

CITY OF UNIONTOWN COMPREHENSIVE PLAN

In cooperation with the Redevelopment Authority of the City of Uniontown and The Uniontown Downtown Business District Authority



Sheepskin Trail * Public Planning Process

Housing * Vision * Land Use * Recreation * Zoning

Infrastructure * Code Enforcement * Economic Development



PART II

Revised January 2026

October 2025

Acknowledgements

Planning Partners for Part II

City of Uniontown Mayor and Council

Bill Gerke, Mayor
Jared Billy, Council
Vincent Winfrey, Council
Angela Brown, Council
Trace Thomas, Council
Tim Witt, Solicitor

Uniontown Planning Commission

David Dzurnak
Issac Melvin
John Ptak
Leroy Townsend
Paul Palya
Rosemarie Christopher
Wendy O'Brien, Solicitor
John Bukovac, K2 Engineering

Uniontown Downtown Business Authority

Matthew George, Chairman
Mark Rafail, Vice Chairman
Brad Trott, Secretary
Paul Palya, Board Member

Redevelopment Authority of the City of Uniontown

Crystall Simmons, MPS

Consulting Team

McMillen Engineering Inc.
Terry McMillen Jr., PLS, Owner/President
James Stanton, PE, Vice President
Tammy Stenson, AICP, BCO
Gina Shell
D. Martinak Planning & Consulting LLC
Dennis Martinak, AICP

Special acknowledgement to all City residents and business owners who attended the public meetings.



TABLE OF CONTENTS

Summary of Comprehensive Plan	1-2
Public Planning Process – Creating Uniontown’s Vision.....	3-6
Public Meetings.....	7-10
Housing	11-19
Land Use	20-26
Infrastructure	27-29
Demographics.....	30-33
Funding Opportunities.....	34-37

Appendix I – Blight Reduction Plan

Appendix II – Corrective Action Plan

Appendix III – Southwestern Pennsylvania Commission

Appendix IV – Value Added Supplement

Appendix V – Zoning Map

Summary of Comprehensive Plan

The City of Uniontown has recognized its residents, business owners, and property owners repeatedly during the process for public input in the development of the Comprehensive Plan through their efforts, they can implement change and move forward to accomplish the changes that can enhance the quality of life for existing residents and attract new residents and business owners to the City.

The city hopes to build on their assets, including maintaining neighborhood parks, development of the Sheepskin Trail to connect with neighboring North Union Township and South Union Township, promote existing business district, attract new businesses with mixed use in the downtown Main Street area, and improve the ageing infrastructure, to name a few. They hope to guide change through additional community planning efforts which are concurrent with the Comprehensive Plan and other plans prepared for the city.

The city is experiencing the following challenges and threats:

- Year of declining population
- Business disinvestment
- Property and building deterioration
- Social ramifications of poverty
- Increase in rental properties for housing which the owners of the building are viewed as “slum landlords” based on the fact there is very little to no maintenance to the house or building
- Viewed as a high crime area
- High tax rate compared to other municipalities



The identified opportunities include:

- The Downtown Business District Authority remains active and continues to be dedicated in enhancing not only the downtown but also the success and growth of the entire city.
- Redevelopment Authority of the City of Uniontown is active in various facets of the City initiatives.
- Hiring a Code Enforcement Officer to assist with administering and enforcing adopted Ordinances and Codes including collaboration with the appointed Building Code Official
- The Sheepskin Trail will attract individuals into the area, and the city needs to work with others to have individuals come into the downtown area and not just ‘peddle/run/walk’ through the city.
- The city is the County seat, so most government-related offices are in the downtown area.

- There are residents, both new ones and those who have lived in the city for most of their lives, and business owners who are committed to moving the city forward and eliminating the blight and crime to make the city vibrant again in all neighborhoods and the downtown area.
- Explore creating programs at the city parks, in addition to the Grant Street Basketball program, which is significant, to encourage use at the parks and for residents to be made aware of the recreational opportunities in the city.
- Coordinate efforts with the Laurel Highlands Visitors Bureau, the National Road Heritage Corridor, the Fayette Chamber of Commerce, Fayette Trail Coalition and similar agencies to promote tourism and businesses in the city.
- Create a capital improvement plan for City-owned and maintained buildings, roadways, bridges, sewer, and properties to be financially prepared for the work to be completed on an annual basis.

Public Engagement



A key component of the Comprehensive Plan was to schedule seven neighborhood meetings, in addition to stakeholder meetings, to gather the needs, issues, and assets in the City. There were previous meetings held for identified components of the Plan; however, these meetings did not include the seven neighborhoods and City officials stressed the importance of the public meetings to be held in the identified neighborhoods. City officials wish for the residents to be ‘heard’ in the public

planning process and, ultimately, the Comprehensive Plan to be shaped by the residents for the vision of the future and not a select few.

The seven neighborhoods identified by the city include: Gallatin Neighborhood, West End Neighborhood, East End Neighborhood, Southside Neighborhood, Downtown Central Business District Neighborhood, Morgantown Hill Neighborhood, and Lafayette Neighborhood.

The Comprehensive Plan details the Goals and Objectives for the City and others to implement, but through the public meeting process there are other items in each neighborhood noted to allow the city to work towards funding with the documentation of projects, issues, and needs that were discussed during the public planning process. The Plan is just the first step in securing the needs, desires, and projects for the city. The Plan incorporates the following for reference: Blight Remediation Plan, Strategic Management Planning Program (STMP), Housing Needs Assessment at the direction of FayPenn Economic Development Council, Greater Uniontown Joint Sewage Plant Authority- hydraulic or interceptor study, Filling the Gap Sheepskin Study, and the Fayette County Comprehensive Plan.

Public Planning Process

Creating Uniontown's Vision

To lay the groundwork for creating consensus of the future of the City of Uniontown, seven neighborhood meetings, stakeholder meetings, and along with meetings held from the previous consultant with additional stakeholders, gathered information of needs, issues, and assets.

Over fifty (50) residents attended and actively engaged in discussion and debate. During the seven neighborhood meetings, residents identified needs, issues, and assets not only in the City but in their neighborhood as well.

The following seven neighborhood meetings were held. These meetings were advertised in the Herald Standard newspaper, the newspaper of general circulation, as well as other means of social media platforms. Below are the public meetings:

Date	Neighborhood	Location
March 12, 2025	Gallatin Neighborhood	Fayette County Community Action
March 18, 2025	West End Neighborhood	Chestnut Ridge School
March 19, 2025	East End Neighborhood	East End Community Center
March 25, 2025	Southside Neighborhood	Uniontown Social Hall
March 26, 2025	Downtown Central Business District	City Hall
April 1, 2025	Morgantown Hill Neighborhood	Ben Franklin School
April 2, 2025	LaFayette Neighborhood	LaFayette School

In addition to the seven public meetings, the following entities were included in discussions for the development of the Plan:

- City Council
- City of Uniontown Planning Commission
- Downtown Business District Authority
- Fayette County Chamber of Commerce
- Redevelopment Authority of the City of Uniontown

After identifying needs, issues, and assets, those attending prioritized the identified needs, issues, and assets not only within their neighborhood, but also City-wide. Collectively, from all the public meetings, the following items were identified.

The assets are viewed as highlights in the City of Uniontown. As attendees selected their personal priorities, it should be noted many are equally important regardless of the number of votes received.

ASSETS - all public meetings

City Asset Management	
Courthouse	1
Culture - Ghost Tours	1
City Public Services	3
History	3
Walking tours	1
Farmers Market	2
Appalachian Mountains	1
Parks close to homes	2
Food Pantry / Silver Generations offered at East End United Community Center	1
Crystal	1
State Theater	2
Downtown	1
Mountains	2
Mt. Macrina Pilgrimage	1
Storey Square	1
Italian Festival	1
Economic Development	
Low start-up costs	2
Access to recreation in Laurel Highlands	3
State Theater	2
Restaurants	2
Funding	1
Pennsylvania Housing Affordability and Rehabilitation Enhancement Fund (PHARE) grant	1
4 more units in the Fall for City Mission	1
United States Department of Housing and Urban Development incentive (HUD)	1
Community-orientated	1
Nemacolin Woodlands wanting to make improvements in City	1
History	2
Vitos/1848 House and From Scratch	2
Wilderness Experience Leadership	1
Great small businesses	1
Parade / events	1
Hospital	1

Housing	
Compact, walkable neighborhoods	2
No occupancy permits for home buyers	1
Lower cost of living	1
Turning 2nd floor of the Fayette or Ruby building into housing	1
Historic places	1
Infrastructure	
Compact street network	2
Sheepskin Trail / Rotary Walk	1
Recycling	1
School Districts	1
Places to tour and visit	1
Urban development around City	1
Land Use	
Good places to eat	1
Being "landlocked"	1
Close recreational venues	1
Cemetery tours	1
Marshall Park / 5 Corners	1
Sheepskin Trail	3
Ohiopyle	1
Topography	1
Old architecture	1
Close to Pittsburgh and Morgantown	3
Historical Places	2
Geographic location	1
Beautiful scenery	2
Infill Development	1
Green Spaces	1
Proposed Development	
Renovation development	1
Biking trail for transportation	2
Beautiful old buildings	2
Other	
Fire and Police	1
Folks willing to try to make this City positive	4
History	1
East End United Community Center (EEUCC)	1
One Voice One Community	1

Sense of community	4
Small businesses	1
City is the County seat	4
State Theater	1
Vision of what we want our City to be	1
Willing organizations wanting to help make downtown proper / volunteering	1

The issues, while voted on during the public meeting exercise, all should be considered when moving the City forward in the next five to ten years. These issues were identified by residents and business owners, but realize this is a direct reflection to outside individuals and potential business owners researching to relocate into the City of Uniontown

ISSUES - all public meetings

City Asset Management	
Lack of historic preservation	1
Lack of maintenance towards City properties (ie. Main Street Clock)	4
Cameras at City parks to cut down on crime and vandalism	2
Garbage	2
Sewer Lines	1
Loss Tax Base	1
Parking / Garage conditions	2
Entertainment	1
Police Presence	1
Code Enforcement	1
Lack of jobs for people to move in City	1
Poverty	1
Blight	1
Flooding	1
Curfew enforcement for minors	1
Rentals not maintained by landlords and no enforcement by City	1
Find things to bring revenue to City	1
Economic Development	
Minimum Parking for businesses	1
Lack of information on Ordinances / Permits for businesses / including on web page	3
Recreation for Youth	1
Economic Incentives	1
Poverty	1
Taxes	1

Crime	1
Response from City Officials	1
Lack of a positive vision for future	1
Housing / Blight	1
Lack of small business growth	1
Uniform Parcel Identifier (UPI) revenue; Where is it going?	1
Lack of a grocery store	1
Speeding / no enforcement	1
Housing	
Affordable Housing	4
Blight	8
County Housing Task Force against residents	1
Allow Codes for housing to increase	1
Provide help with financing Demo	2
Homeless	2
Absentee Landlords	3
Unmaintained rentals	3
Zoning enforcement	1
Homes of \$150k to \$200k	1
Retirement Housing	1
Lack of medium income housing	3
Housing Stock Value	2
Update land development/ ordinances / zoning	1
Infrastructure	
Update Sewage	4
Road infrastructure / too car-centric	2
Cars parked on sidewalks	1
Congestion for stop light timing	3
Reasonable internet speeds	2
Flooding	3
Sidewalks in bad condition	5
Unreadable street signs / faded	1
Weeds / shrubs / grass overgrown / litter	2
Road cleaning	1
Reliable public transportation to Ohiopyle	1
Lighting	1
Limited Parking	2
County owned and churches are not taxable	1
Update land development / ordinances / subdivision	1
Follow-up strategic planning	1
City isn't safe	1

Land Use	
Vacant / derelict buildings	3
Current Ordinances / Code Violations are not enforced equally	3
R-I Zones prohibit development to the next level	1
Parking	2
Setbacks are restrictive	1
Air / noise pollution / crematory	1
Too much parking downtown	1
Playgrounds for kids and youth	1
Local water park / ice rink	1
Limited buildings for development / redevelopment / infill	1
Not valuing greenspace / parks / trees and flowers	2
Flooding in areas	1
Register vacant buildings on City web page for potential businesses	1
Support further development of Sheepskin Trail	1
Possibility of Dollar General being built where there is an old mansion	1
Council needs to review each proposed zoning issue by verifying each Municipal Planning Code (MPC) before decision for compliance	1
Combine the City and Townships	1
Proposed Development	
Unsafe neighboring property	1
Taxes are high	1
Lack of amenities	1
Condition of sidewalks	1
Crime	2
Zoning needs updated	1
Subdivision and Land Development Ordinance outdated (SALDO)	1
Active connection to transportation	1
Skate park	1
Pool	1
Convert one-ways to two-ways with traffic calming measures	1
Infill	1
Take each neighborhood and start fixing	1
Homes for young people to reside	1
Lack of greenspace	1

Other	
Violence	1
Debris / garbage / blight / broken vehicles on property	2
Implement change / perception	2
Park maintenance / trash / broken equipment	2
Education (public and higher education)	3
Prolific cigarette smoking	1
Crime	2
Drug activity	2
Increase in taxes for current residents	1
Shrinking tax base	1
Safety with police on the Sheepskin Trail more	1
Clean sewer drains of debris	1
Transportation	1
Panhandling / vagrancy / loitering	2
Aging population	1
Decline in population	1
Unhealthy lifestyles	1
Youth activities	1
Morale of community	1
Community gatherings	1
School pick-up holds / stalls traffic	1
Police patrol for speeders and running stop signs	1
Businesses allowing drug trafficking	1
Residents need more of a voice at City Hall Council meetings with action being taken	1

Based on the public input, the following were identified as key needs to address during implementation of the Plan. Many of the needs are not 'new' to elected officials, but being documented through the public planning process can assist in securing financial assistance and cooperation with other entities.

NEEDS - all public meetings

City Asset Management	
Build Sheepskin Trail / beautify downtown	2
Youth indoor facilities	1
Digitalize Ordinances	1
Showcase and enhance historical sites	1
More on City Police force	1
More Code Enforcement	2

Website stays current	2
Create a program for residents at East End United Community Center (EEUCC)	1
Transparency in local government	1
Digitalize payments online	1
City Manager (possibly hired from outside County)	1
Repairs to properties	1
Homes built for younger residents	1
Things to bring more revenue	1
Resident of City as a voice at monthly meetings	1
Landlords to update / maintain properties / Ordinance enforced	2
Economic Development	
Minimum Parking for businesses	1
Lack of information on Ordinances / Permits for businesses / including on web page	3
Recreation for Youth	1
Economic Incentives	1
Poverty	1
Taxes	1
Crime	1
Response from City Officials	1
Lack of a positive vision for future	1
Housing / Blight	1
Lack of small business growth	1
Uniform Parcel Identifier (UPI) revenue; Where is it going?	1
Lack of a grocery store	1
Speeding / no enforcement	1
Housing	
Affordable Housing	4
Blight	8
County Housing Task Force against residents	1
Allow Codes for housing to increase	1
Provide help with financing Demo	2
Homeless	2
Absentee Landlords	3
Unmaintained rentals	3
Zoning enforcement	1
Homes of \$150k to \$200k	1
Retirement Housing	1
Lack of medium income housing	3
Housing Stock Value	2
Update land development / ordinances / zoning	1

Infrastructure	
Update Sewage	4
Road infrastructure / too car-centric	2
Cars parked on sidewalks	1
Congestion for stop light timing	3
Reasonable internet speeds	2
Flooding	3
Sidewalks in bad condition	5
Unreadable street signs / faded	1
Weeds / shrubs / grass overgrown / litter	2
Road cleaning	1
Reliable public transportation to Ohiopyle	1
Lighting	1
Limited Parking	2
County owned and churches are not taxable	1
Update land development / ordinances / subdivision	1
Follow-up strategic planning	1
City isn't safe	1
Land Use	
Vacant / derelict buildings	3
Current Ordinances / Code Violations are not enforced equally	3
R-I Zones prohibit development to the next level	1
Parking	2
Set-backs are restrictive	1
Air / noise pollution / crematory	1
Too much parking downtown	1
Playgrounds for kids and youth	1
Local water park / ice rink	1
Limited buildings for development / redevelopment / infill	1
Not valuing greenspace / parks / trees and flowers	2
Flooding in areas	1
Register vacant buildings on City web page for potential businesses	1
Support further development of Sheepskin Trail	1
Possibility of Dollar General being built where there is a old mansion	1
Council needs to review each proposed zoning issue by verifying each MPC before decision for compliance	1
Combine the City and Townships	1

Proposed Development	
Unsafe neighboring property	1
Taxes are high	1
Lack of amenities	1
Condition of sidewalks	1
Crime	2
Zoning needs updated	1
Subdivision and Land Development Ordinance (SALDO) outdated	1
Active connection to transportation	1
Skate Park	1
Pool	1
Convert one-ways to two-ways with traffic calming measures	1
Infill	1
Take each neighborhood and start fixing	1
Homes for young people to reside	1
Lack of greenspace	1
Other	
Violence	1
Debris / garbage / blight / broken vehicles on property	2
Implement change / perception	2
Park maintenance / trash / broken equipment	2
Education (public and higher education)	3
Prolific cigarette smoking	1
Crime	2
Drug activity	2
Increase in taxes for current residents	1
Shrinking tax base	1
Safety with police on the Sheepskin Trail more	1
Clean sewer drains of debris	1
Transportation	1
Panhandling / vagrancy / loitering	2
Aging population	1
Decline in population	1
Unhealthy lifestyles	1
Youth activities	1
Morale of community	1
Community gatherings	1
School pick-up holds / stalls traffic	1
Police patrol for speeders and running stop signs	1
Businesses allowing drug trafficking	1
Residents need more of a voice at City Hall Council meetings with action being taken	1

Development of the Vision Statement

The development of a vision statement is the basis for goals, objectives, and implementation strategies mentioned in the Comprehensive Plan. The Plan has identified goals and objectives that can be implemented within one to two-years and other objectives will be based on available funding, which could be on a three-to-five-year implementation schedule.

The vision process is critical because it:

- Creates a shared vision from the public – residents, property owners, and business owners.
- Shows Elected Officials, the Planning Commission, the Redevelopment Authority of the City of Uniontown, and the Downtown Business District Authority what really matters to the community.
- Reflects community values.
- Serves as a guide for the commitment towards implementation of the Plan.

Land Use

The city has designated the central part of the municipality as the downtown business district, which is the County seat, and then residential growth surrounding. Generally, there is a clear distinction between land uses; however, there are areas that need to be addressed for future land uses that encourage proper growth and development as envisioned by and during the planning process. For example, given the expansion of the Uniontown Hospital – WVU Medicine, it is recommended to consider a Health Care District Overlay by amending the Zoning Ordinance.

Infrastructure

The city is fortunate to have infrastructure (water and sewer) available; however, the City continues to be under a Corrective Action Plan (CAP) which requires the City to implement improvements and / or rehabilitation as approved by the Department of Environmental Protection. The City needs to create a Capital Improvement Plan annually to plan for allocation of funding and / or securing other financial assistance to make the improvement. The City needs to address the ageing infrastructure and provide the Public Works Department with financial means to address priorities on an annual basis.

Housing

The city is experiencing new housing through agencies such as City Mission – Living Stones and Fayette County Community Action Agency for income-based individuals or transitional housing.

These agencies are serving a need for not only the city, but the County overall. The city needs to work with developers to attract new housing that is not income-based.

During the public planning process, it was mentioned multiple times, individuals are electing to build or purchase a home in the adjacent municipalities (South Union Township or North Union Township) with one deciding common factor being the difference in taxes.

Economic Development

The downtown business district has a solid base of existing businesses which serve as the nucleus to bring people downtown; however, there are vacant buildings available to attract additional businesses to locate to the city. While it is anticipated the Sheepskin Trail will bring an increase of 'foot traffic' to the downtown, there needs to be a realistic understanding that the current and future businesses need support from City and County residents to be successful.

There are plenty of opportunities in the downtown area to take the trail-users off the trail route to explore the downtown area, but successful marketing efforts are necessary to make them aware of these opportunities.

HOW WAS THE VISION DEVELOPED?

During the public meetings, stakeholders, elected officials, and appointed officials, these individuals reflected on the past and discussed their vision for the City's future. The future image of the City was discussed and how current residents and business owners wish the City to be viewed by those visiting and those looking to relocate to the area. The vision statement is for not only elected officials but the community overall to remain on track during change - political, social, and / or economic. Every municipality experiences trends of ups and downs, and the city wishes to be prepared.

What does the City of Uniontown mean to the residents?

- Historical significance
- Beautiful downtown area with the charm of a city but not overwhelming to visitors
- Potential for development both commercial and residential
- Infrastructure is available throughout the city
- Recreational opportunities are available and continue to expand
- Uniontown is the County seat with the opportunity to keep individuals in the City rather than just for work
- Great restaurants that are privately-owned that attracts not only locals but those outside the County
- Take advantage of the City's location with easy access to the Mon-Fayette Expressway

City of Uniontown's Vision.....



The City of Uniontown will capitalize on its assets including the downtown business district, the recreational opportunities both existing and proposed, the cultural and historic resources, and the attraction of new housing or rehabilitated housing in the seven neighborhoods.

The city needs to start by improving the residential neighborhoods by addressing blight, conversion of the single-family dwellings into apartment-type complexes and continuing to make the neighborhood safe for families. The city needs to work on addressing not only the ageing population but also addressing the needs of young people and young families.

The city wishes to develop where individuals desire to work, live, and play. While the cliché of work, live, and play is every municipality's goal, many years ago, the city had the cliché within its boundaries and will work towards positioning back to work, live, play opportunity.

Residents, business owners, and elected officials recognize the city is older with a grid-like layout

of street and sidewalks; however, this allows the development of a walkable and healthy community.

The city is and continues to be friendly and welcoming to all generations by providing adequate housing options along with recreational opportunities and social activities. The downtown area has a variety of businesses, restaurants, arts and culture, and historical significance all within a relatively easy walk for patrons and residents.

There is an even greater potential in the downtown area once the neighborhoods are addressed which is a collaborative effort between not only elected officials, but also the residents, landlords, housing entities, the City Police Department, the City Code Enforcement Office, and Redevelopment Authority of the City of Uniontown, and the Uniontown Downtown Business District Authority to name a few. The City's new housing starts to have income-based (low-to-moderate income), which is needed in any municipality; however, the city needs to see more housing options that are not income-based to allow for a solid tax base.

For the City to be competitive in the region and beyond, the City of Uniontown will need to implement the plans and initiatives that support the vision but will need to also address identified obstacles to move the city forward to attract new residents and improve growth / development opportunities. It should never be taken for granted, while a municipality wants to attract new residents and growth opportunities, the current residents and business owners should not be overlooked and included in the future developments in the city as they, too, are impacted by the actions of the city.

During the process, key entities were identified as solid assets to be collaborated with the ability to take the lead on identified objectives, and/or the ability to implement the numerous plans recently completed or being completed in the City. The identified key partners, listed alphabetically, are a source of whom City Officials should collaborate with as the City moves forward.

1. Fayette County Board of Commissioners
2. Fayette County Chamber of Commerce
3. Fayette County Housing Authority
4. Fayette Trails Corporation
5. Laurel Highlands Visitors Bureau
6. National Road Heritage Corridor
7. Redevelopment Authority of the City of Uniontown
8. Redevelopment Authority of the County of Fayette, Pennsylvania
9. Threshold Housing
10. Uniontown Planning Commission
11. Uniontown Zoning Hearing Board
12. Uniontown Area School District



Public Meetings

The following seven neighborhood meetings were held. These meetings were advertised in the Herald Standard newspaper, the newspaper of general circulation, as well as other means of social media platforms. The Redevelopment Authority of the City of Uniontown (Authority) created an on-line survey to allow those unable to attend in person to make recommendations / concerns on the site. Below are the public meetings dates and location:

Date	Neighborhood	Location
March 12, 2025	Gallatin Neighborhood	Fayette County Community Action
March 18, 2025	West End Neighborhood	Chestnut Ridge School
March 19, 2025	East End Neighborhood	East End Community Center
March 25, 2025	Southside Neighborhood	Uniontown Social Hall
March 26, 2025	Downtown Central Business District	City Hall
April 1, 2025	Morgantown Hill Neighborhood	Ben Franklin School
April 2, 2025	LaFayette Neighborhood	LaFayette School
		On-site Survey

FOUNDATION FOR THE VISION....

Through a series of public meetings and stakeholder meetings, along with review of recently completed plans and to be completed, the following summarizes the input gathered during the meetings:

- The Blight Remediation Plan (finalized May 2025)
 - i-Worq program is being developed to create a database for permits, rentals, business licenses, at a minimum. There is a cost to maintain the program which there is a pending agreement for cooperation between the City and the Uniontown Downtown Business District Authority for the first year of the program.
- Consensus on the City's need to update the 2002 Zoning Ordinance and Zoning Map
 - The City Planning Commission members were vocal on the need to write a new Subdivision and Land Development Ordinance, as well as amend the existing Zoning Ordinance and Zoning Map.
- City churches aid the City on certain issues or concerns, but no detail provided on the type of assistance.
- The neighborhoods want to be protected from slum landlords, crime, and additional dilapidated housing.
 - Redevelop neighborhoods to retain and attract new residents.

- There is strong consensus that the city needs to start with the seven neighborhoods for addressing issues and then move into the downtown commercial areas.
- Need to increase the overall value of living in the city as outsiders see high taxes compared to neighboring municipalities.
- Blight is an issue throughout the City
 - Act 90 is an asset.
 - If the City acquires the property and demolishes the structure(s), the City is responsible for maintaining the open / vacant property until developed.
- Residents are encouraged by the Sheepskin Trail connecting with North Union and South Union Townships; however, there needs to be effort into the revitalization of vacant buildings and work with existing businesses in the downtown area to encourage users of the Trail to stop in the city and shop and / or eat.
- Some downtown businesses were supportive of the efforts completed years ago by Mr. Hardy providing support to improve the transportation network in the city and encouraging businesses to locate to the downtown area.
- Downtown parking - the adopted Ordinance is not enforced. Some patrons are parking a decent distance from the business due to illegal parking (longer than the time posted) and then, safety is a concern for both patrons and business owners.
- The two parking garages need Tender Loving Care (TLC) from the City, including lights for safety reasons. Stated New York City had installed LED lights and experienced a reduction in crime
 - There needs to be routine maintenance, so individuals are not “stuck” in the garage.
- Business owners have witnessed an uptick of ‘solicitation’ occurring on the streets and it is slowing expanding along Main Street; therefore, there is a need for more police patrolling to deter the illegal and unsavory activities.
- The City Engineer (K2 Engineering, Inc.) is revising the proposed alignment of the Sheepskin Trail through the City limits. The revised route should be presented to public elected officials, Uniontown Planning Commission, impacted property / business owners, and the public before finalized.
- Storey Square is a true asset in the city but there is a perception of crime as homeless individuals are in the park at all hours and sleep on the stage.
- The Uniontown Downtown Business District Authority wishes to see changes as existing businesses are vested in downtown and want the downtown to thrive.
- The appearance of downtown streets and sidewalks and open areas of business properties are:
 - Cluttered with discarded trash and trash bags. It was noted that some business owners need to order a dumpster for the trash generated weekly.

- Damaged poles not repaired or replaced so those traveling in the downtown area see the disrepair of City assets. The City is responsible for the maintenance and replacement of poles.
- Security and Lighting in the area is needed to make visitors feel safe when walking and / or driving in the City.
- Is it possible to work with the Uniontown Area School District for a senior project to assist in planting and maintaining the flowers in the downtown area?
- Many individuals noted developments in the City need to be a partnership.
- Annual registration of a landlord license is an asset. A license will provide a good resource even though some landlords do not agree.
- Stated there was talks with Nemacolin Woodlands, Inc. representative and the representative indicated Ms. Hardy may be willing to invest more into Uniontown other than just at Christmas time.
- While Main Street has been historically identified as the downtown area of Uniontown, there is additional business growth occurring on Morgantown Street and other roadways all connecting downtown. Should the City consider expanding the identified area of the business district? Discussed the expansion of the Central Business District.
- Many noted the city is very walkable in most areas.
- Business owners are community oriented and focused.
- There is a Vacancy Ordinance adopted in 2024 by City Council, but it is not enforced.
- The city needs to provide some type of assistance for those willing to invest.
- Need more employment opportunities in the city limits.
- Downtown / MainStreet is an asset.
- Question was asked if a Developer is looking to construct in the City who do they talk to? Who is the first point of contact to explain the requirements and regulations? Many at the meetings did not know who was called. Are these missed opportunities without a designated point of contact?
- The Redevelopment Authority of the City of Uniontown submitted more money in the Community Development Block Grant (CDBG) program for code enforcement to keep the code enforcement department operating.
- There are many tax-exempt properties in the City - is there any opportunity for these entities to provide financial assistance in lieu of taxes to offset services provided by the City such as police department, fire department, code enforcement, and public works.
- Those attending meetings understand people are struggling to move to Fayette County.
- The downtown area is an asset with a diverse mix of businesses, a beautiful Main Street, and ample parking.
- The Fayette County Chamber of Commerce is an asset to all in the County and the City along with its businesses need to take advantage of what is offered.
 - Meet with the Chamber to discuss marketing efforts to promote the downtown.
- Tax incentives for businesses to locate in the city.

- What events are happening in the city? Is there a website, one location, that advertises 'weekend events or upcoming events' to bring people out of the mountains to town rather than drive around the city to travel to the mountains or leave the mountains?
- Starter homes are needed as infill development for families, and which is not income-based housing.
- How does the City address blighted properties that are not identified on a tax sale or the fact no one wants to bid on the property? This is an issue and needs addressed to clean up the neighborhoods.
- Concern of converting existing dwellings (larger old mansions) into apartment units.
- There are 9 paid firemen, and, at one time, there was 18 paid firemen.
- Is there a Capital Improvement Plan for the City to know what is budgeted each year for improvements/rehabilitation?
- Flooding is an issue throughout the City.
- The State Theater is a traffic generator which attracts most people to the downtown area.
- The aging sewage system needs upgrades and/or replacements with the city under the Corrective Action Plan.
- The Strategic Management Planning Program (STMP), starting in summer 2025, will address the overall functions of City government, capital improvement plan, at a minimum.
- Ask if Ms. Maggie Hardy would purchase a 'larger building', renovate and use it as an incubator hub for new businesses just starting.

HOUSING

Housing is the biggest sector of the United States economy and is the dominant land use in almost every American village, town, and city. Good quality housing is the foundation for stable, attractive communities. The City of Uniontown consists of residential neighborhoods with the downtown area being predominantly commercial and government-related facilities with some residential. Housing forms the basis of many types of social relations in a municipality.

“Where people live, who their friends are, what quality of schooling their children receive, what job opportunities are available- these and many other factors that affect people’s quality of life derive largely from their housing situation.” (The Practice of Local Government Planning)

Addressing the housing needs in any municipality is not just the responsibility of elected officials. There is a complicated network of private, public, quasi-public, and non-profit institutions and agencies that are constantly addressing the housing needs in a community. The City of Uniontown has identified the following key players to address their housing needs and demands:

1. Elected Officials- City Council and Mayor
2. Redevelopment Authority of the City of Uniontown
3. City Mission - Living Stones, Inc.
4. Fayette County Community Action Agency
5. Fayette County Housing Authority
6. Residents- present and future
7. Landlords
8. Fay-Penn Economic Development Council
9. Realtors
10. Redevelopment Authority of the County of Fayette Pennsylvania



An initial site visit was performed to have a “dashboard” assessment of the housing in the seven neighborhoods along with understanding the work being performed by AMO Environmental Decisions, Inc. (AMO) who is preparing a Blight Remediation (included in the Appendix as a component of the Plan) database and plan for the City to implement and utilize.

The following were observed:

- Older housing stock throughout all neighborhoods. Some streets are well maintained homes while others are deteriorating.
- Rental of single-family dwellings is abundant and causes concern for the population being attracted to rentals in the city.
- Single family dwellings are being converted into apartments, allowing the population of what was a single-family home to increase causing concern for residents.
- There is a direct correlation with dilapidated structures and unkept yard areas.
- The value of solid, well-maintained dwellings is lessening in value due to the properties in the area being dilapidated.

Housing stakeholders were convened to discuss the current housing stock, future needs of housing, addressing housing needs through various agencies, and any proposed housing development and / or rehabilitation by these entities.

A summary below details information provided by various agencies providing housing in the City of Uniontown to address homelessness, transitional housing, and / or income-based housing.

City Mission - Living Stones, Inc.

As of today, there are twelve (12) buildings with only one vacant three-bedroom unit which has been gutted for renovations.

- There is a total of sixty-one (61) units in the City.
- Homeless shelters owned and maintained by City Mission - Living Stones, Inc. are not all the same type of shelter.
- Mission Place housing may have additional phases for two-bedroom units along Gallatin Avenue as there is progress on acquiring additional properties.
- South Mount Vernon has a four- unit apartment building that has had the same four tenants for over ten years.
- Independent Housing is provided for those aged 16-22 to teach them living skills. Some of these individuals were in foster care and others were homeless. City Mission - Living Stones, Inc. is licensed to have ten (10) individuals but keep their number at eight (8) to provide as many services as possible to each individual.
- All properties are in the City of Uniontown; therefore, any child of school-age is in the Uniontown School District.
- The City has access and convenience to the services necessary for those families and individuals whom City Mission - Living Stones, Inc. provide services.
- The City Redevelopment Authority and City Mission - Living Stones, Inc. will be entering into an Agreement for funding at Gallatin School as permanent and transitional housing.

There is a grant awarded for historic preservation and additional funding was awarded. The funding awarded is the Redevelopment Assistance Capital Program (RACP) with a cooperation agreement in place.

- Cameras are installed on properties with a security officer from 7:00pm till 3:00am and lights are installed to deter crime and vandalism.
- Asbestos testing is completed on each house prior to demolition. An average cost of \$9,000 for asbestos testing and a minimum of \$20,000 for demolition. It should be noted there are not a lot of contractors who perform the survey and test for asbestos, so this presents a challenge in addition to the cost for actual demolition.

City Mission - Living Stones, Inc. provides stability to those individuals and families who need, accept, and want a future to be self-sufficient but, initially, need the assistance of the programs offered by City Mission - Living Stones, Inc.

The second agency addressing much needed services to individuals and families is the Fayette County Community Action Agency.

Fayette County Community Action Agency

- Beesontown Development consists of 37 units at two twelve (12) unit apartments and thirteen (13) single family dwellings. The areas are Gallatin Avenue and East End.
- Previous residential development called Uniontown Family Homes consisting of single-family dwellings will give the tenants at the end of 2025 the opportunity to purchase the home. The is under review pending transfer of ownership to Uniontown Property Development Corporation.
- Maple Garden Estates has 36 units in the apartment building.
- Section 8 has an incentive program for an individual/family to purchase the house and ability to use the voucher towards the mortgage. There is no real interest to purchase because how would the individual/family survive if removed from assistance (as a renter) compared to being an owner of the dwelling. It should be noted (February 2025) Section 8 housing vouchers are on hold as there is no budget so there is a list of individuals seeking assistance. Furthermore, a landlord charges less for rent than a mortgage payment.
 - A typical efficiency with one-bedroom has rent of \$968.00 per month.
 - The Fayette Bank Building has fifty (50) Section 8 vouchers.
- Fayette County Community Action Agency experienced vandalism at a construction site which included a delayed response from the City Police Department.

In addition to these two agencies constructing and / or rehabilitating the housing stock in the City of Uniontown, again, within the guidelines of their purpose and funding source, the Redevelopment Authority of the City of Uniontown aids in the development of housing.

Redevelopment Authority of the City of Uniontown

The Redevelopment Authority of the City of Uniontown (Authority) has actively acquired properties over the years for infill development and, at times, to demolish the dilapidated and unsafe structures throughout the neighborhoods. The Authority has limited funds to acquire the properties and for the demolition of structures.

- The Authority owns most of the properties on Wionna Street. Some houses still need demolished. The intent is to develop a team and partner for new development on the properties. There is approximately \$125,000 available for demolition.
- The County has a Whole Home Repair Program, which the City has at least eight (8) properties in the program for assistance. Funded through the HOME Investment Partnership, Uniontown Housing Rehabilitation Program (UHRAP) supports existing owner-occupied housing rehabilitation. Additionally, we have a Memorandum of Understanding (MOU) with United States Department of Agriculture (USDA) to expand services across Fayette County. This includes the 504 Grant Loan Program, where the Redevelopment Authority packages applications for low-income and/or aged 62 or older, providing grants or loans to improve housing conditions.
- It is estimated anywhere from sixty (60) to seventy (70) percent is rental housing in the City.
- The Authority is working to assist landlords with their rentals.
- Some individuals feel because of the proposed Sheepskin Trail, the City / individuals will sale their home. However, buyers want to see the investment on the development of the trail.
- Code enforcement on dilapidated and/or unsafe structures is coordinated between the Authority, Mayor, and Chief of the Police Department. The Authority is exploring the opportunity to add staff to the Code Department.
- The Authority constructed two single-family dwellings on Lemon Street to sale to private individuals. This project was undertaken by not only the Authority but also the Redevelopment Authority of the County of Fayette, Pennsylvania, and Threshold Housing. As both homes sold, it was a struggle based on the split-level home construction.

Looking at a Countywide housing initiative, Fay-Penn Economic Development Council engaged a consultant to prepare a Housing Study. The Study is available on FayPenn's website for review. The Study did not specifically identify each municipality. It was determined approximately 14,000 individuals travel to Fayette County for work as they live outside the County due to lack of housing. This, in turn, has Fay-Penn addressing this trend because if a substantial business / manufacturing company wants to locate in the County, one of the first

questions asked is what housing is available for executives, managers, and employees for both higher-end housing and affordable housing.

Fay-Penn Economic Development Council retained Bowen National Research in March 2023 to conduct a Housing Needs Assessment of Fayette County and its municipalities. While there is no specific data to the City of Uniontown, the Assessment should be reviewed and utilized by City officials and agencies to address the housing needs identified throughout the County. The entire Assessment is incorporated as a reference to the Comprehensive Plan.

Residential properties within a neighborhood which are identified as blight means the structure is experiencing significant physical deterioration, vacancy, and neglect. Other factors include overgrowth of vegetation and signs of crime in the areas of blighted structures.

It was noted during the stakeholders meeting, the taxes in the City are high compared to neighboring municipalities.

The City has experienced sixteen (16) new dwellings from January 2020 through March 2025; whereas, neighboring North Union Township and South Union Township have issued more building permits for new dwellings in the last two years. The housing growth is moving outside the city limits to neighboring municipalities and this is a concern that should be addressed moving forward.

	Year 2020	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025 (March 2025)
New Residential permits	1	0	14	1	0	0
Renovation / Rehabilitation of Single Family and Two Family permits	9	7	8	8	7	4
New Non-residential permits	3	0	3	1	2	0
Non-residential renovation / rehabilitation permits	10	12	14	10	14	4
Residential Demolition permits	7	5	7	10	15	0
Non-residential Demolition permits	1	3	2	2	2	0

- Note: Residential is Single Family Dwelling and Two-family Dwelling Only

Identified Obstacles and Challenges

1. Property tax
2. Amenities need to be provided in the City for individuals and families wanting to locate within the City and to remain in the City. The City needs to enhance existing amenities and provide new.
3. Crime
4. Deteriorated sidewalks
5. Connectivity for a walkable community
6. Aging Infrastructure



Goals and Objectives

Goal: Address Unsafe and Dilapidated Structures

Objective 1: To truly experience revitalization efforts in addressing dilapidated and unsafe housing, the city must begin a consistent approach and process with code enforcement. The hiring of additional staff, even an administrative assistant to aid the Code Enforcement Officer, will allow the efforts of code enforcement that much greater for a positive impact.

Objective 2: Utilize the i-Worq program to better understand the structures and what is necessary to abate the violation.

Objective 3: The Code Enforcement Officer should coordinate his efforts with the Building Code Official, as some situations may allow the Building Code Official to cite the owner under the Uniform Construction Code.

Objective 4: The Code Enforcement Officer should work in each of the identified neighborhoods as identified during the public meetings. The reason is for the enforcement to be Citywide and not just one neighborhood gives the magnitude of lesser violations to more severe/multiple violations on a single property. The city needs to address issues from minor violations to more severe to see changes occur.

Goal: Attract new housing development including infill development and redevelopment

Objective 1: City Officials and the City Redevelopment Authority need to coordinate efforts with Threshold Housing and other developers to construct new homes that will be placed on the tax roll. The City has a significant number of tax-exempt properties to which all properties benefit from the public works department operations, police department and fire department.

Objective 2: Amend the Zoning Ordinance for less setbacks on existing lots and corner lots. The Ordinance now requires a developer to submit for a variance, which is more than likely to be approved; however, the cost and time lost to a developer is significant.

Objective 3: The city and its partners need to make efforts and an initiative-taking approach to lessen the probability of additional dwellings being identified as blighted or unsafe.

Objective 4: Repair or replace sidewalks to make the neighborhoods a walkable community by working with developers and current property owners. The City needs to try to explain to property owners their responsibilities of the sidewalk in front of their property.

Objective 5: Explore creating tax increment financing districts to help finance redevelopment.

Objective 6: An approach to housing rehabilitation may be to explore the opportunity for improvements by providing financial assistance (grant or low interest loan or grant with match from homeowner) to homeowners to improve the structure before it is in deep decline/disrepair.

Objective 7: Continue the relationship between the Redevelopment Authority of the City of Uniontown and City Mission for the improvements to the former Gallatin School. There is already a cooperation agreement between both entities.

Objective 8: Work with State elected officials and Pennsylvania Department of Community and Economic Development for the Statewide Housing Plan that is to be developed by the Department of Community and Economic Development and the Department of Human Services.

Goal: Address the need for short-term rentals for Uniontown Hospital – WVU Medicine

Objective 1: Work with local realtors, Uniontown Hospital – WVU Medicine executives, and local developers to address the need for short-term housing for either a six (6) month or twelve (12) month lease.

Goal: Open the communications with agencies and landlords on the $\frac{3}{4}$ housing that is developing in neighborhoods.

Objective 1: Determine if this housing is addressed in the Zoning Ordinance and, if not, it is recommended for an amendment. The City will want to work with their Solicitor to not violate Federal or State housing regulations.

Goal: Work with tax exempt property owners to collaborate on ‘in lieu of taxes’ to assist with the cost of services provided to all property owners.

Objective 1: Provide financial support to the City to allow the burden of services to be shared amongst all property owners. All properties in the City benefit from roadway improvements, stormwater improvements, police department, and paid fire department, at a minimum.

Goal: Amend the Zoning Ordinance.

Objective 1: Amend to allow for simplified infill development for residential dwellings and eliminate the need for a variance hearing.

Objective 2: Consider a health care district overlay to address the needs of the Uniontown Hospital – WVU Medicine.

Goal: Maintain existing neighborhood parks.

Objective 1: Create a volunteer group from the neighborhood to assist with general clean-up of the neighborhood park.

Objective 2: Routine maintenance of facilities and amenities to ensure safety for users. Coordinate with the insurance provider as the City’s provider may perform annual inspections. If so, the city should receive a copy of the inspection report.

Goal: Repurpose underutilized spaces throughout the designated downtown in the City.

Objective 1: Consider incentives for housing downtown in vacant properties or as a mixed use with the commercial at the street level of the building.

Land Use

The City of Uniontown is built-out; therefore, future development is infill development throughout the seven neighborhoods and the downtown business district. The City needs to consider the following to attract in-depth development:

1. Provide accessible transportation
2. Offering tax breaks
3. Reduce parking requirements
4. Streamline the permitting process for the permits and approvals the City has control to regulate
5. Simplify repurposing underutilized buildings
6. Encourage mixed use developments in identified areas
7. Create walkable neighborhoods

While the City and / or Redevelopment Authority of the City of Uniontown (Authority) acquire dilapidated structures and / or vacant properties via tax sale, court order due to safety concerns for the public, or by any other means, there needs to be financial assistance to aid in the demolition of structures, to maintain the property, and to move towards a new tax base on the property.

Sheepskin Trail

The City of Uniontown engaged Carnegie Mellon University Heinz College in May 2022 to assess the proposed Sheepskin Trail specific to the City of Uniontown. The economic development, findings, and recommendations, called Filling the Gap, is a component of the Updated Comprehensive Plan. The assessment has valuable information to be considered for implementing the identified goals and objectives.



Vision Statement

“Uniontown will develop the Sheepskin Trail in an effort to bring economic opportunities to the City, focusing on building sustainable infrastructure and recreational attractions. Uniontown will be revitalized, becoming a place people want to stay.”

(source: Filling the Gap, October 18th, 2022)

The assessment identified three areas of policy recommendations. This will focus on Business Development and Land Use Policies.

1. Structure
 - a. An Office for a City Manager / Administrator to be developed
2. Business Development
 - a. Business Improvement District to retain existing businesses and attract new ones
3. Land Use Policies
 - a. Reform Zoning Code from Euclidean
 - i. Zoning to Mixed-Use form or Form-based Zoning
 - b. Increased Use of Benches and Parklets
 - c. Adaptive Re-use of Buildings
 - d. Repeal Parking Minimums
 - e. Community Code-Enforcement Program
 - f. Complete Street Policies

The Fayette Trails Coalition (FTC) is actively working with communities to develop an interconnected trail system while utilizing the Sheepskin as the foundation for interconnection with existing trails in Pennsylvania and West Virginia. Building trails are a proven strategy to revitalize a community. The key is resident engagement from the outset.

The City's proposed alignment will be a "corridor" to link people with destinations and assets in the City, particularly in the downtown area and Bailey Park. Many opportunities exist once the trail is complete and connected with neighboring municipalities.

The Comprehensive Plan will not identify objectives for the development of a City Manager / Administrator as this will be explored and analyzed in the STMP prepared in 2025 / 2026. Refer to the Strategic Management Planning Program (STMP) for the assessment and recommendations.

Goals and Objectives

Zoning Ordinance

The City Zoning Ordinance and Zoning Map was adopted in January 2002. While the City will be implementing the Goals and Objectives identified in the Comprehensive Plan Update, it is critical to follow through with the recommendation of updating the Ordinances. These are regulatory requirements for all development within the City, so not only does the City need consistency with the Comprehensive Plan, but the City is also addressing the desires of the residents and business owners from the public planning process.

Goal: Amend the current Zoning Ordinance and Zoning Map

Objective 1: There are immediate amendments to address, and then these amendments can be incorporated into a complete re-write later.

- a. Address setbacks for existing lots and corner lots.
- b. Address parking requirements for downtown businesses given the existing on-street parking along with parking garages and parking.
- c. Address $\frac{3}{4}$ housing where there are six or more individuals living in one dwelling to share expenses. Coordinate with the Solicitor to not violate Federal or State housing regulations.
- d. Coordinate with the Planning Commission and City officials to confirm the Zoning Map that is adopted and make sure all entities who provide zoning reviews, zoning permits, etc. have the correct zoning map.
 1. Determine where there are discrepancies and immediately address.
- e. The Zoning Map has a property that has been identified by different zoning districts and should be addressed while working with the City Solicitor. The property is adjacent to Ben Franklin School and is a property where a proposed Dollar Store has been discussed. Ben Franklin School property should be confirmed to the zoning district, which would be institutional zoning district (IST) given the use is and has been an educational facility. The zoning district at the Mt. Vernon Towers property needs to be determined, as this property, like the other two, is a discrepancy on the designated zoning district on various zoning maps.

Objective 2: Submit a grant application to the Department of Community and Economic Development (DCED) Municipal Assistance Program (MAP) program for funding for the complete rewrite of the Zoning Ordinance.

Objective 3: The updating of the Zoning Ordinance and Zoning Map, as per Section 301.5 of the Municipalities Planning Code is a public process, and the City should make every effort possible to make all residents and property owners aware of when the process begins through completion. Social media is a good way to inform residents on updates, the local television station, flyers at local businesses, and the potential for mailing to residents (maybe with the sewage bill) on the update so property owners can be engaged in providing thoughts and opinions for future development.

Subdivision and Land Development Ordinance

The Subdivision and Land Development Ordinance is outdated and adopted well before the PA Municipalities Planning Code was enacted. The current ordinance does not address the development requirements as regulated in other municipalities in the Commonwealth. The intent of the Subdivision and Land Development Ordinance is to ensure that development will not impact adjacent properties. The Pennsylvania Municipalities Planning Code regulates the writing of the Subdivision and Land Development Ordinance.

Goal: Amend the Subdivision and Land Development Ordinance

Objective 1: Submit a grant application to the Department of Community and Economic Development (DCED) Municipal Assistance Program (MAP) program for funding for a complete rewrite of the Zoning Ordinance.

Objective 2: The updating of the Subdivision and Land Development Ordinance is a public process, and the City should make every effort possible to make all residents and property owners aware of when the process begins through completion. A first step is for the selected consultant to explain to residents what the purpose of this Ordinance is, as many probably never went through the process.

Goal: Retain existing businesses and attract new ones.

Objective 1: Explore tax increment financing districts to help finance redevelopment Citywide.

Objective 2: Create and maintain a list of commercial spaces available with specific information on the property and who is the contact for the property to allow the communication to start.

Objective 3: Need to assign or create a position on who at the City shall answer the initial call for either resident looking for answers on permitting requirements, individuals looking to relocate to the city for housing, and / or opening a business in the City.

Objective 4: City officials to consider the expansion of the Downtown Uniontown Central Business District to include Morgantown Street and other roadways where there is a growth for commercial businesses.

Goal: Continue to expand the Farmer's Market.

Objective 1: Monitor the growth of the Farmer's Market and is the opportunity to make a permanent structure for the farmers to utilize rather than portable tents. The City needs to determine the location of a permanent structure.

Goal: Increase Code-Enforcement.

Objective 1: The city needs to assess each neighborhood and utilize the i-Worq database to focus on areas. It is recommended, given the database, to work in each neighborhood concurrently so no one neighborhood feels neglected.

Objective 2: The Code Enforcement Officer is to work with the Building Code Official to determine if the unsafe structure is a violation of the Uniform Construction Code to aid in the enforcement.

Objective 3: As the budget is prepared, consider hiring an administrative assistant to aid the internal office operations to allow the Code Enforcement Officer more time in the field. As understood, the Code Enforcement Officer issues licenses in addition to code enforcement which an administrative assistant would process for approval.

Goal: Promote Adaptive Re-use of Buildings.

Objective 1: Work with Fay-Penn Economic Development Council to understand the financial assistance provided to expand business opportunities.

Objective 2: Coordinate with the City's Third-Party Agency to understand building code requirements for adaptive re-use for buildings for generalities to have a basic knowledge of Code requirements. Each scenario will be analyzed when plans are submitted for rehabilitation and / or renovations. It is recommended to include property owners and real estate agents in the discussions.

Objective 3: Work with the County Economic Development Coordinator on seeking assistance to attract new development and sustain existing development.

Goal: Development of the Sheepskin Trail through the City to connect with neighboring North Union and South Union Townships and to the regional trail networks (Great Allegheny Passage and trail network in West Virginia).

Objective 1: Utilize the Fayette Trail Coalition (FTC) to assist with promoting the trail and maintenance along with the City Public Works Department as the leader for maintenance.

Objective 2: Work with the Laurel Highlands Visitor's Bureau and the Fayette Chamber of Commerce on promoting the trail through the city.

Objective 3: Schedule public meetings to keep all property owners and businesses on the final alignment and the schedule for completion.

Goal: The Sheepskin Trail will allow individuals on foot or bicycle to come into and through the city to which the city needs to market the downtown businesses and amenities to have trail users stop in Uniontown.

Objective 1: Assess the need for traffic calming devices (speedbumps, curb extensions, etc.) to alert vehicular traffic to not jeopardize liquid fuel funding the city receives.

Objective 2: Promote the trail location to business owners to encourage development in the vacant buildings downtown.

Sheepskin Trail Marketing and Events Strategy

Goal: Promote the use of the trail to the City residents and beyond.

Objective 1: Organize historical and nature walks.

Objective 2: Organize community bike rides / walks / runs, "open street" days that close the roads to cars.

Objective 3: Tie the trail in with other downtown events – i.e. Christmas at Storey Square, Farmers Market, etc.

Goal: The Redevelopment Authority of Uniontown and / or other assigned staff at the City continue to be an active member and engaged in the Fayette Trail Coalition.

Objective 1: Pursue grants for a multi-municipality impact for the maintenance and enhancement along the trail.

Objective 2: Coordinate events along the trail that is beyond the City's segment to attract users into the City.

Objective 3: Explore opportunities with downtown businesses to partner for events along the trail.

Housing in the downtown- Main Street

Goal: Encourage growth in the downtown area (Main Street and Fayette Street) by **allowing mixed use of both commercial and residential.**

Objective 1: Amend the City Zoning Ordinance to allow mixed use in the downtown corridor.

Objective 2: Promoting sustainability in the downtown corridor by allowing mixed uses to increase a walkable downtown, lessen traffic and revitalization of the corridor.

Objective 3: Elected officials and the Redevelopment Authority of the City of Uniontown to work with developers, real estate agents, and community organizations to identify underutilized properties, secure funding (public-private partnership), and create development plans that benefit both residents and businesses.

Infrastructure

The city is under a Corrective Action Plan (CAP) which includes not only Uniontown but also neighboring South Union and North Union Townships. When under a Corrective Action Plan, the municipality is required to submit a Plan to address problems and make improvements in the system with a report that is due semi-annual (July and December) on the improvements undertaken by the city.

The Team was provided with a copy of the Corrective Action Plan that was submitted and approved by the Pennsylvania Department of Environmental Protection (PADEP) which is included in the Appendix. The Team was provided with improvements to the system based on the annual Chapter 94 Report filed by the Greater Uniontown Joint Sewage Plant Authority (GUJSPA).

The improvements included for 2024 were:

1. Multiple repair and replacement projects were completed. Repairs were made to several of the City's sanitary sewer lines.
2. Working with Columbia Gas of Pennsylvania to locate any cross bores in various locations throughout the City.
3. The City repairs various catch basins and stormwater lines to help with the flow and to reduce the amount of stormwater that gets into the sewer system.
4. Replaced / repaired lines which included: 300 feet of 10-inch main along Route 40 at Pershing Court entrance; 40 feet of main with 2 laterals on Derrick Avenue between the Belmont Circle intersections; 40 feet of main on Liberty Street between Butler Street and Park Avenue; 20 feet of main with 2 laterals on Whiteman Avenue; 40 feet of main on South Mount Vernon Avenue near the Berkeley Street intersection; 80 feet of main with 2 laterals on South Street between Morgantown Street and Beeson Boulevard; 40 feet of main with 1 lateral on Gallatin Avenue between Lincoln Street and Penn Street; 40 feet of 15-inch main at corner of Delaware Avenue and Berkeley Street.
5. Cleaning was completed at Morgantown Street, Connellsville Street, Coolspring Street, Derrick Avenue, Cramer Avenue, Country Club Boulevard, Pershing Court, Searight Avenue, Park Avenue, Liberty Street, and South Street.

Based on the sewer system, there are several interceptors that need rehabilitation or replacement based on the Interceptor Hydraulic Study Report prepared by the Greater Uniontown Joint Sewage Plant Authority (Final Report 2020). These are costly projects that should be identified in a Capital Improvement Plan recognized by the City Council when the annual budget is prepared and adopted.

Goals and Objectives

Goal: Senate Engineering (now LSSE) has prepared a study of the City's sewage system, and this study should be provided to the City for reference in addressing problems throughout the system.

Objective 1: Extract the problems identified and work with the City's Department of Public Works and City Engineer to determine if the problem remains.

Objective 2: Identify remaining problems in a Capital Improvement Plan and provide a cost prepared by the City Engineer.

Objective 3: Apply to PennVEST, Army Corp of Engineers, or Commonwealth Financing Authority to offset the cost for improvements.

Goal: The Cove Run Interceptor line owned by the City of Uniontown has infiltration and inflow into the line; thus, allowing a greater flow into the sewage treatment plant. The segment of the Interceptor is owned and maintained by the North Union Township Municipal Services Authority which was repaired / rehabilitated in 2025.

Objective 1: Determine if the City's interceptor line needs replaced or relined and the City Engineer to provide a cost estimate based on the Interceptor Hydraulic Study for the line area owned by the City.

Objective 2: Apply either through PennVEST, Army Corp of Engineers, or the Commonwealth Financing Authority (CFA) to offset the cost of the rehabilitation.

Goal: The Coal Lick Interceptor has infiltration and inflow and is an aged interceptor that needs replaced based on the number of Equivalent Dwelling Units (EDU's) into the interceptor. This Interceptor has two of the biggest users in the system – Uniontown Hospital – WVU Medicine and the Fayette County Jail. A collapse of this interceptor would be devastating to the City.

Objective 1: Confirm the Interceptor needs replaced or if the interceptor can be relined and the City Engineer provides a cost estimate on the solution based on the Interceptor Hydraulic Study.

Objective 2: Apply either through PennVEST, Army Corp of Engineers, Commonwealth Financing Authority (CFA) to offset the cost of the solution.

Goal: Ensure costly repairs / replacement projects are included on the City's Capital Improvement Plan (CIP).

Objective I: The City should prepare and adopt a Capital Improvement Plan (CIP) when developing the annual budget for adoption.

DEMOGRAPHICS

What is the intent of demographic and socioeconomic figures obtained in the decennial census completed by the United States Census Bureau? Specifically, the results of the decennial census are used to reapportion the seats in the US House of Representatives among the fifty states for the next ten years; including the redrawing of the electoral districts in those areas where populations have increased or decreased.

In addition to a potential reapportion, the **most significant** factor the decennial census has on a state, county, and municipality is the determination/formula of how federal funding, including grants, are distributed for social, housing, health, education, public works, and infrastructure programs for the next decade.

While the demographics and socioeconomics are critical to the City of Uniontown for distribution of federal funding, this data set is referenced in grant applications, preparing of studies and/or plans, and even used by individuals looking either to move into the City or locate their business within City limits.

The statistical information is derived from census reports available through the Southwestern Pennsylvania Commission, the designated metropolitan planning organization to which Fayette County is an active member. The statistics are from a sample and not 100 percent reporting; therefore, the information is subject to sampling errors.

Including the population as provided in the 2002 City of Uniontown Comprehensive Plan. Uniontown continues to have a decline in population:

Year	Population	Percent Change
1900	3,344	
1910	13,344	81.7
1920	15,602	17.6
1930	19,544	24.5
1940	21,819	11.6
1950	20,471	-6.2
1960	17,942	-12.4
1970	16,282	-9.3
1980	14,510	-10.9
1990	12,034	-17.1
2000	12,422	3.2
2010	10,372	-16.5
2020	9,984	-3.7

As the population continues to decline, it correlates to a decrease in people per household. Household type and size illustrate the domestic situation of a community.

Year	Persons per household
1980	2.43
1990	2.28
2000	2.17
2010	2.18
2020	1.96

As noted during the public meetings, the city and the entire County have an aging population. The table below illustrates the age from 1980 through 2020 Census:

Age Categories	1980 Year Total	1990 Year Total	2000 Year Total	2010 Year Total	2020 Year Total
Under 5	845	903	719	636	599
5 to 14	1,768	1,313	1,458	1,255	1,120
15 to 24	2,355	1,394	1,489	1,290	1,102
25 to 34	2,050	1,664	1,502	1,351	1,370
35 to 44	1,152	1,603	1,738	1,271	1,224
45 to 54	1,386	1,003	1,703	1,446	1,211
55 to 64	2,044	1,282	1,074	1,386	1,387
65 and over	2,910	2,872	2,739	1,737	1,971
Total	14,501	12,034	12,422	10,372	9,984

The racial makeup of the City from 1980 through 2020 is defined below based on the Census data:

Race	1980 Year	1990 Year	2000 Year	2010 Year	2020 year
White	13,087	10,582	10,455	8,032	7,136
Black	1,335	1,387	1,686	1,874	1,855
Other	79	65	281	111	284

The City has a considerable number of rental properties (housing) when compared to other municipalities in the County.

Occupied Housing Unit	2010 Year	2020 Year
Owner-occupied housing units	2,182	2,320
Renter-occupied housing	2,393	2,531

In 2020 Census data, the percentage of renter-occupied housing units where the gross rent is 30% or more of a household income in the past year is just over 50% in the City.

As detailed in the Housing Needs Assessment (2023 prepared by Bowen National Research), the overall household growth in Fayette County has declined since 2010 and is projected to decline further through 2027ⁱ. When reviewing data, it should be understood household growth alone does not dictate the total housing needs of a market. There are households living in substandard or cost-burdened housing, people commuting into the County for work, and availability of existing housing.

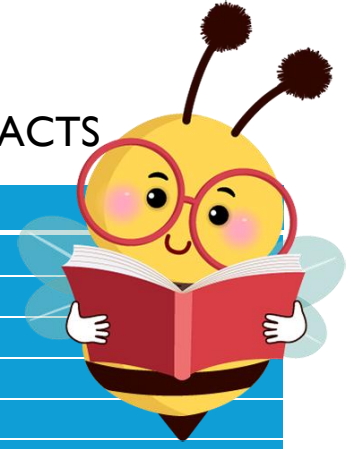
It has been acknowledged that through the public planning process, there is a significant amount of substandard rental housing throughout the City. Those substandard dwellings decrease the value of adjacent properties and devalue the neighborhood. The City has been proactive in code enforcement and property maintenance over the years, and this approach must continue as residents realized when there was no enforcement, it quickly worsened in their neighborhood.

Educational attainment is a tool for success in any municipality. The City needs to work with the Uniontown School District to develop a partnership/relationship to address social support for those under-served due to economic situations to ensure no child is at a disadvantage to achieve a high school diploma and become a member of society with confidence.

The following details are the educational attainment for the population in the City aged 25 years and above from the 2010 and 2020 Census data:

Educational Attainment	2010 Year	2020 Year
Less than 9 th grade	409	230
9 th to 12 th grade, no diploma	590	588
High school graduate (includes equivalency)	3,258	3,018
Some college but no degree	1,279	1,163
Associate's degree	673	587
Bachelor's degree	797	953
Graduate or Professional degree	325	508

CITY OF UNIONTOWN 2020 CENSUS FACTS



- Population: 9,984
- Total square miles are 2.1
- Per square mile are 4,789.3 people
- Median age is 42.5 years
- Median household income is \$35,451
- 26% of residents are below the poverty line
- 28.7 minutes average time for work travel
- 16.6% of residents moved since 2019
- 8.1% of population with veteran status



FUNDING PROGRAMS

The Team has identified some of the funding programs at the local, state, and federal levels. City officials and Departments should always make initial contact with the program to determine eligibility, deadlines, and guidelines for submission. Many applications can be prepared by City staff who is familiar with applications; however, the City may need to engage a professional consultant (for example: City Engineer) to provide some of the required 'exhibits' for the application. As all grant applications have become highly competitive over time, it is strongly recommended City officials contact State and/or Federal elected officials when an application is submitted for support.

- **Appalachian Regional Commission (ARC)**

Contact: Appalachian Regional Commission

Deadline: Varies

Types of Projects: Infrastructure, Economic Development

- **Flood Mitigation Program**

Contact: Commonwealth Financing Authority

Deadline: May 30th of each year

Types of Projects: Flooding, Fire, Severe Storm, Winter Storm, Landslides

A match is required.

- **Greenways, Trails and Recreation Program**

Contact: Commonwealth Financing Authority

Deadline: May 30th of each year

Types of Projects: Parks and trails for improvements, upgrades or expansion of parks.

A match is required.

- **H2O PA Water**

Contact: Commonwealth Financing Authority

Deadline: Closed for 2025 but need to check each calendar year as it accepts when the legislation allocates funding into the program

Types of Projects: Water, Sewer, Flood Control, Hazardous Dams

- **Local Government Capital Project Loan Program (LGCPL)**

Contact: Pa Department of Community and Economic Development

Deadline: Contact DCED for deadline

Types of Projects: Equipment and Facility needs of local government

- **Fayette County Local Share Account**

Contact: Redevelopment Authority of the County of Fayette, Pennsylvania

Deadline: July of each year

Types of Projects: Infrastructure, community projects, and economic development

Min/Max awarded: Typically, between \$5,000 and \$50,000. This program is highly competitive based on the volume of applications submitted each year.

- **Fayette County Hotel Tax Program**

Contact: Laurel Highlands Visitors Bureau

Deadline: Fall of each year

Types of Projects: Projects need to be tourism based that will attract individuals to an area and/or site.

- **Fayette County Infrastructure Bank**

Contact: Mark Rafail, County Economic Development Coordinator

Deadline: Contact the County

Types of Projects: Funding (loans) for critical infrastructure projects including transportation, water, wastewater, broadband and stormwater that support economic development and public health and safety.

- **PennVEST**

Contact: Jamie Estep, Southwest Region (717-317-5034)

Deadline: May 7th, July 30th, October 29th, February 4th, April 29th (confirm on website for deadline dates each year)

Types of Projects: Drinking Water, Stormwater, Wastewater

- **PA Department of Conservation and Natural Resources**

Contact: Adam Mattis, Regional Advisor

Deadline: Early April

Types of Projects: Parks, trails and greenways including amenities in the Park or along the trail or greenway.

A match is required.

- **Municipal Assistance Program**

Contact: Stephanie Edwards (Pennsylvania Department of Economic and Community Development)

Deadline: Varies

Types of Projects: Community Plans, Plan Implementation, and Transit Revitalization Investment District Planning Studies

Min/Max awarded: A 50% match is required. There can be discussions with the Program coordinator if in-kind match is permitted.

- **Statewide Local Share Account**

Contact: Center for Community Enhancement

Deadline: November 30

Types of Projects: The program is extremely flexible in eligible projects from infrastructure, parks and recreation, buildings, and equipment.

- **Community Development Block Grant**

Contact: Redevelopment Authority of the City of Uniontown

Deadline: Contact Authority

Types of Projects: Projects that serve low-income areas including parks, demolition, and other community projects as submitted by various applicants. The State has a competitive community development block grant program to which the City would need to commit their allotment to the project and then submit for additional funding.

- **PA Department of Transportation**

Contact: PennDOT District 12-0

Deadline: Varies

Types of Projects:

Green Light-Go Program: A competitive state grant program designed to improve the efficiency and operation of existing traffic signals. A local match of 20% is required.

ARLE Funding Program: A competitive state grant program to prioritize safety enhancements.

MultiModal Transportation Program: Provides grants to ensure that a safe and reliable systems of transportation is available to residents. The priority investments are in any mode through the competitive grant program. There is a match required.

- **Community Foundation of Fayette County**

Contact: Rebecca Wardle

Deadline: Varies

Types of Projects: The intention of the Foundation is to create a charitable foundation with a focus on Fayette County to enrich the quality of life and to assist the county's nonprofit sector.

- **Nemacolin**

Contact: donations@nemacolin.com

Deadline: Ongoing

Types of Projects: The type of projects vary based on Nemacolin's long-standing commitment for the community.

- **Section 313 Water Resources Development Act 1992**

Contact: Brian Trzaska, Deputy District Engineer (Pittsburgh District)

Deadline: Contact Army Corp of Engineers

Types of Projects: The US ACOE will consider funding infrastructure projects including water, wastewater, and stormwater projects. There is a local match of 25%. The US ACOE has other funding programs for communities in addition to infrastructure.

- **Southwestern Pennsylvania Commission**

Contact: Greg Shermeto

Deadline: Varies

Types of Projects: Included in Appendix

APPENDIX I

BLIGHT REDUCTION PLAN

Blight Reduction Plan for the
City of Uniontown
Fayette County, Pennsylvania

May 2025



Prepared by:



AMO ENVIRONMENTAL DECISIONS

Environmental Risk & Remediation Consultants

875 N. Easton Rd; Suite 10

Doylestown, PA 18902

Acknowledgments

This plan was completed with the help of many organizations and individuals. Our thanks are due to those listed below who have made a contribution to the effort.

Special thanks are due to Crystal Simmons, M.S., who spearheaded the entire endeavor. In recognizing the challenges faced and opportunities present in Uniontown, she pursued state funding and rallied local support and resources. This pioneering venture enabled this first step toward improving housing, economic revitalization and reigniting the vibrant people of Uniontown. A special thanks is also due to the University of Pittsburg and David Sanchez, PhD, Associate Professor, Department of Civil and Environmental Engineering and his students who assisted in the parcel surveys. Thanks, are also due to the Housing Alliance of Pennsylvania for their guidance documents, *“Blight to Bright”* and *“We Can Do This: A Five Step Fast-Track Blight Plan.”*

City of Uniontown Council

- Bill Gerke, Mayor
- Jared Billy, Accounts & Finances
- Angela Brown, Parks & Public Property
- Trace Thomas, Streets & Improvements
- Vincent Winfrey, Public Safety
- John McCune, Controller
- Francis “Joby” Palumbo, III, City Treasurer
- Shannon Wood, City Clerk
- Tim Witt, City Solicitor

Blight Task Force

- Andrew French, Executive Director Fayette County Redevelopment Authority
- Dave Molchan, President, Threshold Housing Development, Inc.
- Mallory McCune, Housing Project Manager Fayette County Community Action Agency, Inc.
- Frederick Kampert, Uniontown City Code Enforcement
- Matt Thomas, Landlord/Resident/Prior Code Enforcement
- Crystal Simmons, M.S., Executive Director The Redevelopment Authority of the City of Uniontown

Contents

1.0	Background	1
2.0	Definition of Blight	2
3.0	Plan Purpose	5
4.0	Data Driven, Proactive Approach	6
5.0	Blight Task Force & Plan Goals	13
6.0	Property Condition Analysis	7
7.0	Housing Goals and Recommendations	17
8.0	Monitoring Success	22
9.0	Resources for Redevelopment	25

Figures

- Figure 1 – Uniontown Blight Overview
- Figure 2 – Uniontown Blight Ratings – Good
- Figure 3 – Uniontown Blight Ratings – Fair
- Figure 4 – Uniontown Blight Ratings - Poor
- Figure 5 – Block Group 1 Census Tract 2619
- Figure 6 – Block Group 1 Census Tract 2622
- Figure 7 – Block Group 1 Census Tract 2623
- Figure 8 – Block Group 2 Census Tract 2619
- Figure 9 – Block Group 2 Census Tract 2622
- Figure 10 – Block Group 2 Census Tract 2623
- Figure 11 – Block Group 3 Census Tract 2619
- Figure 12 – Block Group 3 Census Tract 2622
- Figure 13 – Block Group 3 Census Tract 2623

1.0 Background

The City of Uniontown has identified conditions of blight are plaguing many of the City's neighborhoods. The City recognizes blighted buildings not only pose a safety hazard, but also decrease property values, diminish community aesthetics, and stymie growth and development. Eliminating blight is specifically identified in the County's comprehensive plan update.

Blight is an issue that can dismantle the vibrancy of a city. It can lead to increased unemployment rates, leaving many buildings and commercial properties vacant and neglected. Thus, exacerbating the problem and leading to more blight. This physical decline can further impact community morale and deter new business investments or residential occupancy due to perceived safety concerns and decreased property values.

The City of Uniontown has been awarded Commonwealth Financing Authority (CFA) program funds in 2024 to prepare this Blight Remediation Plan. This plan includes the development of an inventory representative review of the approximately 4,000 residential parcels within the City along with a Blight Rating for each of the representative parcels evaluated. Mapping, included herein, presents this data along with recommendations to combat the identified blight.

City of Uniontown

The City of Uniontown is the county seat of Fayette County and was founded on July 4th, 1776 by Henry Beeson. The National Road, also known as the Cumberland Road, was routed through Uniontown in the early 19th century and the town grew around the road. In the late 19th century, the city grew based on the development of the coal mines and steel industry. During the coal boom of the early part of the 20th century, Uniontown flourished. However, as the coal and steel industries waned, so too did the jobs and financial stability they brought. Since that time, the population and industries have diminished. Presently, the largest employer in the City is the Uniontown Hospital followed by the Uniontown Area School District. As Uniontown embraces new opportunities for economic growth and development it still struggles with blight and vacancies. The blight must be dealt with head on to create a sense of community and attract new businesses and people.

Supplemental American Community Survey Data

The American Community Survey (ACS) data is reference data set that provides a variety of Uniontown specific data based on census data. The following data sets were reviewed as they directly or indirectly relate to conditions that may cause or contribute to blight.

The median value of owner-occupied housing in Uniontown is \$87,600 (ACS 2019-2023). The median value of owner-occupied housing in Fayette County is \$126,900 (ACS 2019-2023). This reflects poor market conditions that create a disincentive to maintain real estate assets. It also

makes it difficult to obtain code compliance because owners will realize little to no return on their investment in making property upgrades or improvements.

The owner-occupied housing unit rate for Uniontown is 47.8%, versus Fayette County as a whole at 72.5%. This mean over 50% of the housing units in Uniontown are rentals. The percent of persons living in poverty for Uniontown is 26%. This means a majority of income is being used for either rent or a mortgage which does not make housing improvements a priority.

The table below displays socioeconomic and housing data collected from the American Community Survey and U.S. Census for the three census blocks making up Uniontown as well as Fayette County as a whole for comparative purposes.

Data Set	Census Tract 2623	Census Tract 2622	Census Tract 2619	Fayette County
Total Population	3,457	3,082	3,280	123,915
Median Household Income	\$33,801	\$45,196	\$26,220	\$56,093
Average Income	\$41,454	\$71,511	\$62,441	\$32,278
Percent High School Degree or Higher	84.2%	94.3%	86.8%	90%
Percent Bachelors Degree of Higher	10.2%	32.1%	19.7%	18.9%
Average Household Size	2.05	1.97	1.84	2.23
Percent Poverty	32.3%	20.8%	24.3%	18.9%
Percent Employed	47.4%	54.5%	43.3%	54.0%
Percent Disabled	22.9%	20.6%	22.0%	14.6%
Average Travel Time to Work	32	20.8	26.4	26.6
Total Number of Housing Units	1,880	1,777	1,927	62,005
Median Owner-Occupied Housing Unit Value	\$64,100	\$114,200	\$109,900	\$126,900
Owner Occupied Housing Units	818	824	678	40,370
Renter Occupied Housing Units	843	709	979	14,567
Single Family Detached Units	1,116	1,091	974	45,423
Home Ownership Rate	49.2%	53.8%	40.9%	72.5%
Vacancy Rate	11.6%	13.7%	14.0%	2.0%
Average Monthly Owner Cost (with mortgage)	\$430	\$728	\$1,093	\$1,230
Median Rent (Housing)	\$757	\$777	\$667	\$754
Median Year Structure Built	1946	1938	1940	1940

(All data pulled from American Community Survey <https://www.census.gov/programs-surveys/acs/data.html>)

2.0 Definition of Blight

Pursuant 35 Pennsylvania Statute § 1712.1 (c) Blighted property shall include:

- (1) Any premises which because of physical condition or use is regarded as a public nuisance at common law or has been declared a public nuisance in accordance with the local housing, building, plumbing, fire and related codes.
- (2) Any premises which because of physical condition, use or occupant is considered and attractive nuisance to children, including but not limited to abandoned wells, shafts, basements, excavations, and unsafe fences or structures.
- (3) Any dwelling which because it is dilapidated, unsanitary, unsafe, vermin-infected or lacking in the facilities and equipment required by the housing code of the municipality, has been designated by the department responsible for enforcement of the code as unfit for human habitation.
- (4) Any structure which is a fire hazard, or is otherwise dangerous to the safety of persons or property.
- (5) Any structure from which the utilities, plumbing, heating, sewerage or other facilities have been disconnected, destroyed, removed, or rendered ineffective so that the property is unfit for its intended use.
- (6) Any vacant or unimproved lot or parcel of ground in a predominantly built-up-neighborhood, which by reason of neglect or lack of maintenance has become a place for accumulation of trash and debris, or a haven for rodents or other vermin.
- (7) Any unoccupied property which has been tax delinquent for a period of two years prior to the effective date of this act, and those in the future having a two year tax delinquency.
- (8) Any property which is vacant but not tax delinquent, which has not been rehabilitated within one year of the receipt of notice to rehabilitate from the appropriate code enforcement agency.
- (9) Any abandoned property. A property shall be considered abandoned if:
 - (i) It is vacant or unimproved lot or parcel of ground on which a municipal lien for the cost of demolition of any structure located on the property remains unpaid for a period of six months;
 - (ii) It is vacant property or vacant or unimproved lot or parcel of ground on which the total of municipal liens on the property for tax or any other type of claim of the municipality are in excess of 150% of the fair market value of the property as established by the Board of Revisions of Taxes or other body with legal authority to determine the taxable value of the property; or
 - (iii) The property has been declared abandoned by the owner, including an estate that is in possession of the property.

Unfortunately, blight tends to perpetuate itself, creating a cycle that worsens over time. This leads to declining property values and a reduction in the tax base. This leads to a loss of a sense of community and population decline. Identifying blight and tackling the problem head on is the first step to combat blight.

3.0 Plan Purpose

The purpose of this plan is to identify and quantify the problem of blight in Uniontown in order to make data driven decisions to improve these conditions for the entire community. The Blight Task Force was assembled by the City of Uniontown Redevelopment Authority Executive Director, Crystal Simmons, M.S. and consists of the following community members:

- Andrew French, Executive, Fayette County Redevelopment Authority
- David Molchan, President, Threshold Housing Development, Inc.
- Mallory McCune, Housing Project Manager, Fayette County Community Action Agency, Inc.
- Fredrick Kampert, Uniontown City Code Enforcement
- Matt Thomas, Landlord/Resident/Prior Code Enforcement
- Crystal Simmons, M.S., Executive Director, The Redevelopment Authority of the City of Uniontown

With the Blight Task Force organized, the areas of blight identified and inventoried potential paths forward may be reviewed. While there are myriad plans and action items corralled from various sources on tackling blight, the solution must be developed specifically for the community involved by the community involved. The Blight Task Force reviewed the information collected and reviewed the tools presented herein to fight blight. The potential actionable items were selected as being most feasible to A) enact and B) provide measurable outcomes.

4.0 Data Driven, Proactive Approach

Good public policy depends on good information. In its absence, local governments can spend time and resources on the wrong problem. Conversely, the nuances of an issue can be overlooked, leading to inefficiencies and stunted success. Previous methods of gathering verifiable property conditions relied on complaints and Code Office inspections.

This complaint driven approach to addressing property conditions leads to an excess of time being spent on the worse offender or the most vocal residents. A complaint driven approach doesn't look at the problem holistically, and therefore, isn't the best basis for public policy.

The Redevelopment Authority of the City of Uniontown through a Pennsylvania Department of Community and Economic Development Grant acquired iWorq software and funded a city wide inventory of parcels. While the funding was limited, approximately 44% of the parcels in the city were surveyed and inventoried. The iWorq system allowed for real time tracking and logging of parcel information along with photographic logs. The iWorq system is continuing to be utilized by the Code Department to track progress on identified parcels with violations while uploading new information on parcels on daily travels, enabling real-time updates to reports and mapping at any given moment.

With this new resource, the City can deploy resources for the right tools, in the right locations and track outcomes. This allows the City to be strategic in its efforts to address run-down properties and combat blighted ones.

The proactive approach looks at the whole problem and strategically deploys code enforcement in response. This approach creates escalating consequences for property owners who fail to maintain their property to community standards, while assuring that the minimum amount of pressure to gain compliance is applied to owners.

5.0 Property Condition Analysis

A team of workers including City personnel, third-party municipal engineers, and a team of volunteer students from the University of Pittsburgh have canvassed the City to develop a blight inventory. The City was broken down by census tract groups for the completion of the inventory as listed below:

- Block Group 1 East – Census Tract 2623
- Block Group 1 North – Census Tract 2619
- Block Group 1 West – Census Tract 2622
- Block Group 2 East – Census Tract 2623
- Block Group 2 South – Census Tract 2622
- Block Group 2 North – Census Tract 2619
- Block Group 3 East – Census Tract 2623
- Block Group 3 North – Census Tract 2619
- Block Group 3 West – Census Tract 2622

This Blight Report was funded by a grant from the Pennsylvania Department of Community and Economic Development (PA-DCED) and therefore limited in scope. Each canvassing event was developed to collect a representative sample of data from each census block. Of the approximately 4,000 parcels identified as “Residential” within the aforementioned Census Block in Uniontown approximately 2,053 or 44% were surveyed. A description of the Parcel Grading System is provided on the following pages. An overview figure of Uniontown and figures displaying each of the Block Groups are presented as attachments.

Parcel Inventory Grading

The Parcel Inventory Grading System is based on the following three “Grades”; Good, Fair, and Poor. A description of each grade is presented below.

Good

- New Construction/Renovation
- No visible signs of deterioration
- Needs minor painting/basic improvements
- Well maintained and cared for
- Some cleaning necessary
- Empty lot / No structure – no major visible debris



Fair

- Some cracking of brick or wood
- Major painting required
- Deteriorated cornice
- Crumbling concrete
- Cracked window or stairs
- Empty lot / No structure – some visible debris (tires, trash, abandoned objects, etc.)



Poor

- Major cracking of brick, wood rotting
- Missing brick and siding
- Broken, missing, or boarded-up windows
- House is a shell or has open holes/immediate safety hazard
- House is filled with trash/debris and/or severely overgrown
- Empty lot / No Structure – major visible debris (tires, trash, abandoned objects, etc.)



Note: For any lot with more than one visible structure, grades are determined off of the presumed primary structure. For example, if a garage or accessory structure is Poor, but the primary structure is Good, the parcel grade is Good – but it is indicated in the notes section that the garage is Poor.

During the course of the project, the blight inventory team physically inventoried 2,053 parcels. While the total number of parcels is 4,662, based on the available funding 44% were able to be surveyed. The breakdown of parcels with rating is provided below and figures displaying the parcels by rating color are attached.

Total parcels inventoried - 2,053 or 44%

Parcels identified with Good Rating – 1,314 or 64%

Parcels Identified with Fair Rating – 616 or 30%

Parcels Identified with Poor Rating – 123 or 6%

It is worth noting the Low-to-Moderate Income rating by census block as provided by the American Community Survey (ACS) compiled by the U.S. Census closely follows the Conditional Assessment rating, as noted in the table below.

Census Block	Good Rating	Fair Rating	Poor Rating	LMI %
2622	69%	28%	3%	62%
2619	59%	34%	6%	65.4%
2623	59%	31%	10%	72.7%

LMI – Low-to-Moderate Income

Fair Property Analysis

Fair rated properties made up 30% of the parcels inventoried. This equates to 616 parcels out of the total surveyed. Properties identified as being in Fair condition were observed primarily equally dispersed throughout the City. A slightly higher concentration, 32%, were identified in Census Block 2623. This, again, equated to the LMI and Poverty ratings for this Census Block.

Owner-Occupied vs Renter also was identified as being skewed in the parcels identified as Fair. Out of the 616 properties identified as Fair, approximately 14% were owned by a commercial entity. Similar on the Poor rated parcels, several owners are having a disproportional impact. Twenty-eight (28) Fair rated parcels are owned by three separate people. This equates to 5% of the Fair Rated parcels. Direct contact with these three owners as well as the commercial entities would have a dramatic impact.

Property Condition Issues

Reported issues among surveyed parcels identified to be in poor condition included:

- Some cracking of brick or wood rotting
- Major painting required
- Deteriorated cornice
- Crumbling concrete
- Cracked windows or stairs
- Empty lot / no structure – some visible debris (tires, trash, abandoned objects, etc.)



Poor Rated Property Analysis

Poor rated properties (parcels) identified from the representative samples reviewed consisted of 6% of the 2,053 parcels evaluated. The Census Tract with the highest percentage (10%) of “Poor” rated parcels was coincident with the highest LMI percentage of 72.7% in Census Tract 2623.

Poor Rated Property Analysis

Poor rated properties constitute approximately 6% of the properties surveyed. The highest concentration of poor rated properties were located in Census Block 2623, with 10% of the properties surveyed identified as being in poor condition. The data correlates with Low-to-Moderate percentage (LMI) data from the American Community Survey (ACS) data which identifies this census block with a LMI % of 72%. Furthermore, according the ACS data, 32% of the population in this census block is below the poverty line.

This would suggest property maintenance is not a high priority for this population of owner occupied properties, as opposed to willful neglect. Several of the properties identified as being in poor condition are owned by same owner or owners with mailing address different then the property surveyed. One owner of multiple properties throughout Uniontown has 12 properties identified as “Poor”. This is 10% of the surveyed properties identified as “Poor” with several appearing to be vacant. Working with this one owner directly could address a large portion of the properties identified.

Based on a review of parcel ownership data, approximately 15 of the total parcels identified as being in poor condition, 12% are owned by a commercial entity, i.e., LLC or Inc. This is most likely a result of “Absentee Ownership.”

Property Condition Issues

Reported issues among surveyed parcels identified to be in poor condition included:

- Major cracking of brick or wood rotting
- Missing bricks and/or siding
- Broken, missing or boarded -up windows
- House is a shell or has open holes / Immediate safety hazard
- House is filled with trash or debris and/or severely overgrown



6.0 Blight Task Force & Plan Goals

The first meeting of the Blight Task Force occurred on June 6, 2024 to collect feedback from the Task Force members on the nature and extent of blight in Uniontown. Below is a summary of the meeting.

The group reviewed the Latrobe Blight Remediation Plan and the Housing Alliance of Pennsylvania “We Can Do This: A Five Step Fast Track Blight Plan.” The Connect Explorer mapping program (higher resolution aerial photography subscription package) was utilized to analyze the City of Uniontown. Discussions included Code Enforcement and the potential for expanding enforcement efforts. Additionally, the group examined G-Suite AppSheet, a prototype similar to one used by Latrobe for creating an online inventory of Redevelopment Authority properties. The iWorq program was also reviewed as a possible option for mapping and assessing the conditions of properties. This software will help track property conditions, manage rental inventories, and monitor vacancies.

The second meeting of the Blight Task Force occurred on October 15, 2024. Below is a summary of the meeting. The Task Force reviewed the Request for Qualifications and established a rating scale for blighted properties. The Task Force scheduled a mandatory pre-proposal meeting for November 4, 2024. Additionally, they discussed partnerships with the University of Pittsburgh to coordinate a capstone course in which students will conduct conditional assessments on various properties.

The third meeting of the Blight Task Force occurred on November 6, 2024. Below is a summary of the meeting. The Task Force discussed the mandatory pre-proposal meeting held on November 4, 2024. The group addressed the questions posed by consultants to include the number of residential properties and timelines.

The fourth meeting of the Blight Task Force was held on April 10, 2025. The results from the blight canvassing teams were reviewed via mapping, displayed above in Section 5 and in the attached Figures. Strategies presented in the Pennsylvania Housing Alliance 2016 publication “From Blight to Bright” were reviewed, presented below. Blight Task Force members were asked to review and recommend for the top tier strategies.

Tools to Prevent and Eliminate Blight and Keep Properties Up to Code

1. Adopt Legal Framework to Hold Properties to Clear Standards
 - a. Enact International Property Maintenance Code or Adopt Individual Ordinances
 - b. Adopt Quality-of-Life Violation Ticketing Ordinance
2. Register Rental, Vacant, and Foreclosed Property to Better Monitor Conditions
 - a. Mandate Rental-Property Owners to Pay Fee to Cover Costs of Inspections and Complaint Response

- b. Mandate Vacant-Property Owners to Pay Fee to Cover Costs of Inspection and Complaint Response
 - c. Require Lenders to Register Properties in Default and Oversee Security and Maintenance
- 3. Require Buyers to Bring Properties Up to Code Within a Specific Time Frame After Sale and Disqualify Tax-Sale Bidders Who Have Tax Delinquencies or Code Violations
 - a. Require Presale Inspections Before Sale of Property to Identify Deficiencies
 - b. Require Buyers to Bring Property Up to Code Under Municipal Code and Ordinance Compliance Act
 - c. Disqualify Tax Sale Bidders and Recover Costs for Properties That Do Not Sell at Upset Sale
- 4. Offer Grants and Loans to Homeowners and Small Landlords Who Lack Resources to Keep Their Properties Up To Code
 - a. Home Repair and Rental Rehabilitation Assistance
- 5. Prioritize Severely Blighted Properties That Threaten Health and Safety, and Use Fines, Permit Denials, or Criminal Charges to Encourage Repair and Maintenance
 - a. Impose Fines for Each Missing Door or Window
 - b. Deny Permits to Owners Who Have Tax Delinquency or Code Violations
 - c. Attach Owners' Other Assets to Remediate Blight
 - d. Bring Public Pressure to Bear Using Hall of Shame
 - e. Impose Criminal Misdemeanor Sanctions for Multiple Code Violations
 - f. Extradite Out-of-State Property Owners

Tools to Address Long-Term Vacant and Abandoned Blighted Properties

- 1. Demolish Unsafe Structures and Prepare for Reinvestment
- 2. Establish Blight Fund
- 3. Open Estates of Deceased Property Owners to Transfer Blighted Properties
- 4. Appoint Conservator to Make Improvements
- 5. Condemn Properties Using Blighted Property Review Committee
- 6. Create a Land Bank to Acquire, Manage and Market Vacant Properties

Top Tier Strategies

The Top Tier Strategies and Tools along with responses and comments received from the Blight Task Force have been compiled and are presented below along with recommendation for implementation. Blight Task Force recommendations and comments are provided in *italics*.

Tools to Prevent and Eliminate Blight and Keep Properties Up to Code

- 1. Adopt Legal Framework to Hold Properties to Clear Standards

The Solid Waste Education and Enforcement Program (SWEEP) was enacted in 2016. Implementation and enforcement may need to be made a priority. The SWEEP program allows the City to issue \$50 fines for violations including but not limited to: high weeds or grass, accumulation of rubbish, littering and burning. The iWorq platform could be utilized to complete targeted follow up site visits and inspections.

2. Register Rental, Vacant, and Foreclosed Property to Better Monitor Conditions

This could be implemented and administered by the Codes Office.

3. Require Buyers to Bring Properties Up to Code Within a Specific Time Frame After Sale and Disqualify Tax-Sale Bidders Who Have Tax Delinquencies of Code Violations

While a recommendation by the Housing Alliance of Pennsylvania, the plan would need to be reviewed by the City Solicitor for applicability and legality. Withholding issuance of Certification of Occupancy prior to completion of sales of residential units could facilitate compliance with Tax Delinquencies and Code Violations. The iWorqs Platform could be utilized for efficient reference on potentially disqualified Tax-Sale Bidders and/or properties with Code Violations.

4. Offer Grants and Loans to Homeowners and Small Landlords Who Lack Resources to Keep Their Properties Up To Code

The Redevelopment Authority could pursue grant funding sources; a portion of the proceeds from SWEEP and Code Violation citations could be utilized to support this funding. Another potential resource could be local contractors willing to offer a “Day of Service” for free advertising/marketing purposes. This recommendation would need to be reviewed by the City Solicitor.

5. Prioritize Severely Blighted Properties That Threaten Health and Safety, and Use Fines, Permit Denials, or Criminal Charges to Encourage Repair and Maintenance

This inventory in conjunction with the iWorkq Platform has enabled the steps to be taken for identification of severely blighted properties. With the inventory started, we can now focus on prioritizing sites. The Code Office may focus on the most severely blighted properties and track progress either towards correction activities or progress to condemnation and/or criminal sanctions in conjunction with the Redevelopment Authority and City Solicitor.

In general, the tools identified to address long-term vacant and abandoned properties are all viable options that should be implemented and tracked.

Based on the feedback from the Blight Task Force in conjunction with the results of the Blight Rating Survey the following Short Term and Long Term goals have been developed.

Short Term Goals

- Complete Survey for All Parcels
- Update Ranking/Prioritizing
- Identified Highest Ranking Priority Parcels
- Contact Top Ranking Parcel Owners

Long Term Goals

- Develop Blight Fund
- Citations for Unresponsive Owners
- Pursue Grant Funding
- Targeted Demolition
- Condemnation Proceedings
- Eminent Domain for Safety Concern Issues

7.0 Housing Goals and Recommendations

Housing Goals and Recommendations were reviewed from Housing Alliance of Pennsylvania and other Blight Reports across the commonwealth. The Blight Task Force provided recommendation and comments on what would be feasible and achievable in Uniontown. Goals and related recommendations for implementation are provided below.

Housing Goal	Related Recommendation
Preserve and Improve Existing Housing Stock	➤ Institute a residential abatement / tax freeze program that keeps property taxes at the same baseline level as homeowners make value-improving improvements to their properties ➤ Continue to administer and expand house-related programs through the Redevelopment Authority of the City of Uniontown ➤ Focus on private owners and entities with multiple properties identified as Poor/Fair
Reduce vacancy, abandonment, blight and tax delinquency by focusing efforts on target areas to improve and rehabilitate housing stock	➤ Establish a vacant property registration requirement ➤ Bolster and safeguard security and maintenance of vacant properties
Increase homeownership opportunities and owner occupancy, attract new residents, and work toward new housing opportunities	➤ Develop a program to match prospective homebuyers with elderly residents or heirs looking to sell ➤ Create and launch a targeted marketing campaign to attract new residents ➤ Create and launch a grant program to incentive conversion of multi-unit residential structures in to single family homes
Repurpose vacant lots or transfer lots to adjoining property owners, resize neighborhood residential density	➤ Develop program to transfer vacant lots to adjacent land owners, without increase in property taxes

Recommendation and goals are a good start however; real change requires support from elected officials as well as tracking and monitoring. As recommendations are implemented, tracking successful operations as well as those are not will strengthen progress. Successful efforts can be increased and those which do not garner positive responses can be reduced or removed.

Engaging Municipal Officials – Identifying Priority Action Steps and Implement

The overarching goal of this effort is to mobilize Uniontown to aggressively address the problem of blighted properties. There are three key pieces to make this happen:

- Focusing the strategies to address blight in areas where they are most appropriate;
- Effectively deploying existing and future financial resources; and
- Redoubling the efforts to repurpose blighted properties to expand the tax base.

Focusing the Strategies to Address Blight in Areas Where They Are Most Appropriate

Strategies have varying effectiveness depending on neighborhood conditions. The chart below shows which strategies are most effective in different neighborhoods that are in varying stages:

	Neighborhood Stage		
	“X” Indicates Optimal Strategy		
Strategy	Stable	Transitional	Challenged
Rental Housing License	X	X	
Expand Financing Resources		X	X
Inventory of Blighted Properties	X	X	X
Rental Housing Inspection Program	X	X	X
Ticketing	X	X	X
Incentive Program for Landlords		X	
Education Program for Sheriff’s Sale	X	X	X
Hall of Shame	X	X	
Incentivize Private Development		X	X

Based on the American Survey Data, the neighborhoods in Uniontown fall into one of the three neighborhoods. Based on the survey data, the three census blocks in Uniontown generally match these descriptions.

Stable Neighborhoods (Census Block 2619) have higher median housing values, lower vacancy rates, better housing conditions, low tax delinquency rates, and rental housing rates that are substantially lower than owner-occupied rates. These neighborhoods also have a lower percentage of households with a mortgage that are housing cost burdened (i.e., pay greater than 35% of their monthly income toward housing costs) and a lower percentage of households living below the poverty line.

Stable neighborhoods need to surgically remove blight because the incident of blight is scattered. Strategies that prevent blight are most effective in these areas. These strategies would include rental housing licensing, rental housing inspections, and educating residents about the opportunity to buy properties at Sheriff’s sales. The development of a Hall of Shame initiative and inventorying blighted properties can be strategies that are very effective in dealing with

properties that are already blighted in these neighborhoods. Funding for the rehabilitation of structures, especially owner-occupied structures should be promoted in these areas to preserve the existing housing stock. The City does not need to be as concerned about encouraging private investments in stable areas as property values are higher and people are willing to spend money without public incentive if the return on their investment is good and not uncertain.

Transitional Neighborhoods (Census Block 2622) are characterized by a median housing value that is trending downward over a period of time. In addition, vacancy rates and tax delinquency rates are substantially higher in transitional neighborhoods than stable neighborhoods and the neighborhood has become predominantly renter-occupied. In transitional neighborhoods, the number of housing cost-burdened households with a mortgage is higher as are households living below the poverty line. Lastly, housing conditions in these neighborhoods are more deteriorated than stable neighborhoods.

Transitional neighborhoods need a combination of prevention, remediation, and redevelopment strategies. Prevention strategies that are particularly effective in these areas include rental housing licensing and inspections because these strategies are designed to stem the further deterioration of rental properties. Developing an inventory of blighted properties in these neighborhoods is particularly important so efforts are focused on blocks within transitional areas that have the highest potential for redevelopment. These include properties that are near community assets such as a library, commercial shopping district, or community park. Strategies that can be effective in remediating properties that are already blighted include the implementation of a Hall of Shame Initiative and the development of a Quality of Life Ticketing Program.

Demolition funds, if made available, should be targeted to transitional areas to strategically acquire and demolish properties near community assets where redevelopment is more likely. Incentivizing private investment in these neighborhoods through tax abatement is an effective strategy because without that incentive people may defer improvements to their property because a lack of confidence in recouping their investment through higher property values.

Challenged Neighborhoods (Census Block 2623) have a substantially lower median housing values, and a higher percentage of housing with very deteriorated housing conditions compared to the City as a whole. These neighborhoods are also characterized by higher vacancy rates and tax delinquent rates. These neighborhoods also have a disproportionate rate of renter-occupied housing and have a high percentage of households with a mortgage that are housing cost burdened. The abandonment of structures in these neighborhoods is widespread.

Challenged neighborhoods are experiencing widespread disinvestment and because market conditions are poor, property values have plummeted. In these neighborhoods prevention tools such as rental housing licensing and inspections have proven to be less effective because landlords have little incentive to maintain units because of lower property values. Nevertheless,

this program should be enforced in these areas. The initiation of a Hall of Shame program in challenged neighborhoods probably will be less effective as property owners with severely blighted properties in these areas may be beyond being shamed into action.

However, it is important to enact incentives to redevelop properties such as the phase-in of real estate taxes on improvements to spur private investment in these areas. In addition, it is important that an entity take responsibility for assembling larger tracts of vacant land in these areas that were formerly the site of blighted properties that have since been demolished. The land assembled should be near community assets discussed above if possible. The organization responsible for this land assembly could be the Redevelopment Authority or a local community development corporation. Demolition funds should be focused on structures near vacant lots that are being acquired. In the interim these larger parcels should be used for urban agriculture or pop-up events.

It should be emphasized that even challenged neighborhoods have a good future if blight strategies and resources are deployed strategically by the City.

Effectively Deploying Existing and Future Financial Resources

The City uses its Community Development Block Grant (CDBG) funds for Code Enforcement and Demolition. While code enforcement is essential, there is a diminishing effectiveness in neighborhoods where property values are so low that property owners see little financial return for improvements, they are required to make to address code violations. For this reason, there is growing recognition that code enforcement is most effective in stable and transitional areas where property values have not declined precipitously.

As discussed above, demolition funding needs to be utilized in situations where they will return the most investment in terms of redevelopment of properties in short term with the objective of growing the tax base and stabilizing property values in the neighborhood. A formal ranking system should be developed by the City to prioritize which properties will be acquired and demolished. At a minimum, this ranking system should reflect the following factors: (1) dangerous property conditions which affect residents and adjoining properties (2) location of property in relation to other community assets, and (3) likelihood that property can be repurposed quickly for private investment.

The City through the Redevelopment Authority or a local development corporation should be prepared to access below market rate financing through the Pennsylvania Department of Community and Economic Development to assist developers to improve the economic feasibility of proposed projects. Where market conditions are not as robust, it is critical that a local organization partner with private developers to develop a financing package that provides an adequate return on investment for a developer.

Redoubling the Effort of the City to Repurpose Blighted Properties

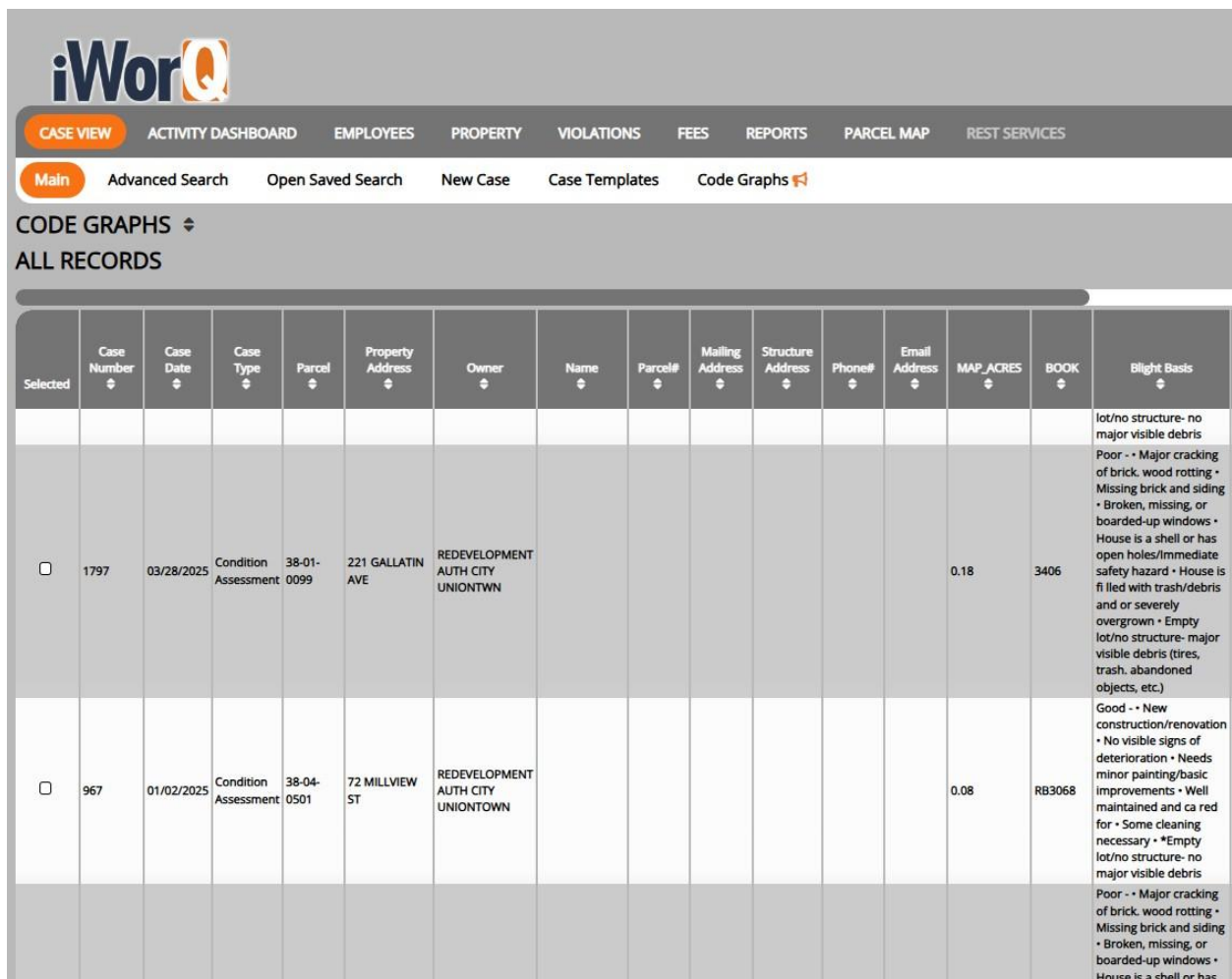
Dealing with blighted properties and the owners of those properties can be discouraging. However, with the effective tools to address blighted properties highlighted in this report, there is a hope that there will be renewed commitment on the part of the City to address the problem. This renewed commitment might include a review of current ordinances, and the enactment of ordinance for tools referenced in this Plan including the enactment of a rental housing licensing and inspection ordinance, and ordinance that allows the City to ticket for code violations and the phase in of taxes on improvements.

The City must ramp up efforts to market and repurpose blighted properties to grow the City's tax base and to create jobs and to increase the supply of safe, decent and affordable housing. The Blight Task Force should continue to meet on a quarterly basis to discuss what properties should be targeted and what the responsibility of each member should be in terms of marketing efforts. As properties are successfully marketed the focus should change to a new set of blighted properties. As with the deployment of blight strategies this marketing effort should be strategic in terms of focus areas and should be geared to meeting community needs.

Increasing efforts to address blight in the short term will create momentum to expand the efforts discussed in this plan and identify effective solutions to prevent, remediate and redevelop blighted properties.

8.0 Monitoring Success

Utilizing Pennsylvania Department of Community and Economic Development grant funding, the City has invested in the iWorq Platform to input various data points from parcel rating to code violations in one database. This platform was utilized during the inventory development and ranking of City parcels. The platform can be accessed by the Codes Department either in the office or the field with smart devices for real-time updates. This can be utilized to serve as a tool to enter new code violations and clear those which have been brought up to code. The rated parcels can also be reviewed to identify which of the outreach effort have the greatest response and conversely which do not. Below is a screen shot of the dashboard feature displaying parcel data, ranking and ownership status.

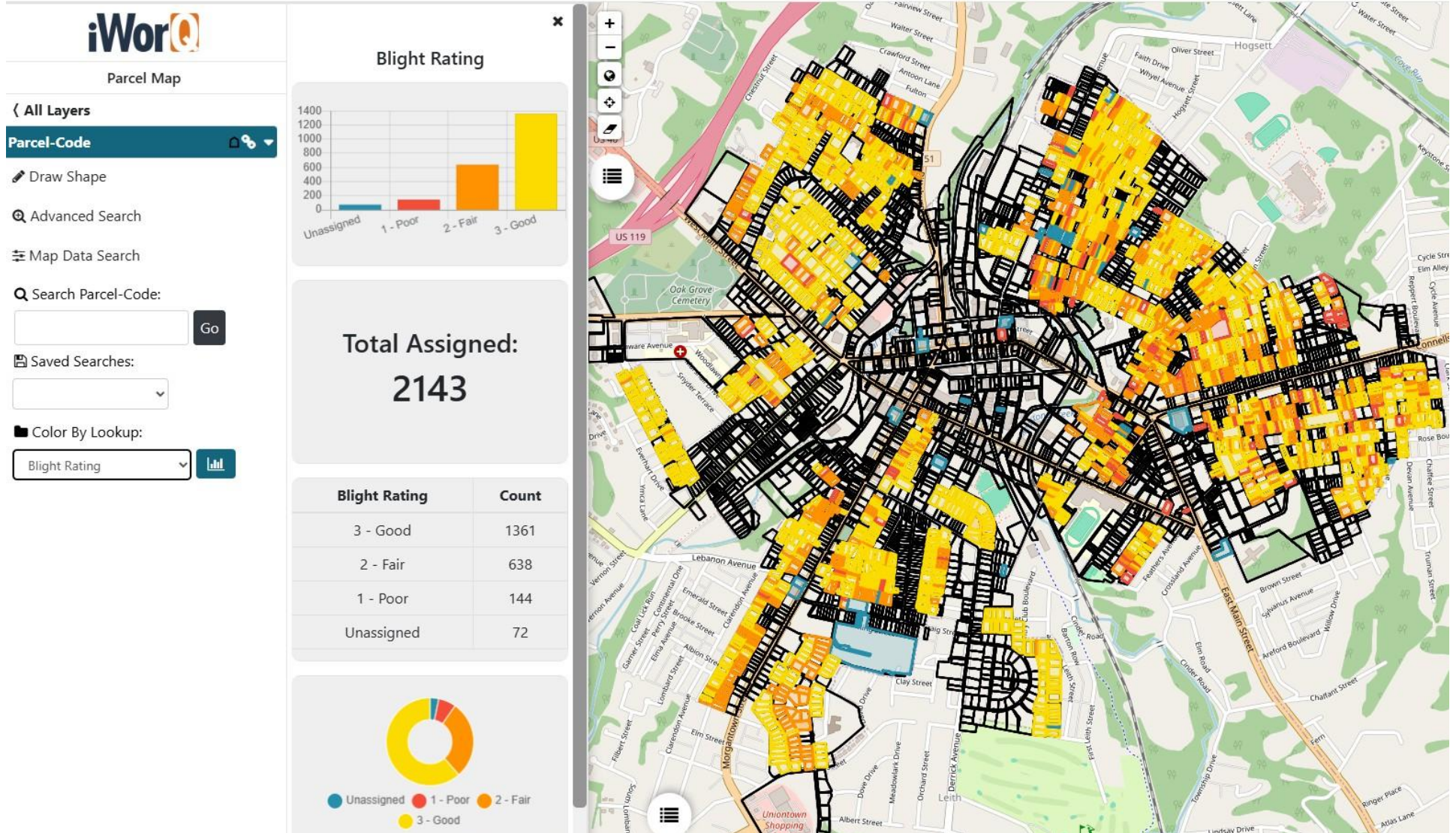


Selected	Case Number	Case Date	Case Type	Parcel	Property Address	Owner	Name	Parcel#	Mailing Address	Structure Address	Phone#	Email Address	MAP Acres	BOOK	Blight Basis
☐	1797	03/28/2025	Condition Assessment	38-01-0099	221 GALLATIN AVE	REDEVELOPMENT AUTH CITY UNIONTWN							0.18	3406	lot/no structure- no major visible debris
☐	967	01/02/2025	Condition Assessment	38-04-0501	72 MILLVIEW ST	REDEVELOPMENT AUTH CITY UNIONTOWN							0.08	RB3068	Poor - • Major cracking of brick, wood rotting • Missing brick and siding • Broken, missing, or boarded-up windows • House is a shell or has open holes/immediate safety hazard • House is filled with trash/debris and or severely overgrown • Empty lot/no structure- major visible debris (tires, trash, abandoned objects, etc.)
															Good - • New construction/renovation • No visible signs of deterioration • Needs minor painting/basic improvements • Well maintained and ca red for • Some cleaning necessary • *Empty lot/no structure- no major visible debris
															Poor - • Major cracking of brick, wood rotting • Missing brick and siding • Broken, missing, or boarded-up windows • House is a shell or has

As data is collected and/or updated, violations can be identified from drop down menus as depicted below. This enables uniform and objective collection of parcel data versus hand written notes that must be re-written. The platform also enables photographs to be directly uploaded, as displayed in Section 5, for impartial documentation of parcel conditions.

	
CASE VIEW ACTIVITY DASHBOARD EMPLOYEES PROPERTY VIOLATIONS FEES REPORTS PARCEL MAP REST SERVICES	
Violation Violation Search Violation Status	
CLEAR SEARCH ALL RECORDS	
Selected	Violation
☐	Citation
☐	IPMC- 304.16 Exterior Structure - Basement hatchways Prevents entrance of rodents, rain and drainage water
☐	IPMC- 302.1 - Exterior Property Areas - Sanitation Clean and free from rubbish and garbage
☐	IPMC- 302.2 - Exterior Property Areas - Grading and Drainage Erosion of soil, ponding/stagnant water, water within structure
☐	IPMC- 302.3 - Exterior Property Areas - Sidewalks and Driveways Proper repair, free from hazards (tripping, ice ponding)
☐	IPMC- 302.4 - Exterior Property Areas - Weeds Noxious weeds, growth height
☐	IPMC- 302.5 - Exterior Property Areas - Rodents Evidence of presence? Harborage? -Weeds -Rubbish -Garbage Inoperable cars
☐	IPMC- 302.6 - Exterior Property Areas - Exhaust vents Hazardous discharge/noise
☐	IPMC- 302.7 - Exterior Property Areas - Accessory structures Structurally sound/ good repair Structure type -Garage -Fence -Wall Other_____
☐	IPMC- 302.7 - Exterior Property Areas - Motor vehicles -Inoperable -Unlicensed
☐	IPMC- 302.8 - Exterior Property Areas - Defacement of property Location_____
☐	IPMC- 303.1 - Exterior Property Areas - Enclosure Depth of water > 24"? Barrier height at least 48"? Self latching gate?
☐	IPMC- 303.1 - Exterior Property Areas - Pools, Spas and Hot Tubs Clean, sanitary, in good repair
☐	IPMC- 303.13.1 Exterior Structure - Glazing free of cracks and holes
☐	IPMC- 303.13.2 Exterior Structure - Openable and hold open hardware
☐	IPMC- 304.1 - Exterior Structure - General Good repair, structurally sound, sanitary
☐	IPMC- 304.10 Exterior Structure - Decks, Porches and Balconies Structurally sound, good repair
☐	IPMC- 304.10 Exterior Structure - Stairways Structurally sound, good repair
☐	IPMC- 304.10 Exterior Structure - Chimneys and Towers Safe, sound, good repair, coated
☐	IPMC- 304.12 Exterior Structure - Handrails and guardrails Firm, good condition
☐	IPMC- 304.12 Exterior Structure - Handrails and guardrails Firm, good condition

Additionally, the program provides visual outputs for evaluation of all of Uniontown or selected areas. This is also a key tool to identify areas which may require more attention. A snap shot of the iWorq program displaying ranked parcels is presented on the following page.



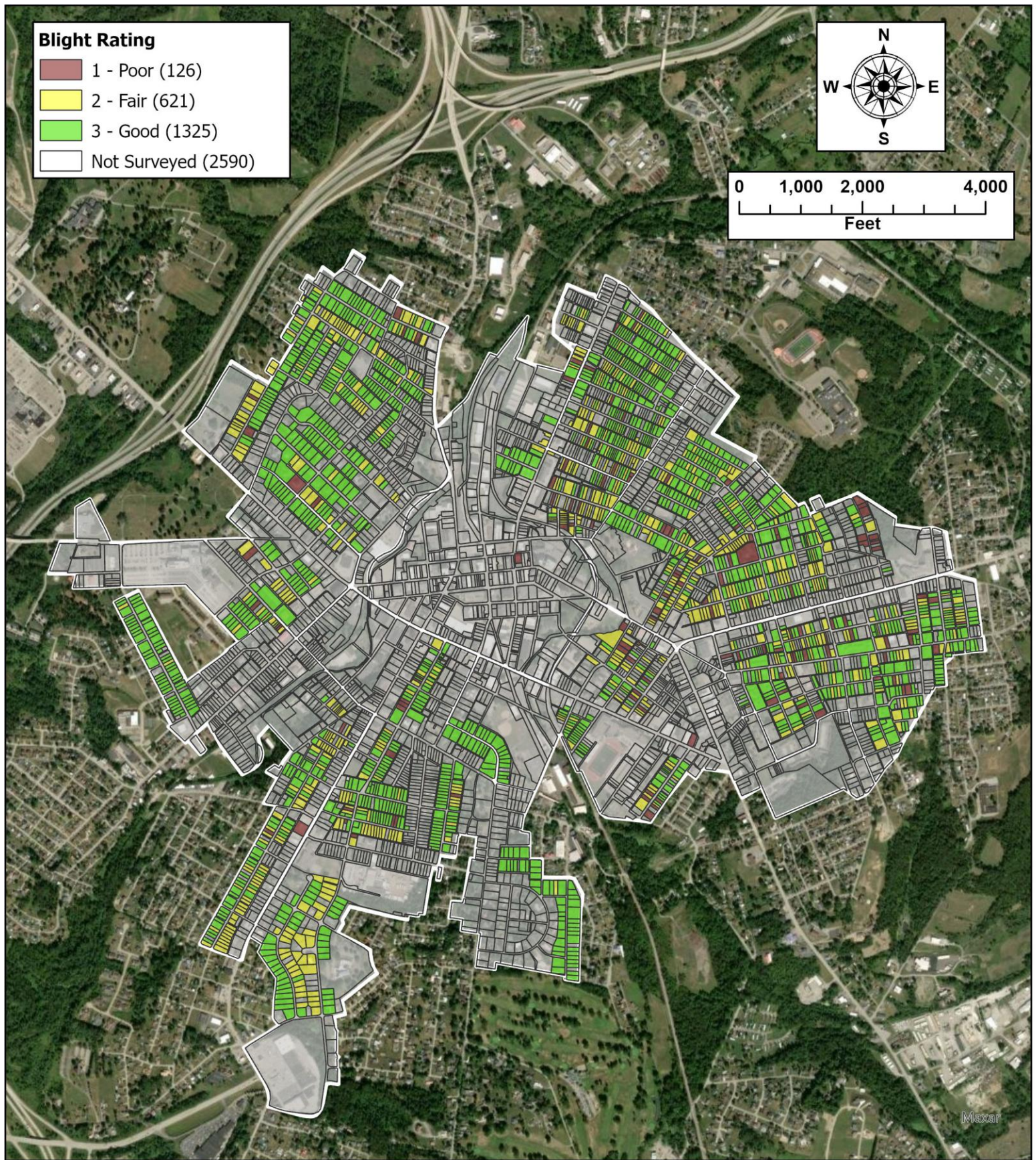
9.0 Resources for Redevelopment

Many of the recommended next steps may be implemented via existing infrastructure, e.g., Redevelopment Authority and Code Enforcement however additional funding must be acquired to increase the resources available to these entities to implement the recommendations. Below is a table of potential funding sources for the overall goal of combatting blight.

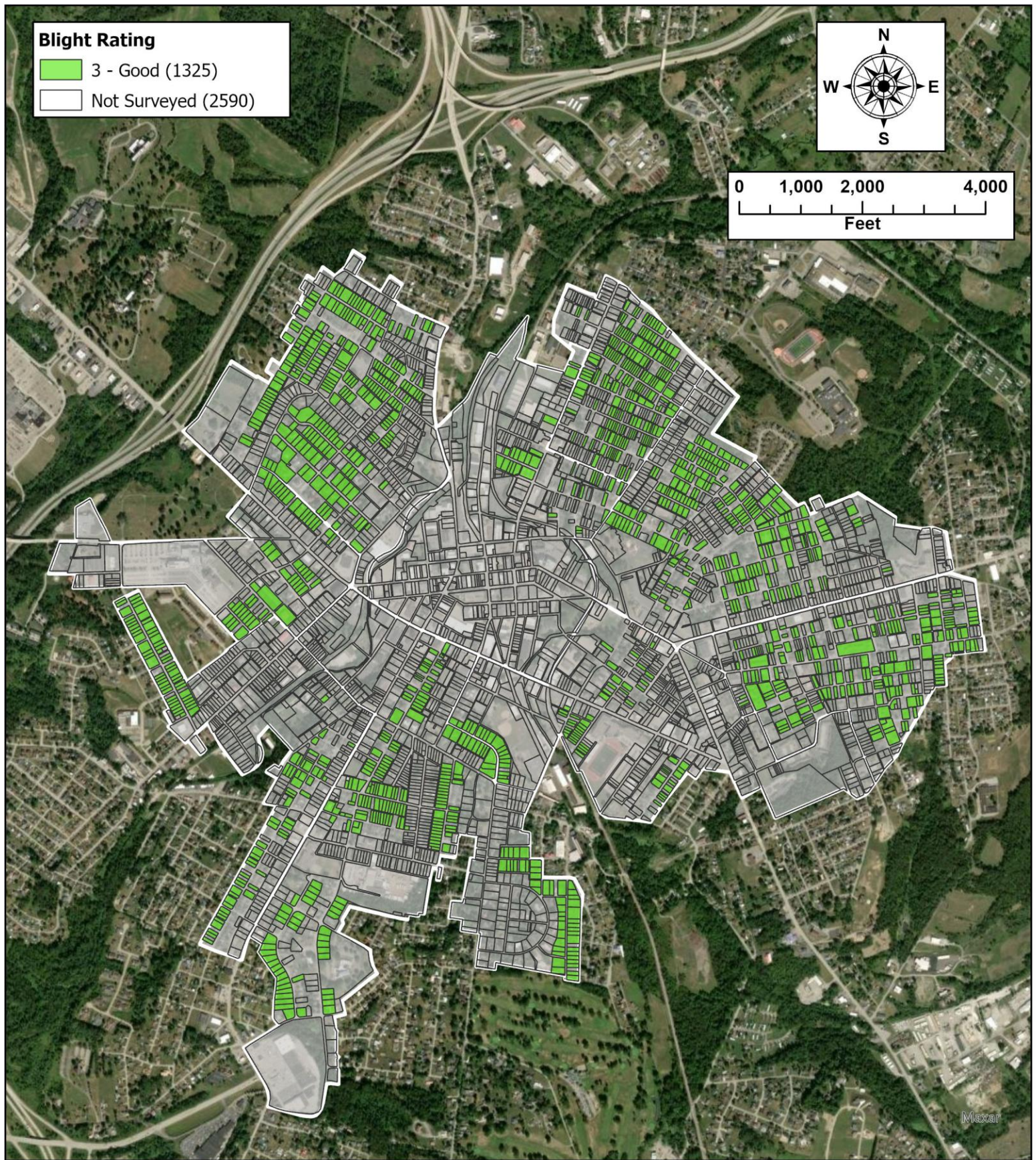
Program of Incentive	Purpose	Match Requirement	Agency
Brownfields Assessment	Assessment of properties with real or perceived environmental contamination	No match requirement	US EPA
Choice Neighborhood Planning & Implementation Grant	Plan and implement neighborhood revitalization plans	Unknown	US HUD
Community Development Block Grant	Funds a variety of community development activities to primarily assist low-to-moderate income neighborhoods	Varies	US HUD
Community Revitalization Fund	Development of mixed-use projects in commercial corridors	Unknown	PFHA
Fayette County Act 152 Demolition Fund	Demolition of vacant, abandoned, blighted and dangerous structures	Varies	RACF
HOME Investment Partnerships Program	Funding provides municipalities grants and loans to expand and preserve the supply of decent and affordable housing for low- and very low-income Pennsylvanians.	25%	US HUD / DCED
Local Share Account – Fayette County	Funds available for economic development, community improvement and public interest projects.	No match requirement	PA DCED
Local Share Account Statewide	Public improvement projects.	No match requirement	PA DCED
Multifamily Weatherization Assistance Program	Provides funding for weatherization efforts for low-income families living in buildings with five or more units	No match requirement	PA DCED
Industrial Sites Reuse Program	Environmental assessment and remediation of industrial and commercial properties.	25%	PA DCED
Federal Historic Tax Credit	Federal tax credit program for the rehabilitation of historic properties	Varies	US NPS, Trust for Historic Preservation
State Historic Tax Credit	State tax credit program for the rehabilitation of historic properties	Varies	SHPO / PHMC
Keystone Communities Program	Planning activities, façade grants, accessible housing, and development grants.	Varies	PA DCED

Program of Incentive	Purpose	Match Requirement	Agency
Local Economic Revitalization Tax Assistance	Property tax abatement for properties which have increases in assessed value	No match requirement	Local Ordinance
Mixed-use Development Fund	Development of mixed-use projects	Varies	PHFA
Neighborhood Assistance Program	Funds a variety of community and economic development activities through tax credits	Varies	PA DCED
Neighborhood Partnership Program	Funds a variety of community and economic development activities through larger tax credit	Varies	PA DCED
PHARE Marcellus Shale Fund	Addresses the need for affordable housing by funding a variety of housing initiatives.	Varies	PHFA
PHARE Realty Transfer Tax Fund	Addresses the need for affordable housing by funding a variety of housing initiatives.	Varies	PHFA
PHARE National Housing Trust Fund	Addresses the need for affordable housing by funding a variety of housing initiatives.	Varies	PHFA

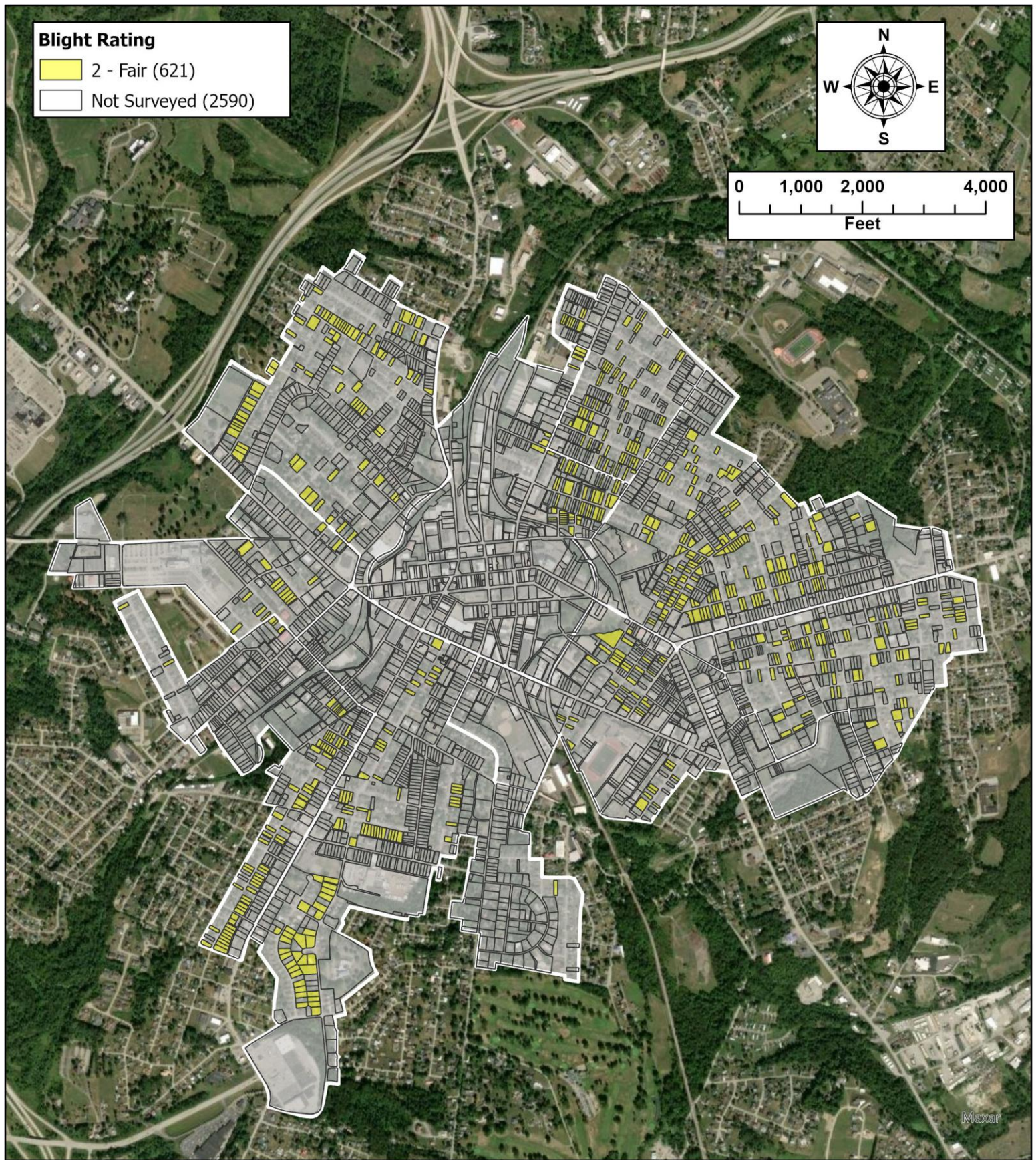
Figures



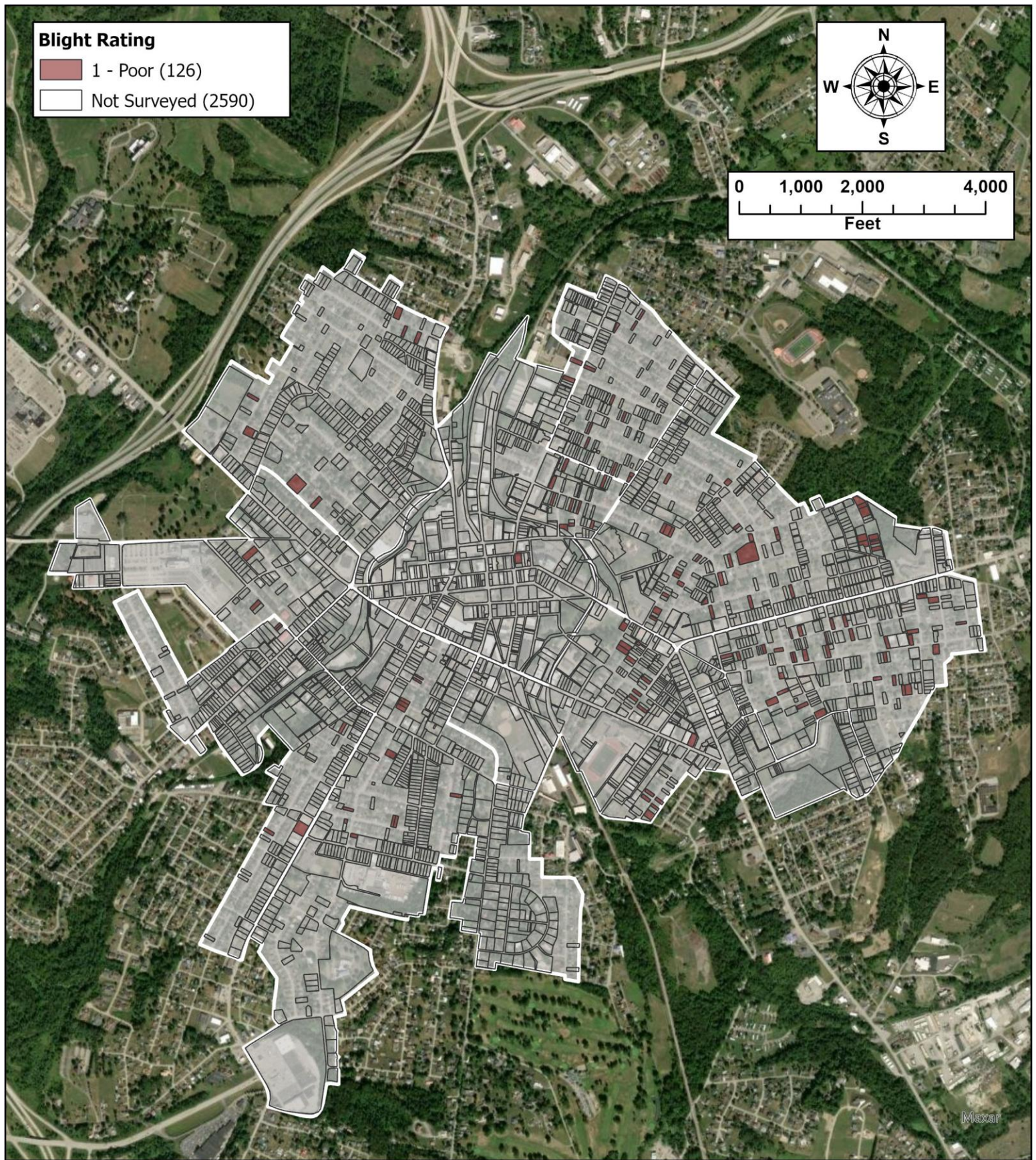
Project Uniontown Blight Study Fayette County Pennsylvania		 AMO ENVIRONMENTAL DECISIONS <i>Environmental Risk & Remediation Consultants</i> Figure Name Uniontown Blight Ratings		Figure 1 Date 8/11/2025 Scale 1:25000
--	--	---	--	--



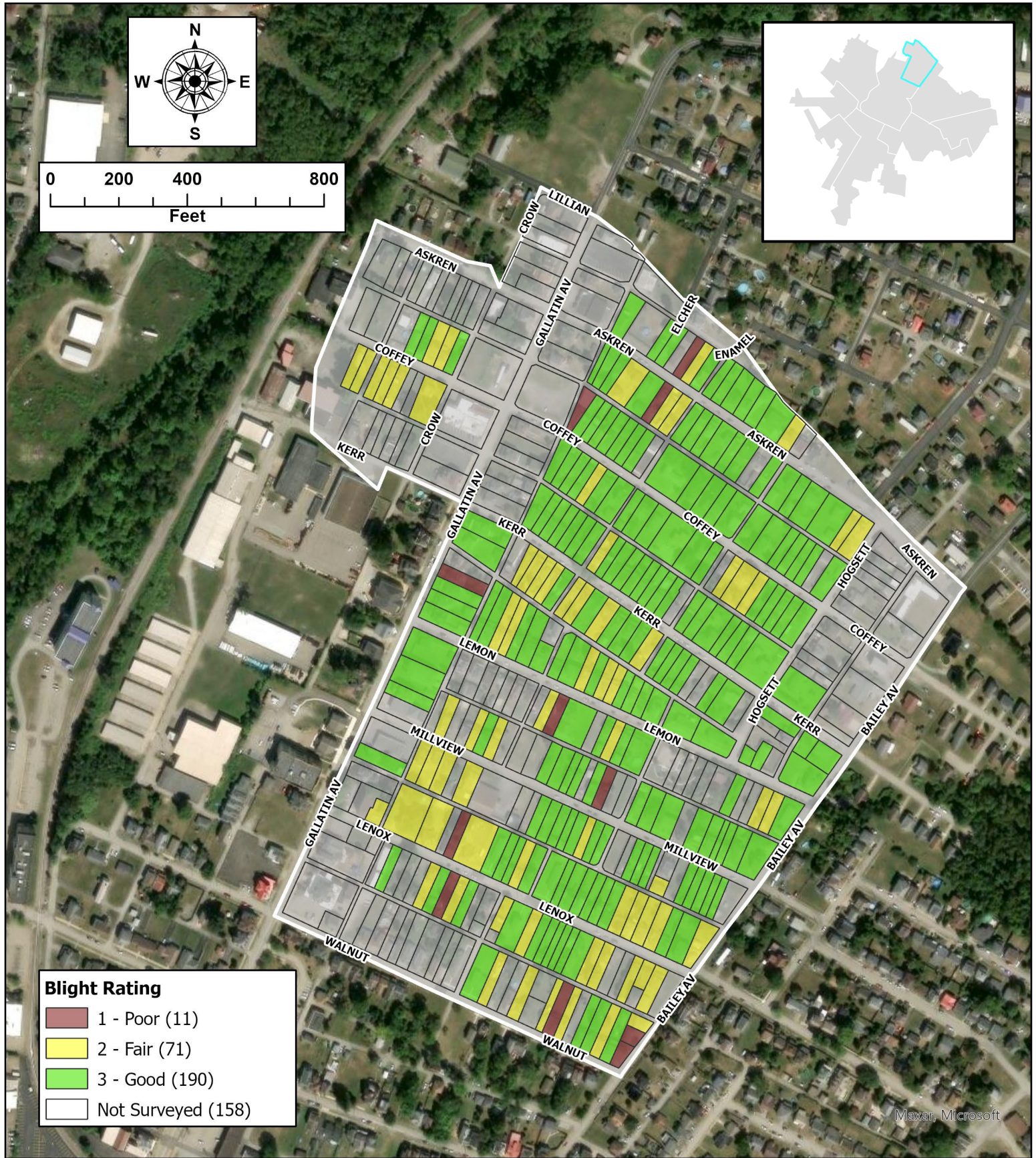
Project Uniontown Blight Study Fayette County Pennsylvania		 AMO ENVIRONMENTAL DECISIONS <i>Environmental Risk & Remediation Consultants</i> Figure Name Uniontown Blight Ratings - Good		Figure 2 Date 8/11/2025 Scale 1:25000	
--	--	--	--	---	--



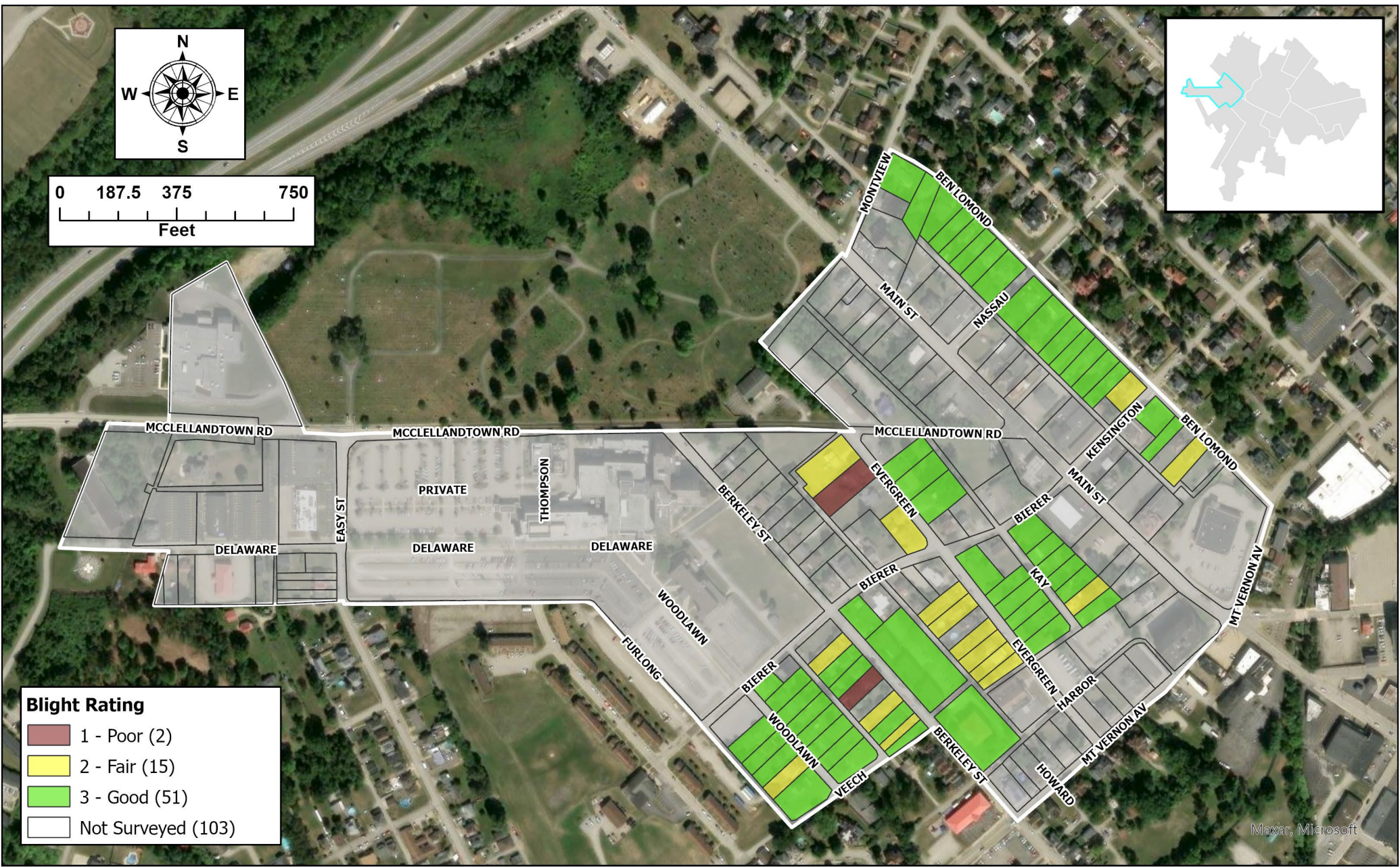
Project Uniontown Blight Study Fayette County Pennsylvania	 AMO ENVIRONMENTAL DECISIONS <i>Environmental Risk & Remediation Consultants</i>	Figure 3 Date 8/11/2025 Scale 1:25000
	Figure Name Uniontown Blight Ratings - Fair	



Project Uniontown Blight Study Fayette County Pennsylvania		 AMO ENVIRONMENTAL DECISIONS Environmental Risk & Remediation Consultants Figure Name Uniontown Blight Ratings - Poor		Figure 4 Date 8/11/2025 Scale 1:25000	
---	--	---	--	--	--



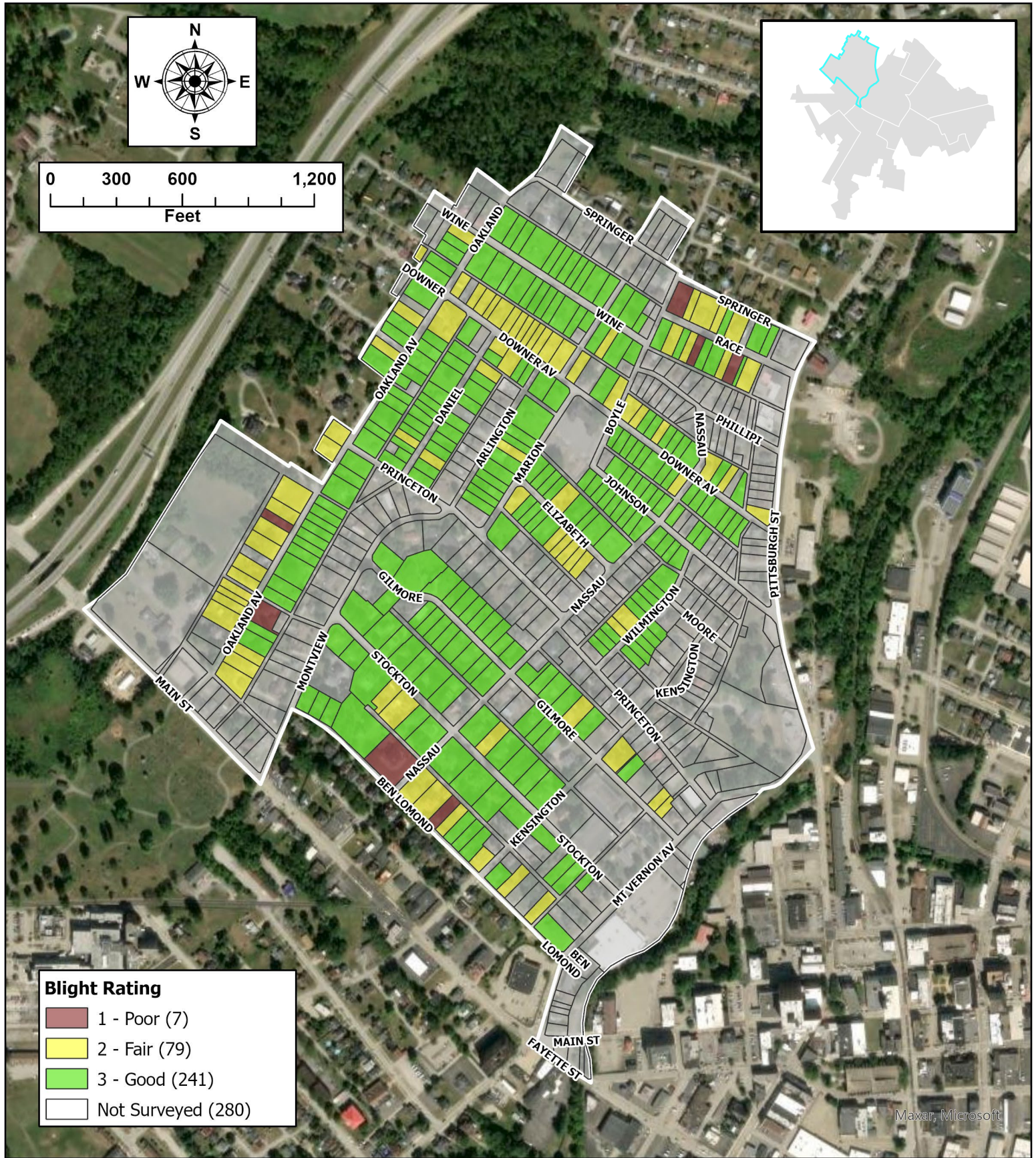
Project Uniontown Blight Study Fayette County Pennsylvania		 AMO ENVIRONMENTAL DECISIONS Environmental Risk & Remediation Consultants Figure Name Gallatin Neighborhood Block Group 1 – Census Tract 2619		Figure 5 Date 4/7/2025 Scale 1:4500	
--	--	---	--	---	--



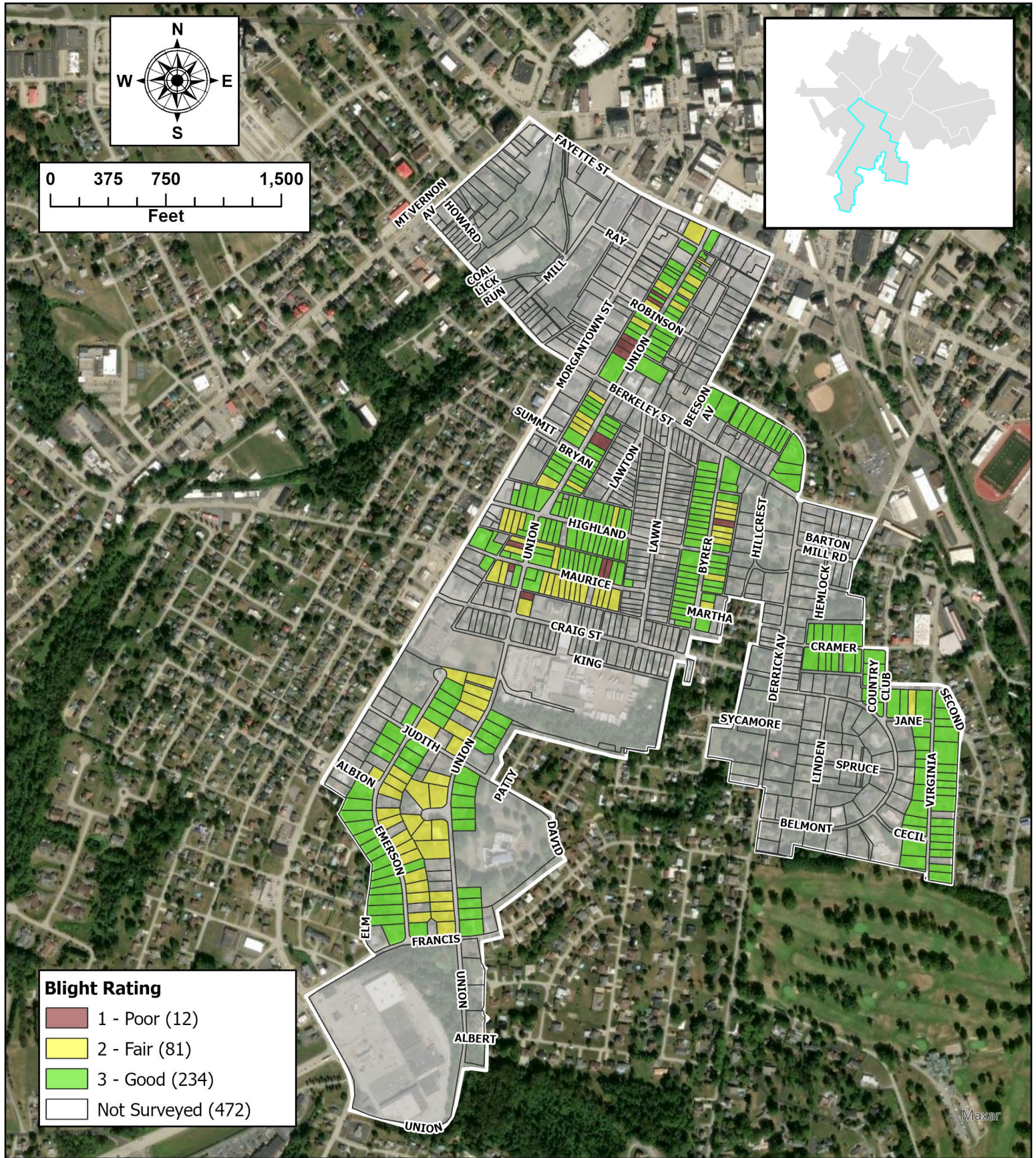
Project Uniontown Blight Study Fayette County Pennsylvania	 AMO ENVIRONMENTAL DECISIONS Environmental Risk & Remediation Consultants	Figure 6
		Date 4/7/2025
	Figure Name Morgantown Hill Neighborhood - North Block Group 1 – Census Tract 2622	Scale 1:5000



Project Uniontown Blight Study Fayette County Pennsylvania	 AMO ENVIRONMENTAL DECISIONS <i>Environmental Risk & Remediation Consultants</i>	Figure 7
		Date 4/7/2025
	Figure Name Lafayette Neighborhood Block Group 1 – Census Tract 2623	Scale 1:7000



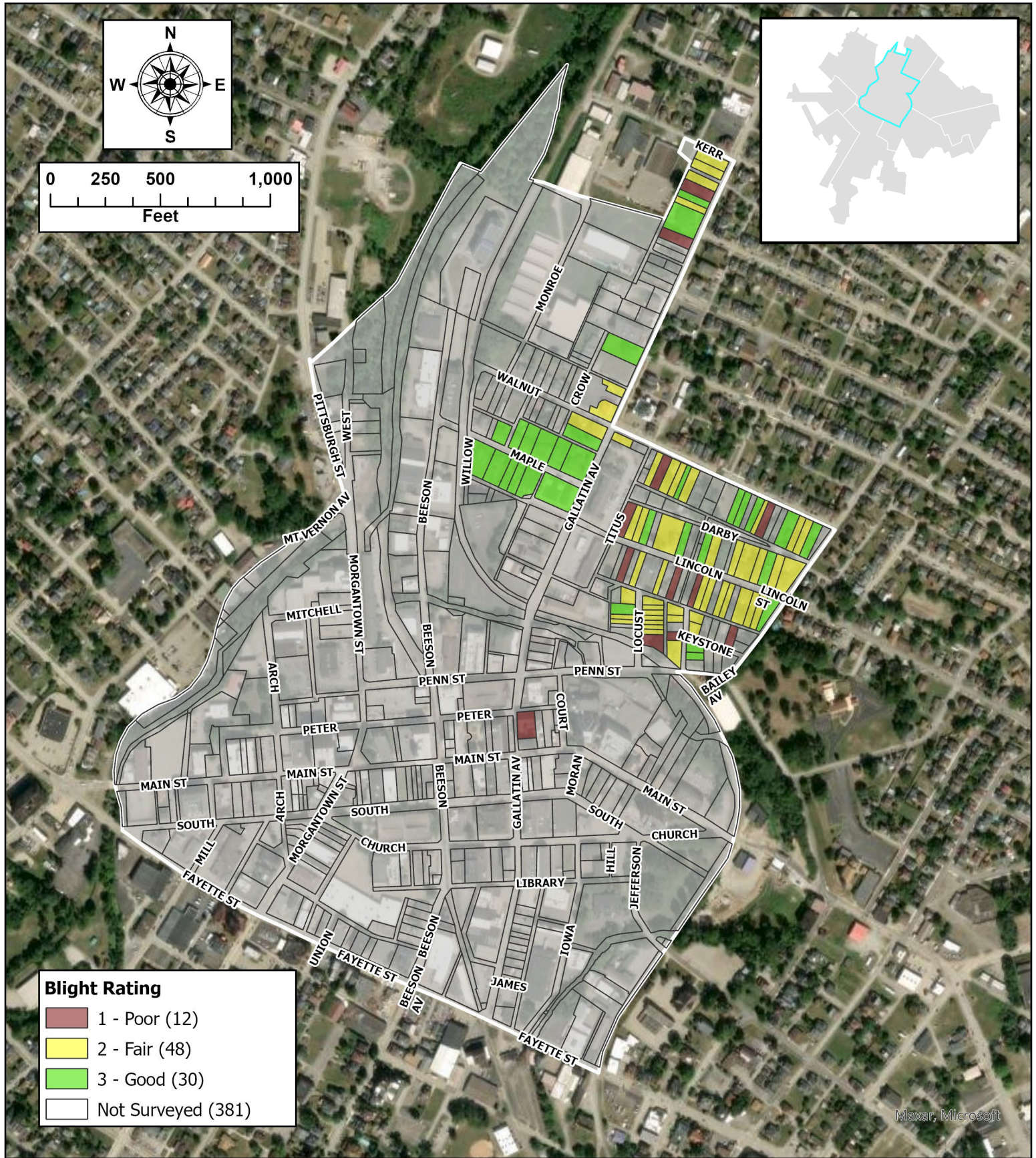
Project Uniontown Blight Study Fayette County Pennsylvania	 AMO ENVIRONMENTAL DECISIONS Environmental Risk & Remediation Consultants Figure Name West End Neighborhood Block Group 2 – Census Tract 2619	Figure 8 Date 4/7/2025 Scale 1:7000



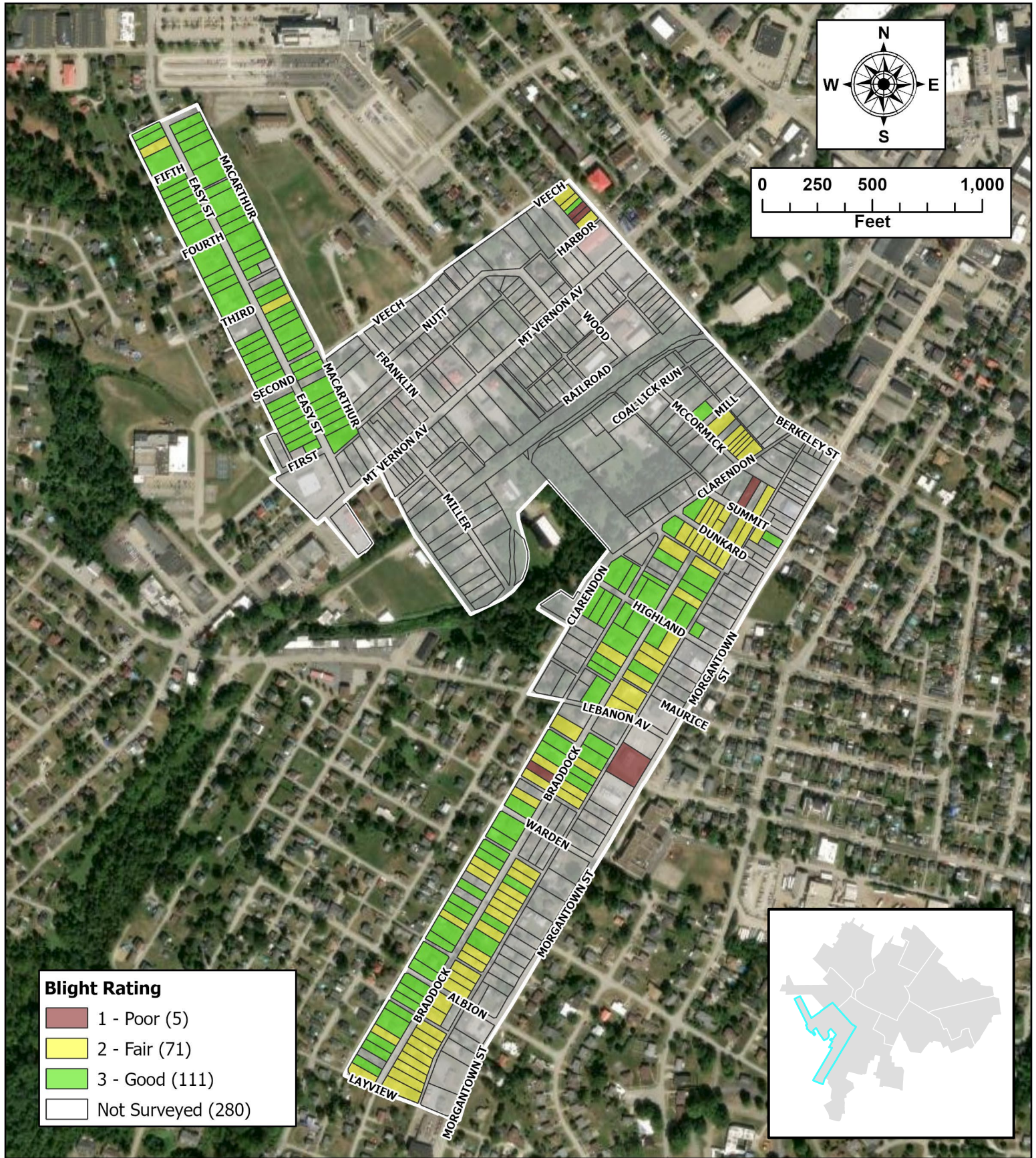
Project Uniontown Blight Study Fayette County Pennsylvania	AMO ENVIRONMENTAL DECISIONS <i>Environmental Risk & Remediation Consultants</i> Figure Name South Side Neighborhood Block Group 2 – Census Tract 2622	Figure 9 Date 4/7/2025 Scale 1:10000



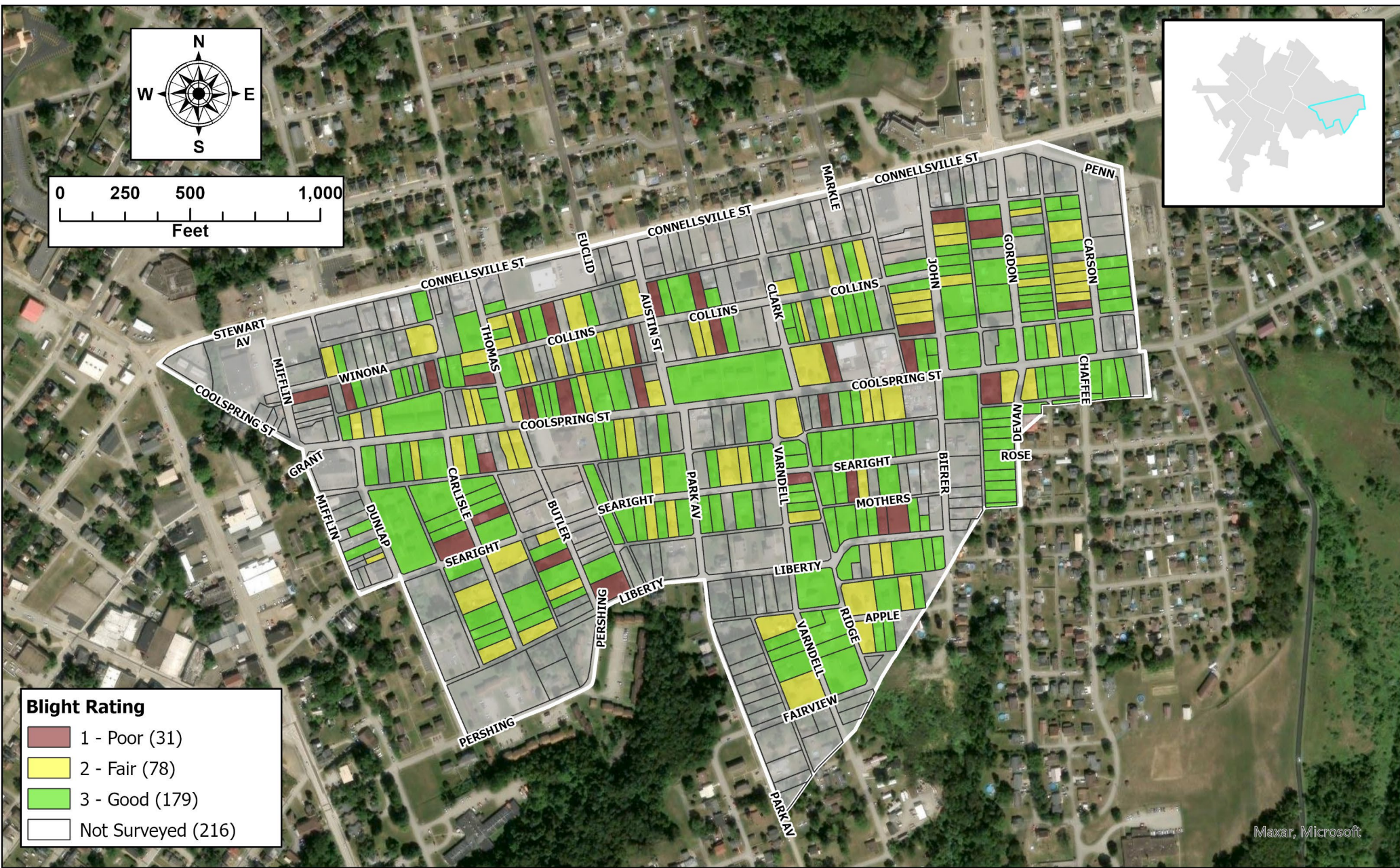
Project Uniontown Blight Study Fayette County Pennsylvania	 AMO ENVIRONMENTAL DECISIONS Environmental Risk & Remediation Consultants	Figure 10
		Date 4/7/2025
	Figure Name East End Neighborhood - South Block Group 2 – Census Tract 2623	Scale 1:7000



Project Uniontown Blight Study Fayette County Pennsylvania	 AMO ENVIRONMENTAL DECISIONS Environmental Risk & Remediation Consultants Figure Name Downtown – CBD Area Block Group 3 – Census Tract 2619	Figure 11
		Date 4/7/2025
		Scale 1:7000



Project Uniontown Blight Study Fayette County Pennsylvania	 AMO ENVIRONMENTAL DECISIONS <i>Environmental Risk & Remediation Consultants</i>	Figure 12
		Date 4/7/2025
	Figure Name Morgantown Hill Neighborhood - South Block Group 3 – Census Tract 2622	Scale 1:7000



Project Uniontown Blight Study Fayette County Pennsylvania	 AMO ENVIRONMENTAL DECISIONS Environmental Risk & Remediation Consultants	Figure 13
		Date 4/7/2025
	Figure Name East End Neighborhood - North Block Group 3 – Census Tract 2623	Scale 1:6000

APPENDIX II

CORRECTIVE ACTION PLAN

**CITY OF UNIONTOWN
SANITARY SEWER COLLECTION SYSTEM
CORRECTIVE ACTION PLAN (CAP)**

MAY 01, 2020

Prepared by:
K2 Engineering, Inc.
Uniontown Office
234 Pittsburgh Street
Uniontown, PA 15401
724.439.3440

Table of Contents

1 Background	3
1.1 Sanitary Sewer Overflow Initiative (SSOI) Agreement	3
1.2 City of Uniontown Sanitary Sewer System	4
1.3 Description of Causes of City of Uniontown Sanitary Sewer Overflows	6
1.4 Description of Interim Measures to Mitigate Effects of City of Uniontown Sanitary Sewer Overflows	6
2 Summary of Previous and Ongoing Corrective Measures	6
3 Future Corrective Measures	9
3.1 Assessment and Evaluation Measures	11
3.2 Capital Improvements	12
3.3 Operations and Maintenance	12
3.4 Monitoring of Program Effectiveness	13
4 Proposed Timeline	13
5 Funding Sources	15
5.1 Pennsylvania Infrastructure Investment Authority (PennVEST) and Pennsylvania Department of Environmental Protection	15
5.1.1 Program Description – Wastewater	15
5.2 USDA Rural Development	16
5.2.1 Program Description – Water And Waste Loan And Grant	16
5.3 PA Department of Community and Economic Development	17
5.3.1 Program Description – Pa Small Water And Sewer Program	17
5.3.2 Program Description – H2o Pa Water Supply, Sanitary Sewer And Storm Water Projects	18

LIST OF TABLES

TABLE 1. CITY OF UNIONTOWN SSOI CORRECTIVE ACTION MEASURES	10
TABLE 2. CITY OF UNIONTOWN SSOI CAP TIMELINES	14

LIST OF FIGURES

FIGURE 1. CITY OF UNIONTOWN SANITARY SEWER COLLECTION SYSTEM	5
FIGURE 2. CITY OF UNIONTOWN SANITARY SEWER ISSUES/IMPROVEMENTS	8

1 Background

1.1 Sanitary Sewer Overflow Initiative Agreement

The Pennsylvania Department of Environmental Protection (PADEP) developed its Sanitary Sewer Overflow Initiative (SSOI) as a voluntary program to work with municipalities to reduce and prevent the release of sanitary sewer overflows (SSOs) into the environment. By jointly developing a plan to take appropriate corrective measures, the State and Local government can reduce the frequency of these events, thereby helping to protect the health and safety of the local population and the environment.

Furthermore, participation in the SSOI program by the municipality avoids formal enforcement for future violations, as long as the SSOs do not result in a documented impact to human health and safety or the environment (e.g., as indicated by fish kills) and are addressed by the SSO Plan.

The City of Uniontown entered into the voluntary program of the PADEP, known as the Sanitary Sewer Overflow Initiative (SSOI), by submittal of this Corrective Action Plan (CAP). The voluntary agreement between Uniontown and PADEP is intended to address alleged violations identified in the PADEP letter, dated December 3, 2019.

This Corrective Action Plan (CAP) builds on the City of Uniontown's previous measures to correct collection system problems, provide for system integrity, and prevent overflows. Measures undertaken to date include purchasing a new jet-vac and emergency pumping, assessing critical line deficiencies, rehabilitation of the Redstone Interceptor and multiple trunk lines, and initiating Coal Lick Run interceptor replacement and line improvements.

The City also continuously researches to determine eligibility for Pennsylvania Department of Community and Economic Development CDBG sewer grants, for which they intend to submit a grant application. The target sewer rehabilitation projects that are currently being reviewed by the state for the PA Small Water and Sewer Grant include relining the Mill Race sewage line that extends from Main Street (Titlow Tavern Parking Lot) to Fayette Street (Joby's Gulf Station). This is a 15" concrete sewer line that is the main artery for the city's sanitary sewer system and collects many service lines. Another project being reviewed for the PA Small Water and Sewer Grant is rehabilitation to the existing 8" Pershing Court sanitary sewer line. Approximately 1,200' of existing line will be increased in size to 12" to allow for more flow and reduce overflows due to flow restrictions.

Future corrective measures set forth in this CAP include a comprehensive evaluation of causes of overflows, prioritization of problem areas, field review, a capital program of repair and replacement, a Sanitary Sewer Overflow Response Plan, and enhanced operations and maintenance practices. The City anticipates a 4-year period for completion of the actions committed to in the CAP.

The City of Uniontown's initial draft CAP requested the following items, which are provided in this document:

- Description of corrective measures, with milestones and timelines
- Provisions for the improvement of an enhanced Operation and Maintenance Program
- Description of the sources of funding, and
- Provisions for evaluating the effectiveness of the improvements.

The City of Uniontown CAP further provides the necessary flexibility to address sanitary sewer overflows as studies and assessments are developed, as well as flexibility to explore various means of achieving SSOI program goals within the 4 -year period.

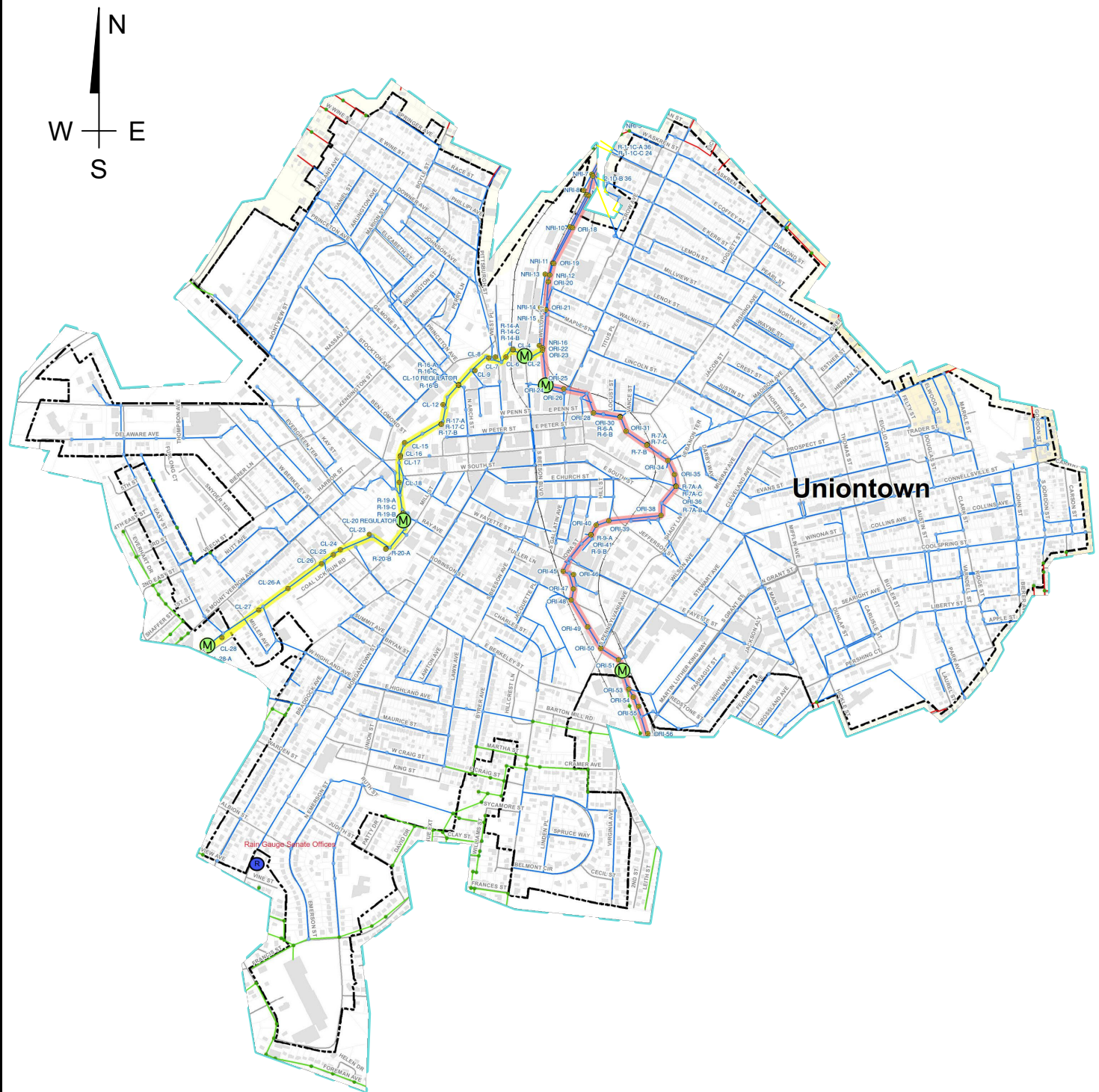
1.2 City of Uniontown Sanitary Sewer System

The City of Uniontown's sanitary sewer system is managed by the Department of Public Works, which is responsible for the collection of all wastewater from the City. This service includes the operation, maintenance and repair of all sewer lines, manholes, and structures connected to the wastewater collection system.

The City of Uniontown maintains its sanitary sewer collection system and transports sanitary sewer through the Redstone Creek Interceptor, Coal Lick Run Interceptor and the Cove Run Interceptor to the Greater Uniontown Joint Public Sanitary Sewage Plant. These interceptors also transport sanitary sewage from the Townships of North and South Union. By agreement the Townships are responsible for their proportionate share of any extraordinary maintenance or improvement project.

All of the City's wastewater flow is gravity flow to the Greater Uniontown Joint Sewage Plant Authority (GUJSPA) Wastewater Treatment Plant. The City of Uniontown has approximately 90 miles of wastewater lines (475,200 linear feet) including trunk lines, interceptors and service lines throughout the city. See (Figure 1) which shows the trunk lines and interceptors through the city.

FIGURE 1 - CITY OF UNIONTOWN SANITARY SEWER MAP



MUNICIPAL BOUNDARY
 CITY OF UNIONTOWN SS LINE
 NORTH UNION TWP SS LINE
 SOUTH UNION TWP SS LINE



PROJECT:
 CITY OF UNIONTOWN
 SANITARY SEWER MAP

DRAWING TITLE
 LOCATION MAP

REV.	DATE	DESCRIPTION

DESIGN: BAL	DRWN BY: BAL	CHK'D. BY: JRO
DATE: 04/29/20	SCALE: NTS	
PROJECT NO: COU - CAP	DRAWING: 1 OF 1	

DRAWING NUMBER

F-1

1.3 Description of Causes of Uniontown Sanitary Sewer Overflows

The City of Uniontown utilizes Non-Compliance Reporting Form 3800-FM-BCW0440 to report and record its sanitary sewer overflows. A review of records for the years 2017 through 2019 indicates approximately 80% were reported as caused by stormwater infiltration within the system, and 15% were overflows at manholes in low elevation areas.

1.4 Description of Interim Measures to Mitigate Effects of Uniontown Sanitary Sewer Overflows

The City of Uniontown has implemented practices to mitigate the effects of any sanitary sewer overflows so as to avoid and minimize any potential impacts to human health and the environment. These practices are being documented in the Standard Operating Procedures manual being developed by staff.

The mitigation steps taken by field crew in case of a spill include containment by sandbag, raking and disposal of solids, application of dry chlorine disinfectant (or non-pathogenic enzyme digesters if in a residential yard). If there is a discharge to a ditch, the ditch is barred so the flow cannot reach area streams. A pump truck contractor is on call if the spill is significant.

Monitoring of the sanitary sewer system, specifically in low lying areas and areas proven to have issues during rain events is conducted.

2 Summary of Previous and Ongoing Corrective Measures

The City of Uniontown has undertaken a focused program to date to address sanitary sewer system integrity and reduce overflows, as well as to meet the expected demands of growth in North and South Union Townships. These measures are listed below.

Completed Activities:

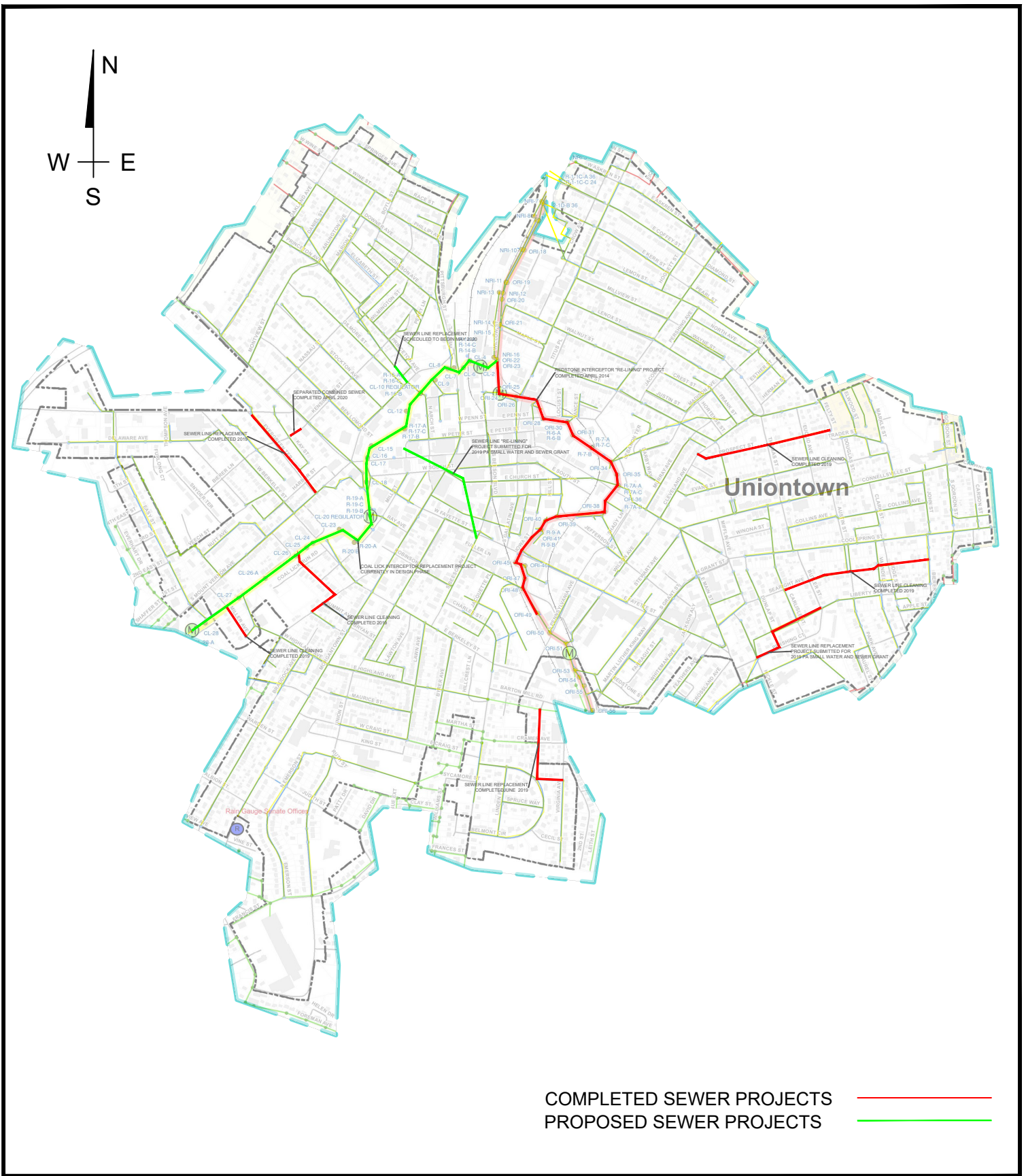
- Began development of an Operations and Maintenance Standard Operating Procedures Manual
- On-call agreement with contractor for emergency mobile pumping units
- Jetting and cleaning of approximately 6,230' of sanitary sewer line in problem areas (areas include Butler Street, Prospect Street, Searight Avenue, Miller Avenue and McCormick Avenue)
- Assessed critical system deficiencies (See Figure 2) through a study completed by GUJSPA
- Phase 1 - Relining of Redstone Interceptor from an existing manhole on Pennsylvania Avenue to an existing manhole near the railroad tracks between N. Beeson Avenue and Crow Avenue (2,043.4' of 24" line, 2,460.6' of 21" line, 348.0' of 12" line, 282.0' of 10" line and 720.4' of 8" line)

- Phase 2 - Assessment of need and design drawings for the replacement of 6,233' of the Coal Lick Run Interceptor

Ongoing Activities

- Sanitary Sewer Line daily inspection and monthly washing
- Grease trap inspection program
- Monitor and respond to overflows so as to locate problem areas and decrease response times
- Root control program (cutting, particularly in manholes)
- Routine review of missing residential end-caps, with education via doorknob notices requesting the resident call public works
- Routine inspection of roof downspout discharge points

FIGURE 2 - CITY OF UNIONTOWN SANITARY SEWER IMPROVEMENTS



 K2 ENGINEERING, INC. 234 PITTSBURGH STREET UNIONTOWN, PA 15401	PROJECT: CITY OF UNIONTOWN SANITARY SEWER MAP	REV.	DATE	DESCRIPTION	DESIGN: BAL	DRWN BY: BAL	CHK'D. BY: JRO	DRAWING NUMBER F-2
	DRAWING TITLE SANITARY SEWER IMPROVEMENTS				DATE: 04/29/20	SCALE: NTS		
					PROJECT NO: COU - CAP	DRAWING: 1 OF 1		

3 Future Corrective Measures

The City has planned for additional corrective measures to further reduce SSO events. These measures can be grouped generally under:

- Assessment and evaluation
- Capital improvements and rehabilitation
- Operations and maintenance (O&M) including the sewer overflow response program (SORP), and
- Monitoring of program effectiveness.

The corrective measures are described below and set forth in a tabular form, with associated milestone dates and costs, in Table 1.

Table 1. Uniontown SSO Initiative Corrective Action Plan		Date	Est. Cost
ASSESSMENT AND EVALUATION			
1	Rehab-only Sanitary Sewer Master Plan and Capital Improvements Plan	Target Completion - Dec 2020	\$45,000.00
2	Conduct a system performance evaluation from SSO records and crew system knowledge. Develop a priority ranking of collection system "problem areas" needing further inspection.	Target Completion - Dec 2020	<i>dependent on scope of work</i>
3	Initiate, update and maintenance of geographical information system (GIS) for the collection system as new information becomes available.	Begin upon completion of identifying problem areas	\$40,000.00
4	Conduct field studies to inspect identified problem areas of collection system to determine specific rehabilitation/replacement needs and prepare bid documents.	Ongoing	<i>dependent on scope of work</i>
5	Update the Sanitary Sewer Master Plan every 5 years (if indicated).	Ongoing	<i>dependent on scope of work</i>
CAPITAL IMPROVEMENTS			
6	Princeton Avenue Sewage Project	Begin May 2020	\$76,805.00
7	Reline Mill Race Street Line from Titlow to Joby's Gulf	<i>Grant Submitted Dec 2019</i>	\$157,200.00
8	Pershing Court Line Repalcement	<i>Grant Submitted Dec 2020</i>	\$193,191.00
9	Develop and implement a Sanitary Sewer Overflow Response Plan (SORP), to include steps from the initial notification to corrective action to prevent recurring SSOs.	Target Completion - Jul 2021	\$7,500.00
10	Downspout I&I Inspections	Target Completion - Aug 2021	\$115,000.00
11	Coal Lick Interceptor Replacement Project	Begin Construction - May 2024	\$1,815,346.00
OPERATIONS AND MAINTENANCE			
12	Develop and implement a sewer collection system Operations and Maintenance (O&M) program, to include annual manhole inspections and regular line cleaning.	Target Completion - Jan 2021	\$4,500.00
13	Review and update the current commercial grease trap ordinance and introduce an education program for all residential and commercial customers.	Target Completion - Aug 2020	\$7,500.00
14	Continue sewer monitoring to locate problem areas and to decrease response times when problems are observed.	Ongoing	<i>dependent on scope of work</i>
PROGRAM MONITORING			
15	Track records of SSO events and locations to evaluate program effectiveness.	Ongoing	<i>dependent on scope of work</i>
16	Inflow and Infiltration evaluation and flow monitoring (specific to rain events)	Ongoing	<i>dependent on scope of work</i>

3.1 Assessment and Evaluation Measures

The City of Uniontown is planning to undertake a Wastewater Master Plan to evaluate existing and future system capacity and rehabilitation needs. The Wastewater Master Plan (WWMP) can be conducted in two phases:

1. To evaluate the causes of existing Sanitary Sewer Overflows, and provide the basis for a Capital Improvements Plan for system renewal and rehabilitation.
2. If indicated, to evaluate the effects of growth on the system, so that proper pipe sizing can be planned in advance of rehabilitation expenditures.

System evaluation under the Corrective Action Plan will assess the potential impact of growth on the system, to determine the extent of need for a growth-based Wastewater Master Plan.

A key component of the WWMP will be an SSO Characterization Analysis. A preliminary review of the City's SSO reports has determined the primary cause of SSOs in recent years is an excessive amount of infiltration, with a majority of overflow events taking place during wet weather.

The results of this SSO Characterization Analysis indicates that flow monitoring and an Infiltration and Inflow (I&I) study are needed for the rehabilitation program.

Under the SSOI CAP, prioritization of line segments for further CCTV inspection will be established, based on areas with the poorest system performance. More detailed field inspection will further refine rehabilitation/replacement needs.

Based on the preliminary analysis of system deficiencies identified in the Master Plan, the City will be divided into four (4) study areas of approximately equivalent capital investment needs. This proportioning of study areas will allow the assessment, planning, and investment programs to be suitably phased within the City's budgeting process. It is anticipated that one study area per two years will be undertaken for the years 2021 – 2028, with capital improvement activities taking place in the alternate years.

Staff assessment to date has identified 2 areas subsequent to the two areas identified under "Completed Activities". These areas will be discussed in section 3.2, Capital Improvements.

The City is working to build a GIS map and database which will facilitate this asset assessment activity. As field data is collected and recorded, the GIS system can continue to be updated, providing a tool for further more proactive system management.

The City of Uniontown intends to continue updating its Sanitary Sewer Master Plan every five years.

3.2 Capital Improvements

The Master Plan for wastewater will include a Capital Improvements Program (CIP) in five year increments for the years 2021-2026 and 2026-2031 (including the end of the SSOI agreement period).

As the field studies described previously are completed, the specific rehabilitation projects identified will be incorporated into the phased improvements recommended by the Master Plan, through updates to the Capital Improvements Program (CIP). This planning process will also be designed to allow lines targeted for rehabilitation, but requiring upsizing for future growth, to be replaced with properly sized pipe through careful consideration of repair-or-replace decisions.

Staff assessment to date identifies 2 additional phases subsequent to the two phases identified under “Completed Activities”. These phases are presented below:

- Phase 3: Downspout Inspections - \$115,000 (Funding Source)
Approximately 1700 customers near the Old Redstone Interceptor (between Pennsylvania Avenue and East Church Street)
- Phase 4: Coal Lick Interceptor Replacement - \$1,815,346.00 (Funding Source)
Based on the Interceptor Hydraulic Study prepared for the GUJSPA, there are multiple areas of I&I on the Coal Lick Interceptor. This further supports the need for replacement. Upon completion of the Coal Lick Interceptor Replacement Project, flow monitoring can be completed to investigate whether downspout inspections in the areas of the city that lead into the Coal Lick Interceptor is needed.

Further repair and replacement of collection system facilities are anticipated to be phased until the ten year milestone of the SSOI agreement in 2031.

3.3 Operations and Maintenance

The City has developed provisions for its Corrective Action Plan that address the operations and maintenance aspects of their Sanitary Sewer System Management Program. Specifically, the City plans to:

- Develop and implement a Sanitary Sewer Overflow Response Plan (SORP), to include steps from the initial notification, reporting to the State, and corrective action to prevent recurring SSOs. Reflect these revisions in annual Chapter 94 Report.
- Revise the Work Order forms to include cause codes (e.g., grease, roots, debris, structural failure, vandalism, contractor error, heavy rains). Train staff in consistent documentation of stoppage causes.
- Develop a GIS Operations/Work Order map and an asset database of the system.

- Develop and implement a sewer collection system Operations and Maintenance (O&M) program to include annual manhole inspections and regular line cleaning. Many resources are available to municipalities to develop an O&M program appropriate to their community's size. City staff will work to develop short, medium, and longterm O&M practices.
- Review and update the current commercial grease trap ordinance. Introduce a "Cease the Grease" education program for all residential and commercial customers. The ordinances can be strengthened through more consistent inspection and tracking of blockages from grease resulting in dry weather SSOs. The public education program can take the form of utility bill inserts, public service announcements, links on the home page of the City's website, and outreach to businesses.
- Introduce a Dye or Smoke test ordinance for all residential and commercial properties, requiring testing prior to transferring ownership.

3.4 Monitoring of Program Effectiveness

A primary measure of Sewer System Management, Repair and Replacement Program effectiveness will be tracking and evaluation of trends in SSOs, by cause and volume. The City of Uniontown shall undertake systematic recording and reporting of SSOs moving forward. As capital improvements are made, tracking of system performance in terms of SSOs before and after construction will support assessment of the effectiveness of these investments in achieving program goals.

A typical tool for monitoring sewer system improvement effectiveness is to conduct flow monitoring following each phase of construction. Given existing data, it is believed that a significant proportion of Uniontown's system performance is the result of wet weather capacity constraints. Accordingly, flow monitoring to track program effectiveness is anticipated at this time.

4 Proposed Timeline

The proposed Capital Improvement Projects are targeted to be completed as listed on Table 1 and Table 2. Based on the findings during analysis of past sanitary sewer overflow events, the CIP will see revisions as needed. The CIP is put together with an overall timeframe of 10 years with evaluation of the progression of the projects happening annually and major evaluation of the plan at the 5 year mark.

5 Funding Sources

The following programs were compiled during April 2020. All programs and funding availability are subject to change based on current legislation, program guidelines editing and/or modification and funding availability.

K2 Engineering, Inc. cannot guarantee that these programs would be available at the time the City of Uniontown (COU) plans to prepare an application. It is highly recommended that the COU contact K2 Engineering, Inc. when a project is ready to proceed in order to identify the best suited program for the project need.

5.1 Pennsylvania Infrastructure Investment Authority (PennVEST) and Pennsylvania Department of Environmental Protection

5.1.1 Program Description – Wastewater:

PennVEST offers grants and low cost financial assistance for drinking water, wastewater, storm water and green infrastructure projects throughout the Commonwealth of Pennsylvania. Public water systems with DEP-approved Source Water Protection Plans may be eligible to receive additional priority on their applications.

Low interest rate loans and/or grants to assist with construction, expansion and maintenance of most sewer infrastructure costs.

HOW TO APPLY:

Complete PennVEST meeting questionnaire; arrange a joint planning consultation meeting with Engineer, DEP Project Manager and PennVEST to review project. Application process requires the submission of NPDES, Part I, Permit Application to DEP. DEP Project Engineer reviews application and, if appropriate, will issue Part I Permit. Project then proceeds into design state and a Water Quality Management Part II, Permit application is submitted. DEP Project Engineer reviews application and, if appropriate, issues Part II Permit. Then an online funding request is submitted through the fully automated system that will allow for the applicant to electronically process data and perform required actions during the application process for requesting funds from PennVEST.

Apply: <http://www.pennvest.pa.gov/Services/Pages/Apply-Online.aspx>
Applications are accepted year round.

CONTACT INFORMATION AND WEBSITE:

Dan Mikesic, Region II Project Specialist
Pennsylvania Infrastructure Investment Authority (PennVEST)
Room 434 Forum Building, 607 South Drive

Harrisburg, PA 17120
Email: dmikesic@pa.gov
Phone: 717.783.6673
Fax: 717.787.0804
www.pennvest.pa.gov

5.2 USDA Rural Development

5.2.1 Program Description – Water and Waste Loan And Grant:

The purpose of this program aims to develop water and waste disposal systems in rural area and town with a population not in excess of 10,000. The funds are available to public bodies. The program funds can be used for clean and reliable drinking water systems, sanitary sewage disposal, sanitary solid waste disposal, and storm water drainage to households and businesses in eligible rural areas.

Long-term, low-interest rate loans and/or grants (may be combined if necessary to keep user costs reasonable) to assist with construction, expansion and maintenance of most sewer infrastructure costs.

NOTE: *Please note that funding eligibility is determined by certain factors, including the population. The City of Uniontown may or may not be eligible for this funding, dependent upon meeting the regulations set forth by the program. This information is subject to change.*

HOW TO APPLY:

Complete USDA meeting questionnaire. Arrange a meeting with USDA Area Specialist to discuss the project and determine funding options and procedures. Depending on the program you are applying for, you may need to be approved as a Legal Representative before you can begin entering data into your application. Verify process with USDA Area Specialist.

Apply: Application information available: <https://www.rd.usda.gov/programs-services/water-waste-disposal-loan-grant-program>

Applications are accepted year round.

CONTACT INFORMATION AND WEBSITE:

Todd Colley, Area Specialist
USDA Rural Development
United States Department of Agriculture
Email: todd.colley@usda.gov
Phone: 724.482.4800 x 117

Fax: 855.750.7062

www.rd.usda.gov/pa

NOTE: PennVEST and USDA Rural Development may review the project in a joint planning meeting initially held with the DEP to determine most effective program sources for developing a project.

5.3 PA Department of Community and Economic Development

5.3.1 Program Description – Pa Small Water And Sewer Program:

Eligible projects are those which have a total project cost of not less than \$30,000 and not more than \$500,000 and involve the construction, improvement, expansion, repair, or rehabilitation of a water supply, sanitary sewer system, storm sewer system, or flood control projects that are owned and maintained by an eligible applicant. An eligible project also includes consolidation or regionalization of two or more water supply systems or sanitary sewer systems which are managed or operated as an integrated system regardless of whether the system is physically connected.

HOW TO APPLY:

The Department's Single Application for Assistance must be completed online and include required supplemental information, as outlined in the guidelines. Please note that to submit an application for this funding, a copy of all Local, State and Federal planning approvals and permits from the appropriate agencies must be included.

Apply: Application information is available at <https://dced.pa.gov/programs/pa-small-water-sewer/>

Applications are accepted generally once a year. A 2020 funding cycle has not been announced as of the date of this document.

Match: An eligible applicant shall provide matching funds of not less than 15% of the total eligible project cost. The cash match may come from any other source including PENNVEST.

Fees: The Authority charges a \$100 non-refundable application fee for applications. Application fee is due at the time of submission.

CONTACT INFORMATION AND WEBSITE:

Department of Community and Economic Development
CFA Programs Division
PA Small Water & Sewer Program
Commonwealth Keystone Building

400 North Street, 4th Floor
Harrisburg, PA 17120-0225
Phone: 717-787-3405
www.newpa.com

5.3.2 Program Description – H2O Pa Water Supply, Sanitary Sewer And Storm Water Projects:

The H2O PA Water Supply, Sanitary Sewer and Storm Water Projects Program was established under the Act of July 9, 2008 (P.L.908, No. 63) (32 P.S. §694.101), known as the H2O PA Act, and authorizes the Commonwealth Financial Authority to provide single-year or multi-year grants to municipalities or municipal authorities to assist with the construction of drinking water, sanitary sewer and storm sewer projects.

Eligible H2O PA projects are those which commenced construction after January 1, 2007 and involve the acquisition, construction, improvement, expansion, or rehabilitation of all or part of a water supply, sewage disposal, or storm water system which is owned and maintained by an eligible applicant. An eligible project also includes consolidation or regionalization of two or more water supply systems, sewage disposal systems, or storm water systems which are managed or operated as an integrated system regardless of whether the system is physically connected.

Grants are available for projects with a total cost of \$500,000 or more. Grants shall not exceed a total of \$20,000,000 for any project. Multi-year grants may not be given for a period of more than six (6) years and shall not exceed a total of \$20,000,000 for any project. It is the focus of DCED to award a minimum of 50% of the grants to projects that will consolidate two or more systems or to regional systems.

HOW TO APPLY:

The Department's Single Application for Assistance must be completed online and include required supplemental information, as outlined in the guidelines. Please note that to submit an application for this funding, a copy of all Local, State and Federal planning approvals and permits from the appropriate agencies must be included.

Apply: Application information is available: <https://dced.pa.gov/programs/h2o-pa-water-supply-sanitary-sewer-storm-water-projects/>

A 2020 funding cycle has not been announced as of the date of this document.

Match: An eligible applicant shall provide matching funds of not less than 50% of the amount awarded under the H2O PA Program. The cash match may come from any other source including PENNVEST.

Fees: The Authority charges a \$100 non-refundable application fee for applications. Application fee is due at the time of submission.

CONTACT INFORMATION AND WEBSITE:

Department of Community and Economic Development
Site Development Office – H2O PA Program
Commonwealth Keystone Building
400 North Street, 4th Floor
Harrisburg, PA 17120-0225
Phone: 800-379-7448

APPENDIX III

SOUTHWESTERN PENNSYLVANIA COMMISSION



FEDERAL COMPETITIVE PROGRAM GUIDANCE

JUNE 2025



LIST OF COMMISSION MEMBERS

Members:

Allegheny County

Sara Innamorato †
Daniel Grzybek
Gil Berry
Jesse Di Renna
Chris Sandvig

Armstrong County

John Strate
Anthony Shea
Pat Fabian †
Darin Alviano
Michael Baker

Beaver County

Daniel Camp †
Tony Amadio
Jack Manning
Kelly Gray Shroads
Charles Jones

Butler County

Leslie A. Osceola †
Kevin Boozel
Kim Geyer
Amber Davis
Mark Gordon

Fayette County

Scott Dunn
Vincent A. Vicites †
Fred Junko
Robert Lesnick

Greene County

Jared Edgreen
Betsy McClure †
Blair Zimmerman
Jeff Marshall

Rich Cleveland

Indiana County

Mike Keith
Bonni Dunlap †
Sherene Hess
Mark Hilliard
Byron G. Stauffer, Jr.

Lawrence County

Daniel J. Vogler
Chris Sainato
Dan Kennedy †
Brad Berlin
Amy McKinney

Washington County

Nick Sherman †
Electra Janis
Larry Maggi
Robert Griffin
John Timney

Westmoreland County

Sean Kertes †
Douglas Chew
Ted Kopas
Tom Ceraso
Robert Regola

City of Pittsburgh

Ed Gainey†
Barb Warwick
Scott Bricker
Aadil Ginwala
Joylette Portlock

Governor's Office

Laura Ainsman Sohinki †

Port Authority of Allegheny County (1 Vote)

Katharine Kelleman
Ed Typanski

Federal Highway Administration*

Alicia Nolan

Pennsylvania Department of Community & Economic Development

Johnna Pro †

Federal Transit Administration*

Theresa Garcia-Crews

U.S. Environmental Protection Agency*

Laura Mohollen

Pennsylvania Department of Transportation (2 Votes)

Brian Allen
Rachel Duda
Brandon Leach
Kristin Mulkerin †
Jason Zang

Transit Operators

Committee

Sheila Gombita

Federal Aviation Administration*

Vacant

U. S. Economic Development Administration*

Vacant

*Nonvoting Members † Executive Committee Members

This document is available in alternate formats upon request. SPC will provide translation and interpretation services upon request at no charge. Please call SPC at (412) 391-5590 for more information.

Italiano

Questo documento è disponibile in formati alternativi su richiesta. SPC fornirà servizi di traduzione e interpretazione su richiesta senza alcun costo. Per piacere, chiami SPC al numero (412) 391-5590 per maggiori informazioni.

Espanol

El presente documento está disponible en formatos alternativos bajo solicitud. SPC ofrece servicios de traducción e interpretación gratis bajo solicitud. Comuníquese con SPC al (412) 391-5590 para obtener más información.

中文

本文件可根據要求以其他格式提供。
SPC將根據要求提供免費筆譯和口譯服務。詳情請致電 (412) 391-5590與SPC聯系。

Nepali

यो फाराम अनुरोध गरिएमा वैकल्पिक ढाँचाहरूमा उपलब्ध छन्।
अनुरोध गरेमा बिना शुल्क SPC ले अनुवादन र दोभाषे सेवा उपलब्ध गराउछ।
थप जानकारीको लागि SPC (412) 391-5590 मा फोन गर्नुहोस्।

Gujarati

આ દસ્તાવેજ વિનંતી પર વૈકલ્પિક ફોર્મેટમાં ઉપલબ્ધ હોય છે.
SPC કોઈપણ શુલ્ક લીધા વિના વિનંતી પર અનુવાદ અને અર્થઘટન સેવાઓ પૂરી પાડશે. વધુ માહિતી માટે કૃપા કરી (412) 391-5590 પર SPCને કોલ કરો.

Oriya

ଏହି ଡକ୍ୟୁମେଣ୍ଟର ଅନୁରୋଧରେ ବୈକଳ୍ପିକ ଫର୍ମାଟରେ ଉପଲବ୍ଧ। କୌଣସି ଚାର୍ଜ ନାହିଁ।
ଅନୁରୋଧ କଲେ ଅନୁବାଦ ଏବଂ ଦୋଷା ଦେବା ସେବା ପ୍ରଦାନ କରାଯିବ।
ଅଧିକ ସୂଚନା ପାଇଁ ଏହାପାଇଁ (412) 391-5590 କଲ କରନ୍ତୁ।

Punjabi:

ਇਹ ਦਸਤਾਵੇਜ਼ ਬੇਨਤੀ ਕਰਨ 'ਤੇ ਵਿਕਲਪਕ ਰੂਪਾਂ ਵਿੱਚ ਉਪਲਬਧ ਹੈ।
SPC ਬਿਨਾਂ ਕਿਸੇ ਖਰਚ 'ਤੇ ਬੇਨਤੀ 'ਤੇ ਅਨੁਵਾਦ ਅਤੇ ਦੁਭਾਸ਼ੀਆ ਸੇਵਾਵਾਂ ਪ੍ਰਦਾਨ ਕਰੇਗਾ।
ਵਧੇਰੇ ਜਾਣਕਾਰੀ ਲਈ ਕਿਰਪਾ ਕਰਕੇ SPC ਨੂੰ (412) 391-5590 'ਤੇ ਕਾਲ ਕਰੋ।

Sinhalese

ඉල්ලීම මත මෙම ලේඛනය විකල්ප ආකෘතිවලින් ලබාගත හැකිය.
SPC විසින් කිසිදු ගාස්තුවක් අය කිරීමකින් තොරව භාෂා පරිවර්තන හා භාෂණ පරිවර්තන සේවාවන් සපයනු ඇත.
කරුණාකර වැඩි දුර විස්තර සඳහා (412) 391-5590 ඔස්සේ SPC අමතන්න.

Marathi

हा दस्तऐवज विनंतीनुसार पर्यायी स्वरूपांमध्ये उपलब्ध आहे.
विनंतीनुसार SPC भाषांतर आणि अर्थविवरण सेवा विनामूल्य प्रदान करेल. अधिक माहितीसाठी कृपया SPC ला (412) 391-5590 येथे कॉल करा.

Bengali

অনুরোধ জানালে এই ডকুমেন্টটি অন্যান্য ফরম্যাটেও পাওয়া যায়।
অনুরোধ জানালে SPC কোনও চার্জ ছাড়াই অনুবাদ এবং ব্যাখ্যা করার পরিষেবা প্রদান করবে।
আরও তথ্যের জন্য অনুগ্রহ করে (412) 391-5590 নম্বরে SPC কে কল করুন।

Hindi

यह दस्तावेज़ अनुरोध पर वैकल्पिक फॉरमेट में उपलब्ध है।
एस पी सी (SPC) अनुवाद और व्याख्या सेवाएं अनुरोध पर बिना शुल्क उपलब्ध कराएगी।
कृपया अधिक जानकारी के लिए (412) 391-5590 पर एस पी सी (SPC) को कॉल करें।

Sindhi

درخواست جي صورت ۾ هي دستاويز متبادل ٻولي ۾ دستياب آهي.
درخواست جي صورت ۾ SPC ترجمي ۽ ترجمائي جون مفت خدمتون فراهم ڪندي.
مهرباني ڪري وڌيڪ معلومات لاءِ (412) 391-5590 تي SPC کي ڪال ڪريو.

Urdu

بہ دستاویز درخواست کیے جانے پر متبادل اشکال میں دستیاب ہے۔
SPC درخواست کیے جانے پر ترجمہ اور ترجمائی کی خدمات مفت فراہم کرے گا۔
مزید معلومات کیلئے SPC کو (412) 391-5590 پر کال کریں۔

SPC is responsible to assure that meeting facilities are accessible to persons with disabilities and the location is reachable by public transit. SPC will provide auxiliary services for individuals with language, speech, sight or hearing needs, provided the request for assistance is made 3 days prior to the meeting. SPC will attempt to satisfy requests made with less than 3 days notice as resources allow at no cost. SPC's ADA Compliance Coordinator is Ronda Craig and can be reached at rcraig@spcregion.org.

Table of Contents

I.	Introduction/How to Use this Document.....	2
II.	Overview of Programs	4
A.	Background of SPC Competitive Transportation Programs.....	4
1.	Congestion Mitigation & Air Quality Improvement Program (CMAQ)	4
2.	Carbon Reduction Program (CRP)	4
3.	Transportation Alternatives Set-Aside (TASA)	4
B.	Overview of Sponsor Eligibility	6
1.	Sponsor Eligibility	6
C.	Overview of Program Objectives and General Project Eligibility	6
1.	CMAQ	6
2.	CRP	6
3.	TASA	7
D.	Project Eligibility*	7
E.	Overview of Funding Match and Minimum/Maximum Requirements	8
1.	Local Match Funding Requirements	8
2.	Minimum and Maximum Award Amounts	8
F.	Overview of Application Process	8
G.	Overview of the Project Evaluation Process & Selection Committee Make-up.....	9
1.	SPC Federal Competitive Programs Selection Committee.....	9
III.	Importance of Deliverability/Project Readiness.....	11
IV.	Appendices.....	17
A.	Detailed Individual Program Guidance:	
1.	CMAQ & CRP Program Guidance	
2.	TASA Guidance	
B.	2025 Pre-Application	
C.	Links to FHWA Guidance, PennDOT Pubs, and Additional Info	

I. Introduction/How to Use this Document

This document has been prepared to guide sponsors of candidate projects through the Southwestern Pennsylvania Commission's (SPC) competitive application process for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, the Carbon Reduction Program (CRP), and the Transportation Alternatives Set-Aside (TASA) Program.

SPC is the federally mandated Metropolitan Planning Organization (MPO) for the Southwestern Pennsylvania region, which encompasses the counties of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland. SPC receives federal funds for the CMAQ, CRP, and TASA programs to be used for projects that meet applicable state and federal guidelines, eligibility, and regulations.

This combined guidance will help potential sponsors make informed decisions about their eligibility and maximize funding opportunities for communities seeking to invest in and expand transportation choices beyond traditional highway programs. Where projects are eligible for multiple programs SPC staff will evaluate the project in all eligible programs.

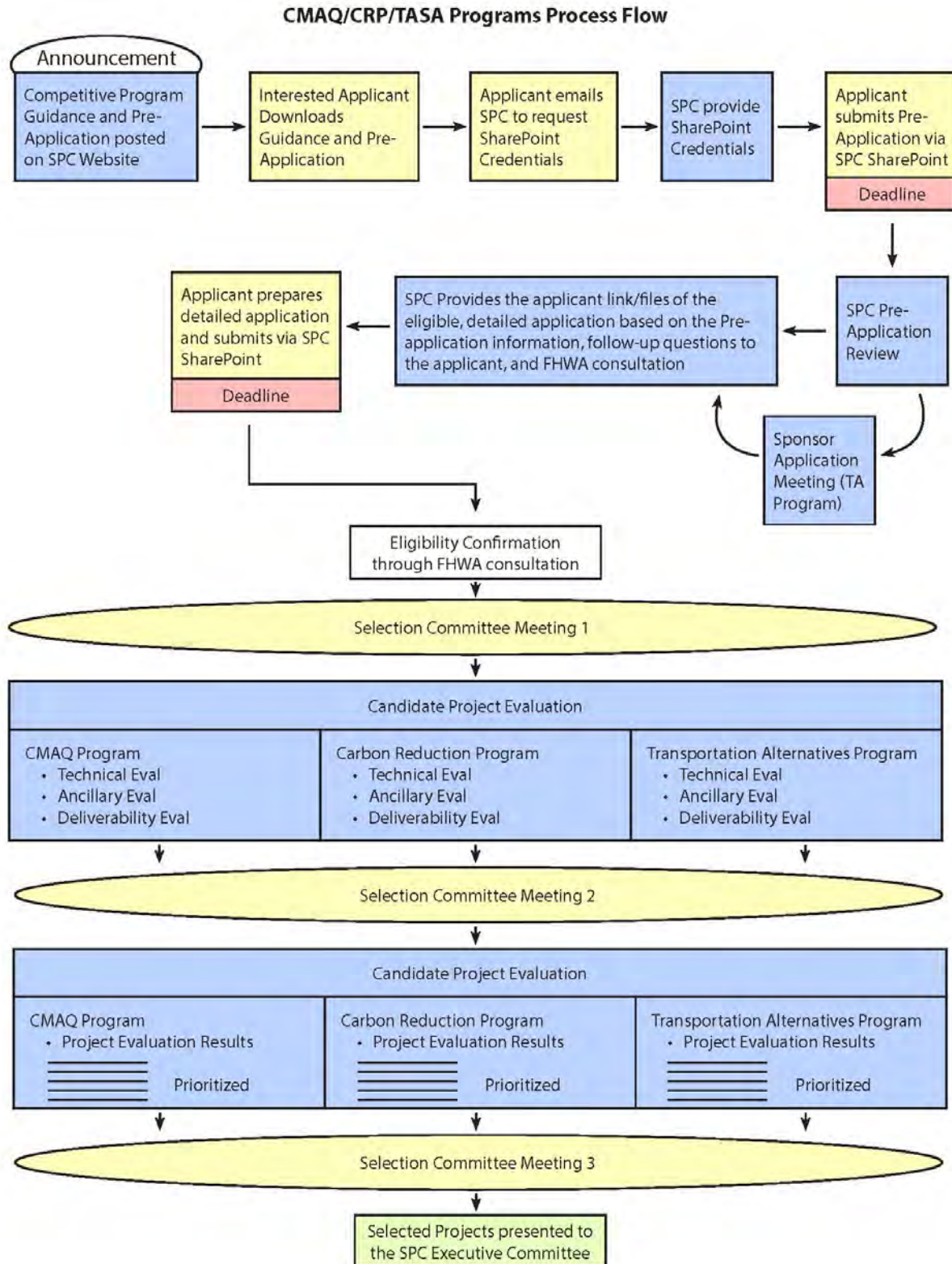
Chapter II of this guidance provides an overview that is intended to help sponsors understand and compare the programs' objectives/requirements, sponsor eligibility, eligible activities, the application processes, project selection processes, and required funding commitments.

Chapter III of this guidance provides a discussion of the importance of project readiness and project deliverability that applies to all three programs.

The appendices include the detailed program guidance specific and regulatory requirements pertaining to each of the programs. Due to the similarity of the programs the CMAQ and CMP are both contained in a single guidance in **Appendix A1**.

The flowchart in **Figure 1** provides an overview of the CMAQ/CRP/TASA process, which will be further described in this guide. Perspective applicants to the CMAQ/CRP/TASA programs should monitor SPC's website and social media for announcements regarding the opening of these programs. Downloading, completing, and submitting the SPC Competitive Programs Pre-Application is the first step in the process. Following this submission, SPC will supply the applicant with the appropriate detailed application forms for their project. Once these forms are submitted, they will be reviewed, evaluated, and ranked by SPC staff. SPC staff will provide the results of the evaluation and ranking to the SPC Federal Competitive Programs Selection Committee. This committee will recommend potential Federal projects to SPC's Transportation Technical Committee and Executive Committee for their approval.

Figure 1



II. Overview of Programs

Each Transportation Improvement Program (TIP) cycle, and dependent upon availability of funds, SPC solicits project proposals for four competitive programs funded through the Federal Highway Administration:

- CMAQ – funds for transportation projects that improve air quality,
- CRP – funds for projects that reduce transportation emissions and include carbon reduction strategies,
- TASA – funds for transportation projects like pedestrian and bicycle facilities, trails, safe routes to school, etc.

Sponsors must acknowledge that Congress may reauthorize the Federal Transportation Act in the middle of the 2027 TIP update process, resulting in changes in the program’s existence and funding levels. If funding levels for the SPC CMAQ/CRP/TASA programs are changed, the approved new project list will be revisited and adjusted to maintain consistency with new program funding levels.

A. Background of SPC Competitive Transportation Programs

1. Congestion Mitigation & Air Quality Improvement Program (CMAQ)

The federal CMAQ program provides funds for transportation projects and programs that will contribute to attainment or maintenance of the [national ambient air quality standards \(NAAQS\)](#) for ozone, carbon monoxide (CO), and particulate matter (PM).

The CMAQ program supports two important goals of the United States Department of Transportation: improving air quality and relieving congestion. It is SPC policy to program projects on the Transportation Improvement Program (TIP) for CMAQ funding that provide the best air quality benefit for the investment, consistent with [Federal Highway Administration \(FHWA\) CMAQ Program Guidance](#) (Congestion Mitigation and Air Quality Improvement (CMAQ) Program Interim Guidance as Revised by the Infrastructure Investment and Jobs Act, Effective November 6, 2024)) and changes stipulated as part of the [Bipartisan Infrastructure Law \(BIL\)](#). Projects selected for CMAQ funding are also expected to be consistent with the policies set forth in SPC’s adopted Long-Range Transportation Plan (Smart Moves for a Changing Region, June 2019 and July 2023). Please see **Appendix A1** for *SPC’s Program Guidance and Procedures: Congestion Mitigation and Air Quality Improvement and the Carbon Reduction Program*.

2. Carbon Reduction Program (CRP)

The purpose of the CRP is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “[Bipartisan Infrastructure Law](#)” (BIL)) (BIL § 11403). Statewide guidance is available in the [November 2023 Pennsylvania Carbon Reduction Strategy \(CRS\)](#). Please see **Appendix A1** for *SPC’s Program Guidance and Procedures: Congestion Mitigation and Air Quality Improvement and the Carbon Reduction Program* and the *Federal Carbon Reduction Program (CRP) Implementation Guidance*.

3. Transportation Alternatives Set-Aside (TASA)

TASA provides funding for a variety of transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity;

recreational trails; safe routes to school projects; and vulnerable road user safety assessments. With its eligibilities including bicycle and pedestrian facilities, safe routes to school projects, and vulnerable road user safety assessments, TASA is a key program for helping States build Complete Streets that are safe for all users and achieve safe, connected, and equitable on-and off-road networks. SPC has their own [Complete Streets Policy](#) and TASA projects should be consistent with that policy. Note that TASA includes both a [state grant program](#) (administered by the Pennsylvania Department of Transportation (PennDOT)) and this, separate, SPC administered TASA program.

[Federal Implementation Guidance](#) as revised by the Infrastructure Investment and Jobs Act is dated March 30, 2022. Also Please see **Appendix A2** for *SPC's Program Guidance and Procedures: Transportation Alternatives Set-Aside Program*.

B. Overview of Sponsor Eligibility

State and local government and transportation agencies located within SPC's MPO boundary — which encompasses the counties of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland — may submit transportation projects for consideration. Interested nonprofit entities, school districts and other nongovernmental agencies should contact SPC regarding their eligibility under these programs.

1. Sponsor Eligibility

	CMAQ	CRP	TASA
<i>Local Government</i>	✓	✓	✓
<i>Regional Transportation Authorities</i>		✓	✓
<i>Transportation Management Associations</i>	✓	✓	
<i>Public Transit Agencies</i>	✓	✓	✓
<i>Port Authorities</i>	✓	✓	
<i>State Agencies</i>	✓	✓	
<i>Natural Resource/Public Land Agencies</i>		✓	✓
<i>School Districts, Education Agencies, Schools</i>		✓	✓
<i>Tribal Governments</i>		✓	✓
<i>County Recreational Trails Authorities</i>		✓	✓
<i>County Recreational Authorities</i>		✓	✓
<i>Urban Redevelopment Authorities</i>			✓
<i>Non-profits</i>	○	○	○
<i>Private Sector</i>	○		

✓ – Eligible

○ – Eligible when partnered with eligible entity (see detailed program guidance in the appendix)

C. Overview of Program Objectives and General Project Eligibility

1. CMAQ

To be eligible for CMAQ funds a project must be a transportation project consistent with the region's adopted Long-Range Transportation Plan (Smart Moves for a Changing Region), be located in an [air quality nonattainment or maintenance area](#) and have demonstrated air quality benefits.

The federal CMAQ program provides funds for transportation projects that ease congestion and contribute to the attainment and maintenance of air quality standards for ozone, carbon monoxide and particulate matter. The program emphasizes cost effective emission reduction and congestion mitigation activities. As mentioned, it is SPC's policy to program CMAQ projects on the TIP that provide the best air quality benefit for the investment while supporting two important goals of the United States Department of Transportation: improve air quality and relieve congestion.

2. CRP

CRP funding may be used on a wide range of projects that support the reduction of transportation carbon emissions. Projects must be consistent with the [Long-Range Statewide Transportation Plan](#) and region's adopted Long-Range Transportation Plan ([Smart Moves for a Changing Region](#)). Following SPC project selection, projects will be identified in the Statewide Transportation Improvement Program (STIP)/Transportation

Improvement Program (TIP). SPC adheres to the program guidance and project eligibility that is provided by FHWA and [PennDOT](#).

3. TASA

TASA provides funds to construct pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose, while promoting safety and mobility. As noted, PennDOT administers and accepts applications for the statewide TASA funds, while SPC's TASA program covers funds specifically available for projects in the SPC region.

D. Project Eligibility*

	CMAQ	CRP	TASA
<i>Alternative Fuel Vehicles & Technology</i>	✓	✓	
<i>Archaeological Activities</i>			✓
<i>Bicycle/Pedestrian Education</i>	✓		✓
<i>Bicycle/Pedestrian Improvements</i>	✓	✓	✓
<i>Construction of Turnouts, Overlooks, Viewing Areas</i>			✓
<i>Corridor Management/Congestion Reduction</i>	✓	✓	
<i>Diesel Emissions Reduction</i>	✓	✓	
<i>Electric Vehicle Charging Stations</i>	✓	✓	
<i>Historic Preservation, Transportation Facility Rehab</i>			✓
<i>Intermodal/ Transit Oriented Development</i>			
<i>ITS Project</i>		✓	
<i>Land Use & Transportation Linkage</i>			
<i>Outdoor Advertising Management</i>			✓
<i>Planning & Redevelopment</i>			
<i>Railway Corridor Trail Conversions</i>			✓
<i>Road/Intersection/Network Improvements</i>	✓	✓	
<i>Safe Routes to School</i>			✓
<i>Stormwater Management</i>			✓
<i>Streetscapes/Traffic Calming</i>			✓
<i>Traffic Flow Improvements</i>	✓	✓	
<i>Traffic Monitoring and Management</i>		✓	
<i>Transit Improvements/Transit Programs</i>	✓	✓	
<i>Transportation Demand Management</i>	✓	✓	
<i>Vegetation Management</i>			✓
<i>Wildlife Mortality Mitigation</i>			✓
<i>Other</i>	✓	✓	✓

*Not a comprehensive list of all eligible projects. Some projects may need a case-by-case review.

E. Overview of Funding Match and Minimum/Maximum Requirements

1. Local Match Funding Requirements

CMAQ	CRP	TASA
20% Minimum per phase	20% typically per phase	20% typically 100% federal for construction. Pre-construction 100% local*

*See Transportation Alternatives guidance for complete funding match requirements

2. Minimum and Maximum Award Amounts

CMAQ	CRP	TASA
No limits.	No limits.	Construction (Min. \$50,000 for non-infrastructure* and \$200,000 for infrastructure) and (Max. \$1,500,000)

*Min. award may be reviewed on a case-by-case basis

F. Overview of Application Process

A complete candidate project application will consist of several components. These include:

- SPC 2025 Federal Funding Pre-Application Form (required for all projects),
- Candidate Project Detailed Application Form(s) (required for all projects),
- Project Delivery Checklist Form (required for all projects),
- Additional Information forms (as many as needed to fully describe the project), and
- Supporting information (maps, drawings, engineering design, photographs, reports, etc.).

Project sponsors should download the required pre-application form from the SPC website, enter appropriate information about the candidate project and follow the described submittal process. If supporting information is part of the project application package, the project sponsor should identify each piece of supporting information on an Additional Information form. The application form is interactive and completed forms must be saved as interactive files. Handwritten paper copies, or electronic copies without the interactive features cannot be accepted. All fields in the SPC 2025 Pre-Application form are required to be completed.

Completed forms and all supporting documents must be submitted electronically. Electronic submissions of all application material are required via SPC's SharePoint site. The applicant for the proposed project will be responsible for uploading the preapplication and final application zip files to a secure folder on SPC's SharePoint site. The SPC SharePoint site requires a username and password. The project sponsor contact must contact gshermeto@spcregion.org to indicate intent to submit a regional pre-application to obtain a temporary username and password.

The applicant will be provided with a secure folder in which the application zip files are to be uploaded prior to the submission deadlines. Any technical difficulties using SPC's SharePoint site should be directed to Greg Shermeto at the email address listed above.

Please see the SPC Competitive Program Process Flow Chart, **Figure 1**.

Table 1 – CMAQ/CRP/TASA Federal Program Milestones

Important Milestone dates for the 2027-2030 TIP	
May TTC Meeting	Process Update
End of May	Program Guidance finalized
June 2, 2025	Application period opens
June 10, 2025	Application and Project Delivery Webinar
July 17, 2025	Pre-application due
By July 31, 2025	SPC provides detailed application information to applicant
September TTC Meeting	Status Update
September 15, 2025	Detailed Application period closes
October – November	Application review and technical scoring by SPC staff
October - November	Deliverability evaluation by deliverability evaluation committee.
October – November (TBD) Selection Committee Mtgs 1 & 2	Candidate project applications review, technical scoring review, deliverability review,
Late November (TBD) Selection Committee Mtg 3	Project technical and deliverability scoring discussed and finalized. Project selection recommendations made.
December TTC Meeting	Projects recommended by TTC as part of pre-draft 2027 TIP
December SPC Executive Committee Meeting	Projects approved as part of pre-draft 2027 TIP

G. Overview of the Project Evaluation Process & Selection Committee Make-up

1. SPC Competitive Programs Selection Committee

The SPC Competitive Programs Selection Committee (see **Table 2**) will be convened in October 2025. It will assist in approving the candidate projects for Federal funding on the 2027-2030 TIP, reporting their findings, and making recommendations to SPC's Transportation Technical Committee (TTC), which will ultimately recommend the funded projects for inclusion on the TIP. Membership of the committee is designed to be a balanced and diverse representation of the SPC committees and air quality planning partners. The SPC Competitive Programs Selection Committee will review the candidate projects based on the air quality technical analysis (if required), the ancillary selection factor ratings that will be completed by SPC staff, and the evaluation of deliverability/project readiness that will be completed by a separate nonpartisan deliverability committee¹. Recommendations will be developed by early December 2025. These recommendations will be presented to SPC's TTC and others, as appropriate, in December prior to presentation to SPC's Executive Committee at its December meeting. **Figure 3** presents a graphical overview of the application submission and review timeline.

¹ More information on the deliverability committee and their role is discussed in Section III.

Competitive Program Milestone Timeline

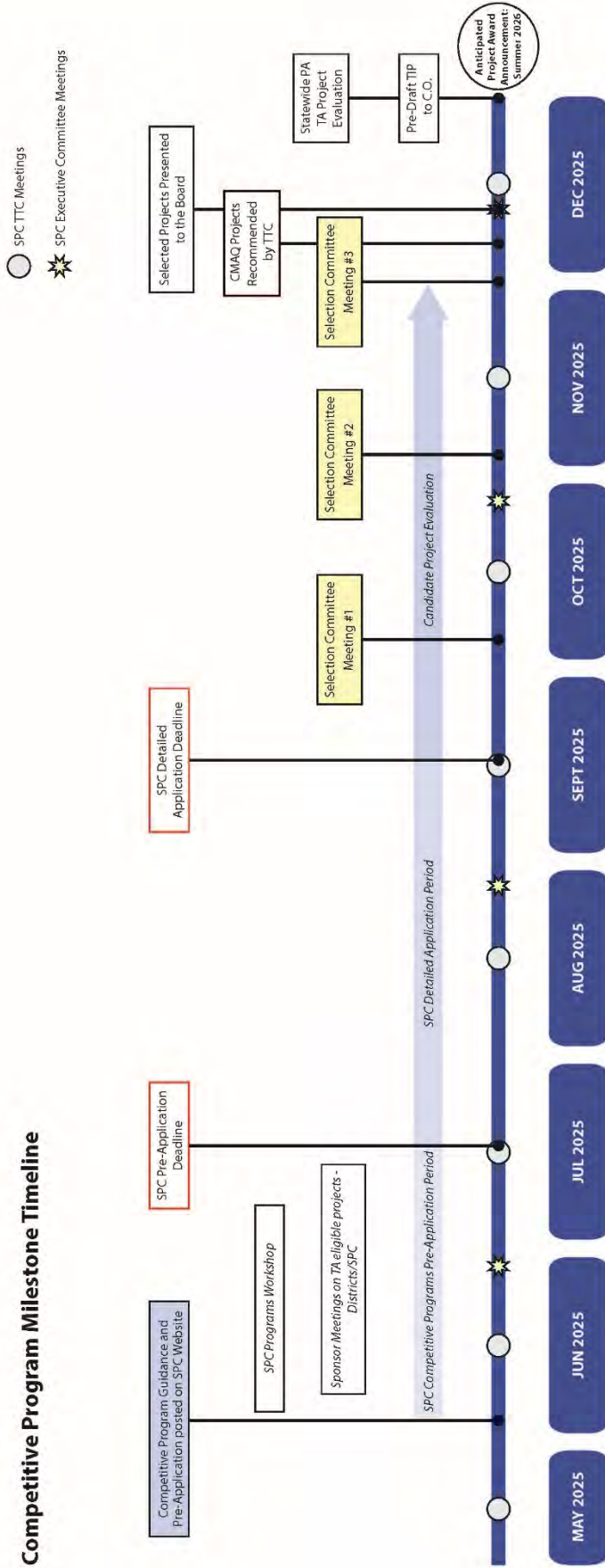


Figure 3

Table 2- 2027-2030 TIP – Federal Competitive Programs Selection Committee

Interest Group	Number from Group	Representing	Other Criteria
Planners	11	10 SPC counties and the City of Pittsburgh	1 per SPC Member County/City of Pittsburgh
PennDOT Districts	3	PennDOT Districts 10, 11 & 12	1 per local PennDOT District
Transit	3	Transit Operators	1 each - urban, small urban, rural
PennDOT Central Office	2	PennDOT Central Office	Select from: Center for Program Development and Management, Bureau of Design and Delivery, Bureau of Public Transportation
TMA	1	Transportation Management Associations	1 of ACTA, OTMA <u>or</u> PDP
Air Quality Agency	1	Air Quality Regulatory Agency	PADEP <u>or</u> Allegheny County Health Department
Active Transportation	1	Active Transportation Organizations	Bike PGH <u>or</u> another organization TBD
Freight	1	Freight Organization	Port of Pittsburgh Commission
Resource Agencies			
Federal Highway Administration – Pennsylvania Division Federal Transit Administration – Region III PennDOT – Bureau of Rail, Freight, Ports, and Waterways SPC – CMAQ Program Staff			

May 2025

III. Importance of Deliverability/Project Readiness

Project readiness and ease of deliverability of potential CMAQ, CRP, and TASA projects are essential to maximize federal funding opportunities for the region, as all federal funds and programs have a deliverability timeframe that must be met or funding could be lost.

Readiness and deliverability evaluation criteria were established that will be used to review and evaluate project applications based on a range of factors. Applicants should review and become familiar with PennDOT's [Publication 740: Local Project Delivery Manual](#). Applicants can also review PennDOT's [Local Projects Website](#) which includes Publication 740 videos that give an overview of the entire project process. Each applicant will submit a project delivery checklist. Often during project development, issues arise that delay project delivery and these potential issues will be evaluated in the deliverability scoring. For example, projects with complex right-of-way, utilities, and / or railroad involvement are likely to score lower in regard to deliverability. Projects within existing right-of-way, with no utility or railroad involvement are likely to score higher. Each proposed project will be scored on applicant responses within the project delivery checklist section of the application and a review of the project. A nonpartisan Deliverability Committee will evaluate each candidate project in terms of its ability to be delivered on-time and within budget. This committee will be appointed by SPC staff and will

serve as a separate committee that will inform the SPC Federal Competitive Programs Selection Committee. Utilizing the collective knowledge, experience, and removing any conflicts of interest, the committee will meet and discuss the scores and finalize their evaluation.

The Deliverability Committee will review each application and rate the project based on ten deliverability criteria. The ten deliverability criteria are outlined below. Applications that are non-infrastructure will not be ranked on, nor will consideration of the application be impacted by, right-of-way, railroad, or utilities. These criteria are further defined below:

1) Sponsor History

The number of projects the local sponsor already has in development and ongoing within SPC competitive programs will be considered when accessing the capacity to deliver the proposed project.

Sponsors that have managed a federal project successfully in the past, attended a training regarding local project management or PennDOT's Publication 740 training = 3.

Sponsors that have never managed a federal project but have attended a training regarding local project management or PennDOT's Publication 740 training = 2.

Those sponsors that are new to federal project management and have not attended a training regarding local project management or PennDOT's Publication 740 training = 1.

2) Political Support

Applicants should include examples of political support (letters of support, meeting minutes, etc.).

Application includes documentation of political support (resolution of support, political support letters, endorsed by local advocacy groups) = 3.

The application mentions political support, but no documentation provided = 2.

No discussion or documentation of community / political support = 1.

3) Community Support

Applicants should include examples of community (letters of support, meeting minutes, etc.).

Application includes documentation of community support (documented community request, evidence of positive public outreach) = 3.

The application mentions community support, but no documentation provided = 2.

The application does not mention community support.

4) Environmental Clearance / Permit Complexity

In addition to information included in the application the environmental deliverability criteria will use the SPC environmental project scoring, which is similar to the PennDOT Connects environmental scoring and based on known environmental resources and constraints to help to evaluate the project area for environmental concerns. Each project will be mapped and run through the scoring model and assigned a score.

Project area has no known environmental concerns (public parks, historic, T&E, wetlands, potential hazardous waste) and low disturbance (Low Environmental Score) = 3.

Project area has high probability of encountering resources and moderate disturbance = 2.

Project area has high probability of encountering resources and a large disturbance footprint (High Environmental Score) = 1.

5) Other Agency/Entity Involvement

Applicants should show evidence that they have coordinated with other agencies that will need to be involved with the project. For example, if the proposed project is located on a State Route the project sponsor should show evidence that they have introduced and discussed this project with a representative of PennDOT. Another example is a project that spans multiple municipalities, or a project sponsored by a County who needs to coordinate with the municipality where the project is located.

No coordination needed with other agencies/entities = 3.

Medium level of other agency/entity involvement = 2.

High Level of other agency/entity involvement (PennDOT=SR, DCNR = Parks) = 1.

6) Project Readiness

Applicants should provide a well-defined scope, schedule, and cost estimate with details on how the estimate was developed. Applicants that include a design will score higher than applications with no design; the score may be impacted by the reviewing committees' interpretation of "design" vs. "planning concept". Projects that involve a purchase, program, or promotion will score a three unless the reviewing committee feels there would be delays with fund transfer or does not have a detailed plan for what is being purchased or promoted.

Application includes design plans completed by a consultant knowledgeable with PennDOT's requirements and/or the project is immediately ready to move into construction = 3.

Application includes design concept = 2.

Projects that are in the planning stages = 1.

7) Understanding Project Development Process

Project sponsors should consult *PennDOT Publication 740: Local Project Delivery Manual* in order to proactively identify any potential deliverability issues the candidate project(s) may experience and factor them into their schedules and cost estimates.

Sponsors who have hired a consultant that is very knowledgeable with PennDOT's project delivery process = 3.

Sponsors who have hired a consultant that is somewhat knowledgeable with PennDOT's project delivery process = 2.

Sponsors who have hired a consultant that is unfamiliar with PennDOT's project delivery process = 1.

8) Anticipated Utility Involvement

Application should show an understanding of what utilities are in the project area and whether any may be impacted.

There is no known utility involvement or less than 24 inches of excavation = 3.

High probability of encountering utilities but low probability of relocating = 2.

High probability of encountering utilities and high probability of relocating = 1.

9) Railroad located within or adjacent to the project area

Application should note whether a railroad or at-grade crossing is within the project area and may be impacted / altered. Application should note whether an adjacent railroad could be involved (need for protection services, access permits, etc.).

No railroad in project area = 3.

Railroad nearby but low probability of involvement = 2.

Railroad involved = 1.

10) Right-of-Way Acquisition

Applicant should note if the project can be constructed entirely within existing public right-of-way, and be ready to prove with documentation, should the application be awarded a grant. If right-of-way is required for the project, the application will generally score lower than projects with no required right-of-way. Even if the right-of-way is owned by the sponsor, a review from PennDOT Right-of-Way unit may be required.

Project is entirely on local sponsor owned transportation right-of-way or Department owned right-of-way = 3.

Project involves temporary construction easements or minor strip takes, or acquisition of right-of-way has already begun = 2.

Project involves right-of-way acquisition, but no ROW plan in development = 1.

The criteria are then weighted according to the anticipated effect on timely delivery. For example, right-of-way acquisition is weighted higher than sponsor history. These scores are combined into one deliverability score for each project.

IV. Appendices

A. Detailed Individual Program Guidance:

1. CMAQ & CRP Program Guidance
2. TASA Guidance

1. CMAQ & CRP Program Guidance



**PROGRAM GUIDANCE AND PROCEDURES:
CONGESTION MITIGATION AND AIR QUALITY
IMPROVEMENT PROGRAM and the CARBON
REDUCTION PROGRAM**

June 2025

Table of Contents

Background	1
Program Objectives.....	1
CMAQ.....	1
CRP.....	2
Federal Performance Measures.....	3
Schedule & Federal Competitive Programs Selection Committee	4
SPC Competitive Programs Selection Committee	5
Funding and Local Match Requirements	6
Sponsor and Project Eligibility	6
Sponsor Eligibility	6
Project Eligibility.....	6
Project Grouping	7
Ineligible Activities	7
How to Submit Completed Candidate Project Applications	8
Application Process.....	8
Project Pre-application	8
Project Application Forms	8
Pre-Qualification Screening.....	9
Application Review.....	9
Project Carryover Limitations	9
Project Evaluation Criteria	10
CMAQ Air Quality Technical Analysis.....	10
Carbon Reduction Air Quality Technical Analysis	10
CMAQ and Carbon Reduction Ancillary Selection Factors.....	10
Deliverability/Project Readiness	14
Appendix A: CMAQ and CRP Program Management and Other Regulatory Requirements.....	18
Appendix B: Tables	30
Appendix C: Maps – Air Quality Nonattainment & Maintenance Areas in SW PA, NHS in Pittsburgh Urbanized Area, % Low-Income Households	35
Appendix D: Links to Additional Information and Staff Contacts.....	37

Southwestern Pennsylvania Commission's Congestion Mitigation and Air Quality Improvement Program 2027-2030 Program Guidance

Background

This document has been prepared to guide sponsors of candidate projects through the Southwestern Pennsylvania Commission's (SPC) application process for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program and the Carbon Reduction Program (CRP). The Program Guidance and Procedures document includes the schedule and guidelines for submitting applications for candidate projects, the project selection process, and the project selection criteria.

The following sections of this document provide background information about SPC's CMAQ and CRP project solicitation, evaluation, prioritization, and selection process; instructions for completing and submitting applications for candidate projects for CMAQ and CRP funding; and a summary of other regulatory requirements involved in the project delivery process.

Four appendices are included at the end of this document. [APPENDIX A](#) contains the processes and regulatory requirements of delivering a successful and on time transportation project with Federal CMAQ or CRP funds; [APPENDIX B](#) contains additional Tables; [APPENDIX C](#) contains maps of the air quality nonattainment and maintenance areas in Southwestern Pennsylvania and the NHS network in the Pittsburgh urbanized area; and, [APPENDIX D](#) contains a list of links to additional information and guidance of use to applicants, and SPC staff contacts.

Program Objectives

CMAQ and CRP funding have not been authorized by Congress for the 2027-2030 program period. It has been Pennsylvania and SPC's procedure in this situation in the past to continue to plan on flat funding levels going into the next program period, but there is no guarantee that the CMAQ and CRP programs will continue.

CMAQ

The federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funds for transportation projects and programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).

The CMAQ program supports two important goals of the federal Department of Transportation: improving air quality and relieving congestion. These goals were strengthened in provisions added to the CMAQ Program by the *Moving Ahead for Progress in the 21st Century Act* (MAP-21; Pub. L. 112-141) and continued in the Fixing America's Surface Transportation Act (FAST Act; Pub. L. 114-94) and the Bipartisan Infrastructure Law (BIL; Pub. L. 117-58). These provisions emphasize cost-effective emission reduction and congestion mitigation activities when using CMAQ funding.

It is the Southwestern Pennsylvania Commission's policy to program projects on the TIP for CMAQ funding that provide the best air quality benefit for the investment, consistent with [Federal Highway Administration \(FHWA\) CMAQ Program Guidance](#) (*Congestion Mitigation and Air Quality Improvement (CMAQ) Program Interim Guidance as Revised by the Infrastructure Investment and Jobs Act, Effective*

[November 6, 2024](#)). Projects selected for CMAQ funding are also expected to be consistent with the policies set forth in SPC's adopted Long-Range Transportation Plan ([Smart Moves for a Changing Region, June 2019](#)). The FAST Act of 2015 added eligibility for verified technologies for non-road vehicles and non-road engines that are used in port-related freight operations located in ozone, PM₁₀ or PM_{2.5} nonattainment or maintenance areas. The Act also specifically makes eligible the installation of vehicle-to-infrastructure communications equipment. The BIL added four new eligibilities including: shared micromobility, the purchase of diesel replacement or medium-duty or heavy-duty zero emission vehicles, modernization or rehabilitation of a lock and dam or marine highway if connected to the Federal-aid highway system, and in alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and engines. It also added a limitation that caps State obligations for lock and dam and marine highway projects at 10%.

Once projects are programmed on the Transportation Improvement Program (TIP) for CMAQ funding, close coordination is necessary between SPC, the Pennsylvania Department of Transportation (PennDOT), and project sponsors to ensure that CMAQ funds are used appropriately and to maximize their effectiveness in satisfying SPC's CMAQ policy and meeting federal transportation and Clean Air Act (CAA) goals. It is also essential that the CMAQ funds are able to be obligated in the year in which they are programmed to the TIP.

The TIP is a four-year program of projects that is updated every two years. During each two-year cycle, projects programmed in the first two TIP years are expected to be funded. The second two years of one TIP will become the first two years of the following TIP. Because of this there is very limited, if any, funding for new projects on a new TIP's first two years. Most of the awarded CMAQ projects will be programmed for the TIP's third and fourth years, which are the federal fiscal years of 2029 and 2030 (Oct. 1, 2028 – Sept. 30, 2030).

FHWA has directed that the CMAQ project selection process should be conducted in accordance with the metropolitan transportation planning process (23 CFR 450). In addition, the CMAQ project selection process should be transparent, in writing, and publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the final recommendation to the Metropolitan Planning Organization (MPO) board, which is the Southwestern Pennsylvania Commission for this region. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multi-modal benefits, and others. The ensuing sections of this Program Guidance provide information on the project selection process.

CRP

The purpose of the CRP is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "[Bipartisan Infrastructure Law](#)" (BIL)) (BIL § 11403). PennDOT's statewide CRP Guidance is titled [Pennsylvania Carbon Reduction Strategy \(CRS\), November 2023](#).

Federal Performance Measures

The Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation (FAST) Act and the Bipartisan Infrastructure Law (BIL) established Performance-Based Planning and Programming (PBPP) requirements as part of Transportation Performance Management rules for both highway programs and public transportation.

National transportation goals cover a range of key management issues: highway safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced delivery delays (23 U.S. Code Section 150). The legislative framework also establishes performance measure requirements for the National Highway Performance Program (NHPP), the Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ).

The Performance Measures specifically related to the CMAQ Program, PM1 and PM3, are listed in Table 1 and described in the subsequent paragraph accordingly. These measures, SPC region and statewide CMAQ Performance Targets and additional relevant information, are detailed further in SPC's CMAQ [Mid Performance Period Report \(2024\)](#). Applicants should also reference the [SPC TPM webpage](#) to help them prepare their candidate project applications.

National Performance Management Measures Congestion Mitigation and Air Quality Program			
Performance Measure	Measure/Target Applicability	Metric Data & Collection Frequency	Metric
Annual Hours of Peak-Hour Excessive Delay Per Capita¹	Mainline NHS in urbanized areas with a population over 1M/200K in nonattainment or maintenance for any of the criteria pollutants under the CMAQ program	All traffic/vehicles data in NPMRDS or equivalent data set – every 15 minutes (bus, car and truck volumes in HPMS; occupancy factors published by FHWA	Total Peak-Hour Excessive Delay in person hours
Percent of Non-SOV Travel	Urbanized areas with a population over 1M/200K in nonattainment or maintenance for any of the criteria pollutants under the CMAQ program	ACS, local survey, or local counts (includes bike/pedestrian counts)	Percent Non-SOV Travel

¹ As per Federal Regulations (CFR 23 PART 490), "Excessive Delay means the extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold. For the purposes of this rule, the speed threshold is 20 miles per hour (mph) or 60 percent of the posted speed limit, whichever is greater. Peak Period is defined as weekdays from 6 a.m. to 10 a.m. and either 3 p.m. to 7 p.m. or 4 p.m. to 8 p.m. State DOTs and MPOs may choose whether to use 3 p.m. to 7 p.m. or 4 p.m. to 8 p.m.

Total Emission Reductions	All nonattainment and maintenance areas for CMAQ criteria pollutants	CMAQ Public Access System	Co, NOx, VOC & PM Emission Reduction from Funded CMAQ Projects
----------------------------------	--	---	--

NHS – National Highway System

NPMRDS – National Performance Management Research Data Set

HPMS – Highway Performance Monitoring System

ACS – American Community Survey, U.S. Census Bureau

CMAQ Public Access System – Database of CMAQ Project Information

Table 1, May 2025

Additionally, the federal Safety performance measures, PM 1, will factor into the safety component of the evaluation criteria. The FHWA final rule for the *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) were published in the Federal Register (81 FR 13881 and 81 FR 13722) on March 15, 2016 and became effective on April 14, 2016.

The Safety PM Final Rule established five performance measures as the five-year rolling averages to include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

PennDOT and SPC are responsible for the coordination, development and tracking of the CMAQ program performance targets for Southwestern Pennsylvania. SPC reports progress on achieving its performance targets in the Transportation Improvement Program, the Metropolitan Long-Range Plan and through CMAQ performance reports, which are included in PennDOT Biennial Performance Reports.

Schedule & Federal Competitive Programs Selection Committee

The application period for candidate projects for CMAQ and CRP funding in the 2027-2030 TIP is being publicly announced by SPC through its technical committees (Transit Operators Committee [TOC] and Transportation Technical Committee [TTC]), SPC's website and social media, and other forums as appropriate.

The project application period will begin on Thursday, June 1, 2025 and close on Friday, September 15, 2025. To prepare potential sponsors for submitting and possibly delivering a federally funded transportation project, SPC will host a virtual Project Delivery Workshop in June 2025. (Please refer to [SPC's Website](#) for additional information). Following the close of the application period, SPC staff and the CMAQ Evaluation Committee will complete the screening and evaluation of candidate projects by early December 2025. Table 2 below summarizes the CMAQ Program development schedule for the 2027-2030 TIP.

Important Milestone dates for the 2027-2030 TIP	
May TTC Meeting	Process Update
End of May	Program Guidance finalized
June 2, 2025	Application period opens
June 10, 2025	Application and Project Delivery Webinar
July 17, 2025	Pre-application due
By July 31, 2025	SPC provides detailed application information to applicant
September TTC Meeting	Status Update
September 15, 2025	Detailed Application period closes
October – November	Application review and technical scoring by SPC staff
October - November	Deliverability evaluation by deliverability evaluation committee.
October – November (TBD) Selection Committee Mtgs 1 & 2	Candidate project applications review, technical scoring review, deliverability review,
Late November (TBD) Selection Committee Mtg 3	Project technical and deliverability scoring discussed and finalized. Project selection recommendations made.
December TTC Meeting	CMAQ projects recommended by TTC as part of draft 2027 TIP

Table 2 – May 2025

SPC Competitive Programs Selection Committee

The SPC Competitive Programs Selection Committee will be convened in October 2025. It will assist in prioritizing the candidate projects for Federal funding on the 2027-2030 TIP, reporting their findings, and making recommendations to SPC's Transportation Technical Committee (TTC), which will ultimately recommend the final SPC competitive program projects for inclusion on the TIP. Membership of the committee is designed to be a balanced and diverse representation of the SPC committees and air quality planning partners. The SPC Federal Competitive Programs Selection Committee will approve the candidate projects based on the air quality technical analysis (if applicable), the ancillary selection factor ratings that will be completed by SPC staff, and the evaluation of deliverability/project readiness that will be completed by a separate nonpartisan deliverability committee². Recommendations will be developed by early December 2025. These recommendations will be presented to SPC's TTC and others, as appropriate, in December prior to presentation to SPC's Executive Committee at its December meeting. Table B-4, in the Appendix summarizes the Committee membership.

² More information on the deliverability committee and their role is discussed in the Deliverability/Project Readiness Section.

Funding and Local Match Requirements

The CMAQ and CRP Programs provide up to 80% of total eligible project costs associated with costs for infrastructure type projects, and activities and operating costs for non-infrastructure. The minimum local share is 20%, hard/cash match per project phase, and must be provided from local, state, or other non-federal sources. Costs associated with a non-CMAQ or CRP funded phase of the project are not considered as part of the local share. CMAQ and CRP funds can be combined with other federal funds on the same project, but the full amount of local match for all federal funds is still required.

Sponsor and Project Eligibility

Sponsor Eligibility

Any qualified government entity, including local governments, public transit agencies, port authorities, and state agencies is eligible to apply for CMAQ and CRP funding. Non-profits and private sector entities may partner with an eligible entity to apply for CMAQ and CRP funding; however, there must be a formal agreement in place with their partnering public agency to receive funding. All applicants are required to contact county and municipal government(s) where the project will be implemented to inform them of their intent to apply and to coordinate the project effort. The same case applies to applicants seeking to implement public transportation improvements, these applicants however are also required to contact the public transit agency that provides service in the proposed project area.

Project Eligibility

The federal CMAQ program provides funds for transportation projects that ease congestion and contribute to the attainment and maintenance of air quality standards for ozone, carbon monoxide and particulate matter. The program emphasizes cost effective emission reduction and congestion mitigation activities. It is SPC's policy to program CMAQ projects on the TIP that provide the best air quality benefit for the investment and support two important goals of the federal Department of Transportation: improve air quality and relieve congestion.

In Southwestern Pennsylvania, congested corridors are identified as part of the regional [Congestion Management Process \(CMP\)](#). The CMP also identifies and prioritizes congestion mitigation strategies for each of these corridors. SPC's regional priority for CMAQ funding is to identify projects that provide the best congestion and air quality benefits for the investment. These are often derived from the CMP and are contained in documents such as the region's adopted Long-Range Transportation Plan, Regional Operations Plan, Regional Freight Plan, Regional Transportation Demand Management Plan, Regional Active Transportation Plan, and the Transit Development Plans for the transit operators in the region. Examples include Intelligent Transportation System (ITS) deployments (both highway and transit), park-n-ride lots, travel demand management activities, traffic signal improvements, geometric/operational upgrades, and bottleneck mitigation projects. As described on page 11, under the *Congestion Management (CMP) Corridor Rating Section*, projects on CMP corridors receive additional points toward their application.

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions.

All federal eligibility requirements for transportation projects must be met and be consistent with [FHWA's CMAQ Program Guidance or FHWA's Carbon Reduction Program Guidance](#). Specific activities

and projects are explicitly identified as either eligible or ineligible for CMAQ funding within FHWA's CMAQ Program Guidance. Projects and activities will be placed into one of the six Project Category activities below.

Project Grouping

Listed in [TABLE B-2](#) and B-3 are the six Project Category activities and examples of projects and activities that are eligible for CMAQ or CRP funding. All projects will be placed into a project category, which will be used for grouping and comparison purposes. These categories are:

1. Vehicle/Fuel Technology
2. Public Transportation
3. Traffic Flow Improvements
4. Intelligent Transportation Systems
5. Travel Demand Management
6. Lock and Dam Marine Highways
7. Vehicle Programs
8. Other (including training and educational development of the transportation workforce)

Ineligible Activities

The following projects are ineligible for CMAQ funding:

- Light-duty vehicle scrappage programs.
- Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes. This HOV lane eligibility includes the full range of HOV facility uses authorized under 23 U.S.C 166, such as high-occupancy toll (HOT) and low-emission vehicles.
- Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions. Other funding sources, such as Surface Transportation Block Grant Program and FTA's Urbanized Area Formula Program (49 U.S.C. 5307), are available for such activities.
- Administrative costs of the CMAQ program may not be defrayed with program funds (e.g., support for a State's "CMAQ Project Management Office" is not eligible).
- Projects that do not meet the specific eligibility requirements of Titles 23 and 49, United States Code, are ineligible for CMAQ funds.
- Stand-alone projects to purchase fuel.
- Models and Monitors—Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible. Such efforts may be appropriate for Federal planning funds.
- Litigation costs surrounding CMAQ or other Federal-aid projects.
- Standalone studies that would not ultimately result in a CMAQ eligible construction project (including planning, traffic, etc.) are not eligible for CMAQ funds.

The following projects are ineligible for CRP funding:

- Projects that add new capacity for SOVs are ineligible for CRP funding.

How to Submit Completed Candidate Project Applications

All completed applications for CMAQ or CRP funding must be submitted electronically via SPC's SharePoint site. The SPC SharePoint site requires a username and password. The Project Sponsor must contact Greg Shermeto at gshermeto@spcregion.org before July 17, 2025 to indicate intent to submit one or more CMAQ or CRP application(s) and to obtain a temporary username and password. The Project Sponsor will be provided with a secure folder in which the CMAQ or CRP application files are to be uploaded prior to the submission deadline. Any technical difficulties using SPC's SharePoint site should be directed to Greg Shermeto at the email address listed above.

Application Process

The CMAQ and CRP programs are structured to fund cost effective transportation projects and programs in non- attainment and maintenance areas which reduce transportation-related emissions or reduce carbon. A complete CMAQ or CRP candidate project application will consist of several components to ensure selected projects are efficiently and effectively implemented. All CMAQ and CRP projects will be reviewed for [SPC Complete Streets Policy](#) applicability.

Project Pre-application

Potential CMAQ or CRP project sponsors must complete SPC's Federal Funding 2025 Pre-Application. This pre-application allows SPC to ensure the potential CMAQ or CRP project is applicable for this type of Federal funding. Following SPC review of the federal funding pre-applications, applicants will be provided specific project application forms for their project.

Project Application Forms

A complete CMAQ or CRP application will consist of several components, including:

- Application Checklist form (needed for all projects)
- Candidate Project Description form (needed for all projects)
- Project Budget and Schedule form (needed for all projects)
- Project Type form appropriate for the project category ([TABLE B-2](#))
- Additional Information forms (as many as needed to fully describe the project)
- Supporting information (maps, drawings, photographs, reports, etc.)
- Project Delivery Checklist form (needed for all projects)
- Safety and Complete Streets Checklist (needed for projects that aren't considered exempt as determined by SPC)

Application forms are posted on the [SPC website](#) along with this document. Project sponsors should download needed forms from the SPC website or they will be provided by the SPC, enter appropriate information about the candidate project on each form, and save the files to a project folder. If supporting information is part of the project application package, the project sponsor should identify

each piece of supporting information on an Additional Information form. All the application forms are interactive files. Data entry must be done on the computer. Completed forms must be saved as interactive files. SPC will extract the submitted CMAQ or CRP project information via SharePoint. Handwritten paper copies, or electronic copies without the interactive features cannot be accepted.

Pre-Qualification Screening

To be eligible for CMAQ funds a project must be a transportation project consistent with the region's adopted Long-Range Transportation Plan (*Smart Moves for a Changing Region*), be located in an air quality nonattainment or maintenance area and have demonstrated air quality benefits. Please refer to the [FHWA Program Guidance](#) for more information about CMAQ Program eligibility.

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Once selected and approved for funding, projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and region's adopted Long-Range Transportation Plan (*Smart Moves for a Changing Region*).

SPC staff will prepare a map identifying the location of each candidate project in relation to the region's air quality nonattainment areas. Project screening will be done by SPC staff for review by the SPC Federal Competitive Programs Selection Committee. Screening criteria address provisions consistent with current transportation law and assess consistency with *Smart Moves for a Changing Region*, local comprehensive plans, as well as the Commonwealth's Smart Transportation goals. Sponsors must explain how their candidate project is consistent with current transportation law eligibility requirements, *Smart Moves for a Changing Region*, and at least one of the other documents or it will not be considered further.

Application Review

SPC staff will review applications submitted by the September 15, 2025 deadline for completeness.

Project Carryover Limitations

All CMAQ or CRP projects (or project phases) will have two TIP cycles to obligate their allocated CMAQ or CRP funding, beginning with the year in which they are originally programmed onto the TIP. If CMAQ or CRP funds allocated to a project (or project phase) are not obligated in this timeframe, the funds for the project (or project phase) will be removed from the TIP and reverted back to the regional line item for redistribution. The project sponsor will then have to reapply to the CMAQ or CRP program if the project remains a priority.

The time frames to obligate CMAQ or CRP funds are:

TIP Program Year	TIP Obligation Deadline
2027 & 2028	2030 (September 30, 2030)
2029 & 2030	2032 (September 30, 2032)

Table 3, May 2025

Project Evaluation Criteria

CMAQ projects will be prioritized based on the five Air Quality Technical Analysis factors, seven Ancillary Selection Factors, and the Deliverability/Project Readiness Factors described in this Section. CRP projects will be prioritized based on two Carbon Reduction Technical Analysis factors, five Ancillary Selection Factors, and the Deliverability/Project Readiness Factors described in this Section. To assist in developing the final recommended list of projects, the SPC Federal Competitive Programs Selection Committee will also utilize a decision support tool (Decision Lens) to dynamically analyze the impacts on project ranking that result from adjusting the emphasis on various scoring factors. The SPC Federal Competitive Programs Selection Committee recommendations for project funding will be based on this information as well as the projections of available CMAQ or CRP funding for each year of the four-year TIP period.

A copy of the CMAQ Project Rating Procedure example is presented in Table B-1A. A copy of the CRP Project Rating Procedure example is presented in Table B-1B.

CMAQ Air Quality Technical Analysis

All projects that pass the pre-qualification screening will be grouped by project category (as defined above) and evaluated for their effect on air quality using a standardized set of analysis tools developed for PennDOT. Evaluation results will enable the projects to be rated based on the following Air Quality and cost/benefit factors:

- Change in emissions in the nonattainment area where the project is located (VOC, NO_x, PM, CO).
- Change in vehicle miles traveled (VMT).
- Change in vehicle trips.
- CMAQ cost per unit change in emissions.
- CMAQ cost per unit change in vehicle trips and vehicle miles traveled.

Carbon Reduction Air Quality Technical Analysis

All projects that pass the pre-qualification screening will be grouped by project category (as defined above) and evaluated for their effect on air quality using a standardized set of analysis tools developed for PennDOT. Evaluation results will enable the projects to be rated based on the following Air Quality and cost/benefit factors:

- Change in emissions in the nonattainment area where the project is located (CO₂).
- CO₂ cost per unit change in CO₂ emissions.

CMAQ and Carbon Reduction Ancillary Selection Factors

The Ancillary Selection Factors rely heavily on outcome driven, performance-based metrics. The increased focus on performance-based planning and programming is a result of MAP-21, FAST Act and BIL aim to create a streamlined and performance-based surface transportation program. StateDOTs and MPOs must make investments and policy decisions to advance and promote the federal transportation planning factors:

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

These national goals are reflected in *Smart Moves for a Changing Region* through the plan performance measures, which are ultimately implemented through the TIP and programs such as CMAQ.

Details on how each of the seven Ancillary Selection Factors (CRP five Ancillary Selection Factors) will be scored are presented below:

1. Consistency with Smart Moves for a Changing Region

All applicants must demonstrate consistency with the region's adopted Long-Range Transportation Plan's (LRTP) Regional Vision, Relevant Strategies, and Air Quality related policies (listed below). Project sponsors will be given a checklist with the following Vision and Strategies and will be asked to check each one that the candidate project will help to advance.

Vision:

A world-class, safe and well maintained, integrated transportation system that provides mobility for all, enables resilient communities, and supports a globally competitive economy.

Relevant Strategies:

- Integrate multiple forms of public/ private transportation to provide increased mobility equitably for all users including those in underserved rural areas and disadvantaged populations.
- Develop and deploy appropriate infrastructure to facilitate safe and efficient use of Connected Infrastructure as well as Connected and Autonomous Vehicles (CAVs).
- Offset impacts associated with Connected and Autonomous Vehicles on safety, public sector revenue, congestion, and local quality of life.

- Fund additional transportation infrastructure through private sector partnerships, user fees, value capture, and other appropriate mechanisms; broaden revenue tools available to local governments to fund infrastructure projects.
- Employ holistic planning for mobility and accessibility when developing and prioritizing projects. Make transportation improvements fit community context and enhance local quality of life.
- Support and encourage transportation projects and programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).
- Invest in strategies that adapt to and decelerate the impacts of climate change. This includes investment in disaster preparedness, response, and recovery, as well as, creating awareness about climate change, its projected impacts, and regional strategies.
- Improve infrastructure efficiency through technology implementation in project development, design, construction, operation, and maintenance.

Projects that meet the Vision and seven (or more) Strategies, will receive a **High (3)** rating for this scoring factor, projects that meet the Vision and four to six Strategies, will receive **Medium (2)**, and projects that meet the Vision and one to three Strategies will receive **Low (1)**. Projects that do not advance the Vision or Strategies will receive 0 points.

2. Congestion Management Process (CMP) Corridor Rating

Federal transportation legislation requires that each metropolitan planning organization maintain an ongoing Congestion Management Process (CMP). SPC's CMP identifies corridors in the region with existing traffic congestion and corridors where congestion is expected in the future. The CMP also assesses the suitability of 25 congestion management strategies within identified corridors, and the potential effectiveness each strategy has in reducing congestion. The [CMP is extensively documented on SPC's website](#), and within [APPENDIX D](#).

Projects on CMP corridors that include high priority congestion management strategies suited to the corridor as part of the project scope will be scored **High (3)**. Projects on CMP corridors that include non-high priority strategies suited to the corridor will be scored **Medium (2)**. Projects not located on a CMP corridor that implement a CMP strategy suited to the corridor will be scored **Low (1)**. Projects not on a CMP corridor will be scored as **Not Addressed (0)**.

3. Safety Improvements

Safety is an essential consideration to all transportation improvement projects. In order to evaluate the safety impacts of the candidate CMAQ or CRP projects, similar project categories will be grouped together and calculated as follows:

- **Transit, Active Transportation and Transportation Demand Management (TDM):**
Regional crash rate per million vehicle miles traveled*projected reduction in vehicle miles traveled = expected reduction in crashes. For Active Transportation projects, reduction in level of traffic stress will also be factored.
- **Traffic Flow:**
 - Two way AADT*regional crash rate (by federal functional classification) * 365 / 1,000,000 = number of crashes per mile
 - Number of crashes per mile*mileage of project = total number of crashes

- Expected reduction in crashes = total number of crashes*crash reduction factor³

The Diesel Emissions Reductions and Alternative Fuel Technologies category receives no points for the Safety factor. Projects in the Other Projects category will be scored accordingly on a case-by-case basis.

Projects that are expected to reduce 2.0 or more crashes per year will get a **High (3)** score. Projects with an expected reduction in crashes from .75 to 1.99 crashes per year will get a **Medium (2)** score, and projects with an expected reduction of less than .74 crashes will score **Low (1)**. Projects with no demonstrable impact on safety will receive a score of **(0)** for this factor.

Candidate CMAQ or CRP Projects at locations listed in the most recent Highway Safety Network Screening data will automatically achieve a High (3) score if the location is in the top 20% of intersections in the region that are underperforming from a safety standpoint (highest number of “excess crashes”).

4. Funding

There are two considerations for this factor: federal share and non-traditional funding sources. Projects that bring significant non-federal and non-traditional funding to the TIP will warrant additional consideration. Projects requesting funding of less than 50% of the total project cost from federal funding programs (including CMAQ or CRP) will receive a **High (3)** score for this scoring factor. Projects requesting between 50% and 70% federal share will receive a **Medium (2)** score. Projects requesting between 70% and 80% federal share will score **Low (1)**. Projects with a federal share above 80% will score **Not Addressed (0)**.

In addition, projects that can show a firm, in writing, commitment of non-traditional funding to the project will get 1 additional point. These projects are typically public/private partnerships that provide some of the required non-federal matching funds from private donations, philanthropic sources, local businesses, or other non-government resources. As stated previously, these projects are subject to the requirements outlined in [FHWA's CMAQ Program Guidance or FHWA's Carbon Reduction Guidance](#).

5. CMAQ ONLY - Air Quality Nonattainment Status in Project Area

Projects in the Clairton PM2.5 nonattainment area with demonstrated PM2.5 emission benefits will score **High (3)** for this scoring factor. Projects that are not in the Clairton PM2.5 nonattainment area, but in areas that are nonattainment or maintenance for both PM2.5 and Ozone will score **Medium (2)**. Projects in areas that are nonattainment or maintenance for either Ozone only or PM2.5 only will score **Low (1)**. Projects that are not in a nonattainment or maintenance area, or do not demonstrate emissions benefits for the nonattainment pollutant, will score **Not Addressed (0)**.

³ Crash Reduction Factor (CRF) A CRF is the percentage crash reduction that might be expected after implementing a given countermeasure. (In some cases, the CRF is negative, i.e. the implementation of a countermeasure is expected to lead to a percentage increase in crashes.) A CRF should be regarded as a general estimate of the effectiveness of a countermeasure for planning purposes only. The estimate is a useful guide, but, ultimately, it remains necessary to apply engineering judgment and to consider site-specific environmental, traffic volume, traffic mix, geometric, and operational conditions which will affect the safety impact of a countermeasure.

Projects in an ozone nonattainment area should be able to demonstrate reductions in ozone precursor emissions. Likewise, projects in PM nonattainment areas should be able to demonstrate reductions in particulate emissions. Maps of the nonattainment and maintenance areas in southwestern Pennsylvania are in [APPENDIX C](#).

Projects that are on the National Highway System (NHS) in the Pittsburgh Urbanized Area will receive a bonus point. A map of the NHS in the Pittsburgh urbanized area is also in [APPENDIX C](#).

6. CMAQ ONLY - Diesel Emissions Reduction Potential

Diesel retrofit projects in PM2.5 nonattainment areas will receive 1 bonus point. All other project types will receive a score of 0.

7. Community Demographic Analysis

Projects located in an air quality non-attainment area will be evaluated based on the positive impacts to the areas of low-income population demographics. Projects will receive a:

High (3) rating if the project provides positive benefits in non-attainment, low-income communities.

Low (1) Rating: If the project provides positive benefits to a closely adjacent low-income community.

Projects not located in a low-income community will receive 0 points.

See Appendix C, Map D, Community Demographic Analysis (Percent of Low-Income Households in Air Quality Non-Attainment Areas).

Deliverability/Project Readiness

Project readiness and ease of deliverability of potential CMAQ and CRP projects are essential to maximize federal funding opportunities for the region, as all federal funds and programs have a deliverability timeframe that must be met or funding could be lost.

Readiness and deliverability evaluation criteria were established that will be used to review and evaluate project applications based on a range of factors. Applicants should review and become familiar with PennDOT's [Publication 740: Local Project Delivery Manual](#). Applicants can also review PennDOT's [Local Projects Website](#) which includes Publication 740 videos that give an overview of the entire project process. Each applicant will submit a project delivery checklist. Often during project development, issues arise that delay project delivery and these potential issues will be evaluated in the deliverability scoring. For example, projects with complex right-of-way, utilities, and / or railroad involvement are likely to score lower in regard to deliverability. Projects within existing right-of-way, with no utility or railroad involvement are likely to score higher. Each proposed project will be scored on applicant responses within the project delivery checklist section of the application. A nonpartisan Deliverability Committee will evaluate each candidate project in terms of its ability to be delivered on-time and within budget. This committee will be appointed by SPC staff and will serve as a separate committee that will inform the SPC Federal Competitive Programs Selection Committee. Utilizing the collective knowledge, experience, and removing any conflicts of interest, the committee will meet and discuss the scores and major discrepancies.

The Deliverability Committee will review each application and rate the project based on ten deliverability criteria. The ten deliverability criteria are outlined below. Applications that are non-infrastructure will not be ranked on, nor will consideration of the application be impacted by, right-of-way, railroad, or utilities. These criteria are further defined below:

1) Sponsor History

The number of projects the local sponsor already has in development and ongoing within SPC competitive programs will be considered when accessing the capacity to deliver the proposed project.

Sponsors that have managed a federal project successfully in the past, attended a training regarding local project management or PennDOT's Publication 740 training = 3.

Sponsors that have never managed a federal project but have attended a training regarding local project management or PennDOT's Publication 740 training = 2.

Those sponsors that are new to federal project management and have not attended a training regarding local project management or PennDOT's Publication 740 training = 1.

2) Political Support

Applicants should include examples of political support (letters of support, meeting minutes, etc.).

Application includes documentation of political support (resolution of support, political support letters, endorsed by local advocacy groups) = 3.

The application mentions political support, but no documentation provided = 2.

No discussion or documentation of community / political support = 1.

3) Community Support

Applicants should include examples of community (letters of support, meeting minutes, etc.).

Application includes documentation of community support (documented community request, evidence of positive public outreach) = 3.

The application mentions community support, but no documentation provided = 2.

The application does not mention community support.

4) Environmental Clearance / Permit Complexity

In addition to information included in the application the environmental deliverability criteria will use the SPC environmental project scoring, which is similar to the PennDOT Connects environmental scoring and based on known environmental resources and constraints to help to evaluate the project area for environmental concerns. Each project will be mapped and run through the scoring model and assigned a score.

Project area has no known environmental concerns (public parks, historic, T&E, wetlands, potential hazardous waste) and low disturbance (Low Environmental Score) = 3.

Project area has high probability of encountering resources and moderate disturbance = 2.

Project area has high probability of encountering resources and a large disturbance footprint (High Environmental Score) = 1.

5) Other Agency/Entity Involvement

Applicants should show evidence that they have coordinated with other agencies that will need to be involved with the project. For example, if the proposed project is located on a State Route the project sponsor should show evidence that they have introduced and discussed this project with a representative of PennDOT. Another example is a project that spans multiple municipalities, or a project sponsored by a County who needs to coordinate with the municipality where the project is located.

No coordination needed with other agencies/entities = 3.

Medium level of other agency/entity involvement = 2.

High Level of other agency/entity involvement (PennDOT=SR, DCNR = Parks) = 1.

6) Project Readiness

Applicants should provide a well-defined scope, schedule, and cost estimate with details on how the estimate was developed. Applicants that include a design will score higher than applications with no design; the score may be impacted by the reviewing committees' interpretation of "design" vs. "planning concept". Projects that involve a purchase, program, or promotion will score a three unless the reviewing committee feels there would be delays with fund transfer or does not have a detailed plan for what is being purchased or promoted.

Application includes design plans completed by a consultant knowledgeable with PennDOT's requirements and/or the project is immediately ready to move into construction = 3.

Application includes design concept = 2.

Projects that are in the planning stages = 1.

7) Understanding Project Development Process

Project sponsors should consult *PennDOT Publication 740: Local Project Delivery Manual* in order to proactively identify any potential deliverability issues the candidate project(s) may experience and factor them into their schedules and cost estimates.

Sponsors who have hired a consultant that is very knowledgeable with PennDOT's project delivery process = 3.

Sponsors who have hired a consultant that is somewhat knowledgeable with PennDOT's project delivery process = 2.

Sponsors who have hired a consultant that is unfamiliar with PennDOT's project delivery process = 1.

8) Anticipated Utility Involvement

Application should show an understanding of what utilities are in the project area and whether any may be impacted.

There is no known utility involvement or less than 24 inches of excavation = 3.

High probability of encountering utilities but low probability of relocating = 2.

High probability of encountering utilities and high probability of relocating = 1.

9) Railroad located within or adjacent to the project area

Application should note whether a railroad or at-grade crossing is within the project area and may be impacted / altered. Application should note whether an adjacent railroad could be involved (need for protection services, access permits, etc.).

No railroad in project area = 3.

Railroad nearby but low probability of involvement = 2.

Railroad involved = 1.

10) Right-of-Way Acquisition

Applicant should note if the project can be constructed entirely within existing public right-of-way, and be ready to prove with documentation, should the application be awarded a grant. If right-of-way is required for the project, the application will generally score lower than projects with no required right-of-way. Even if the right-of-way is owned by the sponsor, a review from PennDOT Right-of-Way unit may be required.

Project is entirely on local sponsor owned transportation right-of-way or Department owned right-of-way = 3.

Project involves temporary construction easements or minor strip takes or acquisition of right-of-way has already begun = 2.

Project involves right-of-way acquisition, but no ROW plan in development = 1.

The criteria are then weighted according to the anticipated effect on timely delivery. For example, right-of-way acquisition is weighted higher than sponsor history. These scores are combined into one deliverability score for each project.

Appendix A: CMAQ and CRP Program Management and Other Regulatory Requirements

CMAQ and CRP Program Management

Once a project is programmed on the TIP, project sponsors have significant work to complete to obligate the funds. A project being placed on the TIP does not guarantee that funding will be made available for the project; the project sponsor must demonstrate to the satisfaction of the funding agencies that the project is deliverable on the schedule shown on the TIP, that other needed project funding is in place, and that the project sponsor has the needed technical and managerial capability and capacity to implement the project.

The additional steps that must be completed by project sponsors after successfully having a project programmed on the TIP include key milestones such as: securing commitments from project partners for the non-federal funds needed for the project; assessments of project readiness by funding agencies; a determination that the project sponsor has the capability to deliver the project; review of the project scope, schedule, and cost to ensure that they are still applicable; and execution of reimbursement agreements or grant contracts for federal funds.

The CMAQ and CRP Programs are reimbursement programs; not grant programs. Any costs incurred on the project prior to execution of a reimbursement agreements (with PennDOT) or grant contracts (FTA) cannot be reimbursed by the federal government. As eligible costs are incurred after the reimbursement agreements are in place, the sponsor will generally pay invoices with its own funds, and then request reimbursement from the funding agency (PennDOT or FTA). This means that the sponsor must demonstrate that it has the resources and cash flow to complete the project under the required reimbursement agreements.

Ideally, a project will advance according to its programmed schedule. But, projects can be delayed due to unforeseen obstacles such as environmental, utility and right-of-way issues, community concerns, changes in the cost and availability of materials, or changes in the project sponsor's priorities. Please refer to the following section, *Other Regulatory Requirements*, to learn more about these obstacles and to prepare your project to avoid them. Tracking each project's progress is necessary so that delays can be identified and remedied as soon as possible and so that scarce CMAQ and CRP resources can be reallocated as necessary.

Project sponsors are required to provide a preliminary set of milestones and schedule as part of the CMAQ or CRP project application. Milestones could include items such as: a date for securing needed non-federal matching funds; deadline for documenting compliance with local ordinances and zoning codes; deadline for executing the PennDOT project reimbursement agreement or federal grant contract; schedule for final state and/or federal concurrence on project scope and cost; schedule for completion of final designs; dates for completion and approval of environmental reviews. The project milestones are intended to identify the key steps in advancing the project toward funding approval and, ultimately, implementation. They will be unique to each project depending on the project type, complexity, and coordination required. SPC staff and PennDOT will work with project sponsors to establish realistic milestones and schedules for each project.

Once the project milestones are set, SPC and PennDOT will require periodic status updates from the project sponsor in order to monitor progress against the milestones. The content and format of the

updates will be reviewed with project sponsors in more detail when the project is on the TIP.

As stated previously, PennDOT has provided guidance to sponsors of local projects of the processes associated with developing a local transportation project ([PennDOT Local Project Delivery Manual; PennDOT Publication 740, June 2019](#)). The document describes the requirements for implementing local projects using federal funding. The early understanding of these requirements by project sponsors helps to streamline the overall project development process by saving project sponsors' and PennDOT staffs' time, by reducing omissions in projects causing substantial downstream delays, and by making efficient use of federal, state, and local funds.

Before submitting its application for CMAQ or CRP funds, project sponsors should understand, and carefully consider:

- PennDOT guidance
- USDOT funding approval processes
- SPC's CMAQ and CRP Program Carryover Policy
- Rules for consultant procurement
- Requirements for federal and state oversight during project implementation.

Other Regulatory Requirements:

There are a number of State and Federal regulatory requirements that apply to this program. Most, if not all, of these requirements (competitive bidding, minority business participation, Davis Bacon Act, prevailing wage rates, Buy American Act, and Americans with Disabilities Act) can be unfamiliar to project sponsors. In most cases, for compliance with environmental regulations during preliminary engineering, it is expected that project sponsors will secure professional assistance familiar with PennDOT policies and procedures (consulting engineers) to assist them in satisfying these requirements and advancing their project. PennDOT District staff should be contacted to assist with the interpretation and application of these requirements. In addition, as stated above, sponsors should refer to the [PennDOT Local Project Delivery Manual; PennDOT Publication 740, June 2019](#).

A list of some of these requirements, as well as a brief discussion of each, follows.

Agreements and Eligible Costs

The project sponsor must execute the required agreement(s) with PennDOT or an FTA grant prior to proceeding with any work on the project. Any project costs incurred prior to the execution of a reimbursement agreement for which federal dollars are requested will not be eligible for reimbursement. PennDOT will provide guidance, if requested. Interest payments made by municipalities or other project sponsors to finance any portion of the project costs are not reimbursable. Reimbursement agreements are required for each phase of the project (Preliminary Engineering, Right of Way, Construction). PennDOT reimbursement agreements are typically prepared and executed in their online [Reimbursement Agreement System](#) (RAS).

Proprietary Items

The project specifications must list “three manufacturers” or “approved equal” or a generic specification. If a proprietary item is required, an approval letter from PennDOT Central Office will need to be obtained. A sample request letter can be provided if required by any sponsor. All items must also be Bulletin 15 approved, or a waiver will be required.

Budget and Cost Estimating

The sponsor must demonstrate that there is an acceptable funding strategy for the project. A well-defined scope of work is needed to develop an accurate budget. Budget considerations are very important, and an itemized list of anticipated expenses (including labor, supplies, materials and other anticipated costs) should be provided in an application attachment. The budget must be prepared and should be divided into project development phases that include environmental clearance, right-of-way, design and construction phases. The budget should identify all sources of funding and how each itemized activity will be funded. Estimated funding for the project that may be from sources other than TASA/CMAQ/CRP should be identified, such as other federal funds, state, local, donated services, in-kind services, volunteer, etc. In the case of TASA funded projects, the preliminary engineering and right-of-way are not funded by TASA funds, a complete budget is needed to ensure that the applicant can fund the required project phases. Speaking with PennDOT Engineering District staff and other professionals familiar with PennDOT policies and regulations – such as architects, designers, engineers, contractors or other appropriate individuals that have PennDOT project experience – is highly recommended.

The budget section of the application must be completed and divided into project development phases that include preliminary engineering, final design, right-of-way, utilities and construction phases. The budget should identify all sources of funding and how each itemized activity will be funded.

TASA Pre-Construction Costs

In the case of TASA funded projects, the project sponsor is responsible for funding pre-construction activities; they are not eligible for TA Set-Aside funds. Funding for pre-construction phases may come from any combination of federal, state, local, or private funds. The sponsor should also list any donated, in-kind, and volunteer services, including those from the Youth Conservation Corps. Even though the preconstruction activities are not funded by program funds, a complete budget is needed to ensure that the sponsor can fund the required project phases. Development of the pre-construction phase will be expected to be consistent with the [PennDOT Connects](#) process.

Project Construction Cost Estimate – Bid Items

For the construction phase, the project sponsor must develop and attach to the project application a construction cost estimate that includes the following:

- ECMS Item numbers (optional)
- Bid Item Description/Name
- Quantity
- Unit of Measure
- Unit Price
- Item Total Cost

Example:

ECMS ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	ITEM COST
0608-0000	MOBILIZATION	1	L.S.	\$27,000.00	\$27,000.00
0686-0001	CONSTRUCTION SURVEYING	1	L.S.	\$8,000.00	\$8,000.00
0901-0001	MAINTENANCE AND PROTECTION OF TRAFFIC	1	L.S.	\$15,000.00	\$15,000.00
0849-0010	ROCK CONSTRUCTION ENTRANCE	2	EA	\$3,500.00	\$7,000.00
0866-0005	HEAVY DUTY SILT BARRIER FENCE	100	L.F.	\$11.00	\$1,100.00
0867-0012	COMPOST FILTER SOCK, 18" DIAMETER	200	L.F.	\$10.00	\$2,000.00
0201-0001	CLEARING AND GRUBBING	1	L.S.	\$5,000.00	\$5,000.00
0627-3020	TEMPORARY BARRIER, TEST LEVEL 3, <I=2'	120	L.F.	\$70.00	\$8,400.00

Project Construction Cost Estimate – Inflationary and Other Costs

Construction Inspection Costs

Construction inspection costs must be included in the total construction costs. For projects under \$1 million in total construction costs, up to 15% of the construction costs is allowed for project inspection. If a project has a construction cost of over \$1 million, up to 12% of the construction costs is allowed for the inspection cost.

Contingency Costs

Project sponsors may add up to 10% to the cost of the construction phase of the project (not the inspection phase) to account for unforeseen expenses.

Inflationary Costs

Project sponsors must design their project cost estimates for the year in which the project is anticipated to be constructed, not the year that the application is submitted. Most projects selected in this application round will go to construction in calendar year 2029 or later, depending on the complexity of the project and the degree to which the sponsor has advanced project design. For the purposes of cost estimating, it is recommended that project sponsors consider inflationary costs. An inflation rate of 3% per year is acceptable. Project sponsors should create project cost estimates that assume construction in 2029 or later.

Please enter the federal funds requested for the project. The following costs may be added to the total construction cost:

- Up to two years of inflation at 3% per year
- Contingency costs may be included, but may not exceed 10%
- Construction Inspection (15% for projects < \$1 million, 12% for project ≥ \$1 million)

Based on the project, and in consultation with the consultant and PennDOT District, the estimate may also need to contain allowances for the items below:

- Administration/Department Costs
- Maintenance and Protection of Traffic
- Erosion and Sedimentation Control
- Inspector's Field Office, Equipment Package, and Microcomputer
- Mobilization
- Stormwater
- Drainage
- Pre-Construction Schedule
- Construction Surveying
- Internal Facilitation

It is also important to note that PennDOT pre-qualified contractors will be required, and that Davis Bacon wage rates will apply. These factors will increase project costs above that of a typical municipally funded project.

Cost Estimating Resources

In addition to working with the consultant and PennDOT District personnel, please reference [PennDOT Pub 352 - Estimating Manual](#) which will provide more detailed information.

As sponsors develop their estimated budget, they should talk with PennDOT Engineering District staff and other professionals familiar with PennDOT policies and regulations, such as architects, designers, engineers, contractors, or other appropriate individuals that have PennDOT project experience. **Important:** Project sponsors should design their project cost estimates for the year in which the project is anticipated to be delivered (current cost + 3%/yr. inflation). Note also that 12-15% of the estimated construction cost will be needed for construction inspection. The 12-15% construction inspection cost must be included in the Total Construction Costs. In addition, project sponsors should factor in "Commonwealth incurred costs" at approximately 2% of the total construction cost.

Reimbursement

TASA/CMAQ/CRP are federal cost reimbursement programs, and no money is provided upfront. No reimbursement will be provided for costs incurred before a Federal Form 4232/FTA grant agreement is authorized; **this does not occur automatically once a project is awarded or placed on the TIP**. Sponsors are advised to contact PennDOT District or SPC staff soon after their notice of award has been received to review the next appropriate steps.

PennDOT utilizes a registered business partner in the Electronic Construction Management System (further explained below) and become a vendor in the SAP system.

Project Invoicing and Payments to Contractors

Once a project is authorized to advance and begins to incur costs, the project sponsor will receive periodic “certified invoice” process whereby project sponsors, upon receipt of invoices from the contractor, reviews and – if they concur with the reported expenses – approves the invoices and submits them to PennDOT. PennDOT will then initiate a procedure to pay the sponsor. Upon receipt of reimbursement from PennDOT (usually 4-6 weeks) and provides the approved funds to the sponsor. Upon receipt of payment from PennDOT, the sponsor has up to ten days to pay the contractor after getting reimbursed from PennDOT. By using this process, the project sponsor does not typically have to use their own funds. The sponsor will only be reimbursed for actual approved project expenses, up to the amount approved for the project. This process is further described in the [PennDOT Local Project Delivery Manual; PennDOT Publication 740, June 2019](#), which is provided to awarded project sponsors.

Transit projects may follow the Federal Transit Administration (FTA) reimbursement procedures.

Electronic Construction Management System (ECMS)

ECMS is the communication portal between PennDOT and Business Partners for conducting transportation projects. It is used from project bidding through the construction close-out process. In most cases, sponsors of TA Set-Aside projects will need to register as a [PennDOT ECMS Business Partner](#) for administration of their project.

The vast majority of local projects are bid by PennDOT in ECMS, on behalf of the project sponsor. Generally, plans are prepared according to Publication 14M, Design Manual 3, Plans Presentation. Your designated District Project Manager will be familiar with plans preparation and how projects must be entered into ECMS.

In the rare instance that a project is not bid by PennDOT in ECMS (known as a paper let) the project sponsor must request approval in writing. A request letter must be submitted to the designated PennDOT District Project Manager at the onset of the Project Development Process. The PennDOT District Project Manager then determines eligibility and obtains approval from PennDOT Central Office.

Registering as a Business Partner

All organizations that will receive payments from the Commonwealth of Pennsylvania or that will receive grant or loan money from the Commonwealth, must have an SAP number for the payments to be processed. Project sponsors not already registered as a vendor with the Commonwealth must also acquire a SAP vendor number.

PennDOT Connects

PennDOT recognizes the profound economic and quality of life implications that transportation has on communities. To better identify the needs of communities early in the project planning process,

PennDOT Connects requires the consideration of local planning studies, comprehensive plans and other local government input at the onset of project planning.

PennDOT District Planners, with SPC staff support, coordinate PennDOT Connects meetings to consider local planning and local government input on projects, this effort includes CMAQ funded projects. If the CMAQ project is not already sponsored by a local government entity, PennDOT, with support from SPC staff, will conduct applicable PennDOT Connects efforts.

Public Involvement

Early and continued public involvement in program activities will need to be sought to ensure consistency with the requirements for public involvement in the metropolitan and statewide planning regulations and with the National Environmental Policy Act (NEPA) project implementation guidelines. The applicant should contact SPC for more information. Generally, the public involvement activities handled through the application review and TIP approval process by SPC fulfills this requirement. However, the project sponsor should discuss their project locally in a public format, such as at local planning commission and/or municipal meetings, particularly if municipal approval, zoning amendment, etc. is needed.

Environmental Clearance

All projects will require an environmental clearance document as part of the preliminary engineering phase of work. The level of effort varies by the type of project, the anticipated impact and the degree of public controversy. The NEPA documentation may be a Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS). Preparation of the document can be a cooperative venture. Normally, at the project scoping, a decision will be made on the type of documentation required and which entity will prepare the document. The project sponsor or their consultant will be required to prepare the environmental clearance document. At times, there may be costs associated with obtaining environmental clearance. It is important to note that project sponsors should not begin any construction activities or site preparation prior to receiving their environmental clearance. No offers for right-of-way acquisition or payments may be made, until environmental clearance has been obtained for the project. For PennDOT projects environmental clearance will be prepared in the online [Categorical Exclusion Expert System](#) also known as the CE Expert System.

Consultant Selection Procedures

There are various steps that need to be followed to advance a federally-funded project into the design phase starting with selecting an engineer/consultant who will complete the work. These federal procedures must be followed. Note that they may be different than the procurement procedures normally used by the project sponsor for their non-federally funded projects. Prior to advertising for consultant, all Local Project Sponsors must have their selection procedures reviewed by their respective PennDOT District Office (or FTA Region III office, if the CMAQ funds will be administered through an FTA grant). The District (FTA) will review the documentation and, if

appropriate, forward their concurrence to the PennDOT Bureau of Project Delivery, Contract Management Section for review and approval. The Contract Management Section will document approval of the selection procedures via a letter to the District, who should notify the Local Project Sponsor. If this process is not followed, federal funds may be jeopardized. This approval process is found in [PennDOT Publication 93](#), Chapter 7.3.3, Consultant Selection Procedure Approval, and Appendix 7A, Policy and Procedure for Consultant Selection. Selection Procedures need only to be approved one time (after July 1, 2011) and are acceptable to be used for future advertisements. If the Selection Procedures undergo significant revisions at any time, then they must be re-approved.

Projects must follow standard federal/state procedures for all phases of work. Project sponsors should acquire the services of a qualified Project Manager to oversee the development and implementation of the project (including construction inspection) and ensure compliance with all state and federal requirements. This professional is typically an engineer, architect, or landscape architect may be appropriate, depending upon the nature and scope of the project. It is important to recognize that the project sponsor, not PennDOT, employs design and/or construction professionals at their own expense.

It is highly recommended that the selected consultant has experience with PennDOT specifications and has demonstrated experience in the successful delivery of TASA/CMAQ/CRP projects. Please consult the [PennDOT Publication 740: Local Project Delivery Manual](#) for qualifications of a PennDOT experienced consultant.

Design and Implementation Requirements

Certain projects will be required to adhere to design requirements defined in [PennDOT Design Manual, Part 1, Publication 10](#). Specifically, Chapters 6 and 7 address key design requirements, including NEPA requirements, preliminary and final design processes, and key procedures for obtaining right of way and utility clearances. If required for the project, these steps, requirements and standards must be followed by the sponsor's project designer for the project to be funded through the TASA/CMAQ/CRP Program.

Right-of-Way Clearance

All right-of-way acquisition must follow federal regulations, including the Uniform Act (Uniform Relocation Assistance and Real Property Acquisition Policies of 1970). In particular, property owners must be advised that federal funding is being used to implement the project, and they are entitled to fair market value for their property. The property owner must be informed of this value, as determined by a qualified appraiser. In addition, if the sponsor does not have the authority to acquire property by eminent domain, the property owner must be so advised prior to any offer being made. This requirement does not preclude the voluntary donation of property to the project. Federal funds are not available for land that is already within the public domain, e.g., owned by a municipality; however, such land may be donated to the project as part of the sponsor's investment. Right-of-way certification will be required for all projects prior to advertising for construction bids.

NOTE:

- The requirements of the Uniform Act apply to any recent acquisition, regardless if federal funds are used for the purchase. Please contact your PennDOT Engineering District Right-of-Way Administrator if you have any questions or need specific guidance.
- Only projects for conversion of abandoned railway corridors and scenic overlooks are eligible to use TASA program funds for right-of-way acquisition.
- Due to deliverability concerns, sponsors are encouraged not to utilize CMAQ funds for right-of-way acquisition. Requests for this usage will be evaluated on a project-by-project basis.
- More information is available in Chapter 5, Right of Way Phase, of the Local Project Delivery Manual.

Utility Clearance

All projects must have a utility clearance form (PennDOT Form D-419) processed *prior* to the advertisement for bids. This procedure requires that the sponsor certify that all necessary arrangements have been completed for the relocation of any affected utility. PennDOT personnel will provide assistance with this process. PennDOT personnel will aid with this process. Due to deliverability concerns, sponsors are encouraged to not utilize CMAQ funds for the utility clearance phase of the project. Requests for this usage will be evaluated on a project-by-project basis. For PennDOT projects, PennDOT's [Utility Relocation Management System](#) (URMS) will be utilized for utility clearance.

Permits

It is the responsibility of the project sponsor to secure all necessary permits to design and/or implement the project. These may involve permits from the Pennsylvania Department of Environmental Protection or the U.S. Army Corps of Engineers, as well as local municipal permits and zoning approvals, PennDOT highway occupancy agreements, etc. The assigned PennDOT District Project Manager and/or hired consultant will be familiar with the permits required for each project and can provide guidance, as necessary.

Railroad Coordination

If your project involves a bridge over a railroad, a bridge that carries a railroad, a railroad grade crossing or would require acquisition or an easement on railroad property, you will need to involve the owner of the rail line early. This initial contact, which may be facilitated by your PennDOT District Project Manager in consultation with your District's Grade Crossing Engineer/Administrator, should define the proposed project scope and timeframe. In the case of Norfolk Southern, they offer a Public Projects Manual, which outlines their process for projects that go along, over, or under their rail facilities.

Projects involving railroads are likely to involve additional expenses (including direct costs to the railroad for design and plan reviews). Additionally, railroad coordination often leads to delays or project cancellation. As such, if possible, it is recommended that reasonable options to avoid impacting the railroad be explored.

Public Utility Commission Involvement (including Railroads)

Certain projects may require the involvement of the Public Utility Commission. It will be the responsibility of the project sponsor to contact the Public Utility Commission to secure the necessary actions by that agency. The Public Utility Commission could help to resolve disputes between PennDOT and utility companies or if the local project was to “alter” a highway/rail crossing. The PUC may also be involved if the proposed project involves facilities designed for bicycle use, including shared use paths and most rail trails.

Projects Involving Lighting

For any project that includes lighting, a lighting plan will be required, which may add time and cost to your project. For more information, reference Chapter 4.9, Section H of the [PennDOT Design Manual Part 1C](#).

For guidance specific to TA Set-Aside projects, please reference “PennDOT Highway Lighting Requirements and Design Approval for TA Set-Aside Projects” document. Your PennDOT District TA Set-Aside Program Coordinator will also be familiar with these requirements.

Bidding

For projects that require a contractor to perform physical construction or rehabilitation, the sponsor’s professional will assemble the contract proposal package. PennDOT’s Engineering District Office will review the Plans, Specifications, and Estimate (PS&E) package.

PennDOT will bid the project(s) through the ECMS system. [ECMS](#) (Engineering and Construction Management System) is an internet-based computer system used to manage the design and construction of PennDOT projects. Local project sponsors are required to register as a [PennDOT ECMS Business Partner](#), as is any organization that has a business relationship with PennDOT. FTA grants will have a different procedure.

Bid Savings and Bid Overages

Each selected project has been approved for a specific scope of work and funding level, based on the information submitted by the project sponsor and approved by the SPC Transportation Technical Committee. While each project is awarded a set amount, it is important to understand that PennDOT’s focus is to deliver awarded projects; the funding provided is not an absolute award to the project sponsor. It should not be assumed that additional work can be performed if bids come in lower than the awarded amount.

Once bid, if the lowest bid falls below the project award amount, PennDOT captures the bid savings and returns them to the TIP Line Items. Again, delivery of the awarded project, not the dollar amount is key.

When bids exceed the design estimate, the sponsor will be asked to contribute toward the bid overage. If necessary, the District Project Manager will work with SPC and PennDOT Central Office to find additional funds to leverage the project sponsor's contribution; however, it cannot be assumed that additional funds will be available and there may be cases where the sponsor must bear all additional costs.

Construction

Project sponsor's contractor may proceed with the construction phase of the project only upon receipt written authorization (notice to proceed), which ensures that all necessary approvals have been secured. PennDOT Pub 740 requires a mandatory 12 weeks built into the pre-bid construction schedule between the let date and the issuance of the notice to proceed.

An approved contractor must perform construction. All materials used in conjunction with the project must meet project specifications and special provisions included in the Plans, Specifications, and Estimate package.

NOTE: 12-15% of the estimated construction cost is used for construction inspection.

Cost Increases/Changes in Scope of Work

Each programmed project (CMAQ -undergone air quality analysis) has been approved for a specific scope of work and funding level based on the information submitted by the project sponsor. When preparing a project scope and cost estimate, all project materials and labor costs should reflect the anticipated year of construction. It should not be assumed that cost increases can be covered with state or federal funds. There may be cases where the sponsor must bear any unforeseen project cost increases. It should be noted that **only the project in which funding is awarded is the project that** must be constructed. If the project that is awarded funding cannot proceed, the funding will return to the SPC TIP line item and will be reallocated to another regional project that has been competitively selected.

Maintenance

The project sponsor will be responsible for all costs associated with the maintenance and operation of the project after construction. No Federal funding will be provided for ongoing maintenance and operations costs. Failure by the sponsor to fulfill its maintenance responsibilities may result in the loss of future state and federal funds for private sponsors and the withholding of liquid fuels funds for municipal sponsors. The sponsor may transfer project maintenance and operation to another party with concurrence from the Department. As part of the application for funding, the sponsor should clearly illustrate its capacity to carry out on-going maintenance once the project is complete.

The sponsor must establish a formalized inspection and maintenance program, to be performed by its own or contract personnel, to ensure an acceptable level of physical integrity and operation consistent with the original design standards. This maintenance program, established in accordance with standards determined to be acceptable to PennDOT, must include, but is not limited to:

- Periodic inspections
- Appropriate preventive maintenance (i.e., cleaning, lubricating, refurbishing electrical equipment, etc.)
- A systematic record-keeping system
- The means to handle notification and implementation of emergency repairs

Failure by the project sponsor to fulfill its maintenance responsibilities may result in the loss of future state and federal funds.

Project Reporting and Cancellation

A project sponsor may, at any time in the project development process, decide to cancel the project and drop out of the program. The project sponsor will be responsible for the reimbursement of all federal funds received as of that date, as well as for PennDOT staff costs incurred as a part of the project. The sponsor will also be responsible for payment of all outstanding invoices to all project contractors. At a project kickoff meeting a joint staff of SPC and PennDOT Engineering District choose the timeframe and the specific milestones to be evaluated. Examples include reimbursement agreement, plans approved, etc.

Over the life of the project, reviews will be undertaken by joint staff to determine if significant progress has been reached toward the established milestones. During these reviews, if it is determined that insufficient progress has been made, the applicant will be warned that the project is in jeopardy of losing funding. If the project must be cancelled due to lack of progress or other unforeseen circumstances, the project sponsor will be notified by SPC (via written letter) that the project funding is no longer available, and the project has been cancelled.

Appendix B: Tables



2027-2030 TIP – CMAQ Project Rating Scorecard

Project Name: _____ ID: _____

Scoring Factors	High (3)	Medium (2)	Low (1)	N/A (0)	Weight	Score
Air Quality Technical Analysis Factors						
1. Change in Emissions					1	0
2. Change in Vehicle Miles Traveled					1	0
3. Change in Vehicle Trips					1	0
4. CMAQ Cost per Unit Change in Emissions					1	0
5. CMAQ Cost per Unit Change in Vehicle Trips & Vehicle Miles Traveled					1	0
Air Quality Technical Analysis Factors Score						0
Ancillary Selection Factors						
1. Consistency with <i>Smart Moves for a Changing Region</i>					1	0
2. Congestion Management Process (CMP) Corridor Rating					1	0
3. Safety Improvements					1	0
4. Funding Bonus Point? Yes No					1	0
5. Air Quality Nonattainment Status in Project Area Bonus Point? Yes No					1	0
6. Diesel Emissions Reduction Potential Bonus Point? Yes No					1	0
7. Community Demographic Analysis					1	0
Ancillary Selection Factors Score						0
Deliverability / Project Readiness						
1. Deliverability / Project Readiness					1	0
Deliverability / Project Readiness Score						0
Total Score						0



2027-2030 TIP – Carbon Reduction Project Rating Scorecard

Project Name: _____ ID: _____

Scoring Factors		High (3)	Medium (2)	Low (1)	N/A (0)	Weight	Score
Air Quality Technical Analysis Factors							
1.	Change in Emissions					1	0
2.	CO ₂ Cost per Unit Change in Emissions					1	0
Air Quality Technical Analysis Factors Score							0
Ancillary Selection Factors							
1.	Consistency with <i>Smart Moves for a Changing Region</i>					1	0
2.	Congestion Management Process (CMP) Corridor Rating					1	0
3.	Safety Improvements					1	0
4.	Funding Yes No Bonus Point?					1	0
5.	Community Demographic Analysis					1	0
Ancillary Selection Factors Score							0
Deliverability / Project Readiness							
1.	Deliverability / Project Readiness					1	0
Deliverability / Project Readiness Score							0
Total Score							0

Tables B-1 A and B-1 B

2027-2030 TIP – CMAQ & CRP Application Forms by Project Type

SPC CMAQ Application Form	Applicability
Application Checklist	All Projects
Candidate Project Description	All Projects
Project Budget and Schedule	All Projects
Project Delivery Checklist	All Projects
Complete Streets Checklist	As determined by SPC Staff
Relevant Project Forms	As determined by SPC Staff (examples in following table)

Table B-2, May 2025

CMAQ Eligible Project Types	SPC CMAQ Application Form	Example Projects/Description
Vehicle/Fuel Technology	Diesel Emissions Reductions and Alternative Fuel Technologies	Commercial Marine and Locomotive Diesel Engines Off-Road Diesel Engines Diesel Emission Control Technology and Equipment Alternate Fuel Vehicles Diesel Replacements Fueling Infrastructure
Public Transportation	Transit Improvement and Programs	Bus Rapid Transit Change in Service Frequency for Existing Service Change in Time of Day for Existing Service Financial Incentives for Potential Transit Users High Speed Rail New Fixed-Guideway Service New Express Service New Local Service New Shuttle Service Transit Amenities Improvements Transit Center Transit Vehicle Replacement / Fleet Expansion
Traffic Flow Improvements / Intelligent Transportation Systems	Traffic Flow Improvements	Intersection Improvements, signal improvements, Roundabouts, Bus Lanes (queue jump or bus-only thru) Bus Pull-Offs Electronic Toll Collection at Toll Plaza Incident Management / Traffic Control Center Deploy ITS HOV/HOT Facilities
Travel Demand Management	Commuter Bicycle and Pedestrian Improvements	Bicycle Use Marketing / Promotion Bikeway / Bike Lane Improvements Improved Bike Access to Transit Pedestrian Network Improvement Shared Micromobility
	Transportation Demand Management	Area-wide Rideshare Program Carpool/Vanpool Parking Incentives Compressed Work Week Employer-Based Rideshare Program Expansion of Existing Vanpool Program Expansion of Existing Park-and-Ride Facilities Guaranteed Ride Home Programs

		New Park-and-Ride Facilities New Vanpool Program Off-Street Parking Management in Commercial/CBD Areas Public Education, Outreach, Marketing, Promotions Telework Promotion
Lock and Dam and Marine Highways	Lock and Dam / Marine Highway	Projects that are on a marine highway corridor, connector, or crossing designated by the Secretary under section 46 U.S.C. 55601(c) (including an inland waterway corridor connector or crossing) may be eligible if it is functionally connected to the Federal-aid highway system and the Secretary determines the project is likely to contribute to the attainment or maintenance of a NAAQS.
Vehicle Activity Programs / Other CMAQ Eligible Projects	Other Projects	Advanced Technology Vehicles Vehicle-to-Infrastructure Communications Equipment Commuter Choice Tax Credit Long Distance Commuter Ferry Truck Stop Idling Reduction Freight and Intermodal Facilities Port-Related Freight Operations Dust Mitigation Inspection and Maintenance Programs Training Innovative Projects for reducing emissions incentives as part of employer-based transportation management plans

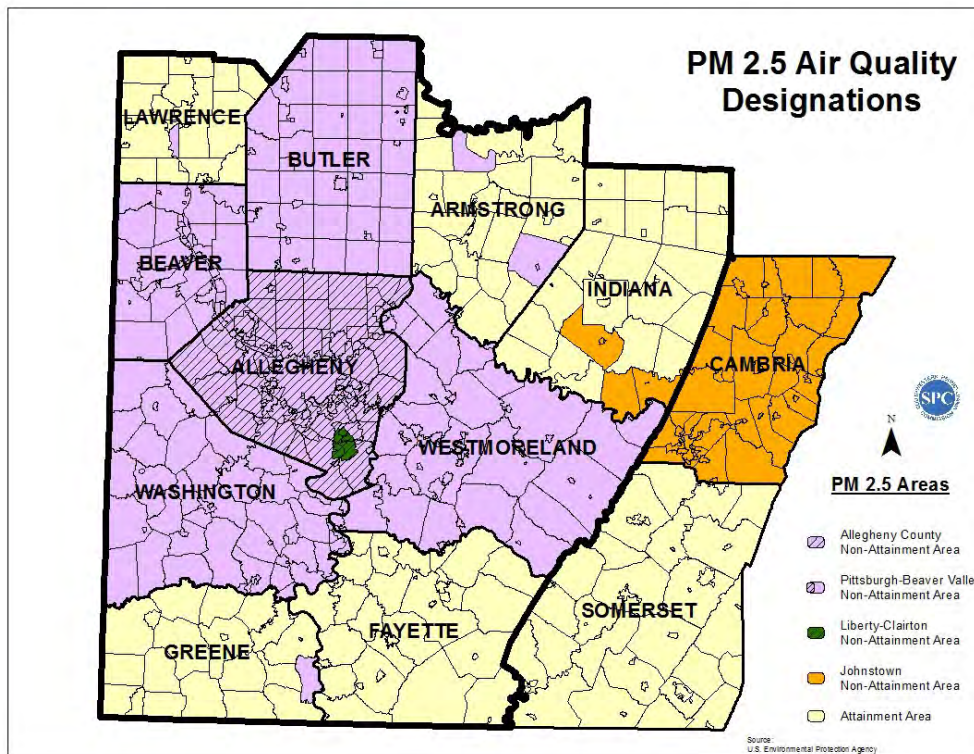
Table B-3, May 2025

2025-2028 TIP – SPC Federal Competitive Programs Selection Committee Membership

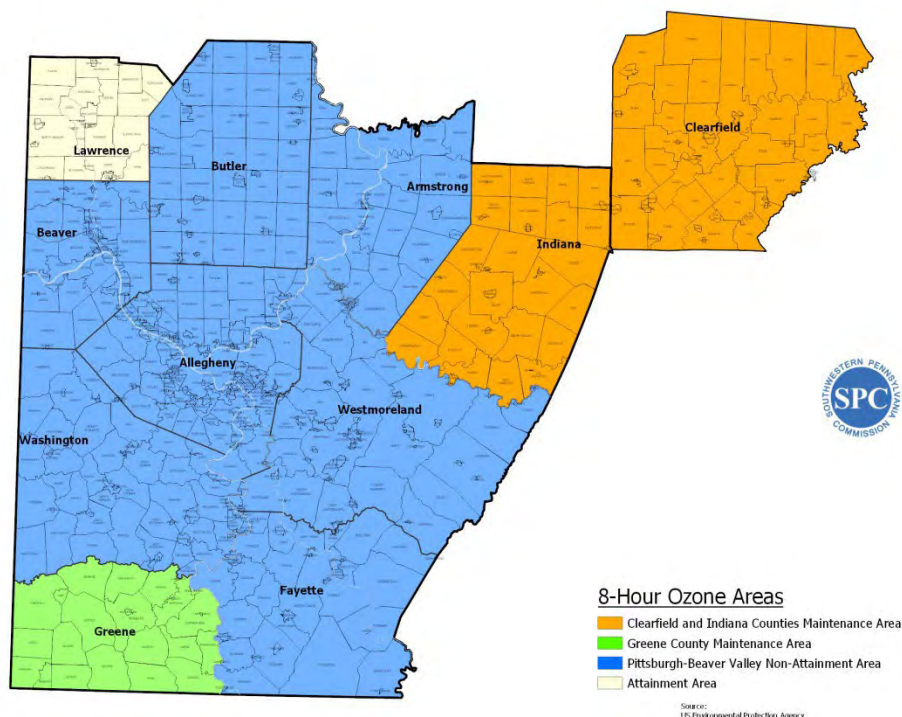
Interest Group	Number from Group	Representing	Other Criteria
Planners	11	10 SPC counties and the City of Pittsburgh	1 per SPC Member County/City of Pittsburgh
PennDOT Districts	3	PennDOT Districts 10, 11 & 12	1 per local PennDOT District
Transit	3	Transit Operators	1 each - urban, small urban, rural
PennDOT Central Office	2	PennDOT Central Office	Select from: Center for Program Development and Management, Bureau of Design and Delivery, Bureau of Public Transportation
TMA	1	Transportation Management Associations	1 of ACTA, OTMA <u>or</u> PDP
Air Quality Agency	1	Air Quality Regulatory Agency	PADEP <u>or</u> Allegheny County Health Department
Active Transportation	1	Active Transportation Organizations	Bike PGH <u>or</u> another organization TBD
Freight	1	Freight Organization	Port of Pittsburgh Commission
Resource Agencies			
Federal Highway Administration – Pennsylvania Division / Federal Transit Administration – Region III			
PennDOT – Bureau of Rail, Freight, Ports, and Waterways			
SPC – CMAQ Program Staff			

Table B-4, May 2025

Appendix C: Maps – Air Quality Nonattainment & Maintenance Areas in SW PA, NHS in Pittsburgh Urbanized Area, % Low Income Households



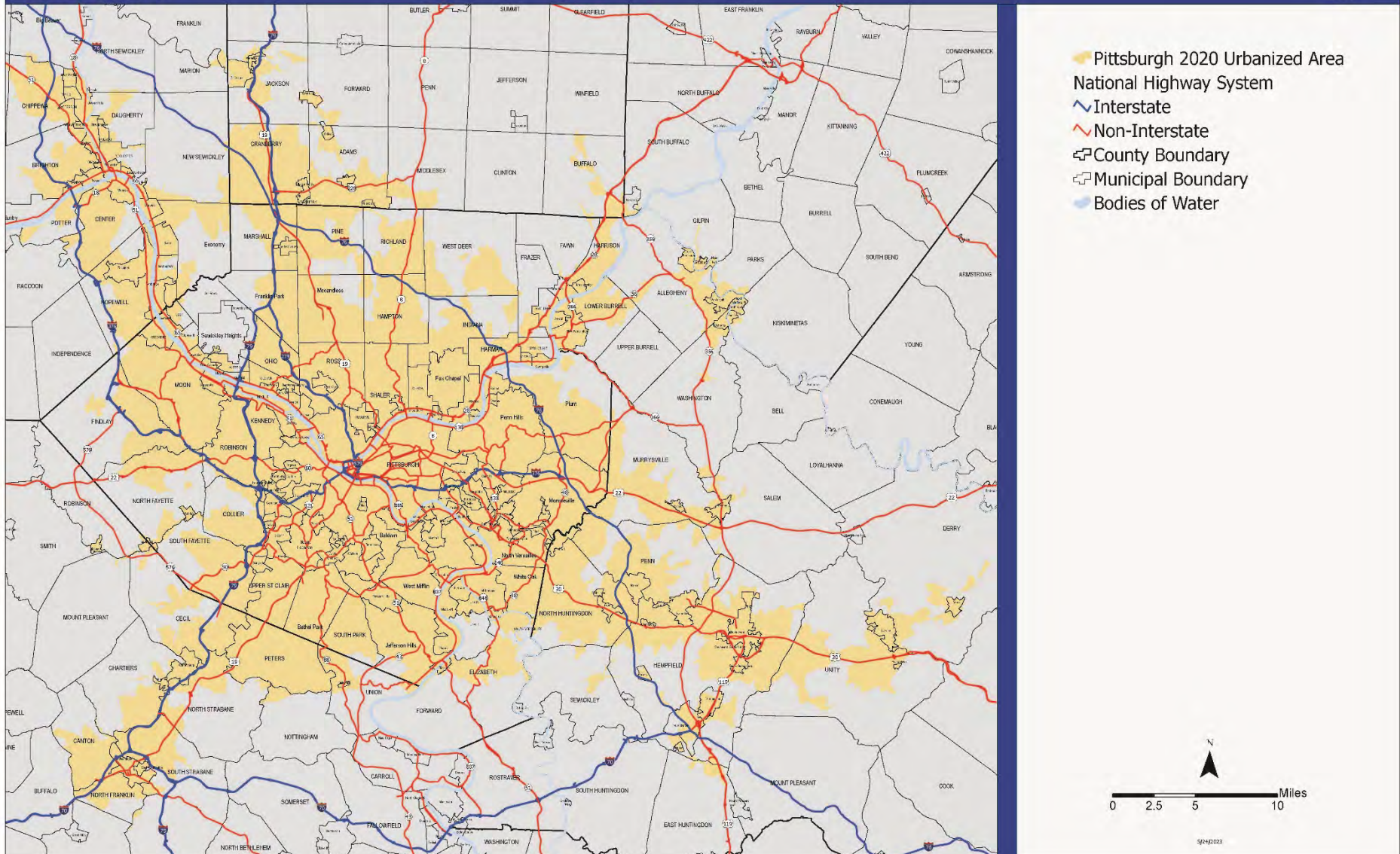
Map A - PM2.5 Areas in Southwestern Pennsylvania, August 2021



Map B - 8-Hour Ozone Areas in Southwestern Pennsylvania, August 2021

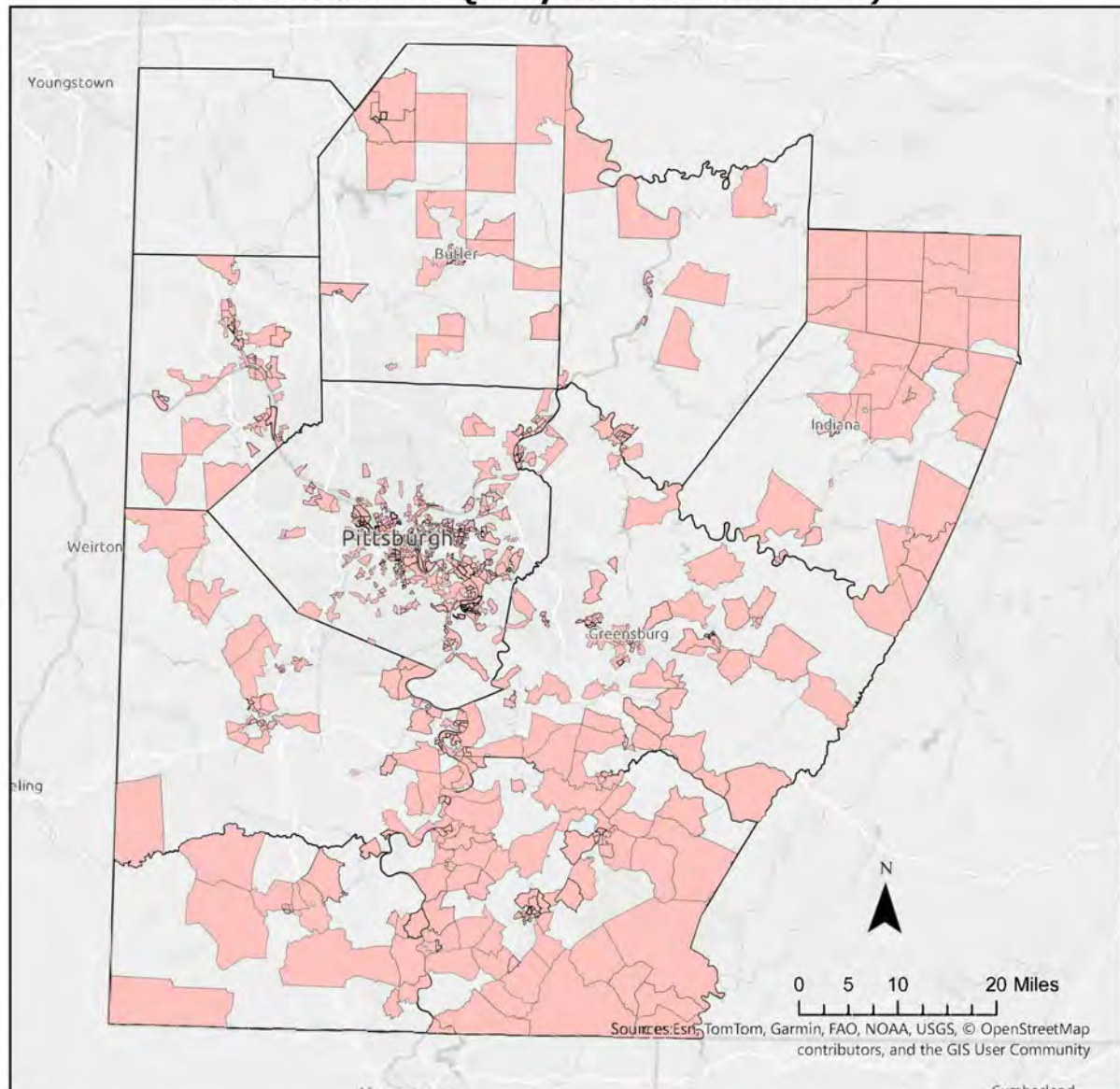
Pittsburgh Urbanized Area

2020 Census

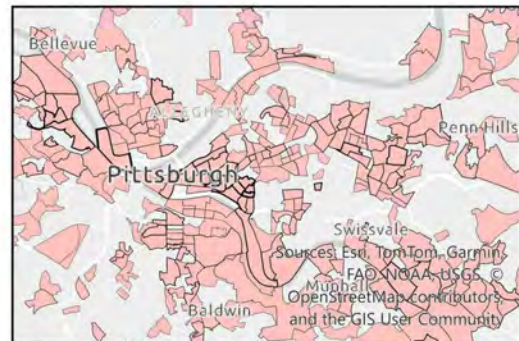


Map C-NHS in Pittsburgh Pennsylvania Urbanized Area, June 2023

Community Demographic Analysis (Percent of Low-Income Households in Air Quality Non-Attainment Areas)



Low Income Households (Above Regional Average of 11.76%)



Source: 2019-2023 American Community Survey (ACS) 5- Year Estimates by Census Block Group

Map D- Community Demographic Analysis (Percent of Low-Income Households in Air Quality Non-Attainment Areas) June 2025

Appendix D: Links to Additional Information and Staff Contacts

The links presented below provide information and guidance about the CMAQ and CRP Program and related topics that should be very useful to project sponsors as they complete their candidate CMAQ and CRP project applications. Click on the hyperlinks for access to each resource item.

- [SPC Homepage](#)
- [SPC SmartMoves: Long Range Transportation Plan & Transportation Improvement Program](#)
- [SPC Transportation Performance Management Site](#)
- [PennDOT Local Project Delivery Manual \(PennDOT Publication 740, June 2019\)](#)
- [Code of Federal Regulations: Planning Assistance and Standards](#)
- [FHWA CMAQ Information Webpage](#)
- [FHWA's "CMAQ Public Access System", containing project data from state DOT annual reports](#)
- [Congestion Mitigation and Air Quality Improvement \(CMAQ\) Program Interim Guidance as Revised by the Infrastructure Investment and Jobs Act](#)
- [FHWA Interim Guidance on CMAQ Operating Assistance under MAP-21, July 2014](#)
- [Pennsylvania Carbon Reduction Strategy \(CRS\)](#)
- [SPC Congestion Management Process \(CMP\) Webpage](#)
- [SPC CMP Corridors](#)
- [SPC CMP Strategies](#)
- [SPC Active Transportation Resource Center](#)
- [SPC Transportation Demand Management Strategic Action Plan](#)
- [US Environmental Protection Agency – Verified Technologies for SmartWay and Clean Diesel Webpage](#)

SPC Staff Contacts:

SPC CMAQ & CRP Coordinator:

Ryan Gordon

rgordon@spcregion.org

(412)-391-5590 ext. 333

SPC Air Quality Analysis Coordinator:

Chris Jaros

cjaros@spcregion.org

(412) 391-5590 ext. 0349

SPC SharePoint Coordinator:

Greg Shermeto

gshermeto@spcregion.org

(412) 391-5590 ext. 0388

2. TASA Guidance



**PROGRAM GUIDANCE AND PROCEDURES:
TRANSPORTATION ALTERNATIVES SET-ASIDE
PROGRAM**

June 2025

Background:

This document will describe the process and criteria used by the Southwestern Pennsylvania Commission (SPC) to evaluate and select new projects for SPC's allocation of Transportation Alternatives Set-Aside (TASA) funding for federal fiscal years 2027-2030.

SPC is the federally mandated Metropolitan Planning Organization for the Southwestern Pennsylvania region, which encompasses the Counties of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington and Westmoreland. SPC typically receive a yearly sub-allocation of \$3.8 million per year in federal Transportation Alternatives Set-Aside funding. This funding has not been authorized by Congress for the 2027-2030 program period. It has been Pennsylvania and SPC's procedure in this situation in the past to continue to plan on flat funding levels going into the next program period, but there is no guarantee that the TASA program will continue. **This funding is separate from, and in addition to, TASA funding from PennDOT and also must be awarded using a competitive selection process. More information on the Statewide PennDOT TASA program is available on their [Transportation Alternatives Set-Aside webpage](#).**

Schedule

The SPC Federal Competitive Programs Selection Committee will be convened in October 2025. It will assist in prioritizing the candidate projects for SPC Federal competitive funding on the 2027-2030 Transportation Improvement Program (TIP), reporting their findings, and making recommendations to SPC's Transportation Technical Committee (TTC), which will ultimately recommend the final Federal SPC federally funded projects for inclusion on the TIP. Membership of the committee is designed to be a balanced and diverse representation of the SPC committees. The SPC Federal Competitive Programs Selection Committee will review the candidate projects based on the ancillary selection factor ratings that will be completed by SPC staff, and the evaluation of deliverability/project readiness that will be completed by a separate nonpartisan deliverability committee. Recommendations will be developed by early December 2025. These recommendations will be presented to SPC's TTC and others, as appropriate, in December prior to presentation to SPC's Executive Committee at its December meeting. The table below illustrates the TASA process timeline.

Important Milestone Dates for 2027-2030 TIP	
May TTC Meeting	Process Update
End of May	Program Guidance finalized
June 2, 2025	Application period opens
June 10, 2025	Application and Project Delivery Webinar
July 17, 2025	DEADLINE: Pre-application due
By July 31, 2025	SPC provides detailed application information to applicant
September TTC Meeting	Status Update

September 15, 2025	DEADLINE: Detailed Application period closes
October – November	Application review and technical scoring by SPC staff
October – November	Deliverability evaluation by deliverability evaluation committee
October – November (TBD) Selection Committee Mtgs 1 & 2	Candidate project applications review, technical scoring review, deliverability review
Late November (TBD) Selection Committee Mtg 3	Project technical and deliverability scoring discussed and finalized. Project selection recommendations made.
December TTC Meeting	Projects recommended by TTC as part of pre-draft 2027 TIP
December SPC Executive Committee Meeting	Projects approved as part of pre-draft 2027 TIP

Project Sponsor Eligibility

In 2021, the Infrastructure Investment and Jobs Act (IIJA) was passed. The IIJA maintains all previously eligible uses of the TA Set-Aside. It also expands the range of eligible applicants to include nonprofit entities, small MPOs, and State DOTs. Eligible TA Set-Aside project sponsors include:

1. Local governments;
2. Regional transportation authorities;
3. Transit agencies;
4. Natural resource or public land agencies, including Federal agencies;
5. School districts, local education agencies, or schools;
6. Tribal governments;
7. A nonprofit entity
8. Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.
9. A State, at the request of an eligible entity listed above

Non-profit agencies must work with an eligible government or authority to develop TASA candidate infrastructure projects, which construction will be administered by the facility owner. Projects that are proposed to be sponsored by non-profit entities must demonstrate local governmental commitment for construction administration.

To date, PennDOT has deemed entities as eligible TA Set-Aside project sponsors if they meet the criteria above.

As State DOTs are responsible for interpreting sponsor eligibility beyond those entities clearly defined in the IIJA, PennDOT has determined that the following entities are eligible to sponsor a TA Set-Aside project:

1. County Recreational Trails Authorities
2. County Recreational Authorities
3. Urban Redevelopment Authorities
4. Transportation Management Associations (TMAs)
5. Universities and Colleges (public and private – improvements must be in public right-of-way)

In addition to the authorities noted above, PennDOT recognizes “municipal authorities” as eligible sponsors, but only when the authority’s establishing document specifically cites transportation or recreation as a stated purpose. Industrial development authorities, for instance, would not be eligible.

It is incumbent upon each project sponsor to read this guidance and become familiar with the application, selection, and implementation procedures associated with the TA Set-Aside. Applying for federal funds begins a significant undertaking, which must be led by the project sponsor from start to finish. Projects that are not able to navigate the federal requirements and be ready to be advertised for construction by August 31, 2030 may be subject to forfeiture of awarded funds and project cancellation.

Funding and Eligible Activities

Available Funding

In 2021, the Infrastructure Investment and Jobs Act (IIJA) was passed, which continues to fund the TA Set-Aside program through fiscal year 2026, there is no absolute assurance that the TA Set-Aside will continue or that more funding will be available after that date. Sponsors must acknowledge that Congress may reauthorize the Federal Transportation Act in the middle of the 2027 TIP update process, resulting in changes in the program’s existence and funding levels. If funding levels for the SPC TASA program are changes, the approved new project list will be revisited and adjusted to maintain consistency with new program funding levels.

The funding breakdown below describes how the funding is currently allocated to the SPC region; again, subject to change beyond September 30, 2026.

The SPC Region receives a yearly, direct sub-allocation of approximately \$3.8 million in federal TASA funds from PennDOT.

TASA funds must be obligated within two years of award. Failure to obligate the funds will result in loss of the funding. If project is determined to not be moving in a timely manner, the funds may be re-allocation at the regional level.

TASA is not a grant program and no money is provided upfront. Approved costs will be reimbursed only after a reimbursement agreement between PennDOT and the project sponsor is signed and a Federal Form 4232 is authorized for the project. Since the TASA funds are for construction, in order to get an approved Form 4232, the project will have to have obtained the following PennDOT clearances: right-of-way clearance, utility clearance, railroad clearance, environmental (NEPA) clearance, and have an approved PS&E package. No activities performed prior to this federal clearance are reimbursable through the awarded funding. The maximum a project can receive in TASA funds is 1,500,000. The minimum project award is \$50,000 for non-infrastructure projects and \$200,000 for infrastructure construction projects.

Once a project is authorized to advance and begins to incur costs, the project sponsor will receive invoices from the selected contractor (through a PennDOT approved process) to construct the project. The project sponsor then reviews and approves these invoices before submitting them to PennDOT for payment. PennDOT processes the payment and provides payment to the sponsor, who in turn pays the service provider. The sponsor will only be reimbursed for actual approved project expenses, up to the amount approved for the project.

Eligible Activities

The SPC TASA Program is predominantly a construction only program (a few rare exceptions are described in the project eligibility section). The local project sponsor is responsible for completing all pre-construction activities (design, environmental clearance, right-of-way and utility relocation/coordination) with local funds. TASA funds can then be used for 100% of the construction phase by being paid from the federal share, up to the awarded amount. Construction inspection and construction management activities associated with approved projects, are eligible uses of TASA funds. Any costs exceeding the amount of funds awarded through the TASA process are the responsibility of the project sponsor. Please consult the [PennDOT Publication 740: Local Project Delivery Manual](#) for a detailed description of the requirements and procedures to utilize federal transportation funding. Also, see [Appendix A](#) for a list of other regulatory requirements associated with the TASA Program.

Project Eligibility

Project sponsors must become familiar with the 11 projects and activities that PennDOT considers eligible for funding through the TA Set-Aside.

The list below describes the 11 general project categories eligible for funding through the application process. Please note, this guidance provides a general framework of eligible types of projects and activities, but individual project eligibility will be considered on a case-by-case basis.

1. Bicycle and Pedestrian Facilities

Bicycle and pedestrian projects allow communities to make non-motorized transportation safe, convenient, and appealing. Projects may include on-road and off-road trail facilities that serve to meet transportation needs of pedestrians, bicyclists, and users of other non-motorized forms of transportation. Projects in this category should focus on increasing safety for these users. One approach to ensuring the safety of all roadway users is implementation of a Complete Streets approach, SPC encourages communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction, and operations. Section 11206 of the BIL defines Complete Streets standards or policies.

Eligible Projects:

- New or reconstructed sidewalks or walkways
 - Pedestrian and bicycle signs or signals
 - Lighting that primarily benefits cyclists and pedestrians (Lighting Plan Requirements)
 - Transportation projects that achieve ADA compliance, such as curb ramps
 - New or reconstructed off-road trails that serve a transportation need, such as trails that provide connections to schools, parks, or other public places
 - Crosswalks, bicycle lanes or sharrows pavement markings
 - Widening or paving shoulders
 - Bicycle parking facilities, such as bicycle lockers and bicycle racks (including those on buses)
 - Bicycle and scooter share programs (including the purchase of bicycles/scooters)
- (see TASA Project [Eligibility Q&A in the FHWA Guidance](#) for more information)
- Shared use paths, side paths, and trails that serve a transportation purpose
 - Bicycle and pedestrian bridges and underpasses
 - Crossing improvements that shorten crossing distance, provide access, and/or primarily improve bicycle and pedestrian safety
 - Traffic realignments, road diets, or intersection changes that improve bicycle and pedestrian access or safety
 - Rails with trails projects, which are adjacent to active (not abandoned) lines
 - Safe Routes to School construction projects that align with the projects above (see [FHWA's SRTS program guidance](#) for more information).

Eligible Projects:

- Sidewalk improvements
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements in the vicinity of schools

2. Bicycle and Pedestrian Education (grades K-12)

Active transportation safety and education programs for students in kindergarten through the 12th grade are eligible uses of TASA funds. These non-infrastructure projects that educate or encourage children to safely walk or bike to school are defined as eligible in MAP-21 (and subsequently the FAST Act and the IIJA) that extend eligibility for SRTS non-infrastructure items defined in [SAFETEA-LU](#).

SRTS Non-Infrastructure Activities

For SRTS non-infrastructure projects, the sponsor shall pay for all activity planning, coordination, and development. PennDOT will fund the actual activities (such as a bicycle rodeo, educational assembly, safety outreach program, etc.) or items (e.g., crossing guard equipment, encouragement or safety items) at 100%. See [FHWA guidance](#) for eligible non-infrastructure projects and more information.

Eligible Projects:

- Public awareness campaigns and outreach to press and community leaders
- Traffic education and enforcement in the vicinity of schools
- Student sessions on bicycle and pedestrian safety, health, and environment
- Funding for training, volunteers, and managers of safe routes to school programs

3. Conversion of Abandoned Railway Corridors to Trails

Rail-trails help to expand travel and recreational opportunities within communities. Converted rail corridors make ideal trails because of their flat grade, long length, and intact right-of-way. Rail-trails, as these types of trails are called, help to encourage physical activity and reduce air pollution.

TA Set-Aside funds can be used only for abandoned, rail banked or currently inactive rail lines; funds cannot be used to move or perform construction on active rail corridors. Funding for this category may also be used solely for purchase of railroad right-of-way or property, as long as future development of a public facility is planned.

Eligible Projects:

- Construction of multi-use trails within a railroad right-of-way
- Major reconstructions of multi-use trails within a railroad right-of-way
- Developing rail-with-trail projects, where there is an adjacent line that is no longer active
- Purchasing and converting unused railroad property for reuse as a trail

4. Construction of Turnouts, Overlooks, and Viewing Areas

By developing turnouts, overlooks, and viewing areas, communities can enhance the travel experience and supply an educational element that attracts tourists to local roads that are of scenic, historic, natural, cultural, archeological, and recreational significance.

Under this category, special attention should be considered in those areas that are designated as PA Byways by PennDOT, designated Heritage Areas by the Department of Conservation and Natural

Resources (DCNR), as well as those areas that are listed on the National Register of Historic Places and those areas affiliated with the National Park Service.

TA Set-Aside funds may not be used for the construction of visitor or welcome centers, or the staffing, operating, and maintenance associated those facilities. Marketing or promotion of such facilities is also ineligible.

Eligible Projects:

- Construction of turnouts, overlooks, and viewing areas
- Interpretive signage or kiosks explaining site significance
- Right-of-way acquisition for such facilities may be considered

5. Outdoor Advertising Management

The control and removal of outdoor advertising activity allows communities to preserve the scenic character of their roads by tracking and removing illegal and non-conforming billboards. Non-conforming signs are those signs that were lawfully erected but do not now comply with the Highway Beautification Act of 1965.

Eligible Projects:

- Billboard inventories, including those done with GIS/GPS
- Removal of illegal and non-conforming billboards

6. Historic Preservation and Rehab of Historic Transportation Facilities

Historic Preservation and Rehabilitation of Historic Transportation Facilities category allows communities to rehabilitate and restore surface transportation facilities of historic significance. These rehabilitated facilities serve to educate the public and to provide communities with a unique sense of character that attracts tourists and generates a vibrant economic life.

Eligible projects must rehabilitate, restore, or improve interpretation of a historic transportation facility. Historic transportation facilities must be listed or eligible for listing on the National Register of Historic Places. The Pennsylvania State Historic Preservation Office can help determine which areas or structures are listed. Contact the Preservation Office at 717-783-8946 or contact Elizabeth Rairigh at 717-705-4035 or erairigh@pa.gov for assistance.

Structures and facilities include tunnels, bridges, trestles, embankments, rails or other guide ways, non-operational rolling stock, canal viaducts, tow paths and locks, stations, and other man-made surface transportation.

Eligible Projects:

- Restoration and reuse of historic buildings with a strong link to transportation history
- Restoration and reuse of historic buildings for transportation related purposes
- Interpretive displays at historic transportation related sites

- Access improvements to historic transportation related sites and buildings
- Restoration of railroad depots, bus stations, and lighthouses
- Rehabilitation of rail trestles, tunnels, bridges, and canals
- Increasing building accessibility, in accordance with ADA guidelines
- Heating or cooling systems *only when deemed necessary for preservation of the historic structure*; not for the comfort of guests or staff

7. Vegetation Management

Through the Vegetation Management activity, communities improve roadway safety, prevent against invasive species, and provide erosion control along transportation corridors.

Eligible Projects:

- Clearing of low-hanging branches or other vegetation encroaching on a travel corridor
- Landscaping to improve sightlines or other safety considerations
- Removal of invasive species
- Planting grasses or wildflowers to manage erosion along transportation corridors

8. Archaeological Activities

The Archaeological Activities category allows communities to explore the history in America with archaeological excavations and surveys in conjunction with highway construction projects.

Only projects related to the impacts of implementing a transportation project are eligible for funding under this category.

Eligible Projects:

- Research, preservation planning, and interpretation
- Developing interpretive signs, exhibits, and guides
- Inventories and surveys

9. Stormwater Management

Stormwater Management projects allow communities to decrease the negative impact of roads on the natural environment. Storm runoff over road surfaces carries pollutants into water, upsetting the ecological balance of local waterways and degrading water resources for humans and animal populations. Additionally, stormwater runoff may also erode soil, potentially reducing structural stability, augmenting flood events, and stripping soil from sensitive agricultural areas. Projects funded in this category seek to reduce these environmental impacts.

Eligible Projects:

- Detention and sediment basins

- Stream channel stabilization
- Storm drain stenciling and river clean-ups
- Water pollution studies

10. Wildlife Mortality Mitigation

Wildlife Mortality Mitigation allows communities to decrease the negative impact of roads on the natural environment. Roads can harm wildlife through habitat fragmentation and vehicle-caused wildlife mortality.

Eligible Projects:

- Wetlands acquisition and restoration
- Stream channel stabilization
- Wildlife underpasses or overpasses which may include bridge extensions to provide or improve wildlife passage and wildlife habitat connectivity
- Monitoring and data collection on habitat fragmentation and vehicle-caused wildlife mortality

11. Vulnerable Road User Assessment Activity

With IIJA, states are now required to develop and maintain a Vulnerable Road User (VRU) Safety Assessment by November 15, 2023. This assessment must perform a quantitative analysis of vulnerable road user fatalities and serious injuries, identify areas as “high-risk” to vulnerable road users, and develop a program of projects to reduce safety risks to vulnerable road users in these high-risk areas. Such projects will be eligible for TA Set-Aside funds. However, Pennsylvania’s VRU assessment has not yet been completed, and high-risk areas have not yet been identified. Therefore, projects will likely not be eligible under this provision for the 2023 Statewide application round.

Vulnerable Road User Safety Assessments address the increasing number of fatalities and serious injuries involving non-motorists. Vulnerable road users include pedestrians, bicyclists, other cyclists, and persons on personal conveyance. See FHWA’s Vulnerable Road User Safety Assessment Guidance for more information.

Ineligible Activities

Per MAP-21, and as continued in the FAST Act, some items previously eligible under the Transportation Enhancements program are no longer eligible. Notably, formerly eligible projects such as the creation and operation of transportation museums, and tourist and welcome centers are no longer eligible.

While general education programs for bicyclists and pedestrians are no longer eligible, active transportation safety and education programs for students in kindergarten through the twelve grade remain eligible. The eligibility of these programs and activities is preserved through provisions in MAP-21 (and subsequently the FAST Act) that extend eligibility for SRTS non-infrastructure items defined in SAFETEA-LU.

Project Eligibility Determinations

Project sponsors should design projects that clearly fit into the eligible categories defined in this document. SPC staff in consultation with PennDOT Central Office and FHWA will make the final determination on project eligibility and will disallow any project that is not clearly eligible. It is the responsibility of the project sponsor to present how the project aligns with the guidelines for eligible project activities.

Application Process

Project Applications

A complete TASA candidate project application will consist of several components. These include:

- Candidate Pre-Application form (required for all projects)
- Candidate Project Detailed Application form (required for all projects)
- Candidate Project Deliverability Form (required for all projects)
- Additional Information forms (as many as needed to fully describe the project)
- Supporting information (maps, drawings, photographs, reports, etc.)

Project sponsors should download the required pre-application form from the [SPC website](#), enter appropriate information about the candidate project on each form, and follow the described submittal process. If supporting information is part of the project application package, the project sponsor should identify each piece of supporting information on an Additional Information form. The application forms are interactive files and completed forms must be saved as interactive files. Handwritten paper copies, or electronic copies without the interactive features cannot be accepted. ***All fields in the Pre-Application are required to be completed.***

Completed forms and all supporting documents must be submitted electronically. Electronic submissions of all application material are required via SPC's SharePoint site. The applicant for the proposed project will be responsible for uploading the preapplication and final application zip files to a secure folder on SPC's SharePoint site. The SPC SharePoint site requires a username and password. ***The project sponsor contact must contact Greg Shermeto at gshermeto@spcregion.org on or before July 17, 2025 to indicate intent to submit a pre-application and to obtain a temporary username and password.***

The applicant will be provided with a secure folder in which the application zip files are to be uploaded prior to the submission deadlines. Any technical difficulties using SPC's SharePoint site should be directed to Greg Shermeto at the email address listed above.

Application Review

SPC staff will review pre-applications submitted by the deadline for eligibility and notify applicants of any ineligible submittals. SPC staff will notify applicants and provide a link or file of the full, detailed application.

Projects that apply to the regional and also the PennDOT TASA program will be required to have a draft application consultation with the PennDOT District TASA coordinator and the SPC TASA coordinator prior to the detailed application. The goal of a Draft Application meeting is to complete a preliminary review of the proposed project to evaluate eligibility, scope of work, cost estimates, and to determine the feasibility of completion within the required timeframe. The deadline for the full TASA application is September 15, 2025. Applicants will be notified if the applications are incomplete and will be given one week to submit missing or incomplete information.

Project Prescreening

Screening criteria addresses provisions of the Infrastructure Investment and Jobs Act, and assesses consistency with SPC's current Long Range Plan *SmartMoves for a Changing Region* and local comprehensive plans. Projects must be shown to be consistent with FAST Act eligibility requirements, *SmartMoves for a Changing Region*, and the local or county comprehensive plan or they will not be considered further. In addition, applicable projects will be pre-screened for consistency with SPC's Complete Streets policy for this program.

Project Evaluation Criteria

All of the candidate projects will be evaluated on six TASA Technical Analysis Factors which evaluate the projects benefits in terms of connecting existing facilities, connections and access to activity centers and transit facilities, community improvements, environmental impacts, and to Environmental Justice communities. There are also four Ancillary Factors that rate each project on consistency with the SPC Long-Range Transportation Plan, the Congestion Management Process, contributions toward improving safety, and funding. Lastly, each project will be scored in terms of its readiness and deliverability.

SPC staff and the deliverability committee will evaluate each project based on the identified factors. A composite of all of the candidate projects and their ratings will then be presented to the TTC for final approval.

A majority of the factors rely heavily on outcome-driven, performance-based metrics. The increased focus on performance based planning and programming is a result of FAST Act (2015), which aims to create a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bicycle, and pedestrian programs and policies originally established in ISTEA (1991). StateDOTs and MPOs must make investments and policy decisions to advance and promote the federal transportation planning factors:

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

These national goals are reflected in SPC's current Long Range Plan *SmartMoves for a Changing Region* through the plan performance measures, which are ultimately implemented through the TIP and programs like TASA.

Details on how each of the six TASA Technical Analysis Factors, the four Ancillary Factors and project delivery/readiness will be scored are presented below:

TASA Technical Analysis Factors

1. Connections to Existing Facilities or Network Expansion

The key to establishing an accessible, well connected network of bicycle and pedestrian facilities is building off of existing infrastructure and providing connections where there currently are none. A continuous, consistent system is safer and more attractive to users. Fragmented and inconsistent systems can create conflict points and confusion among users.

Projects that connect two or more existing alternative transportation facilities will receive a **High (3)** rating. Projects that extend an existing facility will receive a **Medium (2)** rating, and projects that will construct a new, independent facility that does not connect to any existing facilities will receive a **Low (1)** rating.

2. Access to Public Transportation Facilities

Encouraging people to use alternative modes of transportation (public transportation, bicycling, walking) in both work and non-work trips supports the overall regional vision, goals, strategies, and performance measures adopted in the current SPC long range *plan (SmartMoves for a Changing Region)*. Providing “last mile” connections (sidewalks, bicycle lanes, etc) as well as enhancements to the transit facilities themselves (benches, bicycle parking, bicycle racks for transit vehicles, etc) make utilizing alternative transportation modes more attractive to all users.

Projects in this category will be awarded points based on their level of integration with existing public transportation facilities such as commuter parking lots, transit stops and their connections to the surrounding community. Projects that seek to connect to public transportation facilities, provide accommodations at public transportation facilities, and provide bicycle racks on transit vehicles will receive a **High (3)** rating, projects that integrate two of the features will receive a **Medium (2)** rating and projects that incorporate one of these features will receive a **Low (1)** rating. Projects that do not seek to integrate bicycle and/or pedestrian accommodations with public transportation will receive 0 points.

3. Connections to Local Activity Centers

The integration of transportation and land use planning is a critical component in developing sustainable, attractive communities. To achieve the regional vision, it is important to link local activity centers throughout the region with the residential areas in which they serve and support via multimodal travel options. Activity centers include areas such as commercial/retail and employment centers, as well as civic, institutional and healthcare, educational, and recreational facilities. These areas can be in the form of a central business district, or a town center; a municipal building or complex; medical or health care facilities; schools, universities, colleges; and state, regional or local parks.

Projects in this category will be scored on the level of connectivity between residential areas and local activity centers. Projects connecting three or more of the listed activity center types will receive a **High (3)** rating. Projects connecting residential areas to two of the listed activity center types will receive a **Medium (2)** rating, and project connecting only one type of activity center with the surrounding residential area(s) will receive a **Low (1)** rating. Projects not providing any type of access or connectivity to activity centers will receive 0 points.

4. Safety

Safety is an essential consideration to all transportation improvement projects. In order to evaluate the safety impacts of the candidate TASA projects, similar project categories will be grouped together and calculated as follows:

- **Active Transportation and Transportation Demand Management (TDM):** Regional crash rate per million vehicle miles traveled*projected reduction in vehicle miles traveled = expected reduction in crashes. For Active Transportation projects, reduction in level of traffic stress will also be factored.
- **Traffic Flow:**
 - o Two-way AADT* regional crash rate (by federal functional classification)*365/1,000,000 = number of crashes per mile
 - o Number of crashes per mile*mileage of project = total number of crashes

- Expected reduction in crashes = total number of crashes*crash reduction factor¹

Projects that are expected to reduce 2.0 or more crashes per year will get a **High (3)** score. Projects with an expected reduction in crashes from .75 to 1.99 will get a **Medium (2)** score, and projects with an expected reduction of less than .74 crashes will score **Low (1)**. Projects with no demonstrable impact on safety will receive 0 points.

The number of pedestrians and cyclists, or vulnerable road users (VRUs), involved in fatalities and serious injuries on U.S. roadways has steadily risen. Addressing the safety of vulnerable road users is a critical aspect of the overall PA Strategic Highway Safety Plan. PennDOT analysis has identified the vulnerable road user high-risk areas for the SPC region.

VRU Bonus: Projects that include safety improvements for VRUs in the identified PennDOT high-risk VRUs areas will receive an additional bonus point.

Pedestrian Safety Bonus: Projects that include a proven counter measure for pedestrian safety will receive an additional bonus point.

5. Environmental Impacts

Mitigating the negative effects of transportation infrastructure on the environment (water, soils, vegetation, and wildlife) is an important consideration when developing new or reconstructing existing facilities.

Projects in this category will be scored based on the level of environmental mitigation being proposed as a component of the overall project. Projects that are solely focused on environmental mitigation, vegetation management, or wildlife mortality mitigation will receive a **High (3)** rating; projects that are not solely focused on environmental mitigation or vegetation management but have a strong environmental component will receive a **Medium (2)** rating. Projects that have only the required minimum environmental mitigation or vegetation management will receive a **Low (1)** rating. Projects not addressing any environmental mitigation or vegetation management will receive 0 points.

6. Community Demographic Analysis (Housing Units with No Vehicles Available)

Projects will be evaluated based on the positive impacts to the greatest number of Occupied Housing Units with No Vehicles Available (Census 2020).

Projects will receive a **High (3) rating** if the project is located in, and provides positive benefits to, a Census Block Group community that has greater than 12.47% of its occupied housing units with No Vehicles Available.

Projects will receive a **Medium (2) rating** if the project is located in, and provides positive benefits to, Census Block Group a community that has between 9.80% and 12.46% of its occupied housing units with No Vehicles Available.

¹Crash Reduction Factor (CRF) A CRF is the percentage crash reduction that might be expected after implementing a given countermeasure. (In some cases, the CRF is negative, i.e. the implementation of a countermeasure is expected to lead to a percentage increase in crashes.) A CRF should be regarded as a general estimate of the effectiveness of a countermeasure for planning purposes only. The estimate is a useful guide, but, ultimately, it remains necessary to apply engineering judgment and to consider site-specific environmental, traffic volume, traffic mix, geometric, and operational conditions which will affect the safety impact of a countermeasure.

Projects will Receive a **Low (1) Rating**: If the project is located in, and provides positive benefits to, a Census Block Group community that is above the county average of occupied housing units with No Vehicles Available, but below 9.8%. Projects that are closely adjacent to Census Block Group community that is above the county average of occupied housing units with No Vehicles Available will also be considered in this category.

Projects not located in communities with Occupied Housing Units with No Vehicles available will receive 0 points.

A map is provided in Appendix B that shows the census block groups in the three rating levels for the region.

Ancillary Selection Factors

The ten federal transportation planning factors for federal highway programs and *SmartMoves for a Changing Region* through the plan strategies are ultimately implemented through the TIP and programs such as TASA. Details on how each of the Ancillary Selection Factors will be scored are presented on the following pages:

1. Consistency with the current SPC Regional Long Range Plan, *SmartMoves for a Changing Region*

All applicants must demonstrate consistency with the [Long Range Transportation Plan](#) (*Smart-Moves*) strategies, the Regional Vision, and related strategies (listed below). Project sponsors will be given a checklist with the following plan vision/strategies and will be asked to check each one that the candidate project will help to advance.

Vision:

A world-class, safe and well maintained, connected multimodal transportation system that provides mobility for all, empowers resilient and sustainable communities, and supports a globally competitive economy.

Relevant Strategies:

Integrate multiple forms of public/ private transportation to provide increased mobility equitably for all users including those in underserved rural areas and disadvantaged populations.

- Fund additional transportation infrastructure through private sector partnerships, user fees, value capture, and other appropriate mechanisms; broaden revenue tools available to local governments to fund infrastructure projects.
- Employ holistic planning for mobility and accessibility when developing and prioritizing projects. Make transportation improvements fit community context and enhance local quality of life.
- Promote institutional investment in older communities, repurposing versus demolition, and ensure that affordable housing is retained utilizing best practice models in the region for land use, vacant properties, and environmental strategies.

- Support and encourage transportation projects and programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).
- Embrace and expand emerging infrastructure innovations and technologies including planning, design, materials, and construction processes for a more adaptable and resilient built environment.
- Invest in strategies that adapt to and decelerate the impacts of climate change. This includes investment in disaster preparedness, response, and recovery, as well as, creating awareness about climate change, its projected impacts, and regional strategies.
- Improve infrastructure efficiency through technology implementation in project development, design, construction, operation, and maintenance.
- Conservation of the region's natural resource assets and key tracts of land enhances environmental quality, natural land connectivity, habitat corridors, and agricultural lands preservation, and provides recreational opportunities for residents and tourists.

Projects that meet the Vision and seven (or more) Strategies, will receive a **High (3)** rating for this scoring factor, projects that meet the Vision and four to six Strategies, will receive **Medium (2)**, and projects that meet the Vision and one to three Strategies will receive **Low (1)**. Projects that do not advance the Vision or Strategies will receive 0 points.

2. Consistency with Active Transportation Plan and Complete Streets Policy

The Regional Active Transportation Plan for Southwestern Pennsylvania (ATP), is intended to provide not only a cohesive vision for primarily non-motorized travel across the region, but also technical guidance to local governments seeking to achieve their respective local active transportation goals. In addition, many counties, cities, and municipalities have prepared plans for improvement of the local pedestrian/bicycle network.

Does SPC's Active Transportation Plan identify this area as a significant gap in the current active transportation network?

Was documentation provided that the county or municipal Ped/Bike or greenway master plan identified this location as a significant gap in the active network or trail network for upgrades such as sidewalk, wide shoulder, sharrows or bike lane?

Does the project incorporate one of the counter measures or complete street elements from the SPC Competitive Programs Safety and Complete Street Checklist?

Projects that can answer yes to all three questions will receive a **High (3)** rating for this scoring factor, projects that answer yes to two questions will receive **Medium (2)**, and projects that answer yes to one question will receive a **Low (1)**. Projects that do not answer yes to any questions will receive 0 points. Additionally, projects in identified DCNR PA Priority Trail Gaps (<https://maps.dcnr.pa.gov/trailgaps/>) will receive 1 bonus point.

3. Community Improvement

Eligible community improvement projects (other than improvements made from bicycle and pedestrian infrastructure) include bicycle and pedestrian education (grades K-8 only); streetscapes and corridor landscaping²; historic preservation and rehabilitation of historic transportation facilities; outdoor advertising management; and the construction of turnouts, overlooks and viewing areas. These projects provide benefit to many aspects of the community from preserving historic, transportation related infrastructure for public use to educating children on how to safely navigate streets when bicycling or walking.

Projects in this category will be evaluated and scored based on the overall number of community improvement activities included in a candidate project. Projects solely focused on community improvements or projects that combine three or more community improvement elements in the scope of the project will receive a **High (3)** rating. Projects combining two community improvement elements will receive a **Medium (2)** rating and projects with one community improvement element will receive a **Low (1)** rating. Projects that do not address any community improvement elements will receive 0 points in this category.

4. Funding

There are two considerations for this factor: federal share and non-traditional funding sources.

Projects that bring significant non-federal and non-traditional funding to the TIP warrant additional consideration. Projects requesting funding of less than 50% of the total project cost from federal funding programs will get a **High (3)** score for this scoring factor. Projects requesting between 50% and 70% federal share will get a **Medium (2)** score. Projects requesting between 70% and 80% federal share will score **Low (1)**. Projects with a federal share above 80% will score **Not Addressed (0)**.

In addition, projects that can show a firm, in writing, commitment of non-traditional funding to the project will get **1 additional point**. These projects are typically public/private partnerships that provide some of the required non-federal matching funds from private donations, philanthropic sources, local businesses, or other non-government resources. Documentation verifying sources and committed amounts must be included with the candidate's application.

Deliverability/Project Readiness

Project readiness and ease of deliverability of potential TASA projects are essential to maximize federal funding opportunities for the region, as all federal funds and programs have a deliverability timeframe that must be met or funding could be lost.

Readiness and deliverability evaluation criteria were established that will be used to review and evaluate project applications based on a range of factors. Applicants should review and become familiar with PennDOT's [Publication 740: Local Project Delivery Manual](#). Applicants can also review PennDOT's [Local Projects Website](#) which includes Publication 740 videos that give an overview of the entire project

² While not expressively described under eligible activities, projects such as streetscaping and corridor landscaping may be eligible under TASA if selected through the required competitive process. Landscaping and scenic enhancement may be eligible as part of the construction of any Federal-aid highway project under 23 U.S.C. 319, including TASA-funded projects.

process. Each applicant will submit a project delivery checklist. Often during project development, issues arise that delay project delivery and these potential issues will be evaluated in the deliverability scoring. For example, projects with complex right-of-way, utilities, and / or railroad involvement are likely to score lower in regard to deliverability. Projects within existing right-of-way, with no utility or railroad involvement are likely to score higher. Each proposed project will be scored on applicant responses within the project delivery checklist section of the application. A nonpartisan Deliverability Committee will evaluate each candidate project in terms of its ability to be delivered on-time and within budget. This committee will be appointed by SPC staff and will serve as a separate committee that will inform the SPC Federal Competitive Programs Selection Committee. Utilizing the collective knowledge, experience, and removing any conflicts of interest, the committee will meet and discuss the scores and major discrepancies.

The Deliverability Committee will review each application and rate the project based on ten deliverability criteria. The ten deliverability criteria are outlined below. Applications that are non-infrastructure will not be ranked on, nor will consideration of the application be impacted by, right-of-way, railroad, or utilities. These criteria are further defined below:

1) Sponsor History

The number of projects the local sponsor already has in development and ongoing within SPC competitive programs will be considered when accessing the capacity to deliver the proposed project.

Sponsors that have managed a federal project successfully in the past, attended a training regarding local project management or PennDOT's Publication 740 training = 3.

Sponsors that have never managed a federal project but have attended a training regarding local project management or PennDOT's Publication 740 training = 2.

Those sponsors that are new to federal project management and have not attended a training regarding local project management or PennDOT's Publication 740 training = 1.

2) Political Support

Applicants should include examples of political support (letters of support, meeting minutes, etc.).

Application includes documentation of political support (resolution of support, political support letters, endorsed by local advocacy groups) = 3.

The application mentions political support, but no documentation provided = 2.

No discussion or documentation of community / political support = 1.

3) Community Support

Applicants should include examples of community (letters of support, meeting minutes, etc.).

Application includes documentation of community support (documented community request, evidence of positive public outreach) = 3.

The application mentions community support, but no documentation provided = 2.

The application does not mention community support.

4) Environmental Clearance / Permit Complexity

In addition to information included in the application the environmental deliverability criteria will use the SPC environmental project scoring, which is similar to the PennDOT Connects environmental scoring

and based on known environmental resources and constraints to help to evaluate the project area for environmental concerns. Each project will be mapped and run through the scoring model and assigned a score.

Project area has no known environmental concerns (public parks, historic, T&E, wetlands, potential hazardous waste) and low disturbance (Low Environmental Score) = 3.

Project area has high probability of encountering resources and moderate disturbance = 2.

Project area has high probability of encountering resources and a large disturbance footprint (High Environmental Score) = 1.

5) Other Agency/Entity Involvement

Applicants should show evidence that they have coordinated with other agencies that will need to be involved with the project. For example, if the proposed project is located on a State Route the project sponsor should show evidence that they have introduced and discussed this project with a representative of PennDOT. Another example is a project that spans multiple municipalities, or a project sponsored by a County who needs to coordinate with the municipality where the project is located.

No coordination needed with other agencies/entities = 3.

Medium level of other agency/entity involvement = 2.

High Level of other agency/entity involvement (PennDOT=SR, DCNR = Parks) = 1.

6) Project Readiness

Applicants should provide a well-defined scope, schedule, and cost estimate with details on how the estimate was developed. Applicants that include a design will score higher than applications with no design; the score may be impacted by the reviewing committees' interpretation of "design" vs. "planning concept". Projects that involve a purchase, program, or promotion will score a three unless the reviewing committee feels there would be delays with fund transfer or does not have a detailed plan for what is being purchased or promoted.

Application includes design plans completed by a consultant knowledgeable with PennDOT's requirements and/or the project is immediately ready to move into construction = 3.

Application includes design concept = 2.

Projects that are in the planning stages = 1.

7) Understanding Project Development Process

Project sponsors should consult *PennDOT Publication 740: Local Project Delivery Manual* in order to proactively identify any potential deliverability issues the candidate project(s) may experience and factor them into their schedules and cost estimates.

Sponsors who have hired a consultant that is very knowledgeable with PennDOT's project delivery process = 3.

Sponsors who have hired a consultant that is somewhat knowledgeable with PennDOT's project delivery process = 2.

Sponsors who have hired a consultant that is unfamiliar with PennDOT's project delivery process = 1.

8) Anticipated Utility Involvement

Application should show an understanding of what utilities are in the project area and whether any may be impacted.

There is no known utility involvement or less than 24 inches of excavation = 3.

High probability of encountering utilities but low probability of relocating = 2.

High probability of encountering utilities and high probability of relocating = 1.

9) Railroad located within or adjacent to the project area

Application should note whether a railroad or at-grade crossing is within the project area and may be impacted / altered. Application should note whether an adjacent railroad could be involved (need for protection services, access permits, etc.).

No railroad in project area = 3.

Railroad nearby but low probability of involvement = 2.

Railroad involved = 1.

10) Right-of-Way Acquisition

Applicant should note if the project can be constructed entirely within existing public right-of-way, and be ready to prove with documentation, should the application be awarded a grant. If right-of-way is required for the project, the application will generally score lower than projects with no required right-of-way. Even if the right-of-way is owned by the sponsor, a review from PennDOT Right-of-Way unit may be required.

Project is entirely on local sponsor owned transportation right-of-way or Department owned right-of-way = 3.

Project involves temporary construction easements or minor strip takes or acquisition of right-of-way has already begun = 2.

Project involves right-of-way acquisition, but no ROW plan in development = 1.

The criteria are then weighted according to the anticipated effect on timely delivery. For example, right-of-way acquisition is weighted higher than sponsor history. These scores are combined into one deliverability score for each project.

Appendix A: Other Regulatory Requirements

There are a number of State and Federal regulatory requirements that apply to this program. Most, if not all, of these requirements (competitive bidding, minority business participation, Davis Bacon Act, prevailing wage rates, Buy American Act, and Americans with Disabilities Act) can be unfamiliar to project sponsors. In most cases, for compliance with environmental regulations during preliminary engineering, it is expected that project sponsors will secure professional assistance familiar with PennDOT policies and procedures (consulting engineers) to assist them in satisfying these requirements and advancing their project. PennDOT District staff should be contacted to assist with the interpretation and application of these requirements. In addition, as stated above, sponsors should refer to the [PennDOT Local Project Delivery Manual; PennDOT Publication 740, June 2019](#).

A list of some of these requirements, as well as a brief discussion of each, follows.

Agreements and Eligible Costs

The project sponsor must execute the required agreement(s) with PennDOT or an FTA grant prior to proceeding with any work on the project. Any project costs incurred prior to the execution of a reimbursement agreement for which federal dollars are requested will not be eligible for reimbursement. PennDOT will provide guidance, if requested. Interest payments made by municipalities or other project sponsors to finance any portion of the project costs are not reimbursable. Reimbursement agreements are required for each phase of the project (Preliminary Engineering, Right of Way, Construction). PennDOT reimbursement agreements are typically prepared and executed in their online [Reimbursement Agreement System](#) (RAS).

Proprietary Items

The project specifications must list “three manufacturers” or “approved equal” or a generic specification. If a proprietary item is required, an approval letter from PennDOT Central Office will need to be obtained. A sample request letter can be provided if required by any sponsor. All items must also be Bulletin 15 approved, or a waiver will be required.

Budget and Cost Estimating

The sponsor must demonstrate that there is an acceptable funding strategy for the project. A well-defined scope of work is needed to develop an accurate budget. Budget considerations are very important, and an itemized list of anticipated expenses (including labor, supplies, materials and other anticipated costs) should be provided in an application attachment. The budget must be prepared and should be divided into project development phases that include environmental clearance, right-of-way, design and construction phases. The budget should identify all sources of funding and how each itemized activity will be funded. Estimated funding for the project that may be from sources other than TASA/CMAQ/CRP

should be identified, such as other federal funds, state, local, donated services, in-kind services, volunteer, etc. In the case of TASA funded projects, the preliminary engineering and right-of-way are not funded by TASA funds, a complete budget is needed to ensure that the applicant can fund the required project phases. Speaking with PennDOT Engineering District staff and other professionals familiar with PennDOT policies and regulations – such as architects, designers, engineers, contractors or other appropriate individuals that have PennDOT project experience – is highly recommended.

The budget section of the application must be completed and divided into project development phases that include preliminary engineering, final design, right-of-way, utilities and construction phases. The budget should identify all sources of funding and how each itemized activity will be funded.

TASA Pre-Construction Costs

In the case of TASA funded projects, the project sponsor is responsible for funding pre-construction activities; they are not eligible for TA Set-Aside funds. Funding for pre-construction phases may come from any combination of federal, state, local, or private funds. The sponsor should also list any donated, in-kind, and volunteer services, including those from the Youth Conservation Corps. Even though the preconstruction activities are not funded by program funds, a complete budget is needed to ensure that the sponsor can fund the required project phases. Development of the pre-construction phase will be expected to be consistent with the [PennDOT Connects](#) process.

Project Construction Cost Estimate – Bid Items

For the construction phase, the project sponsor must develop and attach to the project application a construction cost estimate that includes the following:

- ECMS Item numbers (optional)
- Bid Item Description/Name
- Quantity
- Unit of Measure
- Unit Price
- Item Total Cost

Example:

	ECMS ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	ITEM COST
	0608-0000	MOBILIZATION	1	L.S.	\$27,000.00	\$27,000.00
	0686-0001	CONSTRUCTION SURVEYING	1	L.S.	\$8,000.00	\$8,000.00
	0901-0001	MAINTENANCE AND PROTECTION OF TRAFFIC	1	L.S.	\$15,000.00	\$15,000.00
	0849-0010	ROCK CONSTRUCTION ENTRANCE	2	EA	\$3,500.00	\$7,000.00
	0866-0005	HEAVY DUTY SILT BARRIER FENCE	100	L.F.	\$11.00	\$1,100.00
	0867-0012	COMPOST FILTER SOCK, 18" DIAMETER	200	L.F.	\$10.00	\$2,000.00
	0201-0001	CLEARING AND GRUBBING	1	L.S.	\$5,000.00	\$5,000.00
	0627-3020	TEMPORARY BARRIER, TEST LEVEL 3, <I=2'	120	L.F.	\$70.00	\$8,400.00

Project Construction Cost Estimate – Inflationary and Other Costs

Construction Inspection Costs

Construction inspection costs must be included in the total construction costs. For projects under \$1 million in total construction costs, up to 15% of the construction costs is allowed for project inspection. If a project has a construction cost of over \$1 million, up to 12% of the construction costs is allowed for the inspection cost.

Contingency Costs

Project sponsors may add up to 10% to the cost of the construction phase of the project (not the inspection phase) to account for unforeseen expenses.

Inflationary Costs

Project sponsors must design their project cost estimates for the year in which the project is anticipated to be constructed, not the year that the application is submitted. Most projects selected in this application round will go to construction in calendar year 2029 or later, depending on the complexity of the project and the degree to which the sponsor has advanced project design. For the purposes of cost estimating, it is recommended that project sponsors consider inflationary costs. An inflation rate of 3% per year is acceptable. Project sponsors should create project cost estimates that assume construction in 2029 or later.

Please enter the federal funds requested for the project. The following costs may be added to the total construction cost:

- Up to two years of inflation at 3% per year
- Contingency costs may be included, but may not exceed 10%
- Construction Inspection (15% for projects < \$1 million, 12% for project ≥ \$1 million)

Based on the project, and in consultation with the consultant and PennDOT District, the estimate may also need to contain allowances for the items below:

- Administration/Department Costs
- Maintenance and Protection of Traffic
- Erosion and Sedimentation Control
- Inspector's Field Office, Equipment Package, and Microcomputer
- Mobilization
- Stormwater
- Drainage
- Pre-Construction Schedule
- Construction Surveying
- Internal Facilitation

It is also important to note that PennDOT pre-qualified contractors will be required, and that Davis Bacon wage rates will apply. These factors will increase project costs above that of a typical municipally funded project.

Cost Estimating Resources

In addition to working with the consultant and PennDOT District personnel, please reference [PennDOT Pub 352 - Estimating Manual](#) which will provide more detailed information.

As sponsors develop their estimated budget, they should talk with PennDOT Engineering District staff and other professionals familiar with PennDOT policies and regulations, such as architects, designers, engineers, contractors, or other appropriate individuals that have PennDOT project experience. **Important:** Project sponsors should design their project cost estimates for the year in which the project is anticipated to be delivered (current cost + 3%/yr. inflation). Note also that 12-15% of the estimated construction cost will be needed for construction inspection. The 12-15% construction inspection cost must be included in the Total Construction Costs. In addition, project sponsors should factor in “Commonwealth incurred costs” at approximately 2% of the total construction cost.

Reimbursement

TASA/CMAQ/CRP are federal cost reimbursement programs, and no money is provided upfront. No reimbursement will be provided for costs incurred before a Federal Form 4232/FTA grant agreement is authorized; ***this does not occur automatically once a project is awarded or placed on the TIP.*** Sponsors are advised to contact PennDOT District or SPC staff soon after their notice of award has been received to review the next appropriate steps.

PennDOT utilizes a registered business partner in the Electronic Construction Management System (further explained below) and become a vendor in the SAP system.

Project Invoicing and Payments to Contractors

Once a project is authorized to advance and begins to incur costs, the project sponsor will receive periodic “certified invoice” process whereby project sponsors, upon receipt of invoices from the contractor, reviews and – if they concur with the reported expenses – approves the invoices and submits them to PennDOT. PennDOT will then initiate a procedure to pay the sponsor. Upon receipt of reimbursement from PennDOT (usually 4-6 weeks) and provides the approved funds to the sponsor. Upon receipt of payment from PennDOT, the sponsor has up to ten days to pay the contractor after getting reimbursed from PennDOT. By using this process, the project sponsor does not typically have to use their own funds. The sponsor will only be reimbursed for actual approved project expenses, up to the amount approved for the project. This process is further described in the [PennDOT Local Project Delivery Manual: PennDOT Publication 740, June 2019](#), which is provided to awarded project sponsors.

Transit projects may follow the Federal Transit Administration (FTA) reimbursement procedures.

Electronic Construction Management System (ECMS)

ECMS is the communication portal between PennDOT and Business Partners for conducting transportation projects. It is used from project bidding through the construction close-out process. In most cases, sponsors of TA Set-Aside projects will need to register as a [PennDOT ECMS Business Partner](#) for administration of their project.

The vast majority of local projects are bid by PennDOT in ECMS, on behalf of the project sponsor. Generally, plans are prepared according to Publication 14M, Design Manual 3, Plans Presentation. Your designated District Project Manager will be familiar with plans preparation and how projects must be entered into ECMS.

In the rare instance that a project is not bid by PennDOT in ECMS (known as a paper let) the project sponsor must request approval in writing. A request letter must be submitted to the designated PennDOT District Project Manager at the onset of the Project Development Process. The PennDOT District Project Manager then determines eligibility and obtains approval from PennDOT Central Office.

Registering as a Business Partner

All organizations that will receive payments from the Commonwealth of Pennsylvania or that will receive grant or loan money from the Commonwealth, must have an SAP number for the payments to be processed. Project sponsors not already registered as a vendor with the Commonwealth must also acquire a SAP vendor number.

PennDOT Connects

PennDOT recognizes the profound economic and quality of life implications that transportation has on communities. To better identify the needs of communities early in the project planning process, PennDOT Connects requires the consideration of local planning studies, comprehensive plans and other local government input at the onset of project planning.

PennDOT District Planners, with SPC staff support, coordinate PennDOT Connects meetings to consider local planning and local government input on projects, this effort includes CMAQ funded projects. If the CMAQ project is not already sponsored by a local government entity, PennDOT, with support from SPC staff, will conduct applicable PennDOT Connects efforts.

Public Involvement

Early and continued public involvement in program activities will need to be sought to ensure consistency with the requirements for public involvement in the metropolitan and statewide planning regulations and with the National Environmental Policy Act (NEPA) project implementation guidelines. The applicant should contact SPC for more information. Generally, the public involvement

activities handled through the application review and TIP approval process by SPC fulfills this requirement. However, the project sponsor should discuss their project locally in a public format, such as at local planning commission and/or municipal meetings, particularly if municipal approval, zoning amendment, etc. is needed.

Environmental Clearance

All projects will require an environmental clearance document as part of the preliminary engineering phase of work. The level of effort varies by the type of project, the anticipated impact and the degree of public controversy. The NEPA documentation may be a Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS). Preparation of the document can be a cooperative venture. Normally, at the project scoping, a decision will be made on the type of documentation required and which entity will prepare the document. The project sponsor or their consultant will be required to prepare the environmental clearance document. At times, there may be costs associated with obtaining environmental clearance. It is important to note that project sponsors should not begin any construction activities or site preparation prior to receiving their environmental clearance. No offers for right-of-way acquisition or payments may be made, until environmental clearance has been obtained for the project. For PennDOT projects environmental clearance will be prepared in the online [Categorical Exclusion Expert System](#) also known as the CE Expert System.

Consultant Selection Procedures

There are various steps that need to be followed to advance a federally-funded project into the design phase starting with selecting an engineer/consultant who will complete the work. These federal procedures must be followed. Note that they may be different than the procurement procedures normally used by the project sponsor for their non-federally funded projects. Prior to advertising for consultant, all Local Project Sponsors must have their selection procedures reviewed by their respective PennDOT District Office (or FTA Region III office, if the CMAQ funds will be administered through an FTA grant). The District (FTA) will review the documentation and, if appropriate, forward their concurrence to the PennDOT Bureau of Project Delivery, Contract Management Section for review and approval. The Contract Management Section will document approval of the selection procedures via a letter to the District, who should notify the Local Project Sponsor. If this process is not followed, federal funds may be jeopardized. This approval process is found in [PennDOT Publication 93](#), Chapter 7.3.3, Consultant Selection Procedure Approval, and Appendix 7A, Policy and Procedure for Consultant Selection. Selection Procedures need only to be approved one time (after July 1, 2011) and are acceptable to be used for future advertisements. If the Selection Procedures undergo significant revisions at any time, then they must be re-approved.

Projects must follow standard federal/state procedures for all phases of work. Project sponsors should acquire the services of a qualified Project Manager to oversee the development and implementation of the project (including construction inspection) and ensure compliance with all state and federal requirements. This professional is typically an engineer, architect, or landscape architect may be appropriate, depending upon the nature and scope of the project. It is important to

recognize that the project sponsor, not PennDOT, employs design and/or construction professionals at their own expense.

It is highly recommended that the selected consultant has experience with PennDOT specifications and has demonstrated experience in the successful delivery of TASA/CMAQ/CRP projects. Please consult the [*PennDOT Publication 740: Local Project Delivery Manual*](#) for qualifications of a PennDOT experienced consultant.

Design and Implementation Requirements

Certain projects will be required to adhere to design requirements defined in [*PennDOT Design Manual, Part 1, Publication 10*](#). Specifically, Chapters 6 and 7 address key design requirements, including NEPA requirements, preliminary and final design processes, and key procedures for obtaining right of way and utility clearances. If required for the project, these steps, requirements and standards must be followed by the sponsor's project designer for the project to be funded through the TASA/CMAQ/CRP Program.

Right-of-Way Clearance

All right-of-way acquisition must follow federal regulations, including the Uniform Act (Uniform Relocation Assistance and Real Property Acquisition Policies of 1970). In particular, property owners must be advised that federal funding is being used to implement the project, and they are entitled to fair market value for their property. The property owner must be informed of this value, as determined by a qualified appraiser. In addition, if the sponsor does not have the authority to acquire property by eminent domain, the property owner must be so advised prior to any offer being made. This requirement does not preclude the voluntary donation of property to the project. Federal funds are not available for land that is already within the public domain, e.g., owned by a municipality; however, such land may be donated to the project as part of the sponsor's investment. Right-of-way certification will be required for all projects prior to advertising for construction bids.

NOTE:

- The requirements of the Uniform Act apply to any recent acquisition, regardless if federal funds are used for the purchase. Please contact your PennDOT Engineering District Right-of-Way Administrator if you have any questions or need specific guidance.
- Only projects for conversion of abandoned railway corridors and scenic overlooks are eligible to use TASA program funds for right-of-way acquisition.
- Due to deliverability concerns, sponsors are encouraged not to utilize CMAQ funds for right-of-way acquisition. Requests for this usage will be evaluated on a project-by-project basis.
- More information is available in Chapter 5, Right of Way Phase, of the Local Project Delivery Manual.

Utility Clearance

All projects must have a utility clearance form (PennDOT Form D-419) processed *prior* to the advertisement for bids. This procedure requires that the sponsor certify that all necessary arrangements have been completed for the relocation of any affected utility. PennDOT personnel will provide assistance with this process. PennDOT personnel will aid with this process. Due to deliverability concerns, sponsors are encouraged to not utilize CMAQ funds for the utility clearance phase of the project. Requests for this usage will be evaluated on a project-by-project basis. For PennDOT projects, PennDOT's [Utility Relocation Management System](#) (URMS) will be utilized for utility clearance.

Permits

It is the responsibility of the project sponsor to secure all necessary permits to design and/or implement the project. These may involve permits from the Pennsylvania Department of Environmental Protection or the U.S. Army Corps of Engineers, as well as local municipal permits and zoning approvals, PennDOT highway occupancy agreements, etc. The assigned PennDOT District Project Manager and/or hired consultant will be familiar with the permits required for each project and can provide guidance, as necessary.

Railroad Coordination

If your project involves a bridge over a railroad, a bridge that carries a railroad, a railroad grade crossing or would require acquisition or an easement on railroad property, you will need to involve the owner of the rail line early. This initial contact, which may be facilitated by your PennDOT District Project Manager in consultation with your District's Grade Crossing Engineer/Administrator, should define the proposed project scope and timeframe. In the case of Norfolk Southern, they offer a Public Projects Manual, which outlines their process for projects that go along, over, or under their rail facilities.

Projects involving railroads are likely to involve additional expenses (including direct costs to the railroad for design and plan reviews). Additionally, railroad coordination often leads to delays or project cancellation. As such, if possible, it is recommended that reasonable options to avoid impacting the railroad be explored.

Public Utility Commission Involvement (including Railroads)

Certain projects may require the involvement of the Public Utility Commission. It will be the responsibility of the project sponsor to contact the Public Utility Commission to secure the necessary actions by that agency. The Public Utility Commission could help to resolve disputes between PennDOT and utility companies or if the local project was to "alter" a highway/rail crossing. The PUC may also be involved if the proposed project involves facilities designed for bicycle use, including shared use paths and most rail trails.

Projects Involving Lighting

For any project that includes lighting, a lighting plan will be required, which may add time and cost to your project. For more information, reference Chapter 4.9, Section H of the [PennDOT Design Manual Part 1C](#).

For guidance specific to TA Set-Aside projects, please reference “PennDOT Highway Lighting Requirements and Design Approval for TA Set-Aside Projects” document. Your PennDOT District TA Set-Aside Program Coordinator will also be familiar with these requirements.

Bidding

For projects that require a contractor to perform physical construction or rehabilitation, the sponsor’s professional will assemble the contract proposal package. PennDOT’s Engineering District Office will review the Plans, Specifications, and Estimate (PS&E) package.

PennDOT will bid the project(s) through the ECMS system. [ECMS](#) (Engineering and Construction Management System) is an internet-based computer system used to manage the design and construction of PennDOT projects. Local project sponsors are required to register as a [PennDOT ECMS Business Partner](#), as is any organization that has a business relationship with PennDOT. FTA grants will have a different procedure.

Bid Savings and Bid Overages

Each selected project has been approved for a specific scope of work and funding level, based on the information submitted by the project sponsor and approved by the SPC Transportation Technical Committee. While each project is awarded a set amount, it is important to understand that PennDOT’s focus is to deliver awarded projects; the funding provided is not an absolute award to the project sponsor. It should not be assumed that additional work can be performed if bids come in lower than the awarded amount.

Once bid, if the lowest bid falls below the project award amount, PennDOT captures the bid savings and returns them to the TIP Line Items. Again, delivery of the awarded project, not the dollar amount is key.

When bids exceed the design estimate, the sponsor will be asked to contribute toward the bid overage. If necessary, the District Project Manager will work with SPC and PennDOT Central Office to find additional funds to leverage the project sponsor’s contribution; however, it cannot be assumed that additional funds will be available and there may be cases where the sponsor must bear all additional costs.

Construction

Project sponsor's contractor may proceed with the construction phase of the project only upon receipt written authorization (notice to proceed), which ensures that all necessary approvals have been secured. PennDOT Pub 740 requires a mandatory 12 weeks built into the pre-bid construction schedule between the let date and the issuance of the notice to proceed.

An approved contractor must perform construction. All materials used in conjunction with the project must meet project specifications and special provisions included in the Plans, Specifications, and Estimate package.

NOTE: 12-15% of the estimated construction cost is used for construction inspection.

Cost Increases/Changes in Scope of Work

Each programmed project (CMAQ -undergone air quality analysis) has been approved for a specific scope of work and funding level based on the information submitted by the project sponsor. When preparing a project scope and cost estimate, all project materials and labor costs should reflect the anticipated year of construction. It should not be assumed that cost increases can be covered with state or federal funds. There may be cases where the sponsor must bear any unforeseen project cost increases. It should be noted that **only the project in which funding is awarded is the project that must be constructed**. If the project that is awarded funding cannot proceed, the funding will return to the SPC TIP line item and will be reallocated to another regional project that has been competitively selected.

Maintenance

The project sponsor will be responsible for all costs associated with the maintenance and operation of the project after construction. No Federal funding will be provided for ongoing maintenance and operations costs. Failure by the sponsor to fulfill its maintenance responsibilities may result in the loss of future state and federal funds for private sponsors and the withholding of liquid fuels funds for municipal sponsors. The sponsor may transfer project maintenance and operation to another party with concurrence from the Department. As part of the application for funding, the sponsor should clearly illustrate its capacity to carry out on-going maintenance once the project is complete.

The sponsor must establish a formalized inspection and maintenance program, to be performed by its own or contract personnel, to ensure an acceptable level of physical integrity and operation consistent with the original design standards. This maintenance program, established in accordance with standards determined to be acceptable to PennDOT, must include, but is not limited to:

- Periodic inspections
- Appropriate preventive maintenance (i.e., cleaning, lubricating, refurbishing electrical equipment, etc.)
- A systematic record-keeping system
- The means to handle notification and implementation of emergency repairs

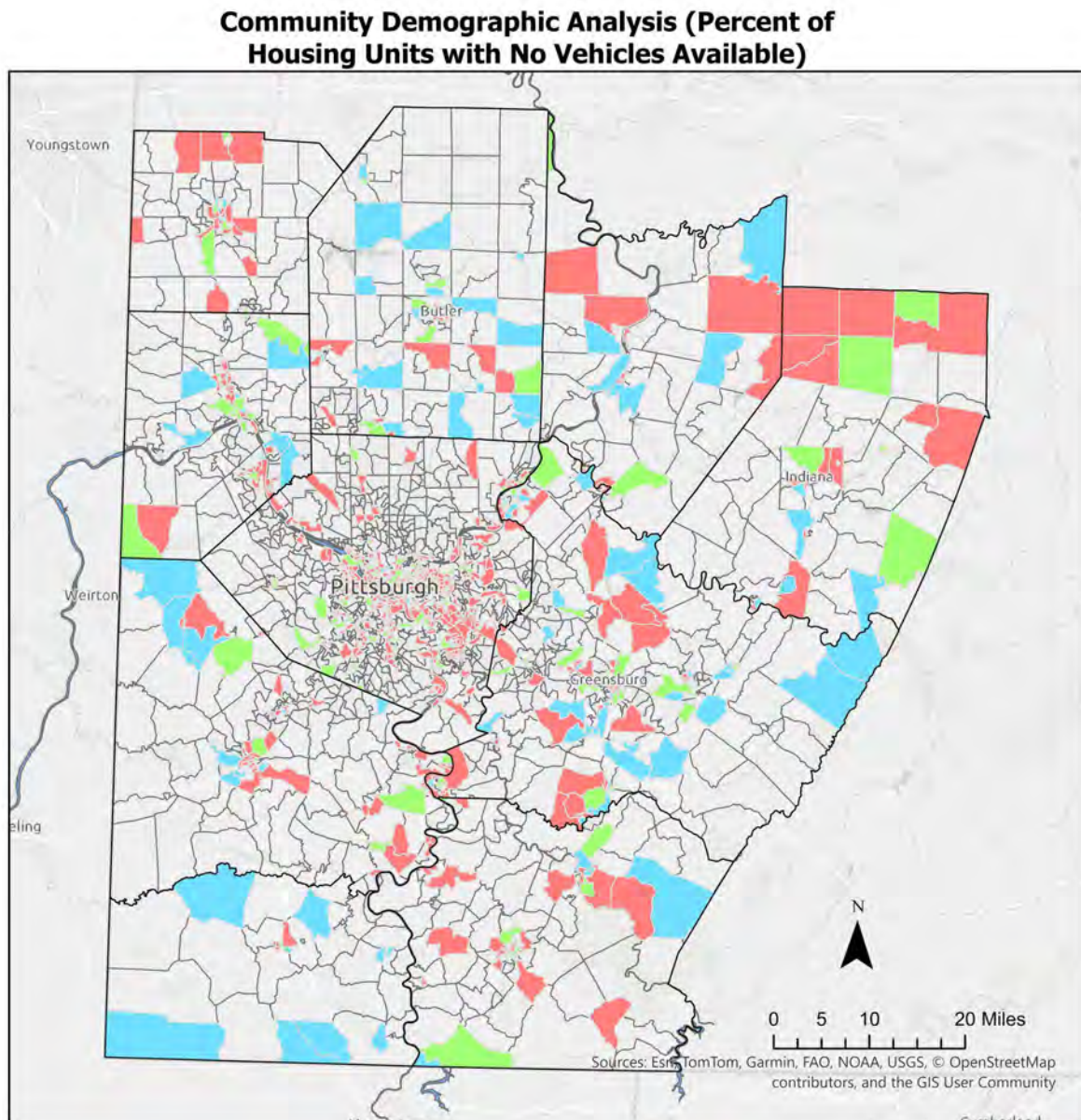
Failure by the project sponsor to fulfill its maintenance responsibilities may result in the loss of future state and federal funds.

Project Reporting and Cancellation

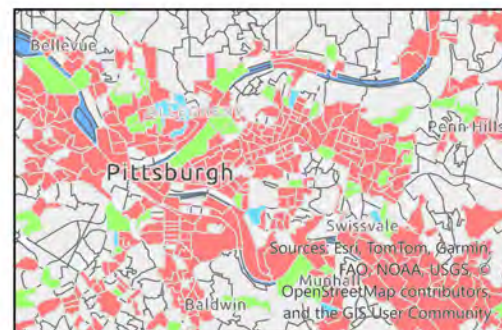
A project sponsor may, at any time in the project development process, decide to cancel the project and drop out of the program. The project sponsor will be responsible for the reimbursement of all federal funds received as of that date, as well as for PennDOT staff costs incurred as a part of the project. The sponsor will also be responsible for payment of all outstanding invoices to all project contractors. At a project kickoff meeting a joint staff of SPC and PennDOT Engineering District choose the timeframe and the specific milestones to be evaluated. Examples include reimbursement agreement, plans approved, etc.

Over the life of the project, reviews will be undertaken by joint staff to determine if significant progress has been reached toward the established milestones. During these reviews, if it is determined that insufficient progress has been made, the applicant will be warned that the project is in jeopardy of losing funding. If the project must be cancelled due to lack of progress or other unforeseen circumstances, the project sponsor will be notified by SPC (via written letter) that the project funding is no longer available, and the project has been cancelled.

Appendix B: Community Demographic Analysis (Percent of Housing Units with No Vehicles Available)



- High (3) Rating (Greater than 12.47%)
- Medium (2) Rating (Between 9.79% and 12.47%)
- Low (1) Rating (Above the County Average Percent)
- County_Boundaries



Source: 2019-2023 American Community Survey (ACS) 5- Year Estimates by Census Block Group

Appendix C: TASA Contacts

SPC TASA Coordinator

Ryan Gordon
rgordon@spcregion.org
(412) 391-5590

PennDOT Districts

PennDOT District 10
Jeffrey Matko
jmatko@pa.gov
(724) 357-2526

PennDOT District 11
Dina Salemi
dsalemi@pa.gov
(412) 429-2899

PennDOT District 12
Josh Theakston
jtheakston@pa.gov
(724) 437-3147

PennDOT Center for Program Development and Management

Statewide TASA Coordinator
Justin Cambric
jcambric@pa.gov
(717) 705-1532

B. 2025 Pre-Application

Project Name: MPMS# (if applicable):



Southwestern Pennsylvania Commission (SPC) 2025 Federal Funding Pre-Application

***Please refer to the SPC 2025 Federal Funding Program Guidance while completing this application.**

Project Name:

Project Sponsor:

Sponsor Type:

Project Ownership:

Other Participating Agencies (if applicable):

Agency with Operating/Maintenance Responsibility:

Project Category (Check all that apply.)

Alternative Fuel Vehicles and Technology	☐	Planning & Redevelopment	☐
Archaeological Activities	☐	Railway Corridor Grade Separations	☐
Bicycle/Pedestrian Education	☐	Road/Intersection/Network Improvements	☐
Bicycle/Pedestrian Improvements	☐	Safe Routes to School	☐
Construction of Turnouts, Overlooks, Viewing Areas	☐	Stormwater Management	☐
Corridor Management/Congestion Reduction	☐	Streetscapes/Traffic Calming	☐
Diesel Emissions Reduction	☐	Traffic Flow Improvements	☐
Electric Vehicle Charging Stations	☐	Traffic Monitoring and Management	☐
Historic Preservation, Transportation Facility Rehab	☐	Transit Improvements/Transit Programs	☐
Intelligent Transportation Systems	☐	Transportation Demand Management	☐
Intermodal/ Transit Oriented Development	☐	Vegetation Management	☐
Land Use & Transportation Linkage	☐	Wildlife Mortality Mitigation	☐
Outdoor Advertising Management	☐	Other:	

Project Name: MPMS# (if applicable):

Project Description

In the space below, provide a project description that accurately and concisely summarizes the candidate project or program. The project description must focus only on the elements of the project or program for which funding is being proposed.

Project Location

Municipality:

County:

Describe the project location and/or coverage area. If the project is able to be mapped, a map is required for the project. The project location information provided must allow SPC staff to accurately locate the project on a local street map. Please attach a PennDOT Type 10 map, hand drawn map, or a map produced by a GIS system or equivalent showing project details (location, routes, coverage, etc.). If a map is not attached, explain why not.

Example

Consistency with Planning Factors

Does the Proposal Advance and Promote the federal transportation planning factors? Check all that apply.

- | | |
|--|--------------------------|
| (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; | ☐ |
| (2) Increase the safety of the transportation system for motorized and non-motorized users; | ☐ |
| (3) Increase the security of the transportation system for motorized and non-motorized users; | ☐ |
| (4) Increase accessibility and mobility of people and freight; | ☐ |
| (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; | ☐ |
| (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; | ☐ |
| (7) Promote efficient system management and operation; | ☐ |
| (8) Emphasize the preservation of the existing transportation system; | ☐ |
| (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and | ☐ |
| (10) Enhance travel and tourism. | ☐ |

Project Name: MPMS# (if known):

Is the project consistent with **Smart Moves for a Changing Region**? Yes ☐ No ☐

Check all that apply.

- *Connected mobility*: A world-class, safe and well maintained, integrated transportation system that provides mobility for all ☐
- *Resilient communities*: The revitalization of our communities will make us a magnet for new investment. Intensive investments in connectivity, walkable neighborhoods, and green infrastructure will attract businesses and residents to newer and older communities alike ☐
- *Globally Competitive Economy*: Strategic infrastructure investments and workforce training will make the region recognized as a global leader in technology and innovation ☐

Is the project consistent with local comprehensive plans? Yes ☐ No ☐ N/A ☐

If yes, select all local comprehensive plan types that apply.

County ☐ Municipal ☐ Other:

List the title(s) of the local comprehensive plan(s) with which the project is consistent and describe how it is consistent.

Example

Project Funding

Total Project Cost: Federal Funding Requested:

Anticipated Phase(s) for Federal Funding:

Some Federal funding programs require a match.

Do you have a source of up to a 20% match (per phase)? Yes ☐ No ☐

Project Name: MPMS# (if known):

Applicant Contact Information

Contact Name: Contact Title:

Agency:

Street Address:

City: State: Zip:

Phone: Email:

Certifications

I certify that, as a project sponsor, all state and federal project development requirements will be met. ☐

Applicant Signature:

Pre-Qualification Applications are due to SPC by COB July 17, 2023. Please save completed application and submit with any relevant attachments to Greg Shermeto at: gshermeto@spcregion.org Instructions on submitting final applications (due September 15, 2023) will be provided upon receipt of pre-application.

Example

C. Links to FHWA Guidance, PennDOT Pubs, and Additional Info

The links presented below provide information and guidance about the SPC Federal Programs and related topics that should be very useful to project sponsors as they complete their candidate project applications. Click on the hyperlinks for access to each resource item.

- [SPC Homepage](#)
- [PennDOT Local Project Delivery Manual \(PennDOT Publication 740, June 2019\)](#)
- [PennDOT Local Project Delivery Website](#)
- [Bipartisan Infrastructure Law \(BIL\)](#)
- [Code of Federal Regulations: Planning Assistance and Standards](#)
- [FHWA CMAQ Information Webpage](#)
- [FHWA CMAQ Program Interim Guidance, November, 2024](#)
- [FHWA Transportation Alternatives Set-Aside Guidance](#)
- [SPC Active Transportation Resource Center](#)
- [SPC Transportation Demand Management Strategic Action Plan](#)
- [Air Quality Nonattainment or Maintenance Areas](#)

APPENDIX IV

VALUE ADDED SUPPLEMENT

VALUE ADDED SUPPLEMENT TO BE INCORPORATED IN THE ADOPTION OF THE CITY OF UNIONTOWN COMPREHENSIVE PLAN AS PREPARED BY GIBSON THOMAS ENGINEERING COMPANY AND MCCOLLUM DEVELOPMENT STRATEGIES, LLC

The City of Uniontown entered into an Agreement with Gibson Thomas Engineering Company and McCollum Development Strategies, LLC to update the City's Comprehensive Plan. The scope of work under this Agreement did not include all requirements as regulated by the Pennsylvania Municipalities Planning Code (MPC).

In 2024, the Redevelopment Authority of the City of Uniontown, in cooperation and support from City Council, engaged McMillen Engineering, Inc. and D. Martinak Planning & Consulting LLC to prepare the final requirements of the Citywide Comprehensive Plan including the seven public meetings and to allow, at that time, residents to comment on the previously prepared components prepared by Others.

The following are noted as changes, clarifications, additional information as contained in the Gibson Thomas Engineering Company and McCollum Development Strategies, LLC:

1. **Blight Strategy:** During the public meetings and stakeholder meetings, these individuals who attended agree there needs to be a strategy to address blight throughout the city and its neighborhoods. Addressing the blight problem is not necessarily through the rewrite/amending of the City Zoning Ordinance, but through other adopted Ordinances (property maintenance ordinance, for example). Given Pennsylvania has required all municipalities to adopt the Uniform Construction Code, the city should work with their appointed Third-Party Agency to address some severely neglected under the state mandated building code in cooperation with other existing or proposed ordinances with the appointed Code Enforcement Officer.
2. **Building Community Ownership:** There is reference to a Main Street project several years ago that resulted in new facades, awnings, signage, landscaping, etc. which initial meetings were this was not a community idea, no one was involved in the planning by design, and no one asked for it. This project was specific to the Main Street corridor. In meeting with the Uniontown Downtown Business District Authority, these members welcomed the project and supported it when it was being done and encouraged more improvements along the corridor.
3. **Parks and Recreation** references six major public parks with three parks being funded with Land and Water Conservation Funds in the early 1960s. During the public meetings, residents acknowledged the recreational facilities throughout the City and understood there is a need for a maintenance and repair plan for each of the Parks. The city needs to work with the community and the City Engineer to develop a list of improvements to each

park. Improvements identified that are major, it is recommended to be included in the Capital Improvement Plan so funding can be earmarked for improvements and/or matching money to secure other funding for the project.

- It should be noted, there are no changes to the Gibson Thomas Engineering Company and McCollom Development Strategies, LLC draft provided to the city in 2023.

The Redevelopment Authority of the City of Uniontown was forward thinking to allowing for the value-added supplement as many residents were not aware of certain components of the Plan being previously completed but not yet adopted by the City Council. The Plan was discussed at public meetings in the seven neighborhoods along with stakeholder meetings. The Goals and Objectives reflect or expand upon identified issues, assets, and needs through the public planning process.

SOUTHSIDE NEIGHBORHOOD

MARCH 25, 2025

AT UNIONTOWN SOCIAL HALL



CITY ASSET MANAGEMENT

TAXES

LOST TAX BASE

~~Recreation~~ ~~Blow~~
Maintenance Plan

Crystal

~~Crystal~~
State Theater

Farmers Market

EFFECTIVE
CODE
ENFORCEMENT

TRANSPARENCY
of government

Parks

A Downtown

User-friendly,
regularly
updated
city website

Digital Assets

- Self service workflows
- online payment
- Resources needed & trackable assets

4 city
managers
hired (from
outside Fayetteville)

City
Manager
(hired from
outside)

City
Manager

ECONOMIC DEVELOPMENT

No Clear
Mission/Vision
for where we
are going

Lack of explicit
Vision/Mission
of where city /
~~community~~
Vision/Roadmap

A lack in
a positive
vision for our
future
from citizens

Downtown
Development

An arts
+ culture
council
that works along
side the parks & rec
Board / historical society

Highlight
Local
Small Business

House Broke/
no disposable
income

Connection to
1.5 million visitors
to Ohopple

A really
stellar
local
theatre
Arts

Great small
businesses

Vito's/
1848 House

1848/
Vito's

History
1848

WORLD-CLASS
Outdoor
Recreation!!

Outdoor Water
to - Bike
to - climb
climb
Rift
Run
Walk
etc...

Access to
outdoor recrea-
tion within
city of to
Laurel Highlands

Mountains &
Scenery

Cost of living

"3rd Places"

- Fun - social
- kids to

Laurel Highlands/
Ohopple

Ohopple/
outdoor recreation

Courthouse
La Fayette

The Wilderness
Experience
Leadership
& Service Program
(WELSP)

HOUSING

AFFORDABLE
Housing

\$150-200,000
homes

Retirement/Accessible
housing

Blight

Lack of
medium-
income
housing

More
Code
Enforcement
Officers

Great
neighborhoods

Absent
landlords
who own
large
number of
properties

INFRASTRUCTURE

Sewage /
Drainage

Traffic
Control

Focus on
Vehicle throughput
over other forms
of transportation

Reliable Public
Transport to
Onipyle

Sidewalks

~~Infrastructure~~
~~Range and scope~~

Connection
- walking
- bike trails

Flood
Control

Landmine
Roads

Sheepskin
Trail

The Sheepskin
trail of
Rotary walk

SHEEPSKIN
TRAIL

LAND USE

History

Valuing green
space, active
upkeep & adding
greenspace, trees,
flowers, etc. parks

Community
Gardens
(neighborhood-
based)

Our GRED
+ beautiful
geographical
location

OTHER

Aging
Population

Population
Decline

Unhealthy
Lifestyles

Youth
activities

~~Declining~~
Declining Population

Aging Population

Morale
of
our
Community

Lack
of
education
for
our citizens

Small groups
of enthusiastic,
motivated
citizens who
will work for
change

Passionate
residents
who want
to do Good
things!

Combined
School Districts

A preservation
of local
history
council

East End
Community
Center

One Voice
One Community

Happier
residents



PROPOSED DEVELOPMENT

Active transportation
& ~~connections~~
Connection

Skatepark

Pool

Convert one-
ways to two-
ways and add
traffic calming
measures

Infill

Intentional
highlighting
of local
businesses
on regular basis

Amenities for
18-30 year olds

MORGANTOWN HILL NEIGHBORHOOD

APRIL 1, 2025

AT BEN FRANKLIN SCHOOL



CITY ASSET MANAGEMENT

Someone responsible to update city map immediately after changes.

Term limit for city engineer

City Engineer's Responsibility for accuracy. They should be bonded.

Backdrop of the mountains as you enter the city from multiple directions

Police Dept

City Police

Street Workers

Library

Fire dept.

MT Maierina Pilgrimage

Storey Square Summer Series

State Theater

Italian Festival

The rich historical value that Uxentown has
Birthdate -
Underground rr. -
George C. Marshall

Assets
State Theater programs shows are fantastic.

State Theater

ECONOMIC DEVELOPMENT

no grocery
stores —
folks use
driving stores

Stop Sign
(not stopping)
speeding

Efforts to
keep revitalizing
not, going backwards

Need
\$ \$
Reasonable
cable service
Magaline has
a monopoly.
New one is expensive

Hospital

Need
movie
Theater
Needs
New Movie
Theater +
entertainment
for family

HOUSING

Vacant
homes
+
buildings

Foams

Blight -
high grass
junk in the
yards

Senior housing
in gated community
like the Villages
in Florida.

Homes having their
values lowered
because of burned
out homes Next
Door.

Historic
places

INFRASTRUCTURE

littering
streets
waterways

Parking
not in
multi story
buildings -

More attention to
intersections &
stop signs.
Many claims
are not stop
safety.

Sidewalks

WATER
Management
Flooding
recognition
trash

School zone traffic
lights on Mississippi St
in front of Ben Franklin
are currently ~~not~~
functional

Flooding

lighting along Rotary
Walk Trail

Repair/Replace
School Zone Traffic
lights on Mississippi St
in front of Ben Franklin

Sidewalks!

Flooding
on Union
St.

TEAM
LITTON

LAND USE

Support further
development of the
Sheepskin bike/hike
Trail thru the
city

Other.
Council members
should review
each proposed
zoning issue by
verifying APC before
decision for ~~compliance~~
compliance.

City +
townships
combine

Oppose the
proposed Dollar
General Store on
Morgantown St.

The possibility
of a Dollar
General being
built on property
mansion is on.

I DON'T
GET IT

BELIEVE
IN THE
POWER OF

OTHER

The extra
traffic problem
if the store
is built

SAFETY ISSUES
Children
TRAFFIC
Local Residence
DRUG TRAFFICKING
AT BUSINESS

State theatre

"Issues"
Address by the city
more police patrol
on Union St
cars going thru
stop signs

School pick-up
line is ridiculous

Safety at parks
School zone areas
Rotary walk
lights

Increased activity
opportunities for
young people (school-age)
throughout the
city neighborhood

PARKS

better maintenance
of streets
Cleaning after
winter periods

Something
needs done
about the
cars speeding
on Judith &
lower Emerson
St.

Storey Square
State Theatre

Summer
Series

Rotary Walk Trail
Shapskin Trail
State Theatre
Storey Square
High School Theatre
Productions & Sports
Events

Generous
People
friendly

15 mi
Speed limit
sign never
on in front
of school

Restaurants

good food
at some
restaurants

PROPOSED DEVELOPMENT

Shopping
Stores

Sheepskin Jail

Summer
music
Series

The long history of Unten
PLACES
TRAILS
STATUES
NOT JUST IN THE
but County

Keep reducing the
blighted build

DOWNTOWN CENTRAL BUSINESS DISTRICT

MARCH 26, 2025

AT CITY HALL



CITY ASSET MANAGEMENT

Parking
Enforcement

Current asset Mista

Police
Presence

Condition
and
function of
parking
garages

Code Enforcement

Reactivation →
form based
codes, art
street trees
spaces for people

Repairs to
property

Historic buildings
Historic
walking tour

ECONOMIC DEVELOPMENT

Unique
Exteris to
attract outsiders

lack of
Small Business
Growth

Updated and
accessible
Information
website

downtown
business
incubator

Tax
Incentives

THE HISTORY OF
UNIONTOWN

Events
parades

HOUSING

AFFORDABLE
HOUSING

Lack of
condos/apartments
for Millennials

Blight

Housing
Stock
\$\$\$
Value

Downtown
Population

Housing for
Millennials: younger

Downtown
Development
• ~~Central business district~~
• ~~Attending to old buildings~~

Single family
1 floor homes

Loft apartments/
mixed use
buildings

INFRASTRUCTURE

Old
Sewage
Infer.

Broken
sidewalk

Lighting

Lighting

Parking

Clean out
redstone creek

Updated
Street signs
Cross walks
traffic signals

Walkable
City

LANDSCAPING
"Beautification"

Urban layout
City to
residential

Getting rid
of
old signs
&
Blight

LAND USE

EMPTY
BUILDINGS

Flooding

Sheepskin
trail

TRAILS

Green
Spaces

Infill
development

Location
between
Pittsburgh
+
WV's fastest growing
city

NICE Big
Town
AT
The Bottom of
a Mountain Ridge

Parks

Areas that
can be developed

OTHER

Small
Businesses

Sense of
Community

Vagrancy
Loitering

STATE
THEATRE

PUBLIC
ART
(HYDRANTS, SCULPTURE)
etc.

County Seat
Courtroom

County Seat

Grant
Street
Basketball

Our
People

Community
Gatherings

One of
the
WARMEST weather
PLACES
IN
PA

Shopskin
Trail +
City wide
biking network

Consistent and
park maintenance

Grocery

Diana Vance
(Edina, MN)

Attending
Act of
Terrorism

Willing Organizations
trying to make it
work downtown

Visions of
what it could
look like here

State Theatre
& Buildings

Blue
Democratic
State
or
City

PROPOSED DEVELOPMENT

Green
Space

Beautiful Old Buildings

A hotel

REDEVELOP
UNIONTOWN
MALL

Redevelopment
of
Vacant Buildings

troft
jeff

EAST END NEIGHBORHOOD

MARCH 19, 2025

AT EAST END UNITED COMMUNITY CENTER



CITY ASSET MANAGE

Cameras need
to be installed
at local parks
to combat crime
& property damage.

GARBAGE
Sewer lines

Website

ECONOMIC DEVELOPMENT

Poverty

Funds

Funding



| INFRASTRUCTURE

LAND USE

Blight

Businesses in

local water park
for the community
is needed
or roller rink
for the children

Good places
to eat...

— OTHER —

Violence

PROPOSED DEVELOPMENT

GALLATIN NEIGHBORHOOD

MARCH 12, 2025

AT THE FAYETTE COUNTY

COMMUNITY ACTION AGENCY



CITY ASSET MANAGEMENT

Lack of
historic
preservation

build Sheepskin
trail
Beautify downtown

YOUTH
INDOOR
FACILITIES

digitize
ordinances

Showcase and
enhance historic
sites
- Upgrade historic
walking tour
- scenic by way
- signage

Uniting
local Groups
to
assist city

More Police
Police

More
Code
Enforcement

City Services
FIRE
Police
STREETS
Public Works

Plenty
of
History

History
State theater

Police &
Paid Fire Dept.

Uniontown
Historic
Walking Tour

Farmers
Market

Culture
- ghosts -

Courthouse

HISTORICAL
LANDMARKS
Collection
Preserve
Historic
Buildings

APPALACHIAN
Mountains

Historic Buildings

Parks walkway
to neighborhoods

ECONOMIC DEVELOPMENT

Parking
minimums
for businesses?

Lack of
information
available to
prospective business
-licenses
-ordinances

More
GRANT
Funding

Work force
ex. Resources
Week Today Pay Today

Updated information

business
incubator

Low
start-up
costs

tap into
tourism
(marketing)

utilizing assets
for economic
development
(e.g. national road)

Access to
recreation
in Laurel Highlands

Farmers
Market

HOUSING

blight

Affordable
Housing

- The County housing
task force works
against legacy
communities in Tay Co
like Unwoburn

to allow
Codes for housing
to increase
density
(accessory dwelling
units)

#1
Help w/ demo
cost on
house tear
downs

ADDITIONAL
PERSONNEL
IN
Code
ENFORCEMENT

Affordable
housing

HOMELESS

ADA accessible
housing

Need more
housing downtown
(apartments, townhomes
etc.)

Infill development
- revitalize
neighborhoods

targeted
residential
exterior improvement
grants
(e.g. Oswego Renaissance
Association)

Lower Cost of
Living

no occupancy
permits for
home buyers

Compact,
walkable
neighborhoods

Elderly
Home
Community

INFRASTRUCTURE

SEWAGE
(update)

SEWAGE
TREATMENT
PLANT

Road
Infrastructure
is too car-
centric

cars parking
on sidewalks

terrible timing
of stoplight

- More
Reasonably
Access
Speed + \$\$\$
Internet

FLOODING
SEWAGE

TRAFFIC
Congestion

damaged
sidewalks

biking
infrastructure
beyond trail
more bike lanes
to neighborhoods

improve
sidewalks
add sidewalks

Compact
street
network

sheepskin
Trail

updated
infrastructure

Rotary Walk

recycling
is
present

LAND USE

Derelict/vacant
Buildings

- Current ordinances
are not enforced
(e.g. County's Gratiot
building parking lot)

R-1 zones (especially)
inhibit development
to next level
of intensity

Parking minimums

~~Business~~
- Setbacks
are too restrictive
(deep)

AIR!
NOISE
Pollution
Crematory

Too much
Parking downtown

open /
green
space

Flexible,
density-promoting
zoning

Being
"land locked"
(seriously)

close
recreational
venues

OTHER THOUGHTS

MANY
Small Pubs
& Restaurants

Friendly
people

Parades
and Cultural
Events

Strey
Square

Implement
change

DEBRIS

social
Groups who
love the
area/city

Park Maintenance
- trash
- broken equip-
ment

~~economic~~
education

prolific
cigarette
smoking

CRIME

City Manager
City Administrator

More engaged
leaders → council,
boards, etc.

Increased
engagement
with residents
(RACU is a good Adm
model)

More Bus Stops-

Street
Cleaner-
Curb debris

Keep
young
professionals

Fill and
staff boards
with proper
advisement

Great
Folks
that are willing
to try

Fire
and
police

PROPOSED DEVELOPMENT

Unsafe
Neighboring
property

limit corp.
development;
promote
"mom & pop
business"

cultural
venues

Park or
Kid rec
center
Sensory

farm
based
clubs

RENOVATION
DEVELOPMENT

TRANSPORTATION
BIKE TRAIL

LAFAYETTE NEIGHBORHOOD

APRIL 2, 2025

AT LAFAYETTE SCHOOL



Lafayette School

- People live here because City has low taxes
- County owned properties / churches not taxable : issue for infrastructure
- Register vacant buildings for someone looking to open / move business they can see what is available
- Update subdivision / land development/ ordinances
- Add greenspace
- Businesses are looking for the Sheepskin to expand their business
- Issues
 - People don't move to the city for jobs
 - They look for safe neighborhoods
 - Poverty
 - Blights
 - Safety
 - Flooding
- Landlords need to update properties, so they don't ruin the look of a neighborhood
- Curfew enforcement for minors
- Need to build homes that young people would want to live in
- Follow-up strategic planning
- Take the neighborhoods section by section and fix/upgrade
- Assets
 - Police
 - Firefighters
 - First responders
- Need to find things that will bring more revenue to the City
- Need a city voice at Council Meetings
 - Elected need to consider suggestions of residents
- UPI monies...what does the City get from that fee? Amount? Used for what???

WEST END NEIGHBORHOOD

MARCH 18, 2025

AT CHESTNUT RIDGE SCHOOL



CITY ASSET MANAGEMENT

LACK OF
MAINTENANCE
TOWARD
PUBLIC PROP-
ERTIES
(EX - MONST CLOCK)

THIS BEEN
BROKEN FOR
NEARLY 20 YRS

ECONOMIC DEVELOPMENT

recreation for
youth

State
Theatre

Economic
Incentives

State Theatre

Several
Local Restaurants

SUSTAINABLE
BUSINESSES

Campaign to
attract remote
workers

RESTAURANTS

More Small
Business

Better Leverage
tourism -
more tourism

Local
Restaurants

Higher Paying
job opportunities

Factory Jobs
Revenue
Jobs
Security

HOUSING

Homeless

BLIGHT

Housing

Blighted
Homes
(Properties)

Vacant
properties

Unkempt
properties

Absentee
landlords

Unmaintained
Rental
Properties

Housing

Housing that
draws younger
people

| INFRASTRUCTURE

INFRASTRUCTURE

FADED,
UNREADABLE
STREET
SIGNS

Internet

Roads in
poor condition

Alley in poor
condition -
overgrown bushes/
trees and
trash

More attention
to roads cleaning
Street sweeper

Sidewalks in
poor condition

Movie
Theatre

More
Entertainment
Options

Functioning
Entertainment

Visitor
Center

Good
School
districts

Great areas
close by to
visit / tour

LAND USE

Parking

Bike/
Walking
Lane

Cemetery/
Tours

playgrounds
for youth

Downtown
Parking
Easier access

Beautiful
Mountains

Code
Violations

Sheepskin
TRAIL

Marshall
Park
(@ 5 corners)

BEAUTIFUL
MOUNTAINS -
AND THEY'RE
RIGHT THERE!

TOPOGRAPHY

Sheepskin
Trail

Mountains

Proximity to
Pittsburgh
+ Morgantown

HISTORICAL
area

GREY
OLD
ARCHITECTURE
(OLD BUILDINGS)

Chioyle

OTHER

CRIME

GARBAGE
SERVICE

drug activity

INCREASED
TAXES
FOR EXISTING
CITIZENS

SHRINKING
TAX
BASE

Garbage &/or
broken cars
in yards
alleys

Recreation

yard
blight—
old cars /
trees /
equipment

Community
Pool

Education
not just schools
for public
announcements
etc...

more
Safety or police
presents on
Shaw skin trail
Walking trails

Cleaning
Street drains
Filled w/ debris

Transportation

Panhandling

youth
activities

PEOPLE

GREAT
HISTORY

MORE
PRIDE

Less
TAXES

History
Center
(Visitors)

Downtown
history

Historical
Courthouse

Teach
local
history

PROPOSED DEVELOPMENT

APPENDIX V

ZONING MAP

