historic preservation organizations and new public and private entities to manage historic properties
3. Promote the establishment of the Certified Local Government (CLG) Program as a means to designate and protect local historic properties

Objective 3: Encourage the coordination of historic preservation activities between established agencies, municipal officials, and private citizens

Mitigation Activities:

1. Encourage cooperation and planning between the various public and private groups involved in

historic preservation management, promotion, and marketing.

2. Promote a broader understanding of the importance of protecting historical and cultural resources through public education and participation
3. Establish a County-wide Historic Preservation Board to provide technical assistance to municipal governments, agencies, and private groups engaged in historical preservation activities

CONSULTATION AND COOPERATION

In developing the Cambria County Long Range Transportation Plan, it is required to consult and cooperate with local/state land use management, natural resources, historic, and other related agencies. Our proposed long range transportation plan will be compared with available conservation plans and/or inventories of natural and historic resources. Through this effort we hope to avoid any conflict with existing natural resource areas, as well as any buildings or areas of historic importance when proposing new highway projects.

This consultation and cooperation will be accomplished through the Agency Coordination Meetings (ACM) where members of the Johnstown MPO will meet with various state environmental, historic, and natural resources agencies to review and coordinate proposed projects in the County's Long Range Transportation Plan. Our first meeting to discuss our listing of proposed highway projects is scheduled for May 23, 2007.

Furthermore, the Cambria County Long Range Transportation Plan will be compared with such available county-wide plans as follows:

- The Southern Alleghenies Greenways and Open Space Network Plan (Cambria County Planning Commission)
- Cambria County Rails to Trails Projects as administered by the County's Conservation and Recreation Authority
- Cambria County Inventory of Historical Sites prepared by the Cambria County Planning Commission
- Cambria County Inventory of Historical Structures prepared by the Redevelopment Authority of Cambria County
- Cambria County Agricultural Land Preservation Program as administered by the Cambria County Conservation District
- Cambria County Land Use/Transportation Corridor Studies prepared by the Cambria County Planning Commission
- Cambria County Natural and Historic Resources Plan prepared by the Cambria County Planning Commission
- Municipal Zoning Ordinances as prepared by individual local municipalities (borough, townships, and city)
- Cambria County Master Plan - *Pathways to Progress* (Cambria County Planning Commission)
- Local Technical Assistance Program (LTAP) as administered by the Cambria County Planning Commission

AIR QUALITY CONFORMITY

Air quality conformity analysis of the various transportation projects listed in this Long Range Transportation Plan was performed by PennDOT, and the plan was found to meet air quality conformity. A copy of the air quality conformity analysis report is attached.

PERFORMANCE OF TRANSPORTATION FACILITIES

A. Congestion Management System/Process

The Cambria County Congestion Management System (CMS) was originally authorized under the former ISTEA of 1991 and maintained through TEA-21. The primary purpose of this management system was to aid in the reduction of traffic congestion and improve safety along major travel corridors and at critical intersections. The CMS was intended to basically define congestion, establish goals and objectives, compile a CMS network of highways and intersections, and evaluate congestion mitigation strategies and improvements. The ultimate goal of the CMS continues to be the selection and prioritizing of needed transportation improvements for inclusion in the long-range transportation plan, and implementation via the region's transportation improvement programs (TIP).

The CMS for Cambria County acted as the catalyst for needed engineering studies along several important highway corridors. In Ebensburg Borough and Cambria Township, the U.S. Route 22 corridor was studied under PennDOT's Congested Corridor Improvement Program (CCIP). Also studied under the CCIP was the Scalp Avenue (PA Route 56) corridor in Richland Township. A third transportation corridor, PA Route 756 (Elton Road) in Richland Township, was studied and recommended for more detailed engineering analysis in the East Hills Transportation Study. PA Route 756 (Elton Road) is now a candidate project for further engineering analysis under the CCIP.

The CCIP is intended to identify and study congested highway corridors, statewide, and define and implement needed improvements. The goal of this program is to reduce, by 20 percent, travel time and delay on improved transportation corridors. Continued engineering analysis and recommended improvements under the CCIP for the above-mentioned highway corridors are reflected in the County's long-range transportation plan and transportation improvement program (TIP).

Under the SAFETEA-LU legislation, the Congestion Management System was changed to Congestion Management **Process** in Transportation Management Areas (TMA). A Transportation Management Area is a geographic area containing over 200,000 people as defined by the U.S. Bureau of Census. As of the 2000 Census, the County of Cambria contains only 152,598 persons, therefore, does not meet the minimum population requirements to be designated as a Transportation Management Area (TMA).

The Cambria County Planning Commission will continue to partner with Pennsylvania Department of Transportation's District Office 9-0 in all facets of our MPO congestion management system (process). This cooperation includes, but is

not limited to, all traffic operations, Intelligent Transportation Systems (ITS), and traffic engineering. We will also partner with local municipal officials to assure that available land use regulations are being enforced in all proposed traffic congestion improvements.

Strategies that will be considered to relieve traffic congestion within Cambria County will include such improvements as traffic signal enhancements, minor geometric improvements, access management, multi-modal initiatives, Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), and planning and zoning regulations. These improvements can make a positive impact on the movement of people and goods by reducing travel time, improving air quality, reducing fuel consumption, and improving safety.

The PA Department of Transportation Central Office, District 9-0 Office, and the Cambria County Planning Commission have partnered together to develop a systematic approach to addressing congestion management within the Johnstown MPO. As previously mentioned, the Cambria County Planning Commission, working on behalf of the Johnstown MPO, has prepared a Congestion Management System. This system includes the definition, goals and objectives, performance measures, data analysis and evaluation of needs, evaluation of congestion mitigation strategies, project ranking and prioritization, and project monitoring, which evaluates the effectiveness of the selected implementation strategy. Three (3) of the original seven (7) high priority CMS projects were completed with some reductions in traffic congestion. These projects included two (2) projects along Elton Road (PA Route 756) which included traffic signal installation, turning lanes, and signal upgrades (Richland Town Center); and the third project along Goucher Street involved construction of a right turn lane and a traffic signal. All three of these projects will be further evaluated to determine if additional improvements will be needed. In the latest update of our CMS, completed in June of 2006, all high priority projects were reevaluated using additional performance measures. This latest monitoring of the CMS resulted in a revised listing of high priority projects. One or two of these high priority projects will be submitted to PA DOT for consideration in the Congested Corridor Improvement Program (CCIP).

B. Regional Operations Plan

There are several strategies that the Johnstown MPO will use to address the operational and management needs of our transportation facilities. One strategy will utilize the Intelligent Transportation System (ITS) that was developed and has been operating under the management of the PA Department of Transportation District 9-0 office. This strategy utilizes programmable information billboards strategically located along various major highways warning motorists of hazardous weather conditions, traffic congestion, roadway maintenance, and construction. Various other electronic media are also utilized to alert local motorists of changes in the highway and transit systems. These media sources include television, radio, and local newspapers.

Another strategy will utilize the PA Department of Transportation's Maintenance First Policy toward transportation improvements. Under this strategy, limited transportation improvement funding will be spent on maintaining the existing system first, then new capacity projects will be addressed as remaining funds permit. Currently, under the PA DOT Maintenance First Policy approximately 80% of all available funds are used for system preservation, with approximately 20% of available funds used for system expansion.

The PA Department of Transportation's Mobility Plan also includes various approaches to improve transportation system operations and management with a special focus on transportation mobility and safety. Within this plan, the state is considering the development of a Priority Pennsylvania Transportation System. This system would be both multi-modal and intermodal, address passenger and goods movement, include operating systems like the Intelligent Transportation System (ITS), and be flexible in financial support to individual modal planning and operations.

Another strategy that is designed to address operation and management issues within existing transportation facilities is the Regional Operations Plan for the Southern Alleghenies. This regional (Southern Alleghenies) operations plan is part of the Statewide Transportation Systems Operations Plan (TSOP) which was adopted by the State in September of 2005. The State's TSOP sets a statewide direction for projects relating to operations and Intelligent Transportation Systems (ITS). It is intended to enhance operational efficiencies, improve public safety and security, and reduce traveler delay. The Southern Alleghenies Regional Operations Plan (ROP) will address the following needs:

- Extend the State TSOP to the regional level;
- Defines the strategic transportation operations programs for the region;

- Expands cooperative relationships between regional transportation operators and planning partners; and
- Achieves uniformity and compatibility across regions.

Currently, the Southern Alleghenies ROP is on Task 3: Define Regional Needs and Priorities. When completed, the ROP will reflect the conditions, values, and transportation project priorities of the Southern Alleghenies Region. It is anticipated that the Southern Alleghenies ROP will be completed and adopted by July 31, 2007, and then updated every two (2) years in conjunction with TIP updates.

Southern Alleghenies Regional Operations Plan (ROP) Procedural Outline

Task 1. Establish a Regional Operations Forum

This forum is composed of knowledgeable planning partners representing PA DOT, Johnstown MPO, Altoona MPO, Southern Alleghenies RPO, PA State Police, Pennsylvania Emergency Management Agency, AMTRAN, Airport Authority, and trucking associations. This forum must decide to function in an advisory capacity or as a decision-making authority. This regional operations forum is known as District 9 Operations Group.

Task 2. Review/Update Plans and Document Projects

This task involves three (3) primary objectives. First, review existing ITS Early Deployment Plan for completeness and accuracy. Second, update plans with information on regional coverage; and third, prepare an inventory of operations projects across the Southern Alleghenies Region.

Task 3. Define Regional Needs and Priorities

The District 9 Operations Group decided that the following four (4) Needs Areas represent the overall operational concerns of the region:

- * Incident Management;
- * Traveler Information;
- * Foundation Issues; and
- * Communications

Each of these Needs Areas will be prioritized and the various regional needs for each Needs Areas will be listed and prioritized.

Task 4. Identify Regional Operations Concepts

For each of the four (4) Needs Areas, the District 9 Operations Group (Group) must identify one or more operations concepts for the region. Operations concepts should include the following:

- * Relevant linkages among stakeholders;
- * Type of information to pass between stakeholders; and
- * Direction in which information will flow.

Task 5. Define Operations Projects

For each of the Needs Areas, listed above, the Group must identify and define projects in support of the operations concepts. This includes the following:

- * Projects should show connection to Needs Areas;
- * Projects must be regional in scope;
- * Projects should be realistic, manageable, and achievable; and
- * Prioritize the projects within the four (4) Needs Areas.

Task 6. Develop Regional Program

The Group should develop a program of prioritized projects for short (2 yr.) and long (4 yr.) term funding to be placed in the Long Range Transportation Plan and the TIP.

Task 7. Prepare and Adopt a Regional Operations Plan

This final task involves documenting the results of the entire planning effort (Tasks 1-6). At a minimum, the plan should include:

1. Background;
2. Short and Long Term Projects; and
3. Program Implementation.

Once prepared, the plan should be adopted by the Regional Planning Partners.