

CHAPTER 10: TRANSPORTATION

RURAL TRANSPORTATION PLANNING PROGRAM

The Pennsylvania Department of Transportation (Penn DOT) initiated the Rural Transportation Planning Program in 1990 to complement the ongoing metropolitan transportation planning activities. Such activities are done through rural regional planning organizations (RPOs). Clearfield County's RPO is the North Central PA Regional Planning and Development Commission. North Central is a PennDOT partner in charge of coordinating all transportation activities in Cameron, Clearfield, Elk, Jefferson, McKean and Potter Counties

The Rural Transportation Planning Program provides a forum (through technical advisory committees and policy committees) where state, regional and local decision-makers identify issues/opportunities, conduct studies and make informed recommendations regarding the programming and implementation of transportation projects (i.e., highway/bridge, transit, rail, bicycle and pedestrian projects).

Funding is allocated to each area based on a formula that accounts for population data, the area of land involved and the complexity of the area's transportation systems.

A work program that includes federal, state and local funding is negotiated annually between PennDOT and the RPOs. This work program includes funding targets and proposed planning activities to be conducted during the next fiscal year.

RPOs prioritize, update and adopt a Transportation Improvement Program (TIP) and a corridor-specific Long Range Transportation Plan, assist PennDOT district offices in advancing projects through needs studies, environmental studies and public involvement for the early stages of a project's development, integrate and implement PennDOT management systems as decision support tools and initiate activities to satisfy federal and statewide transportation planning and programming mandates, including advertising and holding public meetings on the Transportation Improvement Plan.

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TRANSPORTATION IMPROVEMENT PLAN (2007-2010)

The following are both the highway and bridge projects within Clearfield County which are to be funded with state and federal improvement dollars between the years 2007-2010.

BRIDGE PROJECTS	HIGHWAY PROJECTS
Bennett Branch Bridge – Township Route 786	Ninth Street Intersection – State Route 53, section 248
Bridge – Township Route 315	McGees Mills to Burnside – US Route 219, 237
Bridge over Bear Run – State Route 36	Intersection of State Route 830 and US Route 219, section 251
Bridge over Clearfield Creek – State Route 153	Chestnut Grove- Anderson Creek – US Route 219, section 252
Susquehanna Avenue Bridge – State Route 453	Rockton Mountain – US Route 322, section 254
Potts Run Bridge – State Route 453	Anderson Creek – State Route 453, section 243
Lick Run Bridge – State Route 879	Bridge Resurface – State Route 879, section 247
West Branch of Susquehanna – State Route 879	Woodland to Shawville – State Route 970, section 253
Shawville Bridge – State Route 970	Old Town Road- State Route 1001. Section 256

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BRIDGE PROJECTS (Continued)	HIGHWAY PROJECTS (Continued)
Montgomery Run Bridge – State Route 1004	Main St., Dixon and Hospital Avenues – State Route 4019, section 255
Hawk Run Bridge – State Route 1009	
Muddy Run – State Route 2002	
Little Laurel Run – State Route 2024	
Bells Landing Bridge – State Route 3005	
Bell Run Bridge – State Route 3011	
Synder Run Bridge II – State Route 3014	
LaBorde Branch – State Route 4016	
Sandy Lick Creek – State Route 4019	

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In addition to those projects that are currently on the State’s Transportation Improvement Plan (TIP), there are additional projects in need of funding. As projects are completed, these candidate projects will be submitted for state funding consideration. These future candidate projects are listed below. As per the TIP solicitation process, which occurs every two years, additional projects will be added to this list in the future.

CANDIDATE HIGHWAY PROJECTS		
SR 2002 Utahville Road/Maple Road	Resurfacing/Safety/Stormwater	Beccaria Township
SR 3005 St. Lawrence Road	Resurfacing/Safety/Stormwater	Beccaria Township
SR 53 Glendale Valley Blvd	Resurfacing/Safety/Stormwater	Beccaria Township
SR 53 Glen Hope Blvd	Safety Improvements	Beccaria Township
SR 2002 Utahville Road	Resurfacing/Safety/Stormwater	Beccaria Township
SR 410 Luthersburg-Troutville Rd/T-363 Evergreen Rd	Intersection Improvements	Brady Township
SR 322/US 219 and T-364 Station Hill Road	Intersection Improvements	Brady Township
SR 4011 Oklahoma-Salem/T-377 Barr Road	Intersection Improvements	Brady Township

CANDIDATE BRIDGE PROJECTS		
West Washington Avenue	Replacement	City of DuBois
T-891 (formerly T-550) Muddy Run Road	Replacement	Bigler Township
Platt Road	Replacement	Sandy Township
T-420 (formerly T-421) Curry Run Road	Replacement	Greenwood Township
T-421 Zorger Road	Replacement	Greenwood Township
T-519 Flegal Road (CC-64)	Replacement	Lawrence Township
T-564 Alexander Run Road	Replacement	Bigler Township
SR 3011 Walltown Road	Replacement	Grampian Borough
T-704 Good Street (over Beaver Run)	Rehabilitation	Houtzdale Borough
T-419 Don Street (over Beaver Run)	Rehabilitation	Houtzdale Borough
SR 219 First Street	Replacement	Grampian Borough

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LONG RANGE TRANSPORTATION PLAN

In 2002, our Rural Planning Organization, North Central PA Planning & Development Commission prepared a long-range transportation plan. This plan encompasses the long-range transportation needs of our region up to the year 2025.

The Rural Long Range Transportation Plan for the north central Pennsylvania region is the primary transportation planning document serving the Counties of Cameron, Clearfield, Elk, Jefferson, McKean and Potter counties. It has been developed through a coordinated process among local officials who serve a broad range of interests including, but not limited to, aviation, public transportation, rails to trails, county planning, and the Pennsylvania Department of Transportation. The document is intended to address the region's transportation system in a manner that will maintain the current system, increase safety, promote economic development, encourage reasonable growth strategies and meet the transportation needs of the region over the next twenty-five years. The vision is to develop a staged, corridor-based, multi-modal, long-range transportation improvement plan in order to provide an integrated system that offers efficient, effective and safe movement of people and goods, and to preserve the character and livability of our communities.

The Rural Long Range Transportation Plan is updated at least every five years utilizing a public participation process, which provides opportunities for comment by the general public..

Aviation

Currently located in our region are two (2) airports with commercial air service: the **DuBois-Jefferson County Airport** and the Bradford Regional Airport. Additionally, there are several airports such as the **Clearfield-Lawrence Municipal Airport**, Punxsutawney Municipal Airport, Potato City Airport and the St Marys Municipal Airport that strictly serve the general aviation populous.

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These airport facilities serve the community by providing air service via commuter airlines, chartered aircraft, or privately-owned aircraft to anywhere in the world for not only people, but goods as well. The constant use and increased demand placed on airport facilities by passengers and industries lead to the need to maintain and improve existing facilities so all passengers and goods reach their destination on time and safely.

Goal:

Provide safe, affordable and accessible aviation facilities to meet the needs of business and leisure users in north central Pennsylvania.

Objectives:

- Maintain and improve existing service.
- Increase capacity for both passengers and freight service, including regional jet service.
- Establish service to an international hub (other than Pittsburgh) and evaluate fare structures.
- Entice economic development opportunities by improving access to the airports, especially access to the Interstates.
- Establish intermodal facilities and encourage greater use of public transportation at airports.
- Establish an air commerce park and a Foreign Trade Zone at the DuBois-Jefferson County airport and sub zones at various sites throughout the region.
- Encourage and assist aviation facilities to continue working closely with municipalities to establish hazard-zoning ordinances.

Bike & Pedestrian

Historically, the region's economy has developed over time to a point where people live great distances from business and their place of work. The existing pedestrian network consists only of sidewalks in the older sections of towns and cities. There is required development of pedestrian systems in any new development; in fact, major developments try to mitigate for the safety of pedestrians by posting lower speed limits rather than alternative travel networks between residential areas and commercial areas.

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New home developments and the development of new and expanded industrial and commercial centers in towns such as Brockway, **DuBois**, Reynoldsville, **Clearfield**, **Curwensville**, Bradford, St. Marys, Ridgway, Kersey, Coudersport and others offer opportunities to accommodate commuter congestion through a thoughtful transportation system design.

The north central Pennsylvania region has the largest concentration of public land in Pennsylvania and the Mid-Atlantic Region. The use of these public lands for all types of outdoor recreation is a major economic factor. The development of public trails, connected by intermodal facilities from the excursion railroads to highways and within communities, is critically important to the future economic and tourism opportunities of the region. Collaboration within public land management agencies, such as the USDA Allegheny National Forest, the Pennsylvania Department of Conservation and Natural Resources, tourism agencies, Pennsylvania Game Commission and large private timber holding companies will be key to long-term trail development and trail maintenance.

Goal:

To enhance and continue to support the development, utilization and promotion of bicycle and pedestrian trails, trail programs and other forms of transportation (such as all terrain vehicles and snowmobiles) within the tourism, recreation and transportation system.

Objective:

- Ensure that bike/pedestrian planning is incorporated into local/regional plans.
- Support the full implementation of the Allegheny National Forest's trail system.
- Continue reconstruction of existing pedestrian systems for safety.
- Encourage connecting trails from population centers to commercial, tourist and business areas.
- Establish a long-term maintenance system.
- Promote county and municipal utilization of TEA-21 funds for construction of trails.
- Develop trailhead facilities for intermeddle connections.
- Plan for and accommodate pedestrian-friendly alternatives as a method for commuter congestion mitigation.

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- Encourage collaboration among public trail facilities.
- Develop a continuous system of bikeways with connections to other communities and tourist areas throughout the region.
- Provide for the safe, convenient and efficient travel by bicyclists and pedestrians throughout the region.
- Encourage bicycle travel for transportation, as well as recreation.
- Encourage a shoulder-paving and signage program to provide connections to and from population centers and major activities such as county and state parks.
- Encourage the inclusion of bikeway improvements in development proposals.
- Consider pedestrian overpasses for major arterial roadways, improved pedestrian crosswalks and other facility improvements.
- Incorporate bikeway, transit and pedestrian improvements with street roadway improvements, where possible.
- Achieve intermeddle links with public transportation.
- Continue to expand the Bike/Pedestrian Advisory Committee.
- Complete and expand upon the region-wide Bicycle and Pedestrian Plan.

In October of 2000, North Central PA Regional Planning Development Commission completed a regional bike & pedestrian plan. The North Central Pennsylvania Bicycle/ Pedestrian Transportation Plan represents a significant first step for the region in “mainstreaming” bicycle and pedestrian modes of transportation into the transportation planning process. The “action steps” of the Plan should be dynamic and ongoing in nature, and subject to periodic review and revision by the North Central Bicycle and Pedestrian Committee. This Bicycle/Pedestrian Transportation Plan should be considered as both an amendment to and element of the region’s overall Long Range Transportation Plan.

The following is a list of **proposed bike/pedestrian projects** that were presented in this plan, specifically, for Clearfield County.

- A proposed trail along Clearfield Creek between Clearfield Borough and the Cambria County line
- A proposed trail from the City of DuBois to Curwensville Borough along Anderson Creek and the Clearfield Mahoning Railway

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- A proposed trail from the City of DuBois to the Elk County line along the Pittsburgh and Shawmut Railroad line
- Connect the Falls Creek Rail-trail to City Park trails in DuBois
- Improved shoulders on PA 153 between Penfield and Gulich Township

(Please see map section of appendices to view rails to trails map for Clearfield County)

Economic Development

The transportation decisions made today have a direct effect on nearly all aspects of our local communities. Economically, these decisions affect the value of available land, influence the cost of expansions and attract and retain jobs.

Goal:

To continue to improve the transportation system in a way that promotes economic development opportunities to provide suitable employment, new business venture opportunities, and a stable and diverse economic base, as well as provide the greatest benefit to existing industrial parks, brownfield's and underutilized areas such as those identified as Keystone Opportunity Zones (KOZ's). Transportation should also be developed with the needs of key industry clusters in mind (i.e., lumber, powdered metals, etc.).

Objective:

- Establish an air commerce park and a Foreign Trade Zone at the DuBois-Jefferson County airport and sub zones at various sites throughout the region.
- Promote smart growth and context-sensitive design practices in order to reduce the effects of sprawl (i.e., zoning, land use, and county and regional prioritization).
- Encourage development where infrastructure currently exists.
- Develop and promote region-wide corridor development (ex: PENNPLAN Moves) that would support sector-based economies.
- Enhance the quality of life throughout the region.
- Enhance the electronic communication (i.e., internet availability, telecommunications, etc.).

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- Enhance the overall labor market through educational training programs that are market driven and accessible to both business and job seekers.
- Facilitate job growth and retention.
- Promote E-commerce.
- Work to assure a continual supply of timber to the wood products industry.
- Market the region's niche in the powdered metal industry locally, nationally and internationally.
- Educate industry and workforce on the availability of public (state and federal) programs, as well as provide further technical assistance.
- Establish transportation plans and patterns conducive to tourism and the business community.
- Advance the region's economic growth and competitiveness, both domestically and internationally through efficient and flexible transportation.
- Prioritize transportation projects that improve services in and to centers of economic activity.
- Encourage local municipalities to adopt a local economic revitalization tax assessment plan for sites that are not identified as KOZ but still need tax relief to encourage expansion or new business.
- Local agencies should address the issue of truck accessibility and maneuverability during the review of commercial and industrial development proposals.
- Establish a Port of Entry and an intermodal inland port.

Public Transportation

Located within the north central region of Pennsylvania, there exist two separate public transportation providers that were organized as public transit authorities during the mid-1970s and have continuously provided public transit service throughout the region. The two transit providers are the Area Transportation Authority (ATA) of North Central Pennsylvania serving Cameron, Clearfield, Elk, Jefferson, McKean and Potter Counties, and

DuFAST Transit serving the Greater DuBois Area, including Falls Creek Borough. ATA and DuFAST Transit share an administrative/maintenance facility in DuBois, PA. However, the ATA utilizes this location as a support facility for Jefferson and Clearfield Counties and each organization remains autonomous in this facility. The relationship between ATA and DuFAST Transit is very unique and may be the only such system in the entire country.

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ATA

The Area Transportation Authority is successful in providing public transportation in the most rural region of the state of Pennsylvania (Cameron, Clearfield, Elk, Jefferson, McKean, and Potter Counties).

ATA offers three transportation options in Clearfield County:

1. **Call a bus-** This service is our most demand responsive. Where CAB service exists, grids/zones are established and show where the service is available. Prior working day reservation is required to allow the Authority to schedule the route of the bus (or van) to accommodate the most people in the most efficient manner.

This service is offered in the following county locales: Clearfield, Coalport, Houtzdale, Philipsburg, Karthaus, Kylertown, DuBois, Lutherburg, and Rockton.

2. **Fixed routes-** Fixed routes are established in the following county locales: Clearfield Borough, Lawrence Twp., Penfield, DuBois, Luthersburg

3. **Fixed routes w/ deviation-** These routes have fixed or established points, but drivers are permitted to go off the route up to 1/4 mile. These routes are available in the following county locales: Clearfield, Coalport, DuBois, Houtzdale, Karthaus, and Kylertown.

Fares vary according to where you are coming from or going to. When you call to reserve a ride, our dispatcher will give you fare information. As a benefit of the PA Lottery Program, all senior citizens 65 years of age or older may ride this route at a greatly reduced rate at anytime provided that prior working day reservations are made.

The Area Transportation Authority of North Central (ATA) is a participating transportation agency, providing discounted rides for qualified persons with disabilities. The PwD Program, as it is known, is funded through a grant provided by the Pennsylvania Department of Transportation (PENNDOT). Disabled residents living in Cameron, **Clearfield**, Elk, Jefferson, McKean, and Potter Counties are eligible to apply for PwD program eligibility. Qualified persons will receive an 85% discount on all shared-ride services. For more information, call ATA toll free at 1-866-282-4968.

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According to ATA's 2004-2009 Strategic Plan, they will continue to expand their services, which include addressing the need for new or expanded fixed, route services. One specific proposed project identified in the plan is a "park-n-ride" route from Philipsburg to St. College. Since many County residents work in the St. College area, routes such as "park-n-ride" could be quite successful. With the cost of living being cheaper in Clearfield County, we are seeing more residential development in the eastern end of the County by people employed in Centre County. At many of our comprehensive plan stakeholder sessions the topic of public transit came up quite frequently. Expanded services, promoting use of exiting services, and incorporation of "park-n-ride" routes were offered up as goals. It is positive to see that ATA's plan is consistent with the goals and objectives of the County's Comprehensive plan.

DuFAST

The DuBois, Falls Creek, Sandy Township Joint Transportation Authority, otherwise known as DuFast, was incorporated in 1973. DuFast has three designated routes--one to Falls Creek, one to the DuBois Mall, and the third along SR 255. All three routes have many stops within the DuBois/Sandy area including one in the town of Sabula. In addition to paying a fare per trip, passes including an economy-pass offering unlimited usage per month, are also available. Residents 65 or over ride for free.

Goal:

- Encourage the use of public transportation and utilize it to the best possible extent for congestion management, as well as to provide safe, accessible, efficient and reasonable levels of transportation to the residents of north central Pennsylvania at an affordable cost.

Objective:

- Maintain a regional and local public transit system
- Establish a 20-year Operating Plan
- Establish a 20-year Capital Improvement Plan
- Establish Park and Ride facilities, where needed
- Maximize alternative fuel opportunities

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- Integrate with other forms of transportation, where possible, and become intermodal.
- Provide public transit access to airport facilities.
- Utilize the most up-to-date technology, including Intelligent Transportation Systems (ITS) and Geographical Information Systems (GIS).
- Continue transit market research to identify potential riders in order to increase transit ridership.
- Develop a Wide Area Network (WAN) and a mobile data communication network, including
- Mobile Data Terminals (MDT) and Automatic Vehicle Location (AVL).
- Expand the viability of transit as an alternative to auto travel.

Highway

The transportation network that encompasses north central Pennsylvania is a complex system that was designed to move people and goods safely and efficiently throughout the region. As commercial, tourist and industrial employment centers have been developed along the major transportation corridors, the increased demand for a reliable highway system throughout the north central Pennsylvania region has intensified. Population changes, employment growth and the distribution of that growth have contributed to an increasing demand being placed on the region's highway system.

Every effort should be taken to promote the development of a balanced transportation system for communities throughout the region, with sufficient commercial, industrial, residential and open-space land to meet the needs of existing and future residents. Land-use decisions must be weighed against the development of today and the future transportation issues of tomorrow.

(Please see map section of appendices to view both regional and local transportation maps)

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MILEAGE - HIGHWAY FUNCTIONAL CLASSIFICATION

County	Federal Aid				Non-Federal Aid		Total	
	Interstate	Other FRWY/ EXPWY	Other Princ Arterial	Minor Arterial	Major Collector	Minor Collector		Local
Cameron	0.0	0.0	0.0	44.7	38.7	22.4	206.6	312.4
Clearfield	41.8	0.0	70.2	138.1	191.5	182.5	1,442.3	2,066.4
Elk	0.0	0.0	35.7	50.3	107.8	68.2	640.4	902.4
Jefferson	23.8	0.0	35.6	110.6	107.9	159.9	966.7	1,404.6
McKean	0.0	4.2	75.0	75.8	164.1	29.6	758.6	1,107.2
Potter	0.0	0.0	36.5	88.8	111.3	134.4	924.4	1,295.4

* Source: 2002 PENNDOT Highway Statistics

Location of Heaviest Traffic Volumes along Major Highways (2003)

Highway	Location	Daily Volume
1. Interstate 80	Between Clearfield & Woodland	32,000
2. SR 255	Just east of DuBois	16,000
3. US Route 219	Just north of DuBois	14,000
4. US Route 322	At intersections with both SR 970 and SR 53	15,000
5. SR 879	Between Clearfield & Curwensville	10,000
6. SR 970	North of Woodland @ intersection w/ US Route 322	8,900
7. US Route 119	At intersection w/ US Route 219	8,800
8. SR 53	Just south of Chester Hill	8,400
9. SR 153	Just south of Clearfield	5,200
10. SR 36	In Mahaffey	2,800
Source: Penn DOT		

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Goal:

Provide safe, effective routes for residents, tourists, commuters, and businesses to reach and travel in a safe and efficient manner throughout the north central Pennsylvania region.

Objectives:

- Preserve and maintain the current transportation system.
- Identify future growth corridors throughout the region.
- Enhance and upgrade U.S. Route 219 (limited access) as a part of the Continental 1 International Trade and Travel Corridor.
- Enhance and upgrade Route 28 to Interstate 80.
- Enhance and upgrade Route 6 (scenic byway) in connection with Interstate 68 in NY (Route 17), and Route 219.
- Enhance and upgrade U.S. Route 119 from U.S. Route 22 to Interstate 80.
- Enhance and upgrade Route 322 through Jefferson and Clearfield Counties to Harrisburg.
- Maintain Interstate 80.
- Institute a shoulder-paving program.
- Replace and maintain bridges.
- Promote and utilize the best available technology to manage traffic, avoid congestion and provide safe travel.
- Analyze the need for the construction of a bypass and/or relocation of a transportation corridor to further enhance the transportation network and to ensure safe travel.
- Encourage member counties and local municipalities to include in their subdivision regulations the requirement that the applicant of significant traffic -generating projects submit a traffic impact study.
- Integrate and coordinate with PENNPLAN Moves.
- Improve access from Interstates to aviation facilities.
- Encourage the establishment of a rail-to-truck intermodal freight container facility.
- Plan for and where possible reserve necessary road right-of-way for future expansion prior to development occurring through more effective land use practices.

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Rail & Freight

The rail network within the Commonwealth has seen a significant reduction in service-route mileage during the 1970s, 80s and 90s. In fact, service-route mileage statewide has declined from more than 10,000 miles in 1970 to approximately 6,000 miles as of 1991. Of course, these reductions are felt throughout the entire north central Pennsylvania region. Railroads previously serviced the north central region with both passenger and freight service.

Today, however, society's demands warrant the use of these railroads to provide mainly freight service. Specifically, the hauling of coal and lumber products, along with other commodities such as brick, clay, chemicals, petroleum and scrap metals, constitute most freight loads.

The railroads within the north central region of Pennsylvania that provide these services include:

- Norfolk Southern Railway Company
- R. J. Corman Railroad Company/PA Lines
- CSX Transportation
- Allegheny & Eastern Railroad
- Buffalo & Pittsburgh Railroad
- Knox & Kane Railroad
- Pittsburgh & Shawmut Railroad
- Bradford Industrial Rail, Inc.

These railroads provide access to major markets via rail connections to other lines. With the increased demand being placed on the region's highway system, it is important to realize the current functions and the potential for the region's rail corridors. A 1996 study, entitled "A Comprehensive Rail Study of Pennsylvania", was conducted to shed some light on the facts of the Commonwealth's diminishing rail system and to support more active rail planning. By taking a more active role in rail planning, the region will be in a better position to support and implement changes within the rail services. In addition, with the assistance of the Rural Transportation

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Planning Committee, the vital rail services of the region will be monitored and an overall transportation plan that includes highway, rail and air services will be developed and implemented to retain existing industries and potentially attract new commerce. The following goals and objectives have been established:

(Please see map section of appendices to view both existing and abandoned rail lines of Clearfield County.)

Goal:

Support competitive rail access to all shippers, receivers and passengers in the north central Pennsylvania region and preserve rail corridor lands throughout the region for current and future transportation use.

Objectives:

- Plan for replacement and maintenance of the existing system.
- Support rail banking.
- Increase the use of rail and decrease the use of trucks.
- Seek to preserve rail corridor lands throughout the region for current and future transportation use.
- Preserve rail links to urban areas.
- Incorporate rail with economic development areas (KOZ sites, industrial parks).
- Establish a passenger and services rail facility.
- Eliminate Railroad Crossings where possible.
- Encourage the establishment of a rail-to-truck intermodal freight container facility (inland port).

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Land Use and Transportation

There is a fundamental link between land use and our transportation system and this is especially true throughout north central Pennsylvania. Therefore, it is imperative that local communities strive to create a balance between effective land-use planning and how the location of transportation facilities, or lack thereof, effects development throughout the region. New development should be encouraged in specific growth centers, while preserving open spaces and farmland. In order to be successful, these areas must have a balance of residential, commercial and recreational opportunities to attract both residents and employers. In addition, local officials must consider possible consequences to the transportation infrastructure when making decisions regarding development and then make sound decisions. Development that has occurred in our region has encouraged motorized travel without studying the effect it would have on the transportation system. Therefore, to inhibit future unexpected effects, each county comprehensive plan, subdivision and zoning ordinance, as well as this regional document, should address any development where significant traffic impacts may occur. A multi-modal approach (i.e., roads, bicycle, pedestrian and public transit) to address current and future transportation problems should be evaluated. This plan will guide local communities on growth and development and place local planning initiatives in a larger context as they make decisions affecting future land use and transportation. The following goals and objectives have been established:

Goals:

- To promote the development of balanced communities throughout the region with sufficient commercial, industrial, residential and open-space land to meet the needs of existing and future residents.
- Promote planning and context sensitive designs that preserve and protect important cultural, historical and environmental resources.
- Develop and promote region-wide corridor development.
- Promote economic development that will provide suitable employment opportunities and a stable and diverse economic base.

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Objectives:

- Encourage local governments to develop and/or maintain an up-to-date comprehensive plan to be used for making long-range land use and transportation decisions consistent with this document.
- Identify future potential growth areas throughout the region.
- Provide incentives and promote the redevelopment of underutilized or unused parcels in order to preserve open space and agricultural lands by supporting Keystone Opportunity Zones (KOZ) and the utilization of existing industrial parks.
- Link future transportation projects to projected growth areas.
- Minimize future improvement costs by preserving rights-of-way.

It is anticipated that the majority of the region's growth will occur in the following areas. Projects along these corridors should be considered high priority when considered for funding.

- U.S. 219 - Greater DuBois Area, Bradford, Ridgway, Brockway and Johnsonburg
- U.S. 119 – Punxsutawney, Sykesville and the Greater DuBois Area
- U.S. 322 – Clearfield, Greater DuBois Area, Brookville and Reynoldsville
- U.S. 6 – Coudersport, Port Allegany, Smethport and Kane
- S.R. 36 – Brookville and Punxsutawney
- S.R.28 – Brookville and Brockway
- S.R 255 – Greater DuBois Area, St. Marys and Kersey
- S.R. 120 – St. Marys, Ridgway and Emporium
- Interstate 80 – Exits 13, 14, 15, 16, 17, 19 and 20

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Long Range Transportation Projects

The recommended set of projects contained herein is primarily composed of projects that that have been identified as being regionally significant. Due to the uncertainties of future financial resources available to the region, the RPO decided to take a very conservative fiscal stance in identifying the list of projects. The RPO will be able to further analyze the financial resources available to the RPO over the next 25 years and make decisions as to what additional projects to include. The following list includes just those projects in Clearfield County.

ROUTE	PROJECT DESCRIPTION
US Route 219	Greater DuBois Transportation Study
US Route 219	Brockway to DuBois; Completion of four lane
US Route 219	Intersection of US Route 219 and SR 4017
US Route 119	119/322 Intersection realignment
US Route 119	119/219 four lane alignment study
US Route 119	DuBois to Cherry Tree or US 119/22; Completion of four lane to I-80
I-80	Airport Access Road
I-80	Completion of ITS COrridor
I-80	Maintain/ replace structures as needed

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ROUTE (Continued)	PROJECT DESCRIPTION (Continued)
SR 879	Improve the access road to the Clearfield/Lawrence Airport
SR 879	Extension of yield lane onto 879 from 322 toward the Wal-Mart Supercenter
US Route 322	Corridor O
SR 4011	Oklahoma-Salem Rd. from intersection at Shaffer Ave. to International Custom Products
SR 255	Intersection of SR 255 and Shaffer Road in DuBois
US 322	Expansion of 322 to three lanes from intersection of 879 to 8 th street in front of Clearfield County Technology Park
Rails to Trails	Connection of trails (Tuna Creek, Clarion Little-Toby, Mahoning-Shadow and Curwensville-Clearfield)
Region wide	Traffic signal updates including turning arrows at major congested intersections
Region wide	Complete corridor shoulder paving

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Chapter 10 Interstate 80 Interchange Analysis

I-80 Interchange Analysis

Clearfield County is bisected by one of the most traveled highways in the nation, Interstate 80, of which six (6) interchanges are located within the County. Two (2) are located in the greater DuBois area, one near Penfield, one in the Clearfield area, one at Woodland, and one at Kylertown. Currently both DuBois area exits and the Clearfield area interchanges are zoned while the others are not.

Of those interchanges the following have both water and sewer infrastructure available: DuBois/Falls Creek exit # 97, Clearfield exit #120, Woodland Exit #123 (limited to water) and Kylertown exit #133 (limited to water). The DuBois exit #101 & Penfield exit #111 are the only interchanges without any public water infrastructure. Of surprise is the fact that the DuBois exit # 101 has not been developed since there has been such a commercial and residential boom in this area of the county. Perhaps this is due to lack of public infrastructure available at this interchange and the limiting factor south of the interchange that being the natural & man-made barriers, which include Sandy Lick Creek and two rail lines. Lands at the Penfield exit are mainly state forestlands. This interchange, however is the focus of statewide tourism initiative known as, PA Wilds. In fact, the state currently has in the works development of a gateway visitor center, interpretive center and lodging facilities near SB Elliot State Park. This development will entail construction of an on-site sewage treatment plant as well as development of an on-site water supply.

While much of the immediate lands adjacent to the DuBois exit #97 and Clearfield exit #120 have much commercial development, these interchanges continue to grow. Both exits continue to see hotel, retail and food services sector growth. Also both of these exits will shortly offer rail-to-truck intermodal freight facilities.

The Woodland interchange, in Bradford Township, is home to a number transportation-related business such as the Wal-Mart distribution center, CCX and Butler Trucking. This is a non-zoned municipality, however discussion at the municipal level continues regarding the need for zoning due to the potential development opportunities that exist here.

As for the Kylertown Exit, growth has been slow. However, this interchange does have development potential. In fact, the nearby Snow Shoe Rails to Trails Association reports that the hotel at this interchange is booked during trail related activities. This trail association has over 200 members and is growing with its membership majority being ATV users.

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Maps were developed for each I-80 interchange outlying current development, lands available for development, current zoning classification, if applicable, as well as whether or not water and sewer infrastructure is available. This information can be used to identify where growth is likely to take place, as well as what types of development, depending on local land use control or lack thereof of such controls.

(Please see map section of Appendix to view the Interstate 80 interchange maps for Clearfield County)

Technical / Funding Resources

1. Transportation Enhancement, Hometown Streets, and Safe Routes to School Programs

The Transportation Enhancement, Hometown Street and Safe Routes to School Programs, are designed to fund transportation-related projects that are over and above what is considered routine construction and maintenance. The following categories are eligible for funding:

- a) Provision of facilities for pedestrians and bicycles. (Safe Routes To School)
- b) Provision of safety and educational activities for pedestrians and bicyclists.
- c) Acquisition of scenic easements and scenic or historic sites.
- d) Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- e) Landscaping and other scenic beautification. (Streetscapes/ Home Town Streets)
- f) Historic preservation

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- g) Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- h) Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
- i) Control and removal of outdoor advertising.
- j) Archaeological planning and research.
- k) Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- l) Establishment of transportation museums

2. **Liquid Fuels**

PENNSYLVANIA TITLE 75, CHAPTER 90, Section 9010 provides counties with an annual separate fund from which payments may be made for construction, maintenance, and repair of local roads and bridges. The title also provides that counties may allocate monies from this fund to their political subdivisions for these same purposes. Payments are made to counties in June and December.

ACT 655 DATED 1956 AND AMENDMENTS provides municipalities other than counties with an annual allocation of Liquid Fuels Taxes from the State's Motor License Fund. This allocation is based on the mileage and population of the municipality and the revenues must be used on the roads and streets for which the municipalities are responsible.

Allocations are made on the basis of 50% mileage and 50% population. Mileage is determined by the Department of Transportation. Population is based on official United States Census Reports. Payments are made to municipalities on April 1 of each year.

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3. **Infrastructure Bank Loan**

This loan program provides a low-cost means to fund projects, in whole or in part. The bank can provide the money to accelerate a construction schedule or to complete a funding package. The interest rate on PIB loans is fixed at one-half the prime lending rate with terms up to 10 years.

Eligible borrowers include cities, townships, boroughs, counties, transportation authorities, economic development agencies, not-for-profit organizations, and private corporations.

Most capital projects are eligible, but construction projects receive the highest priority for funding.

4. **Infrastructure Development Program**

This program includes grant and low-interest loan financing for public and private infrastructure improvements.

Eligible participants include: Municipalities, industrial development authorities, and corporations, municipal authorities, redevelopment authorities, and local development districts may apply for IDP assistance for themselves or on behalf of eligible private companies engaged in: agriculture, industrial, manufacturing, research and development, and export services and real estate developers who are developing sites for eligible private companies.

Eligible uses include: Transportation facilities, airports; Clearing and preparation of land and environmental remediation; Water and sewer systems, storm sewers; Energy facilities; Parking facilities; Bridges, waterways; Rail and Port facilities; At former industrial sites only: land and building acquisition, construction and renovation by private developers; Telecommunications infrastructure

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Loans and grants up to \$1.25 million; No more than 20% of the annual appropriation for a single municipality; No more than 10% of the annual appropriation will be loans or granted to applicant for speculative Greenfield projects not involving private companies.

Grants for public infrastructure; Loans to private businesses at 3% interest rate; Up to 15-year term; 2:1 private to public match required; \$25,000 cost per job to be created within five years or 10 new full-time equivalent jobs (whichever is greater).

5. Rail Freight Assistance (RFA)

Grants to build or repair rail lines or spurs. Eligible participants include: Railroads; Rail freight users for Rail Freight: Maintenance; construction.

These grants are available through PennDOT's – Bureau of Rail Freight. All applications must be filed electronically. For instructions, visit www.dot.state.pa.us.

Up to \$750,000 or no greater than 75% of total cost, whichever is less, for maintenance projects; Up to \$100,000 or no greater than 50%, whichever is less, for construction projects

Local match: 25% for maintenance, 50% for construction; Agreement to maintain active rail operations for 5 years

6. Local Technical Assistance Program

The LTAP program is designed to help Pennsylvania's municipalities make the best use of their roadway maintenance dollars. The PennDOT LTAP provides technical information and proven technologies dealing with roadway maintenance and safety methods to meet the growing demands on municipal governments.

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Training:

LTAP training takes many forms and is offered at little or no cost to municipalities. Training events include scheduled workshop training, Roads Scholar courses, on-site road shows, and local product demonstrations. We will bring all the Roads Scholar courses as well as customized versions of them, directly to the municipalities as Road Shows. Typically, a municipality or association of municipalities will arrange a half-day session for their road departments and officials. Such hosted courses may also be attended by employees and officials from nearby communities with permission of the host.

Technical Assistance:

LTAP Engineers are available by phone, email, and in person to help municipalities troubleshoot specific maintenance and safety problems on their roadways.