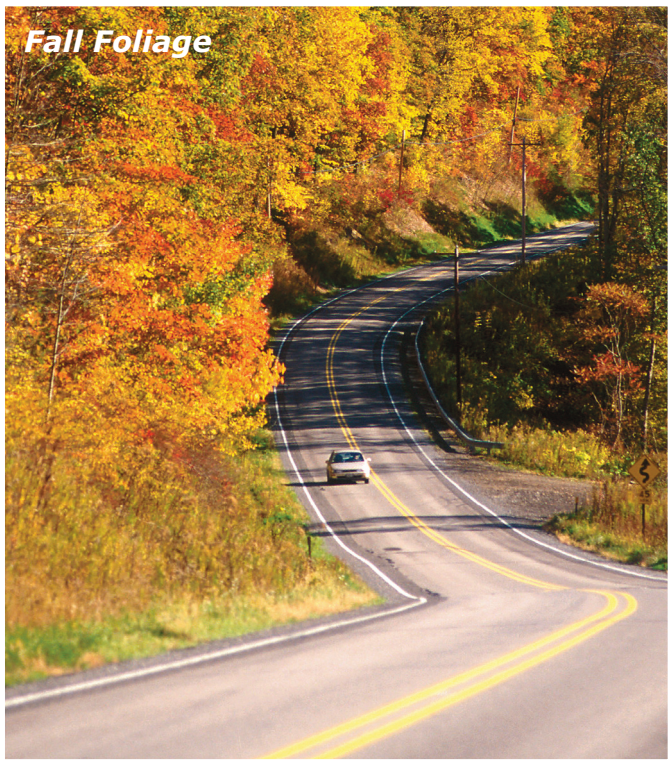


Fall Foliage



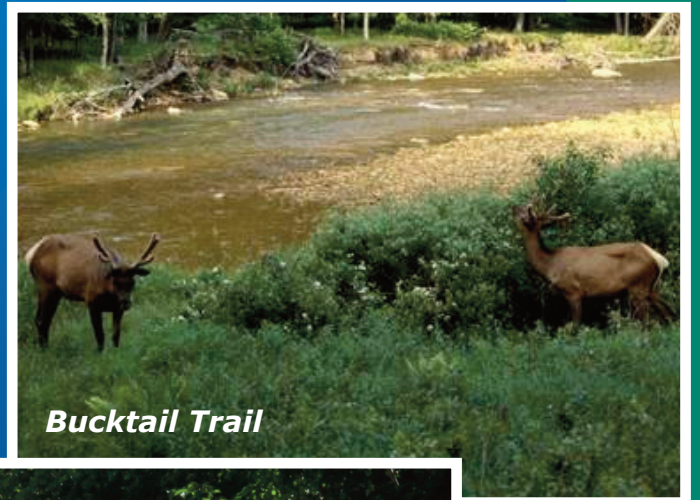
Blue Route



Covered Bridge



Bucktail Trail



PENNSYLVANIA BYWAYS GUIDANCE MANUAL



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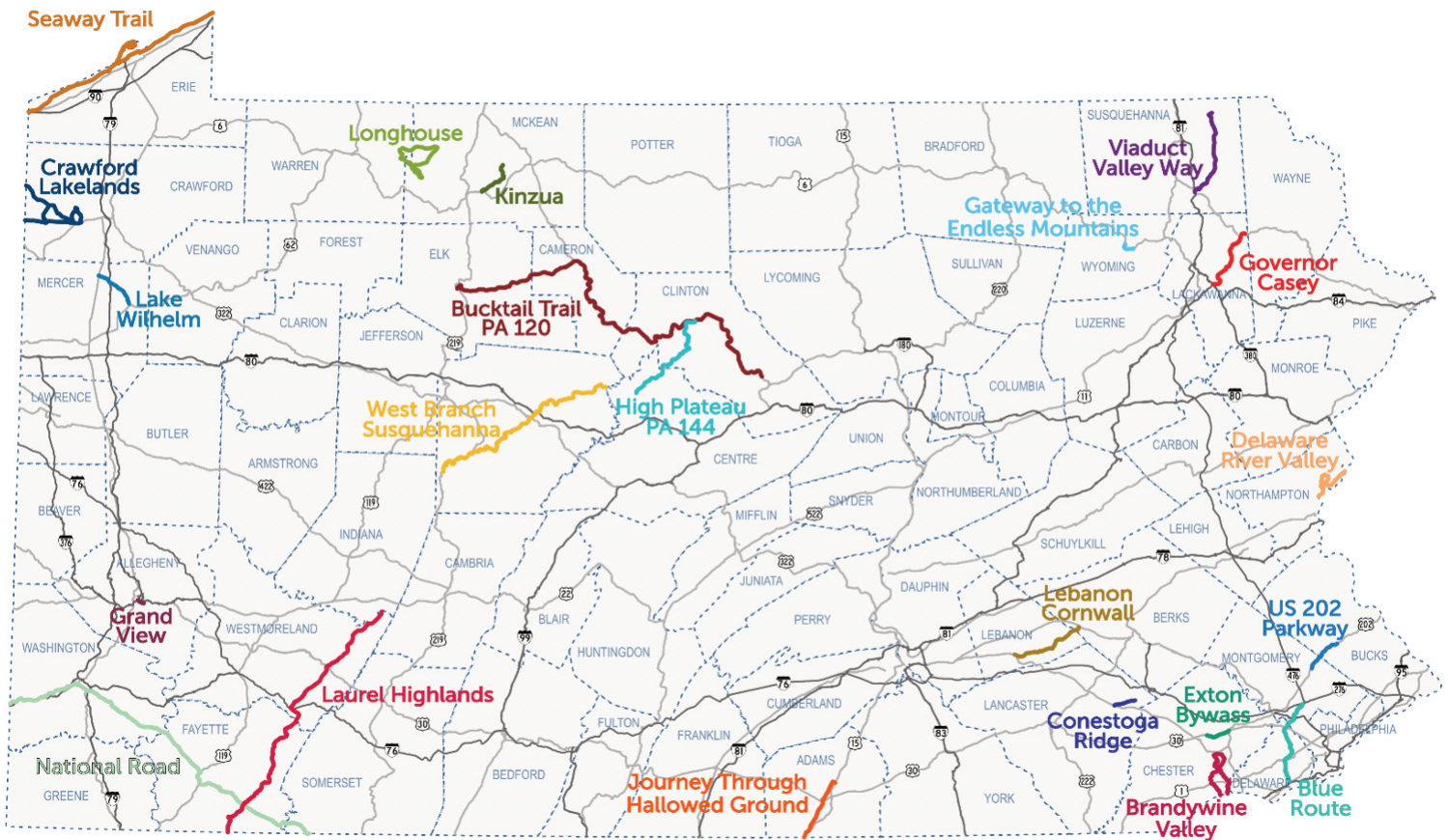
Overview

This Guidance Manual describes the Pennsylvania Byways Program and how communities can effectively participate, explains the designation process as it relates to the Pennsylvania Byways Program, and includes a variety of potential sources of funding for byway-related efforts. At the end of the manual is a set of appendices of additional information, including Definitions and Acronyms, a Pennsylvania Byways Program Interagency Action Plan, copies of authorizing legislation, samples of relevant forms for communities applying for designation, and a list of useful contacts.

Pennsylvania is beautiful and diverse, inspiring pride in its residents and attracting visitors from near and far to explore its cities, towns, villages, and countryside. To visit Pennsylvania, most tourists travel along its roadways. These highways and byways connect the natural environment with the built environment. Along the way, they connect us to the intrinsic qualities that make our state worth visiting.

A byway is often the road less traveled, sought by those in search of tranquility in today's hectic society. Visit a historic site, observe nature's wonders, behold breathtaking scenery, or enjoy a variety of recreational pursuits—this, and more, is a byway.

Is There a Byway Near You?



Benefits and Value of Becoming a Pennsylvania Byway

An active and well-managed byway yields a wide range of benefits for the individuals, communities, and regions that participate. The benefits of national (Federal Highway Administration) and state byway designations can be characterized as “the 4 P’s”:

- **Promotion:** Once designated, a byway can be promoted and advertised through multiple channels to showcase historic features, recreational areas, cultural venues, and more along the route. The byway can be incorporated into local and regional tourism promotion efforts through coordination with destination marketing organizations, visitor and convention bureaus, and local chambers of commerce.



Gettysburg, Journey Through Hallowed Ground

- **Preservation:** A community’s scenic value is interwoven with its natural and cultural resources. A byway designation reinforces a community’s commitment to preservation and helps to identify a range of options for resource protection.
- **Partnerships:** The designation process engages many byway stakeholders, including community leaders, private citizens, conservation organizations, and state agency representatives (including the Pennsylvania Department of Transportation (PennDOT) and the Pennsylvania Department of Conservation and Natural Resources (DCNR)). Coordination early and often yields the most cost-effective approaches to land use, economic development, and conservation activities.
- **Pride:** Formal byway designations can instill in area residents a greater awareness of and pride in the features of their region. The byway itself may become the connecting force between communities along a route that share a similar story.

Other benefits include:

- **Funding Opportunities:** Designation as a national or state byway, coupled with a complete and publicly endorsed corridor management plan, demonstrates to grant sponsors that the requested funds will have strong public support and a means for successful implementation.
- **Improved Quality of Life:** Byway designation represents an opportunity to enhance overall quality of life in a community through investments in heritage and nature-based tourism related infrastructure, and enhancement-related projects and programs.
- **Resource Protection:** Intrinsic resources valuable to the state can be identified and a management plan can be established to protect those resources. The management plan documents specific activities that will be pursued to protect the identified resources along the corridor into the future.
- **Economic Impact:** A designation can be marketed to spur tourism and associated economic development opportunities. Strategies such as locating visitor kiosks or scenic vista spots along the corridor can be coupled with opportunities to market information about the corridor and to serve the tourists who visit the byway.

CHAPTER 1 - Introduction

Mission Statement

The mission of the Pennsylvania Byways Program is to support communities and local governments in achieving byway designations and to assist with local efforts to maintain byway resource qualities, to protect and preserve visual features and community character, to educate residents and visitors, to promote tourism and enhance economic development potential throughout the Commonwealth, and to avoid, minimize, and mitigate negative impacts along byway corridors.



Along Bucktail Trail, PA 120

Overview

What is the Pennsylvania Byways Program?

In 2001, recognizing that Pennsylvania resources are unique and worthy of preservation and promotion, the Pennsylvania Department of Transportation (PennDOT) initiated the Pennsylvania Byways Program to support local grassroots efforts to designate, protect, and promote byways throughout the state.

PennDOT designates Pennsylvania Byways at the request of local communities seeking to highlight cultural, historical, recreational, archaeological, scenic, and/or natural qualities. The Pennsylvania Byways Program parallels the Federal Highway Administration's National Scenic Byways Program. The Pennsylvania program, however, does not use "scenic" in its title, recognizing that many roadways exemplify qualities beyond scenery.

The purpose of the Pennsylvania Byways Program is to:

- Support local planning efforts to achieve byway designations,
- Protect and enhance the visual quality of designated routes,
- Maintain byway resource qualities along designated routes,
- Educate residents and visitors about the history and culture of the Commonwealth through its byways, and
- Promote tourism and enhance economic development potential on designated Pennsylvania Byways.

National Scenic Byways Program (NSBP)

As part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the U.S. Congress authorized the National Scenic Byways Program (NSBP) to help states and communities recognize, preserve, and enhance the intrinsic qualities of unique roadway corridors throughout the United States. To date, U.S. Secretaries of Transportation have

National Scenic Byways and All-American Roads in Pennsylvania

Four nationally designated byways are located in Pennsylvania:

- Historic National Road, All-American Road
- Great Lakes Seaway Trail, National Scenic Byway
- Journey Through Hallowed Ground Byway, National Scenic Byway
- Brandywine Valley National Scenic Byway

¹ An All-American Road is a public road that has been designated by the federal government as satisfying National Scenic Byways criteria and has satisfied the additional criteria and requirements for such designation pursuant to the National Scenic Byways Program and its implementing legislation and regulations. A complete list of definitions of terms and acronyms used in this Guidance Manual can be found in **Appendix A**.

recognized 150 distinct and diverse roads as National Scenic Byways or All-American Roads based on their intrinsic qualities. The NSBP has encouraged states to enact similar byways programs to recognize road corridors that have regional rather than national significance, and to support the National Scenic Byways nomination process. Since 1992, the NSBP has awarded nearly \$300 million in funding to almost 1,500 state and nationally-designated byway projects in 50 states, the District of Columbia, and Puerto Rico.

In July 2012, the “Moving Ahead for Progress in the 21st Century” Act (MAP-21) bill was signed into law and it reauthorized federal transportation programs through December 2015. The Act did not allocate any direct funds for the NSBP (either grants or for the program’s administration); however, it also did not repeal Title 23, Section 162 of the United States Code, which authorizes the NSBP. MAP-21 maintained transportation enhancement type programs, including Recreational Trails and the NSBP, into the Transportation Alternatives Program (TAP). Of all eligible TAP projects, there is one that directly pertains to a byway: construction of turnouts, overlooks, and viewing areas.

In December 2015, a new transportation bill was signed into law. The Fixing America’s Surface Transportation (FAST) Act changed the Transportation Alternatives Program to the Transportation Alternatives Set Aside Block Grant. There are no other changes or new provisions for scenic byways and the program remains unfunded.



National Road

A New Era of Pennsylvania Byways

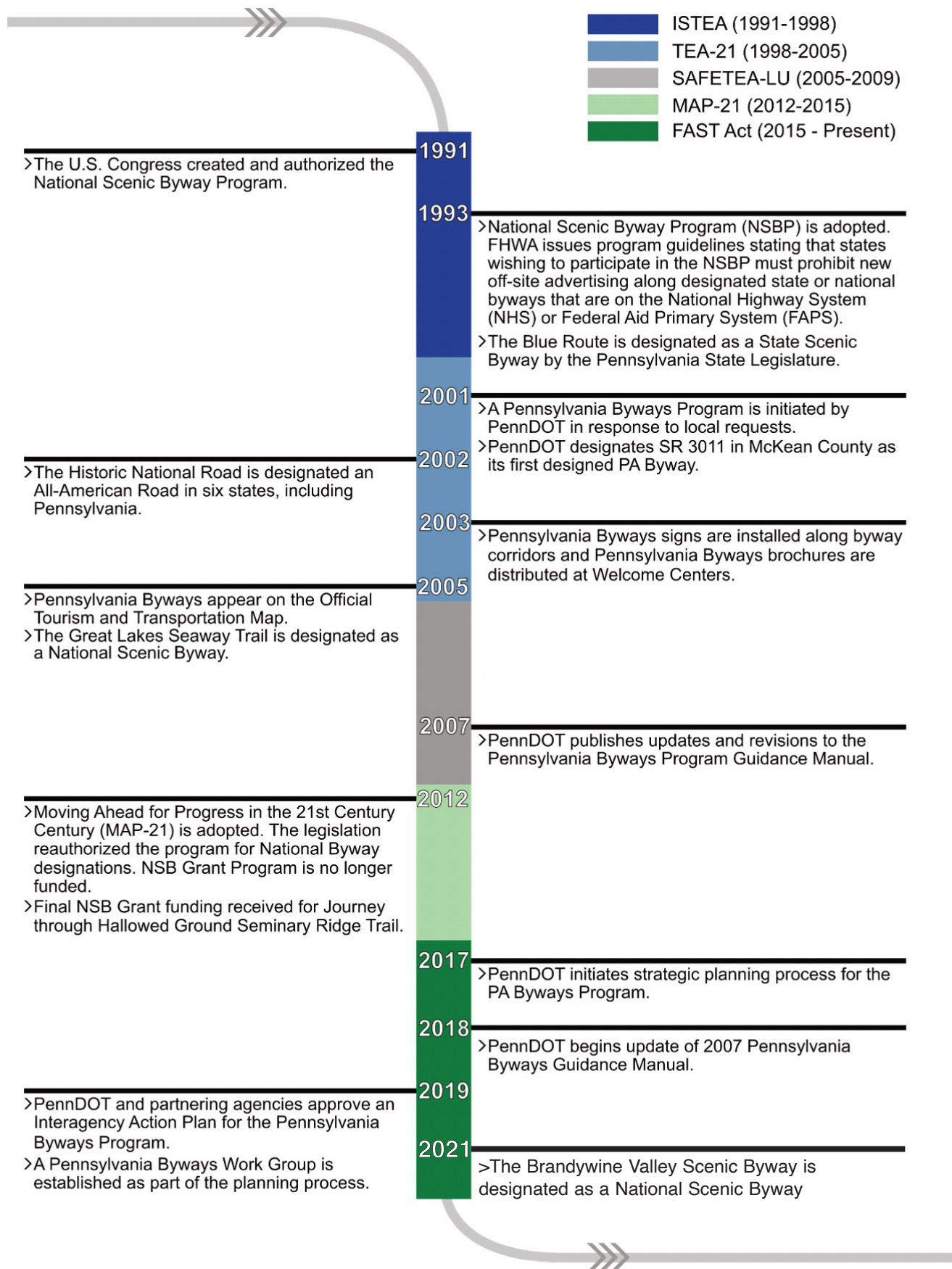
During the first decade of the new millennium, byways planning in Pennsylvania was highlighted by the designation of numerous byways across the state, along with the development of a Guidance Manual for practitioners. Since the advent of the MAP-21 era in 2012 (accompanied by the lack of Federal funding), there has been a noticeable decrease in activity under the Pennsylvania Byways Program, both in the number of corridors designated and in byway-related projects completed. Recognizing this trend and endeavoring to strengthen the program as a viable statewide tool for economic development and local planning assistance, PennDOT in Spring 2017 initiated an update to the existing Pennsylvania Byways Guidance Manual and created a committee to develop a new Interagency Action Plan (IAP). The purpose of the IAP was to reassess the long-term goals and impacts of the Byway Program, establish a new collaborative approach for preserving and enhancing designated byways, and identify new funding sources for program sustainability.

The IAP is intended to be used by PennDOT and its partners as they further define the program and communicate areas of collaboration needed to make it viable. The proposed Pennsylvania Byways Program changes include:

- A multiagency working group tasked with overseeing and managing the program;
- An expansion in the definition of “byways” to include multimodal facilities;
- A greater emphasis on marketing and promoting byways as part of a broader tourism network;
- An easing of land use controls along designated byways, specifically related to outdoor advertising (billboards); and
- The identification of roles and responsibilities among state agencies, stakeholders, partners, and PennDOT’s Engineering Districts’ Byways Coordinators.

The Pennsylvania Byways Program IAP is available as **Appendix B**.

Pennsylvania Byways Program Initiatives: Timeline



CHAPTER 2 - State Requirements

Three considerations qualify a roadway for designation as a state byway:

- Quality requirements
- Outdoor advertising restriction requirements, if applicable
- Local support requirements

1. Quality Requirements

This consideration is defined as “Intrinsic Qualities” in the federal program (hereafter referred to as “qualities” for the state program).

The determination of qualities depends upon three factors:

- the significance of the resources,
- their visibility from the proposed byway, and
- the association of the resources with the road or the corridor.

A byway designation can be made for roads or sections of roads, state or local, that possess one or more qualities, defined below.

Archaeological

This involves those documented and recorded sites that possess physical evidence of historic or prehistoric life and that are interpreted for the public.

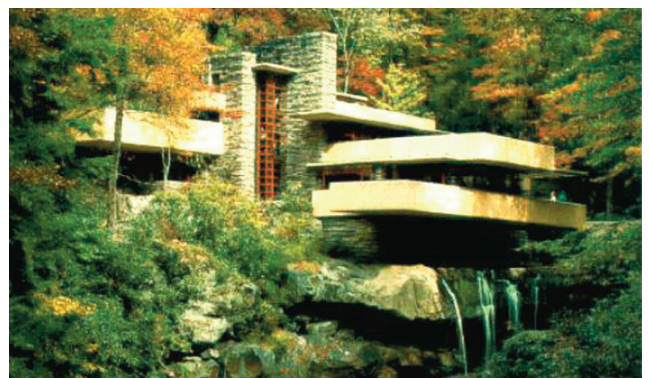
- Is the resource significant and accessible?
- Does the resource provide physical evidence of historic or prehistoric human life or activity?
- Can visitors experience and learn about the past at the archaeological site or by visiting an exhibit of the artifacts collected there?
- Has the site yielded significant information about the past? Is this archaeological resource uncommon, or is it a distinctive type in the region?

Example: The mere fact that a road follows Native American or early European travel routes would not justify designation in this category, whereas intact campsites or villages along the route could provide the necessary physical evidence for byway designation.

Cultural

This involves evidence and expressions of local or ethnic customs or traditions. Cultural features include, but are not limited to, music, dance, rituals, festivals, speech, food, special events, and vernacular architecture.

- Do the cultural qualities of the corridor highlight one or more significant communities and/or ethnic traditions?
- Does the identified cultural resource represent ethnic or immigrant customs or traditions, such as crafts, music, dance, rituals, festivals, speech, food, special events, and vernacular architecture?



Falling Water, Laurel Highlands

Example: Aspects of a cultural quality include: geography (settlement patterns, climatic influences on building styles, place names, stories, and legends); economy (occupations, training, yearly cycles, land use patterns, and material culture); community life (civic and religious buildings and institutions, customs, and rituals, especially aspects of immigrant cultures); domestic life (households, housing styles, foods, gender and age roles, and family traditions); and artistic genres (folklore, music, customs, legends, dance, drama, games, music, art, architecture, crafts, dress, and costumes).

Historical

This involves the physical legacies of the past that are distinctly associated with the landscape, whether natural or man-made, that are historically significant and help visitors appreciate and learn about the corridor's past.

- Do the corridor's historic resources continue to reflect the area's history and development over time?
- Are there places and features in the physical landscape, whether natural or man-made, that are historically or architecturally significant and help visitors appreciate and learn about the corridor's past?
- Are the historic resources and features inventoried, mapped, and interpreted?
- Is the story connected to a larger context that relates to Pennsylvania's past?



Gettysburg, Journey Through Hallowed Ground

Example: An important route used by early American settlers and/or soldiers that is still known by its traditional name.

Natural

This involves those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations, and may include geological formations, fossils, landforms, water bodies, vegetation, and wildlife.

- Are the natural resources a part of the visual environment and in a relatively undisturbed state?
- Do the features predate the arrival of human populations and display minimal disturbances?
- Are the natural features representative, unique, irreplaceable, or distinctly characteristics of the region or nation?
- Are the resources visible from the roadway?

Example: Historic or current logging of a forested area could detract from the area's natural quality if there is visual evidence of that activity, or if the tree composition of the forest has significantly changed as a result of the harvesting. On the other hand, the natural quality of the byway may be high where prior logging has not changed the character of the resource or where a long period of inactivity has allowed the resource to regenerate.

Recreational

This involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape.

- To what degree does the recreational resource draw visitors from beyond the immediate area?
- Does the byway provide visual access to the significant recreational resources along the corridor?
- Do the resources bear some relationship to each other and the road in terms of complexity, continuity, and coherence?

Example: Resources that include either a high-level recreational experience or a combination of recreational opportunities.



Scenic

This involves the heightened experience gained from the view of exceptional visual elements of the natural and built environment.

- Are the scenic resources representative, unique, irreplaceable, or distinctly characteristic of a region or the nation?
- Are the scenic features frequent enough to provide a sense of continuity to the traveler along the roadway?
- Do the scenic features relate to one another to create a coherent image of the roadway?
- Are there a variety of views that enhance the scenic quality of the roadway?

Example: A roadway that offers scenery that is unusual and unique, or a roadway that represents an exceptionally high-quality example of a common regional landscape.

2. Outdoor Advertising Restriction Requirements

Outdoor advertising is prohibited along many nationally designated byways and state designated byways with the class or road designation Federal Aid Primary (FAP) or National Highway System (NHS).

Pursuant to federal law at 23 U.S.C. §131, if a state has a state scenic byway program, the State may not allow the erection of new signs not in conformance with 23 U.S.C. §131 along any scenic byway that was on the Federal Aid Primary (FAP) in 1991 or is on the National Highway System (NHS) today.

To determine whether a road is on the FAP or on the NHS, go to:

www.penndot.gov/ProjectAndPrograms/Planning/Pages/Byways-Maps.aspx. Click on one of the counties on the map to view its corresponding detailed FAP or NHS. If the route is outlined in green, it is an FAP road. If it is outlined in red, it is an NHS road. In either case, a local ordinance is required from each municipality along the corridor. The ordinance must specify how the placement of new signs, displays, or devices will be prohibited on the byway in conformance with 23 U.S.C. §131. If using an existing ordinance, a resolution must be adopted reflecting consent to enforce the prohibition set forth for the byway and to not revise the ordinance without PennDOT's prior written approval. Failure to do so may result in revocation of the designation. Each PennDOT District has an Outdoor Advertising Coordinator on staff to provide technical assistance to byway sponsors. A copy of a model ordinance for outdoor advertising device control is available in **Appendix C**.

Outdoor Advertising and Local Roads

If any portion of the proposed byway is on a local road and not on a FAP or an NHS roadway, each municipality would have to pass a local ordinance prohibiting the erection of new signs, displays, or devices on that local road in conformance with 23 U.S.C. §131(s). A copy of 23 U.S.C. §131(s) and a model ordinance is available at www.penndot.gov/byways and as **Appendix C** in this manual. The local municipality would act in enforcing its own ordinance. PennDOT's authority is limited to enforcing the Outdoor Advertising Devices Act (OAD) and its corresponding regulations. The OAD Act does not apply to local roads.

Exceptions to Outdoor Advertising

To effectively control outdoor advertising—while recognizing it as a legitimate commercial use of property and an integral part of the business and marketing function—no outdoor advertising device shall be constructed or maintained if any part of the advertising or informative content is visible from the main-traveled way of a byway, except:

- Official signs and notices which are required or authorized by law and which shall conform to the national standards promulgated by the Secretary of Transportation of the United States pursuant to 23 U.S.C. §131.
- Outdoor advertising devices advertising the sale or lease of the real property upon which they are located.
- Outdoor advertising devices advertising activities conducted on the property on which they are located.
- Directional signs, including but not limited to, signs pertaining to natural wonders, scenic and historical attractions, and other points of interest to the traveling public which shall conform to the national standards promulgated by the Secretary of Transportation of the United States pursuant to 23 U.S.C. §131.



Ligonier Street Scene, Laurel Highlands

State-Legislated Designated Byways: An alternative to passing a local ordinance to prohibit erecting billboards

From time to time, a road is designated as a “Scenic Byway” by state legislation before formally becoming a Pennsylvania Byway. Becoming a Legislatively Designated Byway prohibits the erection of billboards (regardless of local ordinances) and is especially helpful where the byway traverses many municipalities, is on a local road, or no zoning exists. Billboards that existed along a road prior to the Scenic Byway designation cannot be removed due to the legislation. If a road becomes a Scenic Byway via legislation, it does not automatically become a Pennsylvania Byway. To become a Pennsylvania Byway an applicant must follow the state’s byway process. See chart on page 9.

Litter Enforcement Corridor Signing - Highways and Scenic Highways (Byways)

On June 28, 2018, Senate Bill 431 was signed into law by Governor Wolf as Act 2018-62 (referred to hereafter as “the Act”) granting the Department authority to designate a segment of any state highway as a litter enforcement corridor. The Act also includes Scenic Highways, also known as Scenic Byways, that have been designated as a legislative Byway. There are currently 11 Scenic Byways categorized as such and are litter enforcement corridors pursuant to the Act. A copy of Senate Bill 431 is available in **Appendix D**.

3. Local Support Requirements

Local support for the Pennsylvania Byways designation is also vital. Pennsylvania Byways must be nominated by a government entity, and all the municipalities and counties through which the byway traverses must pass resolutions and letters of support for the designation.

Resolutions shall include a statement indicating the municipalities’ intent to uphold the designation.

These requirements are in recognition and support of the authority of local governments in Pennsylvania, and in accordance with state funding decisions. By requiring support and commitment at the beginning of the process, there is less opportunity of failing to implement the original vision for the corridor. The roadway corridor is unique to the local community, or it would not be nominated for designation, and therefore it is worthy of exceptional consideration to maintain the qualities for which the road was designated. Copies of a model resolution are in **Appendix E**.



Whitewater Rafting, Laurel Highlands

Resolution from:

- Local Municipality(ies)
- County

Letters of Support from:

- Area Legislators
- Regional Planning Agency(ies)
- County-designated Convention and Visitor Bureau (CVB) and/or Destination Marketing Organizations
- Heritage and Conservation Agency(ies)

Sample letters of support are included in **Appendix F**.

CHAPTER 3 - Nomination for State Byway

Pursuing Pennsylvania Byways Designation: Applicant Steps

Step 1: Submit Expression of Interest

Interest Form available at
www.penndot.gov/byways



Step 2: Prepare Application



Step 3: Submit Application



Step 4: Receive Notice of Pennsylvania Byways Designation*



Step 5: Issue Press Release



Step 6: Conduct Dedication Ceremony and Media Advisory

PennDOT's Byways Website

Prior to engaging in the process of nominating a road, applicants should become familiar with the online information on PennDOT's website. Interested parties should go to www.penndot.gov/byways. Once an interest form is submitted the Pennsylvania Byways Coordinator will be in contact with the applicant regarding the next steps for processing the application.

*Under FHWA's National Scenic Byways Program, the "Reviving America's Scenic Byways Act of 2019" is now law, and the nomination process for new byways is set to be announced soon. Once FHWA provides additional information on the NSBP process, PennDOT will update the Guidance Manual. Entities anticipating nominating

a roadway or segment of roadway for designation as a state byway must understand and follow the specific processes associated with the state program. Any governmental entity may nominate a local, state, or federally owned roadway for state byway consideration, provided that the owner of the roadway agrees with the nomination. For all roadways that are not state maintained, the local government or federal agency that owns the roadway must first designate the route as a Scenic Byway. Concurrence from PennDOT would designate the route a Pennsylvania Byway.

Step 1. Submit Expression of Interest

The first step in the process is for the sponsor to complete the Pennsylvania Byways Interest Form. The sponsor of the interest form must be a Pennsylvania resident. They may also represent a governmental entity. A governmental entity could be a county, municipality, another state or local agency or an organization that is quasi-governmental under a local or state entity through an ordinance or some type of agreement as a memorandum of understanding. The interest form must be electronically submitted to PennDOT. Prior to submission, sponsors are strongly encouraged to download a copy of the interest form and use it as a worksheet. A copy of the Pennsylvania Byways Interest Form is available in **Appendix G** or on the Pennsylvania Byways website, www.penndot.gov/byways.

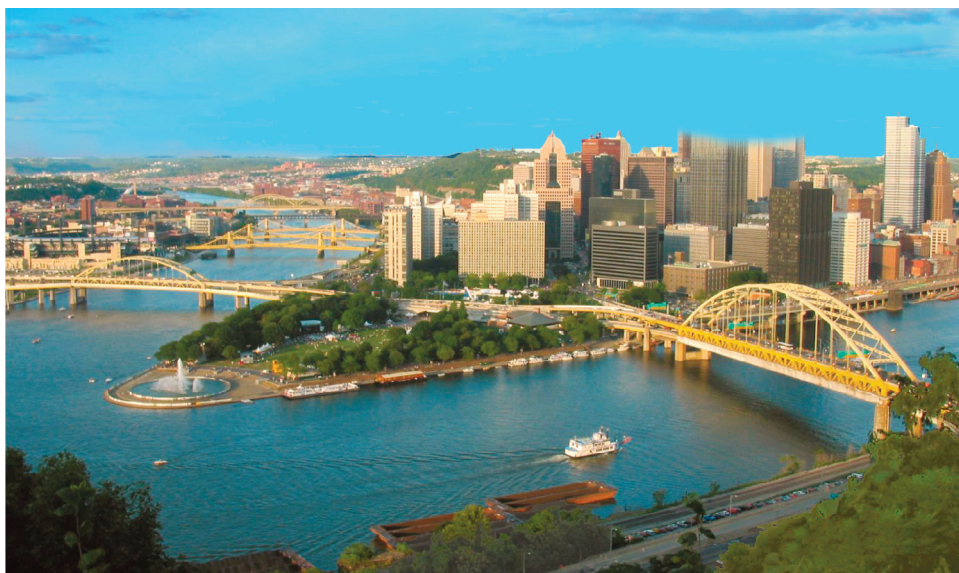
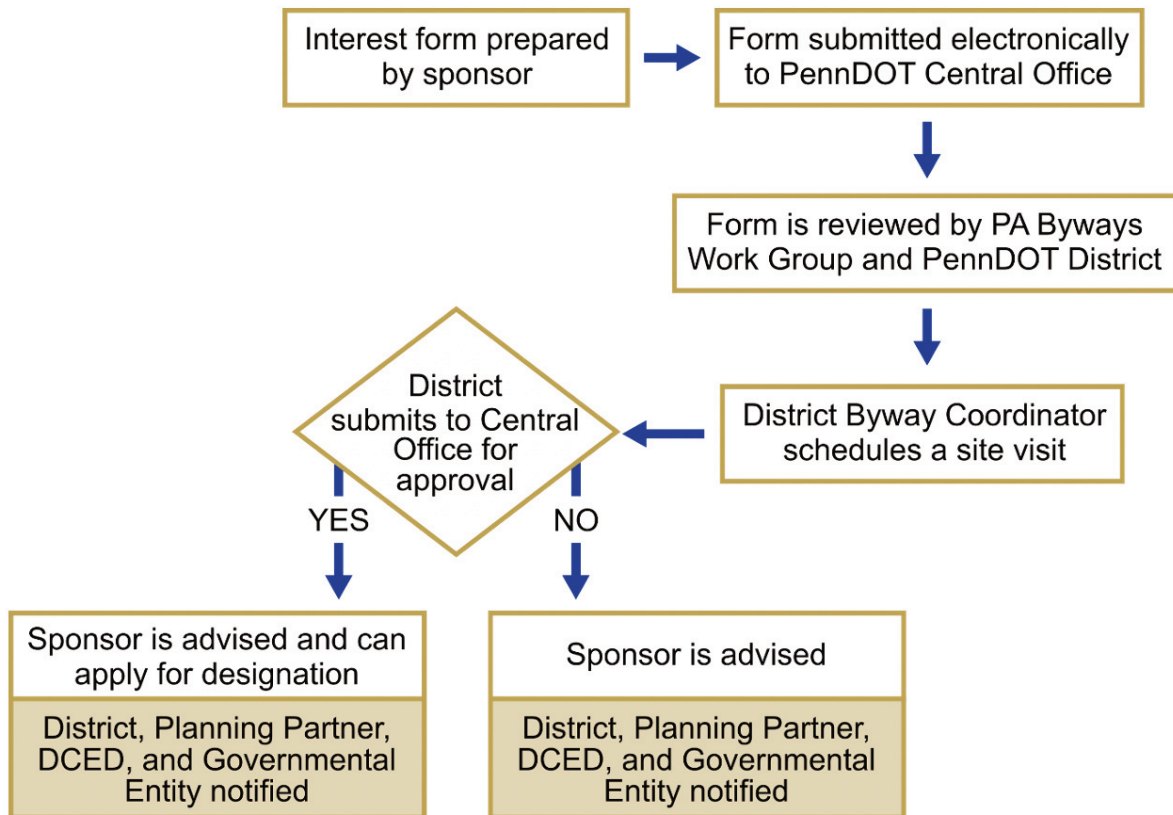
Some counties, Metropolitan Planning Organizations (MPO), and Rural Planning Organizations (RPO) promote a local byways designation and have their own internal processes. Local byway designation procedures are not discussed in this guidance.

Interest Form Submission Process

Upon completion, the sponsor submits the interest form to PennDOT. After PennDOT reviews the interest form, the information is reviewed and discussed with the Pennsylvania Byways Work Group, which is comprised of representatives from other PennDOT bureaus and sister agencies—the PA Department of Community and Economic Development (DCED), PA Department of Conservation and Natural Resources (DCNR), and PA Department of Health (DOH). The Byways Work Group coordinates with the appropriate PennDOT Engineering District personnel, the Metropolitan Planning Organization (MPO)/Rural Planning Organization (RPO), and if applicable, the Heritage Area or Conservation Landscape Initiative agency.

Next, a site evaluation is conducted with the sponsor, District Byway Coordinator, PennDOT, and MPO/RPO planning staff. Municipal officials and the local tourism office are strongly encouraged to attend the site evaluation. Following the site visit, the sponsor is notified by letter of the decision on whether the proposed byway may advance to Step 2, Application Preparation. The following organizations are copied on the letter: PennDOT Engineering District representatives, the MPO/RPO, DCED, and the governmental entity.

Pursuing Pennsylvania Byways Designation: Interest Form Submission Process



Grand View Scenic Byway

Step 2. Prepare Application

After completing the interest form process, the next major step is to submit a Pennsylvania Byways Application Form. The applicant nominating the byway must represent a government entity. The entity could be a county, municipality, a state or local agency, or an organization that is adopted under a local or state entity through an ordinance or agreement as a memorandum of understanding. The form and its attachments are submitted electronically to PennDOT. Prior to submission, applicants are strongly encouraged to download a copy of the application form and use it as a worksheet. A copy of the Pennsylvania Byways Application Form is provided in **Appendix H**.

Step 3. Submit Application

Prepare Application



Submit Application Electronically to PennDOT Central Office

1. Central Office Verifies
2. Prepares for Secretary
3. District, DCED, Planning Partner and governmental entity notified



Await Secretary's Decision

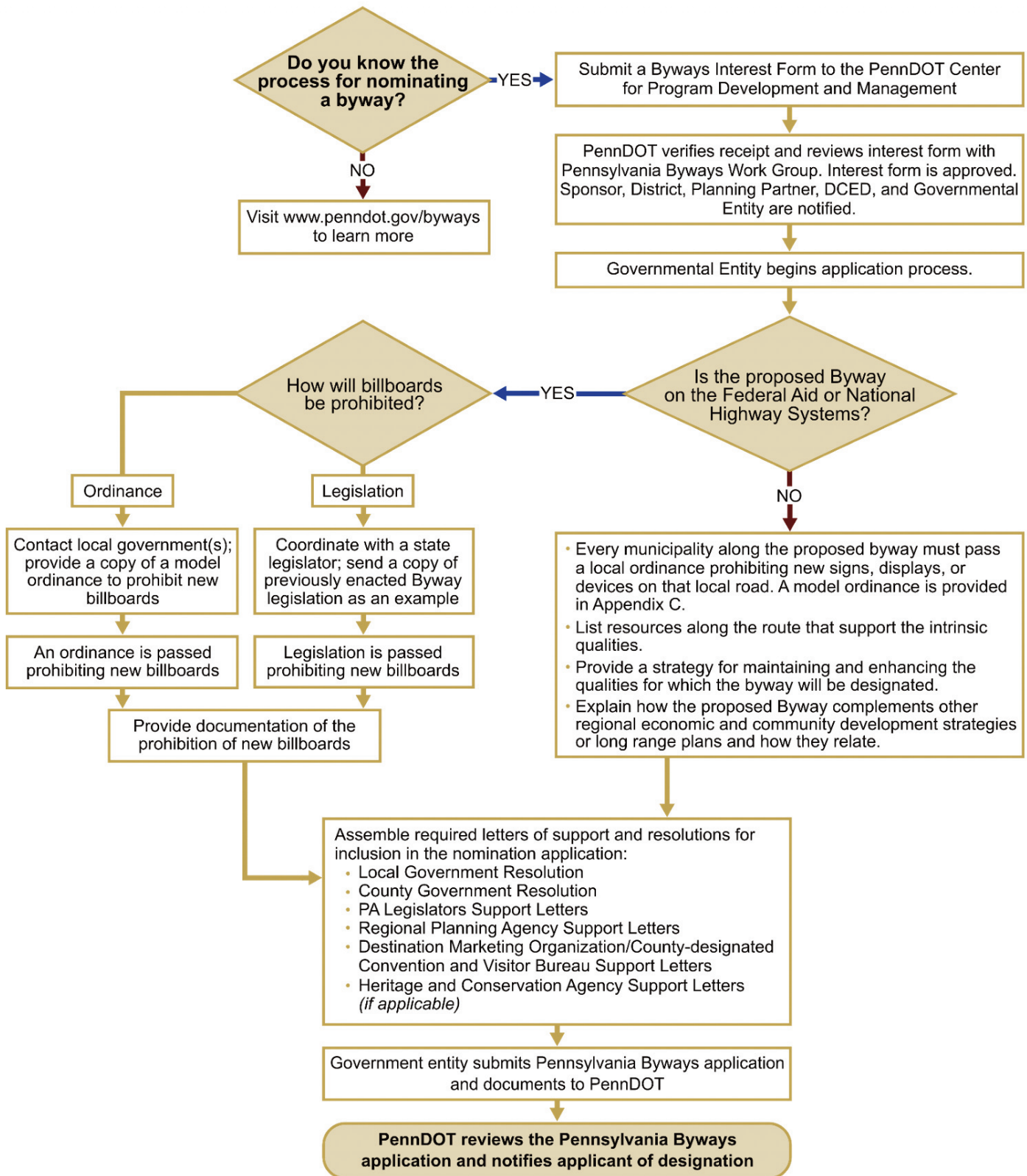
1. District, DCED, Planning Partner and governmental entity notified
2. PR, media advisory, ceremony, and signs

Upon completion, the application form is electronically submitted to PennDOT. PennDOT prepares the application for the Pennsylvania Byways Work Group to review and discuss. An important consideration at this point in the submission process is determining outdoor advertising requirements, if applicable (see figure below). The Pennsylvania Byways Work Group will review the application for concurrence and ultimately submit it to the PennDOT Program Management Committee and the PennDOT Secretary of Transportation, who makes the final decision regarding the proposed byway designation.



Kinzua Overlook, Kinzua Bridge Byway

Pennsylvania Byways Designation: How Are Outdoor Advertising Requirements Determined?



Step 4. Receive Notice of Pennsylvania Byways Designation

Following review by the Secretary of Transportation, the applicant is notified of acceptance or rejection of the byway designation. If accepted, the following steps apply.

Step 5. Issue Press Release

A press release announcing the new Pennsylvania Byway is issued by PennDOT at the time of formal designation.

Step 6. Conduct Dedication Ceremony and Media Advisory

The applicant and its stakeholders may host a ceremony (dedication, sign unveiling, ribbon-cutting, etc.) commemorating the new Pennsylvania Byway. Planning and coordination are important elements of this Step. The host should coordinate with its partners, stakeholders, and volunteers. Details to be established include a date, time, and location for the event; guest list; and program agenda.

PennDOT will provide executive-level speakers from the department and release a media advisory. It is the responsibility of the applicant and stakeholders to plan the ceremony. Suggested attendees are listed below.

State Legislators

- Senator
- Representative

State Agency Officials

- Secretary of Transportation or designee
- Secretaries of other state agencies

Regional, County, and Municipal Officials

- County commissioners
- MPO/RPO representatives
- Municipal officials

Marketing and Tourism Promotion Agencies

- Destination Marketing Organization representatives
- Chamber of Commerce leaders
- County-designated Convention and Visitor Bureau representatives
- Local advocates, volunteers, and citizens

Heritage and Conservation Agencies

- Heritage Area representatives
- Conservation Landscape Initiatives representatives

If the applicant chooses to have a sign unveiling ceremony, the applicant is responsible for advance coordination with PennDOT. PennDOT will coordinate with the District Byways Coordinator and the District Traffic Unit. The District Traffic Unit will conduct a field view of the corridor and make the recommendation on where to place the signs. Signs will be erected prior to the selected date and covered until the dedication ceremony or unveiling. This will allow for photo opportunities with the media after the event.



Family along Seaway Trail

After Designation: Promoting the Byway

Byway promotional efforts should consider both visitors drawn by other regional attractions and new visitors to the byway. In Pennsylvania, there are several opportunities available for marketing and promoting byways.

Federal Highway Administration National Scenic Byway Program Traveler Website

The Federal Highway Administration (FHWA) National Scenic Byway Program (NSBP) Traveler Website (www.fhwa.dot.gov/byways) promotes nationally-designated byways. The NSBP also undertakes public- and private-sector cooperative projects. America's Byways® serves as the umbrella for recognizing and promoting National Scenic Byways and All-American Roads. Promoting the America's Byways trademark and logo increases visitor recognition of the program and encourages travelers to include byways in their trip plans.

National Scenic Byway Foundation

The National Scenic Byway Foundation (NSBF) is an all-volunteer organization that seeks to leverage the combined resources of its board and members to advance the byways and amplify the voice of the national byway community. The NSBF maintains the nation's most extensive repository of byway resource materials. More information on the NSBF can be found at www.nsbfoundation.com.

Pennsylvania Byways Signs

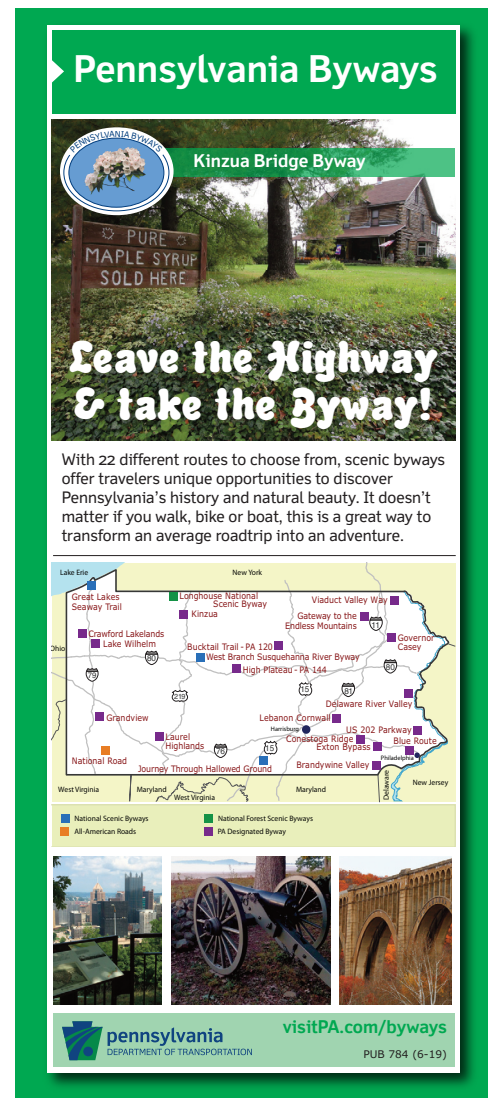
PennDOT will coordinate with the District Byways Coordinator and the District Traffic Unit. The District Traffic Unit will conduct a field view of the corridor and make recommendations on where to place the signs. The signs are available in two sizes, 24 by 30 inches and 24 by 6 inches. The signs are confirmation signs, not directional signs or wayfinding signs, and should be used as minimally as possible. PennDOT will install and maintain the byway signs on state roads. It is the municipality's responsibility to install and maintain the byway signs on local roads. See **Appendix I** for model byway signage.

Pennsylvania Byways Logo - Permission Use

The Pennsylvania Byways logo is trademarked (TM). Any entity interested in using the Pennsylvania Byways logo for promotional purposes, including letterhead, websites, publications, brochures, corridor management plans, etc., must complete a permission use form. A copy of the form is available by sending an email to the PennDOT Byways Coordinator at ra-pdpabyways@pa.gov or (717) 787-2183. Once the form is approved by PennDOT's Byways Coordinator, the applicant will receive an email advising approval for the use of the logo and an image file of the logo will be attached. The permission use is available for five years. After five years the applicant must renew with the PennDOT Byways Coordinator for continued use.

Pennsylvania Byways Rack Card—PUB 784

The rack card features all designated state byways and highlights the qualities that make the road a byway. The rack card is updated annually and is identified by PennDOT as PUB 784. Requests for rack cards should be directed to PennDOT's Byways Coordinator.



Pennsylvania State Tourism Website

There are many websites available to promote the newly designated byway. For statewide promotion, the Pennsylvania travel and tourism website (www.VisitPA.com) is available. The byway sponsor is encouraged to contact DCED to collaborate on potential site content and offer suggestions to promote specific attractions and events along the byway.

Transportation and Tourism Map of Pennsylvania

The Official Transportation and Tourism Map of Pennsylvania identifies Pennsylvania Byways and provides a web link with more detail on PA's designated byways. The map is available online and free printed copies may be ordered (www.penndot.gov, under Forms, Publications, and Maps, then filter by "map" document type and select "Tourism and Transportation Map" from the document list). The map is updated yearly.

Other Marketing and Promotional Opportunities

Creating online content to share across social media platforms can help build awareness and encourage potential visitors to seek more information from the Pennsylvania Byways website. Social media platforms such as Facebook, Twitter, Instagram, YouTube, and Pinterest easily allow for sharing event information, seasonal updates, and interest pieces.

Regional marketing and promotion resources may be available to promote both newly designated and well-established byways. Partnering with organizations such as the Pennsylvania State Historic Preservation Office, Pennsylvania State Tourism Website, and regional Destination Marketing Organizations, as well as engaging with local conferences, newspapers, and magazines, can assist in developing creative marketing campaigns, trip itineraries, and blog posts.

After Designation: Byway Planning, Operations, and Maintenance

Planning for the ongoing care of byways can be accomplished through several formal planning documents and processes, described below.

Corridor Management Plans

A Corridor Management Plan (CMP) is a written plan developed by the communities along a byway that outlines how to protect and enhance the byway's intrinsic qualities and character that define the byway corridor. Both the Commonwealth and the National Scenic Byways Program require CMPs for byway designation. CMPs outline the goals, strategies, and responsibilities for preserving and promoting the byway. CMPs typically address issues such as: tourism development, historic and natural preservation, roadway safety, and economic development. A CMP is designed to change with the community and respond to new proposals and developments along the byway corridor.

CMPs are often guided by a "14-point plan" as recommended by the National Scenic Byways Program 1995 interim policy, which is available at: <https://www.govinfo.gov/content/pkg/FR-1995-05-18/html/95-12211.htm>. Many of the Pennsylvania byways have prepared a CMP to address a wide variety of issues. For more information on CMP best practices in Pennsylvania, refer to page 19.

Heritage Area Management Action Plans

There are 12 Heritage Areas within Pennsylvania, established by DCNR. Six of these are National Heritage Areas, designated by the U.S. Congress. Heritage Areas without national designation provide a more regional experience and tell a more focused regional story. The areas are intended to provide quality educational and interactive experiences that impart the cultural and historical legacy of a region. Heritage Areas that include

byways should leverage their presence as a natural draw for recreational and outdoor enthusiasts. As such, the state's byways can be an important element in planning for the Heritage Area.

More information on Pennsylvania's Heritage Areas and the DCNR Heritage Area Program can be found at: www.dcnr.pa.gov/Communities/HeritageAreas/Pages/default.aspx

Municipal and County Comprehensive Plans

County comprehensive plans should be updated on at least a 10-year cycle, or more frequently depending upon the rate of change the area is experiencing. In recent years, Pennsylvania municipalities have been moving more toward the preparation of implementable comprehensive plans—plans that focus on the community's top three or four issues, as identified by stakeholders and the public. Byways can be considered within the comprehensive plan as part of both transportation and recreational-related elements.

Long-Range Transportation Plans

Pennsylvania's Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) are required to administer a 3C planning process that is "continuing, comprehensive, and cooperative." As part of this, the MPOs and RPOs, also referred to as PennDOT's Planning Partners, are required to maintain a long-range transportation plan (LRTP) and update it on a four- or five-year cycle, depending on whether the region is in conformity for air quality.

A new federal planning factor that was introduced by the FAST Act in December 2015 requires Planning Partners to plan for travel and tourism needs. Planning Partners can incorporate byways planning as part of this requirement. The primary element of the LRTP is its 20-year investment plan of candidate projects. Because the LRTP serves as the "gateway" for future planning and programming, it is PennDOT's intent that the LRTP serves as the first step in project delivery (project identification). Projects from the LRTP, including potential byways projects, are prioritized into future Twelve-Year Programs (TYP), which identify projects expected to be undertaken in the next 12 years.

LRTP updates are typically steered by a committee of various multimodal transportation interests and could include byways representatives, depending on the size of the committee.

Techniques to include byways planning as part of the LRTP include:

- Including the region's byway(s) as part of the plan's background narrative
- Incorporating goals, objectives, and action strategies that specifically address the region's byway(s)
- Integrating and coordinating the existing byways within the bicycle/pedestrian section of the LRTP
- Including candidate projects that would improve the byway(s). These may include maintenance, betterment, and capital projects
- Including byways administrators as part of the LRTP steering committee

Unified Planning Work Program

In comparison to the LRTP, the Unified Planning Work Program (UPWP) is more tactical and near-term and serves as the Planning Partners' agenda for a two-year cycle. Planning Partners coordinate with PennDOT in developing a coordinated work program that will guide staff efforts over the forthcoming two years. Activities related to planning for the byways (e.g., studies) can be incorporated as part of the UPWP, with a set number of hours dedicated toward byways planning activities. Like the LRTP, the UPWP is federally required and provides a description and documentation of proposed transportation and transportation-related planning activities within the planning region. The UPWP also serves as the Planning Partner's application for USDOT transportation planning funds.

Transportation Improvement Program

The MPO/RPO Transportation Improvement Program (TIP) is a four-year, multimodal program of highway, transit, bicycle, pedestrian, and transportation enhancement-type projects and programs proposed for federal funding throughout the Planning Partner region. The TIP is prepared by the respective Planning Partner in cooperation with PennDOT. The projects contained in the TIP must be consistent with and implement the region's LRTP and priorities. Capital and maintenance projects along the byway must be included in the TIP if state or federal funding is requested.

Transportation Planning and Context-Sensitive Solutions

Roads and highways play a significant role in the visual quality of Pennsylvania communities, making transportation design a key component of smart growth and scenic stewardship. Byway sponsors and their stakeholders can demand "context-sensitive" solutions (CSS) for capital and maintenance projects from PennDOT to ensure that all road design:

- Considers an area's built and natural environment;
- Takes into account the environmental, scenic, historic, community, and preservation impacts of a road project; and
- Provides access for other modes of transportation such as bicycles, pedestrians, and transit.

These efforts also dovetail with the PennDOT Connects initiative to work with communities in scoping state highway projects. More information on PennDOT Connects is provided on page 23.

After Designation: Byways Best Practices

Many byways across the state exemplify best practices in functional areas such as program management and viewshed preservation. These byway best practices are highlighted in the following sections and should be considered for replication where applicable.

Byway Management - Brandywine Valley National Scenic Byway

The Pennsylvania Brandywine Valley Scenic Byway was initiated in 2002 by a diverse group of community leaders and byway enthusiasts who recognized the importance of the corridor and the potential it had to qualify for Pennsylvania byway designation. The grassroots volunteer effort evolved into a formal Steering Committee, composed of representatives from municipalities spanning Chester and Delaware Counties. Once the byway achieved formal designation, five municipalities along the corridor adopted an intergovernmental agreement that established the Brandywine Valley Scenic Byway Commission. The agreement authorizes the Commission to have the responsibility and authority to study, advocate for, seek funding for, and implement approved plans for the improvement and protection of the Brandywine Valley Scenic Byway.

The purpose and objectives of the Commission include, but are not limited to:



*Longwood Gardens,
Brandywine Valley*

- Study and recommend a Corridor Management Plan;
- Educate the Townships, their residents, and visitors on the Byway's scenic, historical, cultural, recreational, and natural importance;
- Application for, receipt of, and disbursement of funds for use in conjunction with the byway; and
- Research to provide guidance for the continuing enhancement of the Byway

Each Township pays an annual contribution of \$500 to support the administration of the Commission and its work program. The Commission is managed as set forth by the intergovernmental agreement and the bylaws established by the Commission. The Brandywine Valley Scenic Byway was designated as a National Scenic Byway in 2021.

Byway Promotion - The Historic National Road National Scenic Byway

The Historic National Road in southwestern Pennsylvania is designated as an All-American Road under FHWA's National Scenic Byways Program, a Pennsylvania Byway Designation and a Pennsylvania Heritage Corridor designation. A primary goal within these programs is to help promote the corridor's unique story. The National Road Heritage Corridor is an independently managed 501(c)(3) non-profit responsible for supporting preservation, natural resource conservation, recreation, educational projects, and heritage tourism. The organization stands out as a best practice for byway marketing and promotion through its heritage tourism efforts, specifically for:

- **Motivating Travelers through Social Media** - The Historic National Road uses media platforms including Facebook and Twitter to share byway and local business events that are happening along the corridor. Sunday Supper in the Park, National Road 5K, and the Annual National Road Festival are just a few events promoted through the byway's social media. Facebook has been crucial, cost-effective platform to link and share Eventbrite events, where visitors can quickly access event information and purchase tickets.
- **Using and Enhancing Established Resources** - A variety of resources are available to help with marketing and promotion to potential byway travelers. The Historic National Road presents itself to the traveler in several ways, including regional travel guides, the NSBP website, and an up-to-date Historic National Road website.

Corridor Management Planning - Grand View Scenic Byway

In 2005, the Mt. Washington Community Development Corporation (MWCDC) completed a Corridor Management Plan (CMP) for the Grand View Scenic Byway. The CMP identified specific strategies for maintaining and improving the Byway over a 20-year period, organized around five CMP goals which include:

- Improving Visitor Experience
- Preserving and Enhancing Greenspace
- Developing Design Guidelines
- Improving Infrastructure along the Byway
- Ensuring Community Participation

Of particular value as a best practice is how the MWCDC along with many local and regional partners worked together to develop an actionable, implementable management plan with detailed steps to accomplish each strategy. The 2005 Grand View Scenic Byway Corridor Management Plan can be reviewed at the following webpage: https://mwcdc.org/wp-content/uploads/2016/08/corridor_plan.pdf

Multimodal Byways - Great Lakes Seaway Trail National Scenic Byway

While the Pennsylvania Byways Program defines a “byway” as a public road having outstanding intrinsic qualities, many byway sponsors have taken steps to integrate bicycle and pedestrian facilities along the corridor to enhance the visitor experience. The Great Lakes Seaway Trail in Erie County has made multimodal connectivity a priority since its designation in 1996 through transportation projects including:



Great Lakes Seaway Trail

- The construction of a 24.5-mile bikeway along the trail, including signage and pavement markings
- The construction of a multi-use trail link to improve bicycle and pedestrian safety along the Erie Bayfront
- A comprehensive wayfinding/interpretive signage system for the Presque Isle Multipurpose Trail, which runs alongside the byway
- A master plan for the Erie Bluffs State Park, which included accessibility improvements from the byway to the State Park

The byway sponsor is encouraged to work with both PennDOT and DCNR to advance multimodal transportation and recreation improvements along the corridor.

De-designation of a Pennsylvania Byway

The Pennsylvania Secretary of Transportation may remove or de-designate any Pennsylvania Byway if it no longer possesses the intrinsic qualities or meets the criteria which supported its designation.

There are two ways a byway may be de-designated:

- For byways **with an approved CMP**, the determination is made by the Pennsylvania Byways Coordinator when the local and/or regional commitments described in the CMP have not been met sufficiently to retain an adequate level of intrinsic quality to merit continued designation. Note that if a byway has been designated for more than one intrinsic quality, the diminishing any one of the qualities could result in de-designation.
- For byways **that do not have a CMP**, the determination is made at the request of the byway sponsor or PennDOT if the byway sponsor is unable to maintain the designation in good standing based on the “Maintenance Checklist and Designation Review Process” provided in **Appendix J**.

It is the byway sponsor’s responsibility to assure that the intrinsic qualities of the byway are properly maintained in accordance with the program goals and, where applicable, the byway’s CMP.

If the byway has not been maintained sufficiently to retain its designation, the byway sponsor will be notified of such finding and allowed 90 days for corrective actions before the Pennsylvania Secretary of Transportation may begin formal de-designation.



Kayakers in the Endless Mountains

CHAPTER 4 - Funding

Funding is available for byway projects through government grants, trusts, and assistance programs. Other public agencies or private groups may be sources of additional funding. Each funding program has different eligibility requirements and stipulations on how the monies can be used. Most often, these determinations are made on a case-by-case basis.

When applying for funding under most programs, the applicant estimates the total project completion cost. The agency providing the grant or reimbursement determines whether the amount is appropriate given the tasks to be completed and makes a funding decision. Reimbursement programs require the applicant to pay for the project up front and be reimbursed for a percentage of the cost after the project is complete.

As with other projects, all applicable federal and state regulations (especially related to environmental, right-of-way clearance, bidding processes, etc.) must be met to receive federal reimbursements. These procedures are outlined in PennDOT's Publication 535, "Overview of PennDOT Local Project Processes: A Guide to Getting Started on a Local Project with PennDOT" (PUB 535).



Parkway Bridge

State Funding Opportunities

Below is a listing of primary organizations that may provide financial assistance for byway projects. This list provides sources of funds, agency contacts, and web site links. For a listing of additional funding sources please visit www.grants.gov.

PennDOT-Managed Programs

Surface Transportation Block Grant (STBG) Program Transportation Alternatives Set-Aside

MAP-21 established the Transportation Alternatives Program (TAP) to help fund a variety of non-motorized and non-highway projects, including many that were previously eligible activities under other funding programs. The TAP combines and replaces pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source. The 2015 FAST Act eliminated the Transportation Alternatives Program and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives.

The Transportation Alternatives Set-Aside Block Grant provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation; enhanced mobility, community improvement activities, and environmental mitigation; trails that serve a transportation purpose; and safe routes to school projects.

Activities eligible for funding under the Transportation Alternatives Set-Aside Block Grant include:

- Construction of turnouts, overlooks, and viewing areas for byways
- Bicycle and pedestrian facilities

- Bicycle and pedestrian education (grades K-8 only)
- Conversion of abandoned railway corridors to trails
- Outdoor advertising management
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management
- Archaeological activities
- Stormwater management
- Wildlife mortality mitigation
- Safe Routes to School infrastructure projects

For more information regarding the Transportation Alternatives Set-Aside Block Grant Program, contact:

PennDOT, Program Center

400 North Street-6th Floor Harrisburg, PA 17120

(717) 787-2962

www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation-Alternatives-Program.aspx

PennDOT Multimodal Transportation Fund (MTF)

Pennsylvania Act 89 of 2013 established a dedicated Multimodal Transportation Fund that stabilizes funding for ports and rail freight, increases aviation investments, establishes dedicated funding for bicycle and pedestrian improvements, and allows targeted funding for priority investments in any mode. Eligible projects include:

- A project which coordinates local land use with transportation assets to enhance existing communities, including but not limited to: bus stops, park-and-ride facilities, sidewalk/crosswalk safety improvements, bicycle lanes/route designations, infill development by assisting with traffic impact mitigation, development of local highways and bridges which will benefit the state system and local economic development, and greenways.
- A project related to streetscape, lighting, sidewalk enhancement, and pedestrian safety, including but not limited to sidewalk connections, crosswalks, pedestrian and traffic signals, pedestrian signs, and lighting.
- A project improving connectivity or utilization of existing transportation assets, including but not limited to: improved signage, access roads, development or support of an integrated transportation corridor and/or improvements to the productivity, efficiency, and security of goods movement to and from PA ports, and port upgrades. Also, bicycle/shared lane markings and bicycle parking at transit stops.
- A project related to transit-oriented development. The term does not refer to a single real estate project, but represents a collection of projects, usually mixed use, at a neighborhood scale that are oriented to a transit node.



Tunkhannock Viaduct, Viaduct Valley Way Scenic Byway

For more information regarding the the Multimodal Transportation Fund, contact:

PennDOT, Office of Multimodal Transportation

400 North Street, 8th Floor

Harrisburg, PA 17120

(717) 705-1230

www.penndot.gov/ProjectAndPrograms/MultimodalProgram/pages/default.aspx

PennDOT Connects

PennDOT continues to evaluate and enhance how it plans, programs, develops, and implements transportation projects. A major PennDOT initiative since 2016 has been developing and implementing PennDOT Connects policy and related procedures. The primary focus of PennDOT Connects is enhanced collaboration throughout the planning phase of project development. Better collaboration—among levels of government and among disciplines—increases the opportunity to identify and incorporate local governments’ visions for their communities into project scopes of work, budgets, and schedules prior to placing a project on a Transportation Improvement Program (TIP).

The focus on collaboration with local governments and MPOs/RPOs in planning creates some synergy with planning studies to support the decision-making process in the planning phase. Limited funding for project delivery makes it essential that decisions are well-thought-out in advance, prioritized, and consistent with local planning, such as local comprehensive plans, local planning studies, and local ordinances.

To support better decision-making, PennDOT has allocated Statewide Planning and Research funds to be dedicated to transportation planning studies. Proposed planning studies are selected for funding based on the following criteria:

- Planning studies should be focused on specific transportation problems, such as corridor congestion, land use continuity with existing transportation infrastructure, freight accessibility/compatibility with surrounding land use, limited pedestrian and/or bicycle accommodations, stormwater management problems, or lack of transit access.
- Planning studies should include consideration for leveraging other funding sources to implement findings, such as Transportation Alternatives Program funding, DCNR funding, other local funding opportunities, etc.
- Local participation in funding transportation planning studies will be given priority consideration.
- Planning studies should support the prioritization of any problems relative to other problems within the community.

Byway organizations with an interest in a transportation planning study should work with their respective regional MPO/RPO and PennDOT District to determine whether the request is eligible for this funding and to assist with submitting a proposal to PennDOT Central Office. A directory of Pennsylvania’s MPO/RPO contacts and PennDOT District Byways Coordinators is provided in **Appendix K** and **Appendix L**.

Visit www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx to learn more.

Adopt-a-Highway Program

PennDOT sponsors this program to reduce litter on Pennsylvania’s state highway system. Citizen groups may adopt a section of a state highway with a two-year commitment to keep their section free of litter.

For more information regarding the Adopt-a-Highway Program, please contact:

PennDOT, Bureau of Maintenance & Operations
400 North Street-6th Floor
Harrisburg, PA 17120
(717)705-1552

www.penndot.gov/about-us/RoadsideBeautification/Pages/Adopt-A-Highway.aspx

Adopt-and-Beautify Program

PennDOT sponsors this program, aimed at involving local residents in keeping Pennsylvania's state highways beautified. Citizen groups may adopt a section of a state highway and must sign a program participation packet and agree to adopt and maintain that segment of state highway under a two-year agreement. This program differs from the Adopt-a-Highway Program in that the sponsors install and maintain roadside plantings.

For more information regarding the Adopt-and-Beautify Program, please contact:

PennDOT, Bureau of Maintenance & Operations
400 North Street-6th Floor
Harrisburg, PA 17120
(717)783-9453

www.penndot.gov/about-us/RoadsideBeautification/Pages/Adopt-and-Beautify.aspx

Pennsylvania Infrastructure Bank (PIB)

The PIB is a PennDOT-operated program that provides low-interest loans to help fund Pennsylvania transportation projects. The interest rate on PIB loans is fixed at one-half the prime lending rate with terms up to 10 years. The goal of the PIB is to leverage federal and state funds, accelerate priority transportation projects, spur economic development, and assist local governments with their transportation needs. The program may allow retroactive reimbursement for funds spent on a project. The local sponsor should discuss the applicability of such loans and reimbursement strategies for funding a project with the PennDOT District project coordinator or project manager.

For more information regarding PIB, please contact:

PennDOT, Program Center
400 North Street-6th Floor Harrisburg, PA 17120
(717) 772-1772

www.penndot.gov/ProjectAndPrograms/Planning/Pages/PA-Infrastructure-Bank.aspx

Other State Agency-Managed Programs

Department of Conservation and Natural Resources (DCNR)

DCNR manages a variety of grant and technical assistance programs concerned with community recreation, heritage regions, rivers conservation, greenways and trails, and natural areas and open space under a single office, the Bureau of Recreation and Conservation.

A priority goal of the bureau is to develop and sustain partnerships with communities, non-profits, and other organizations for recreation and conservation projects and purposes. The DCNR's Bureau of Recreation and Conservation is responsible for fostering, facilitating, and nurturing the great majority of these partnerships through technical assistance and grant funding from the Community Conservation Partnerships Program (C2P2).

For more information regarding DCNR's grant programs please contact:

DCNR, Bureau of Recreation and Conservation
6th Floor, Rachel Carson State Office Building
P.O. Box 8475
Harrisburg, PA 17105-8475
(717) 783-2658

www.dcnr.pa.gov/Communities/Grants/Pages/default.aspx

Pennsylvania Historical & Museum Commission (PHMC)

The PHMC offers funding opportunities to a wide variety of nonprofit organizations and public agencies throughout Pennsylvania under two grant programs:

- Certified Local Government Grant Program
- Keystone Historic Preservation Grant Program

For more information regarding PHMC's grant programs please contact:

PHMC State Historic Preservation Office

Commonwealth Keystone Building, 2nd Floor

400 North Street

Harrisburg, PA 17120

(717) 783-9927

www.phmc.pa.gov/Preservation/Grants-Funding/Pages/default.aspx

Department of Community and Economic Development (DCED)

The goal of DCED is to provide funding and loans for businesses and communities to succeed and thrive in a global economy, thereby enabling Pennsylvanians to achieve a high quality of life. DCED offers funding and loans in the areas of Business, Community, and Site Revitalization.

DCED also offers, under the direction of the Commonwealth Financing Authority (CFA), a Multimodal Transportation Fund (MTF) that provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to Pennsylvania residents. MTF funds may be used for the development, rehabilitation, and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development. The CFA MTF is separate from PennDOT's Multimodal Transportation Funding Program.

For more information regarding DCED's funding programs please contact:

DCED

400 North Street, 4th Floor Commonwealth Keystone Building

Harrisburg, PA 17120-0225

(866) 466-3972

www.dced.pa.gov/program/

Pennsylvania Humanities Council (PHC)

The Pennsylvania Humanities Council integrates the humanities into everyday life through partnerships with cultural institutions and community organizations. Resources include Commonwealth Speakers (PHC's speaker's bureau), two grant programs, and Read About It! (PHC's packaged book discussion program). The PHC is a private, non-profit organization that represents Pennsylvania in the Federal–State Partnership of the National Endowment for the Humanities. Visit www.pahumanities.org to learn more.

For more information regarding PHC's funding programs please contact:

Pennsylvania Humanities Council

Constitution Place

325 Chestnut Street, Suite 715

Philadelphia, PA 19106-2607

(800) 462-0442 (in Pennsylvania only)

(215) 925-1005

Appendix A: Definitions and Acronyms

All-American Roads (AAR) – Public roads that have been designated by the federal government as satisfying National Scenic Byways criteria and have satisfied the additional criteria and requirements for designation as All-American Roads pursuant to the National Scenic Byways Program and its implementing legislation and regulations. To receive this designation, a road must possess multiple intrinsic qualities that are nationally significant and contain one-of-a-kind features that do not exist elsewhere.

America's Byways® – Registered trademark used to identify a collection of distinct and diverse roads, designated by the U.S. Secretary of Transportation.

Applicant – The nominating agency and the one sponsoring the byway for designation. Also known as the Governmental Entity.

Archeological Qualities – One of the six qualities for which a Pennsylvania Byway may be designated. This involves those characteristics that are physical evidence of historic or prehistoric life that are visible and capable of being inventoried and interpreted.

Corridor – A defined area on either side of the road, often the entire landscape visible from the road. The distance the corridor extends from the road may vary, depending on the quality it represents.

Corridor Management Plan (CMP) – A plan that must be prepared for the scenic byway corridor proposed for national designation. It must provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development.

Cultural Resources – One of the six qualities for which a Pennsylvania Byway may be designated. This involves evidence and expressions of the customs or traditions of a distinct group of people. Cultural features include, but are not limited to, music, dance, rituals, festivals, speech, food, special events, and vernacular architecture that are currently practiced

Discretionary Funds – Includes 12 program categories, one being Scenic Byways, that Congress has created where project selections are made at the discretion of the FHWA Administrator and the U.S. Secretary of Transportation. Projects that are selected are then reimbursed.

District Byways Contact – A person who has been appointed to implement the Pennsylvania Byways Program within the PennDOT District. See Appendix L for listing.

Engineering District – One of the 11 Pennsylvania Department of Transportation Districts. See Appendix L for map and directory.

Easements – Voluntary agreements in which a property owner agrees to certain restrictions such as protecting agricultural lands, maintaining the qualities of a viewshed, or preserving historic facades.

Federal Fiscal Year (FY) – The accounting period for FHWA. Begins October 1 and ends September 30.

Federal Highway Administration (FHWA) – The lead federal agency for the National Scenic Byway program. FHWA has a Division Office in each state that manages the program.

Federal Highway Beautification Act (FHBA) – The legislation regulating the construction of signage on the Interstate and Federal-Aid Primary Highway Systems.

Government Entity – A county, municipality, another state, or local agency, or an organization that is adopted under a local or state entity through an ordinance or some type of agreement as a memorandum of understanding.

Guidance Manual – The Pennsylvania Byways Guidance Manual created by PennDOT to guide an applicant seeking designation for a roadway as a Pennsylvania Scenic Byway.

Historical Qualities – One of the six qualities for which a Pennsylvania Byway may be designated. This involves legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or man-made, that are of such historic importance that they educate the viewer and stir an appreciation of the past.

Intermodal Surface Transportation Efficiency Act (ISTEA) – The 1991 federal legislation that initiated development of the National Scenic Byways Program.

Intrinsic Qualities – The cultural, historical, archeological, recreational, natural, or scenic qualities or values along a roadway that are necessary for byway designation.

Legislatively-Designated Byways – Roadways designated scenic, historical, cultural, natural, archeological, or recreational by action of the Pennsylvania Legislature.

Metropolitan Planning Organization (MPO) – PennDOT’s regional Planning Partner designated for each urbanized area with a population of 50,000 or more. Members include both private citizens and local government officials. An MPO addresses federal aid planning mandates by producing local area transportation plans or transportation improvement programs on an annual or biennial basis, and by employing strategies that make existing systems more efficient.

National Scenic Byway (NSB) – A scenic highway which is designated by the federal government as satisfying the criteria pursuant to Section 1047(f) of Title 23 USC and any federal regulation and/or guidelines. To be designated as an NSB a road must possess at least one of the six intrinsic qualities. The features contributing to the distinctive characteristics of the corridor’s intrinsic qualities must possess regional significance.

National Scenic Byways Program (NSBP) – Program managed and administered by FHWA, as specified in law 23, U.S.C. 162.

Natural Qualities – One of the six qualities for which a Pennsylvania Byway may be designated. This involves those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations, and may include geological formations, fossils, landforms, water bodies, vegetation, and wildlife.

Obligated – A formal commitment of a specified amount of funding for a particular project. Note: Obligations are typically made when consultants or contractors begin billable work on a project.

Outdoor Advertising Control Act of 1971 – An act providing for the control and regulation of outdoor advertising (billboards) adjacent to the interstate and primary highway systems within the Commonwealth, providing for administration by PennDOT to comply with federal requirements as a condition of receipt of highway funds, fixing penalties and making appropriations.

Outdoor Advertising Device – Any outdoor sign, display, light, figure, painting, drawing, message, plaque, poster, billboard, or other thing which is designed, intended, or used to advertise or inform.

Pennsylvania Byways Coordinator – The statewide Pennsylvania Byways Coordinator recognized by PennDOT. The Pennsylvania Byways Coordinator is responsible for managing and implementing the Pennsylvania Byways Program and is assisted by the District Pennsylvania Byways Coordinators.

Planning Partners – PennDOT’s name for Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs).

Pennsylvania Byways Program – A program initiated by PennDOT in 2001 to designate roadways that exemplify scenic and other intrinsic qualities.

Programming – Programmed projects are those that have been approved at the state level by the appropriate jurisdiction, ruling body, or official. Upon approval, Pennsylvania Byways projects are listed in a regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

Project Authorization – Official notice from the state and FHWA to proceed with the project.

Program Management Committee (PMC) – A committee made up of the Pennsylvania Secretary of Transportation and his or her deputies that designates Pennsylvania Byways.

Reimbursement Agreement – A contract between PennDOT and a municipality or other sponsor that outlines the terms under which PennDOT will reimburse the municipality/sponsor for the design and/or construction of a project.

Reimbursements – The amount of funds FHWA has reimbursed states for completed work on byways projects.

Recreational Qualities – One of the six qualities for which a Pennsylvania Byway may be designated. This involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor’s landscape.

Rural Planning Organization (RPO) – The Department’s Planning Partner designed for a geographic region with no urbanized area in excess of 50,000 in population. Members include both private citizens and local government officials. An RPO addresses federal aid planning mandates by producing local area transportation plans or transportation improvement programs on an annual or biennial basis, or by employing other strategies that make existing systems more efficient.

Scenic Qualities – One of the six qualities for which a Pennsylvania Byway may be designated. This involves the heightened experience gained from the view of natural and manufactured elements of the visual environment.

Secretary – The Pennsylvania Secretary of Transportation (the head of PennDOT).

Sponsor – A resident of Pennsylvania, citizen, or a representative of a governmental entity expressing interest in having a roadway designated as a Pennsylvania Byway by completing and submitting the Pennsylvania Byways interest form.

State Transportation Improvement Program (STIP) – The first four-year segment of the Twelve-Year Program (TYP) becomes the federally mandated STIP, which includes the programs developed and proposed by the state’s MPOs and RPOs.

Transportation Improvement Program (TIP) – A prioritized list of funded projects expected to be undertaken in the next four years, constituting the first four years of the Twelve-Year Program.

Transportation Enhancements (TE) – Project type that pre-dated the passage of MAP-21 of 2012. MAP-21 established the Transportation Alternatives Program (TAP) to help fund a variety of non-motorized and non-highway projects, including many that were previously eligible activities under other funding programs. The TAP program combines and replaces pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

Twelve Year Program (TYP) – Act 120 of 1970, as amended, requires PennDOT to prepare and submit to the State Transportation Commission every two years a program of transportation improvements that PennDOT recommends being undertaken during the next 12 years. The plan, together with any additions or changes, is subject to review and re-adoption biennially.

Viewshed – The entire landscape visible from a particular point. In the case of a byway, the viewshed is the entire landscape visible from any point along the road.



Grand View Scenic Byway

Interagency Action Plan

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Technical Appendices

The *Pennsylvania Byways Strategic Plan* was developed based on findings and recommendations from the following technical memoranda:

1. Steering Committee Meeting Summaries
2. Stakeholder Interview Transcripts
3. State of the Practice Research
4. Sub-Committee Attendees
5. 2007 Pennsylvania Byways Guidance Manual

Pennsylvania's Byways: Past and Present

Since the early 2000s, the Pennsylvania Byways Program (PA Byways), managed by the Pennsylvania Department of Transportation (PennDOT), has helped Pennsylvania communities and partnering organizations to bring more tourism and economic activity to the Commonwealth by providing off-the-beaten-path access to some of Pennsylvania's most scenic and natural landscapes, its historic main streets, and unparalleled outdoor recreational areas as well as cultural and archeological qualities. The program has also served as a support system to local communities in their planning initiatives, grant acquisitions, and preservation efforts. Pennsylvania's Byways Program helps communities along these routes tell a unique story about the special qualities and resources that are worth visiting.

Over the past 17 years, PennDOT has worked collaboratively with its federal, state, regional, and local partners to establish and cultivate a system of byway routes. Currently, Pennsylvania is home to one All-American Road, three National Scenic Byways, one National Forest Scenic Byway, and 21 state-designated byways, all of which provide a great travel experience to visitors interested in touring the Keystone State. This existing network of byways totals approximately 675 roadway miles located in 27 of Pennsylvania's 67 counties.

PennDOT and its partnering agencies and organizations are committed to advancing the Pennsylvania Byways Program mission to *“support communities and local governments in achieving byway designations and to assist with local efforts to maintain byway resource qualities, to protect and preserve visual interest, to educate residents and visitors, to promote tourism and to enhance economic development potential throughout the Commonwealth.”* The development of this Interagency Action Plan for the Pennsylvania Byways Program that offers a blueprint for sustaining and expanding the program moving forward.

PA Byways Program Accomplishments since 2001

In the 18 years since its inception, the PA Byways Program has accomplished the following:

- Designated a system of state byways, totaling 675 miles of roadway that captures Pennsylvania's history, culture, and scenic beauty;
- Coordinated with sponsoring municipalities seeking national byway designation and successfully processed applications under Federal Highway Administration's requirements, for three National Scenic Byways – Journey Through Hallowed Ground, Brandywine Valley National Scenic Byway and Great Lakes Seaway Trail and one All-American Road- Historic National Road;
- Secured over \$13.2 million in direct federal funding and an estimated \$3.3 million in matching and leveraged funds to implement byway projects
 - o Specifically, PennDOT was instrumental in securing \$4 million in grant funding from the Federal Highway Administration's National Scenic Byways Program to construct the Ohiopyle State Park Office/Laurel Highlands Falls Area Visitor Center, an energy-efficient, ADA-accessible facility located in one of the Commonwealth's most visited state parks
- Developed 8 locally-championed Corridor Management Plans (CMP) to guide development and preserve and enhance improvements along the byway corridors; Brandywine Valley, Delaware River Valley, Grand View, Great Lakes Seaway Trail, Journey Through Hallowed Ground, Kinzua, Lebanon Cornwall, and National Road.

Pennsylvania's Byways: A Future Direction

In 1991, ten years before the PA Byways Program was initiated, a National Scenic Byway Program was established as an interim program under Federal Highway Administration, as part of the Intermodal Surface Transportation Efficiency Act (ISTEA). The program's purpose was to protect and enhance the landscape and view corridors surrounding highways designated as scenic byways. Under this interim program states could participate and prohibit new off-site advertising along designated state or national byways that were on the National Highway System (NHS) or Federal Aid Primary System (FAPS). Pennsylvania expressed interest and this led to Pennsylvania State Legislature to designate its first byway named the Blue Route (I-476) in Delaware and Montgomery Counties, followed by other designations. The program was then reauthorized and expanded significantly in 1998 under the Transportation Equity Act for the 21st Century (TEA-21) and again in 2005 under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Momentum for the National Scenic Byway Program slowed in 2012 with the passage of Moving Ahead for Progress in the 21st Century (MAP-21), which reauthorized the program for National Byway Designations, but did not allocate any discretionary funding for National Scenic Byway Grant Program through the end of fiscal year 2014.

There has been a noticeable decrease in activity within the PA Byways Program since 2012, both in corridors designated and in byway-related projects completed. Recognizing this trend and endeavoring to reinstate the program as a viable statewide tool for economic development and local planning assistance, PennDOT initiated an update to the existing Pennsylvania Byways Guidance Manual and created a committee to develop a new Interagency Action Plan in Spring 2017. The purpose of the Interagency Action Plan is to reassess the long-term goals and impacts of the Byway Program, establish a new collaborative approach for preserving and enhancing the byways, and identify new funding sources for program sustainability.

Strategic Planning Process

The Pennsylvania Byways Program Interagency Action Plan framework and strategies for implementation were the result of a two-year planning process that included robust stakeholder engagement activities and research on statewide byway management best practices. A diverse Steering Committee was convened at the onset of the process to inform the approach and determine potential areas of future collaboration. These individuals were Policy Directors from: Department of Conservation and Natural Resources (DCNR), Department of Community and Economic Development (DCED), Department of Health (DOH) and among other key state agency Executive Staff, a few representatives from PennDOT Planning Partners and Byway Organizations. Six meetings were held with the Steering Committee at key milestones:

- **Meeting #1: March 27, 2017** – Introduction to the PA Byways Program and proposed project scope

- **Meeting #2: September 6, 2017** – Review stakeholder interview output and State of the Practice findings
- **Meeting #3: January 18, 2018** – Identify opportunities for Interagency resource sharing and coordination
- **Meeting #4: May 23, 2018** – Finalize draft Interagency Action Plan and affirm interagency roles and responsibilities within Pennsylvania Byways Program; consensus achieved on not rebranding the byways program as “Pennsylvania Passages”
- **Meeting #5: August 2, 2018** – Discussion of the byway designation process and a review of the Heritage Areas Program
- **Meeting #6: April 25, 2019** – Review of final draft Guidance Manual and Interagency Action Plan.

Byway Stakeholder Phone Interviews and Meetings

As an early task of the action plan’s development, a consultant was retained to interview a cross-section of interested stakeholders who are involved in or knowledgeable about the PA Byways. Stakeholder

interviews were conducted to determine existing levels of involvement, management, and coordination within the program. They were also necessary to inform PennDOT of any regulatory changes affecting the program, perceived benefits and challenges of the byways specific to the stakeholder, and progress on Corridor Management Plan (CMP) goals, as appropriate.

In total, 33 phone interviews were completed, and the key findings are summarized as follows:

- **Lack of Organization** - In many cases, the byway organizations were not well organized or no longer existed as an active organization.
- **Lack of Interest** - Across all stakeholder groups, little to no work time is spent on byway-related activities.
- **Funding Challenges** - The greatest challenge for all byway organizations is a lack of dedicated resources for byway improvements and long-range planning.
- **Marketing Deficits** - There was consensus that additional resources should be directed into marketing and promotion of the byways.
- **Performance Measurement** - The positive effects and benefits of the byway program are difficult to measure.
- **Outdated CMPs** - All referenced CMPs were either dated or nonexistent and the status of CMP goal achievement was unknown.
- **The Role of Technology in Tourism** - Understanding the impact technology has on tourism should be a consideration in the Interagency Action Plan.

Total Interviews Completed:

- 8 PennDOT District Coordinators
- 10 Planning Partners
- 15 Byway Organization Coordinators

Detailed transcripts from all stakeholder phone interviews can be found in Technical Appendix 2.

Statewide Byway Programs: State of the Practice

To complement the targeted stakeholder interviews, an inventory of noteworthy practices in managing byway programs in locations outside of Pennsylvania was completed. The inventory focused on places and practices with strong parallels to the settings and situations of the PA Byways. The following best practices were identified as considerations for the Interagency Action Plan:

- Interagency Collaboration - The most “successful” and dynamic state byway programs were managed as part of a coordinated, multiagency initiative that met regularly to advance byway objectives.
- Roadway and Non-Roadway-Based Elements - While no state byway program included multiuse trail or waterway byway designations as part of the overall network, there were multimodal elements incorporated into the promotion of the byway program (e.g., the Colorado Department of Transportation developed an online Bicycle & Byways Map to provide bicyclists a larger network of bicycle-friendly touring facilities).
- Leveraging Byways as part of Tourism Promotion - Many states integrate their byway programs as an element to an overall statewide tourism, marketing, and economic development strategy.
- Byways Planning - Planning agencies, both local and regional, regularly use established and potential byway corridors as a consideration within their planning efforts outside of CMPs (e.g., comprehensive plan updates, long range transportation plans, and greenway plans).

A Revitalized PennDOT Program and an Expanded Network of Statewide Byways

It became evident in the early phases of the Interagency Action Plan development, that agencies and local stakeholders across the state recognize both the economic value that byways bring to Pennsylvania and the potential for increased tourism along designated corridors where unique destinations and attractions exist.

However, it was also recognized that PennDOT cannot revamp and expand the PA Byways alone with one staff person which involves only 15 percent of their time managing the PA Byways Program, in addition to managing and supporting the Air Quality Program, Transportation Management Agencies, FHWA Recreational Trails, and other Federal Initiatives. The project team concluded that a new approach for the program was necessary to inspire local communities to seek designation and ensure that those participating in the program are receiving tangible benefits because of the designation.

While the existing PA Byways Program is aligned with the National Scenic Byway Program and its legislative requirements, an expanded PA Byways Program would exist outside of those requirements since no Federal funding is attached. The primary changes within this updated program structure, which are outlined in greater detail in the following section, include:

- a multiagency working group tasked with overseeing and managing the byway program;

- an expansion in the definition of “byways” to include multimodal facilities;
- a greater emphasis on the marketing and promotion of the byways as part of a broader tourism network;
- a lessening of land use controls, specifically related to outdoor advertising restriction requirements along designated routes; and
- the identification of roles and responsibilities between state agencies, stakeholders, partners, and PennDOT’s Engineering Districts’ Byways Coordinators.

The PA Byways will continue to be an important consideration for Metropolitan and Rural Planning Organizations (MPOs/RPOs) as they develop their Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs). Specifically, the current Federal transportation reauthorization law, Fixing America’s Surface Transportation (FAST) Act, includes ten planning factors to guide transportation plans and programs. A new planning factor was added with the adoption of the FAST Act that is advanced through the implementation of a revitalized PA Byways Program:

“The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors: ...Enhance travel and tourism.”

Interagency Support

Byways do not exist solely as a transportation asset; their significance is also attributed to natural, historic, cultural, scenic, cultural, and archeological qualities. PennDOT’s Byways Program can be used to advance the mission, goals, and objectives of other Pennsylvania state agencies. As such, a multiagency approach toward an expanded byways program will be implemented, going forward. A critical next step was meeting with policy directors from economic development and tourism-related state agencies to discuss the challenges and opportunities of expanding the scope of the existing PA Byways Program with support from the Governor’s Office. In addition to PennDOT, the following Pennsylvania agencies were represented at a policy director stakeholder meeting, held in August 2017:

- Department of Conservation and Natural Resources (DCNR)
- Department of Community and Economic Development (DCED)
- Department of Health (DOH)
- Pennsylvania Historical and Museum Commission (PHMC)

The project team also held meetings with agency program staff, specifically regarding programs that had a connection to the PA Byways. The main objective of these agency program staff meetings was to identify potential areas of resource sharing and collaboration to ensure the sustainability and impact of the program. The project team was most interested in low-cost or no-cost collaborative activities that could mutually benefit both PennDOT and the partnering state agency.

This Interagency Action Plan is a product of the robust outreach discussions held throughout the planning process and serves as a resource for revitalizing the Pennsylvania Byways Program.

What is a Pennsylvania Byway?

Since the initiation of the statewide Byways Program in 2001, a Pennsylvania Byway has been defined as “a roadway having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities.” Through extensive stakeholder outreach, particularly among existing byway organizations and program coordinators, and through discussions with partnering state agencies, it became clear that the mission and function of the Pennsylvania Byways Program could be advanced through the inclusion of non-roadway-based assets. A broadened definition of the byways was needed to communicate the vision of the expanded program and offer guidance to entities wishing to apply for designation.

Therefore, the Pennsylvania Byways are defined as a distinct, continuous collection/network of multimodal transportation and recreational corridors that tell a compelling story and provide visitors with a unique experience. They are the passages that allow travelers to experience the more scenic aspects of the Keystone State through its many intrinsic qualities and outstanding features. The byways are intended to close key network gaps and offer visitors a seamless, off-the-beaten-path journey, no matter the destination.

“Pennsylvania Passages”

On December 18, 2017, PennDOT’s Program Management Committee (PMC) authorized the evolution of the Pennsylvania Byways Program into a new program entitled Pennsylvania Passages. The new program would have rebranded the existing PA Byways Program as it evolved into a multimodal, collaborative effort with other state agency partners, and less restrictive with respect to outdoor advertising and signage. PennDOT ultimately decided to enlarge the scope of its byway program without introducing “Pennsylvania Passages” as a new brand name for marketing the expanded program, recognizing the equity and leveraging the name recognition that already existed in the current program.

Pennsylvania Byways Interagency Action Plan

The following matrix outlines various program areas demanding attention and identifies how the Pennsylvania Byways Program can be advanced through a series of coordinated actions. **The Interagency Action Plan is intended to be used by the PennDOT Program Center and its partners as they further define the program and communicate areas of collaboration needed**

to make it viable. The recommendations of this action plan were reviewed and vetted by a working sub-committee organized to allow “program experts” of specialized areas to identify and provide more detailed actions. Additionally, the matrix provides a baseline for members of a proposed Pennsylvania Byways Work Group to expand on for consideration in shaping the program as a multimodal, interagency initiative. The program needs and issues, documented on the following pages, will be reviewed in detail and will serve as the outline for the plan’s implementation.

The action matrix on the following pages provides a blueprint for action using the following specifications:

- **Program Needs** – Describes an essential requirement that is needed to revitalize the program
- **Strategic Priority** – Details specific actions needed to address program needs
- **Lead/Support** – Identifies key partners tasked with advancing the strategic priority
- **Timing** – Indicates the amount of time required to complete the initiative with categories of “near-“ (>1 year), “medium-“ (1 – 2 years), “long-“ term (>2 years), and “ongoing”

Pennsylvania Byways Institutional Framework

Program Needs	Strategic Priorities	Lead/Support	Timing
<p>An institutional framework is needed to guide the Pennsylvania Byways Program moving forward</p>	<ul style="list-style-type: none"> • Maintain/modify the Advisory Committee as a permanent, interdisciplinary Pennsylvania Byways Work Group to assist policymakers and other stakeholders in revitalizing the Pennsylvania Byways Program. <ul style="list-style-type: none"> ○ Develop a Memorandum of Understanding (MOU) or charter for this new Pennsylvania Byways Work Group. ○ Work Group will be responsible for guiding the implementation of the Pennsylvania Byways Interagency Action Plan, including <ul style="list-style-type: none"> ▪ reviewing and approving candidates to be formally added to the Pennsylvania Byways program; and ▪ reviewing and participating in the development of state and federal regulations that would impact the program. • Determine roles and responsibilities of Center for Program Development and Management (PennDOT Program Center) and Multimodal Deputate staff with respect to implementation and management of the Pennsylvania Byways Program and the proposed Work Group. • Review Delaware DOT Program as a Best Practice for a Byway Management Framework, including the following components: <ul style="list-style-type: none"> ○ Intergovernmental agreements (MOU, organizational bylaws, defined advisory board roles, dedicated funding for byway organization operations); ○ Executive staff involvement in the byway program (e.g., Deputy Secretary of Planning chairs the Advisory Board); and ○ “Byway Buck” Program – raise awareness of program and encourage travelers to shop at local destinations. 	<p>PennDOT Program Center/various</p>	<p>Ongoing</p>
<p>Formal guidance for Pennsylvania Byways designation process going forward is needed</p>	<ul style="list-style-type: none"> • Update the 2007 Pennsylvania Byways Guidance Manual to account for the new collaborative, multimodal direction of the program. <ul style="list-style-type: none"> ○ <i>This would be an immediate action item for the Pennsylvania Byways Work Group.</i> 	<p>PennDOT Program Center</p>	<p>Near</p>
<p>Greater levels of interagency coordination are needed</p>	<ul style="list-style-type: none"> • Participate at Pennsylvania State Heritage Preservation Office (SHPO) staff meetings and/or Community Coordinator meetings on a recurring basis to inform staff about new program opportunities. 	<p>PennDOT Program Center/PA SHPO/DCNR</p>	<p>Ongoing</p>

Local, Regional, and Statewide Planning Needs

Program Needs	Strategic Priorities	Lead/Support	Timing
<p>Raise awareness of program changes with the Planning Partners and District Planners</p>	<ul style="list-style-type: none"> • Encourage Planning Partners to incorporate the Pennsylvania Byways into their Long-Range Transportation Plans (LRTP) for project prioritization and network development. • Planning Partners in turn should be encouraged to promote the program to county and municipal planners for incorporation into local comprehensive plans. • Introduce the Pennsylvania Byways Interagency Action Plan (and Guidance Manual) at an upcoming Planning Partners meeting. <ul style="list-style-type: none"> ○ Encourage consideration of suballocation of funding by MPO/RPOs for PA Byways. • Coordinate a Byways and TAP Summit/Conference to be held in the near future. • Develop education and training materials for the Pennsylvania Byways program. • Integrate Pennsylvania Byways as a consideration with PennDOT Connects collaboration. 	<p>PennDOT Program Center/Intern</p>	<p>Near</p>
<p>Define the specific modal elements of the Pennsylvania Byways network</p>	<ul style="list-style-type: none"> • Define what constitutes a multimodal byway (using the existing network as a “backbone” of the expanded program). When designating a new byway, consider the following: <ul style="list-style-type: none"> ○ For all road and non-road segments, does the proposed byway close gaps in the existing network and improve systemwide connectivity? ○ For roadway segments, is it a BicyclePA Route? ○ For roadway segments, does it exhibit acceptable bicycle level of service (LOS)? ○ For trail segments, will it close a DCNR priority trail gap? ○ For trail segments, is it a DCNR Trail of the Year, a DCNR-designated water trail or part of the Scenic Rivers Program? • Coordinate with The Nature Conservancy on their approach for network gap analysis. • Determine a process for “dual-designations” – e.g., if a local sponsor applies for DCNR water trail designation, they can also become a Pennsylvania Byway, etc. 	<p>PennDOT Program Center/Multimodal /DCNR</p>	<p>Near</p>

Program Needs	Strategic Priorities	Lead/Support	Timing
<p>Include the Pennsylvania Byways for consideration in statewide planning efforts</p>	<ul style="list-style-type: none"> • Ensure the interests of the Pennsylvania Byways Program are reflected in statewide planning products, including but not limited to: <ul style="list-style-type: none"> ○ PennDOT Bicycle and Pedestrian Master Plan (2018) ○ PA Outdoor Recreation Plan (2020) ○ PA Statewide Historic Preservation Plan (2018) ○ PA Long Range Transportation Plan ○ PennDOT Connects 	<p>PennDOT Program Center</p>	<p>Ongoing</p>

Marketing and Promotional Needs

Program Needs	Strategic Priorities	Lead/Support	Timing
<p>Reintroduce the Pennsylvania Byways to the public</p>	<ul style="list-style-type: none"> • Conduct a bicycle road trip with the Secretaries of PennDOT and DCNR to announce the program update. • Develop statewide press release announcing Pennsylvania Byway Interagency Action Plan to be distributed from the PennDOT Press Office. • Identify potential media outlets to partner with in announcing the revitalized Pennsylvania Byways program. 	<p>PennDOT Press Office</p>	<p>Near</p>
<p>Update the Byways Program website to include new program information</p>	<ul style="list-style-type: none"> • Revise PennDOT’s existing webpage to include specific information intended for program administration. <ul style="list-style-type: none"> ○ Include information and resources related to Pennsylvania Byway development, e.g., how to be bike-friendly, how to apply for grants, success stories from existing byways and how they can benefit a region, etc. 	<p>PennDOT Program Center</p>	<p>Medium</p>
<p>Incorporate Pennsylvania Byways into statewide tourism marketing efforts</p>	<ul style="list-style-type: none"> • As DCED seeks to update VisitPA.com, develop content, including articles and images, with information on activities and distinctive features along the route. • Increase emphasis on the Pennsylvania Byways Program within DCED’s forthcoming 2020 Traveler’s Guide. • Coordinate with PA SHPO to publish Pennsylvania byways content, both promotional and informational, on the Pennsylvania Historic Preservation Blog 	<p>PennDOT Program Center/DCED/PA SHPO</p>	<p>Near</p>

Program Needs	Strategic Priorities	Lead/Support	Timing
<p>Manage signing requirements as part of the revitalized program</p>	<ul style="list-style-type: none"> • Create a Pennsylvania Byways Signing Plan <ul style="list-style-type: none"> ○ May voluntarily limit billboards at a local level ○ Develop protocols for negotiating with municipalities (as opposed to regulating) ○ Develop Pennsylvania Byways Sign Design Guidelines and cost estimates 	<p>PennDOT Program Center/BOMO – Traffic Unit/Press Office</p>	<p>Medium</p>
<p>Perform education/outreach to chambers of commerce, convention and visitor bureaus, destination marketing organizations (DMOs), and other groups to raise program awareness and participation</p>	<ul style="list-style-type: none"> • Update welcome center monitors to include information on nearby byways and provide print material at welcome centers • Redesign the byway rack card. • Include related content for DCED’s recurring industry newsletter that is targeted toward DMOs. • Initiate a quarterly marketing campaign, or a “Byway Spotlight.” <ul style="list-style-type: none"> ○ Example themes could include a fall foliage byway, Byway of the Season, byway scenic wine tour, etc. • Include Pennsylvania Byways on forthcoming 2020 Pennsylvania Official Transportation Map • Ensure PA Byways Rack Cards are available at all PA Welcome Centers. • Coordinate with Pennsylvania DMOS on distribution of PA Byways Rack Cards. 	<p>PennDOT Program Center Office of Tourism Services/Bureau of Planning and Research/Locals</p>	<p>Near</p>
<p>Pennsylvania Byway network (existing and proposed elements) needs visualized</p>	<ul style="list-style-type: none"> • Verify the existing Pennsylvania Byway network corridor bounds are accurate within PennDOT’s RMS database. • Create an online, interactive map showing elements of the Pennsylvania Byways network (roadway-based, non-roadway based, etc.) <ul style="list-style-type: none"> ○ Heritage areas, designated BicyclePA routes, etc. could be considered as overlays ○ Give viewers a reason to visit the interactive map: each byway could have its own webpage with major destinations (e.g., restaurants and bicycle repair shops) identified within a certain buffered distance, etc. ○ Upload to SharePoint ○ Coordinate with PennDOT Districts’ Community Relations Coordinator (CRC), Department of Health, and DCNR. • Work with web-based communication platforms (e.g., Google, Waze, etc.) to include Pennsylvania Byways on mapping and navigation applications. 	<p>PennDOT Program Center/DCNR/ Bureau of Planning and Research</p>	<p>Near</p>

Program Needs	Strategic Priorities	Lead/Support	Timing
The byways need marketed as part of related statewide healthy lifestyle initiatives	<ul style="list-style-type: none"> Identify PA WalkWorks routes that connect to or overlap with the byways network for cross promotion. Include the Pennsylvania Byways in “Get Outdoors PA” promotional efforts. Promote the byways in the PA Office of Administration bulletin as an easy way to notify state employees of the program. 	PennDOT Program Center/DCNR/DCED/Department of Health	Near
Social media for the Pennsylvania Byways	<ul style="list-style-type: none"> Develop social media content for the Pennsylvania Byways that could include: <ul style="list-style-type: none"> Byways Passport Program (see Indiana Byways Passport program: http://www.in.gov/ibc/legacyprojects/3121.htm) “Byway Buck” Program (see DelDOT Byways: https://www.visitwilmingtonde.com/plan-your-trip/delaware-byway-buck-program/) Pennsylvania Byways photo contest (using hashtags) Ongoing local media promotion about the Pennsylvania byways (e.g., “5 Central Pennsylvania Road Trips to take in the Fall”) Identify historic places of interest along the byways that can be incorporated into marketing and trip itineraries. Include Pennsylvania Byways content on the State Historic Preservation blog. 	PennDOT Program Center/Press Office/SHPO/ Locals	Medium

Pennsylvania Byways Program Funding Needs

Program Needs	Strategic Priorities	Lead/Support	Timing
Leverage existing funding streams from other agencies to maintain and develop the PA Byways Program.	<ul style="list-style-type: none"> Determine how potential Pennsylvania byway projects might fit within the Community Conservation Partnership Program (C2P2) funding framework. 	PennDOT Program Center/DCNR	Near
	<ul style="list-style-type: none"> Provide grant preferences for Transportation Alternatives – Set Aside Block Grant <ul style="list-style-type: none"> Revise scoring to yield higher priority for projects located on a designated roadway within the Byway Program 	PennDOT Program Center	Near

Appendix C: Model Ordinance for Scenic Byway Legislative Designation and Control of Outdoor Advertising Devices

_____ County, Pennsylvania ORDINANCE NO. _____ - 20__

AN ORDINANCE TO REGULATE OUTDOOR ADVERTISING DEVICES ALONG THE ROUTE _____ CORRIDOR AND TO DESIGNATE ROUTE _____ A SCENIC BYWAY

Be it ordained and enacted by the Board of Supervisors/Borough Council of _____, and it is hereby enacted and ordained by the authority thereof as follows:

Section 1 – Title. This Ordinance shall be known as the “Route _____ Scenic Byway Ordinance.”

Section 2 – Purpose. The purpose of this Ordinance is to accommodate the “Scenic Byway” designation along the Route _____ corridor by prohibiting certain advertising devices along Route _____ in accordance with the parameters set forth in state and federal law, and to enable state or federal funding to be obtained to preserve the natural beauty of this highway and to promote the public welfare.

Section 3 – Definitions. As used in this Ordinance the following words shall have the meaning ascribed:

“Erect” means to construct, build, assemble, place, affix, attach, create, paint, draw, or in any other way bring into being or establish, but it shall not include any of the foregoing activities when performed as an incident to the change of advertising message or customary maintenance and repair of a sign or sign structure.

“Municipality” or “Municipal” shall mean its Board of Supervisors/Borough Council or designated representatives.

“Outdoor Advertising Device” shall mean any outdoor sign, display, light, figure, painting, drawing, message, plaque, poster, billboard, or other thing which is designed, intended, or used to advertise or inform.

“Owner” shall mean any person vested with ownership, legal or equitable, sole or partial, of any property located in the Township.

“Person” shall include any individual, association, public or private corporation, for-profit or not-for-profit, partnership, firm, trust, estate, or any other legal entity whatsoever which is recognized by law as the subject of rights and duties. Whenever used in any clause prescribing and imposing a penalty or imposing a fine or imprisonment, the term “person” shall include the members of an association, partnership, or firm and the officers of any local agency or public or private corporation.

“Responsible Persons” means all persons in possession or control of real estate by reason of a lease, contract or other legal right or claim, and all persons performing work for the owner or person responsible.

Section 4 – Prohibition. No outdoor advertising device, as defined, may be erected by any owner, person responsible, or other person:

A. Within 660 feet of the nearest edge of the right-of-way of Route _____; or

B. More than 660 feet from the nearest edge of the right-of-way if the sign is visible from the main-traveled way of Route _____ and the purpose of the sign is that its message be read from the main-traveled way of Route _____, except as follows:

- (1) The official signs and notices which are required or authorized by law and which conform to the national standards promulgated by the Secretary of Transportation of the United States pursuant to 23 U.S.C. § 131 (relating to control of outdoor advertising);
- (2) Outdoor advertising devices advertising the sale or lease of the real property upon which they are located;
- (3) Outdoor advertising devices advertising activities conducted on the property on which they are located, including devices which display a message that may be changed at reasonable intervals by electronic process or remote control; and
- (4) Directional signs, including, but not limited to, signs pertaining to natural wonders, scenic and historical attractions, and other points of interest to the traveling public which conform to the national standards promulgated by the Secretary of Transportation of the United States pursuant to 23 U.S.C. § 131.

Section 5 – Existing Devices. All outdoor advertising devices constructed and existing on the effective date of this Ordinance, which would be prohibited under this Ordinance, shall be permitted except that if the device shall not be used for advertising for a period of one year or shall become dilapidated, the device shall be removed.

Section 6 – Landowner Responsibility. For purposes of this Ordinance, the person or persons holding legal title to property on which a person is maintaining a condition of premises in violation of this Ordinance shall be subject to the remedies, penalties, and liability imposed by enforcement of the Ordinance.

Section 7 – Notice of Violation. Whenever a condition constituting a violation of this Ordinance is found to exist, the Municipality or its designated representative shall cause written notice to be served upon the owner(s) of the subject premises, as well as other persons responsible for the outdoor advertising device. Service of this notice may be made by personal delivery to the Owners, and other Persons Responsible, or by mailing the notice to their last known address by certified mail. The notice shall identify the subject property and owner(s), or other Persons Responsible, describe the conditions of the property which constitute the violation, set forth the applicable section(s) of the Ordinance, and set forth a reasonable time to correct or remedy the violation.

Section 8 – Remedies for Violation. Violation of this Ordinance may result in any one or more of the following actions:

- A. the Municipality may order the removal of outdoor advertising devices installed or constructed in violation of the provisions of this Ordinance;
- B. the Municipality may institute proceedings before the District Justice or in a court of law to recover penalties and costs as provided in this Ordinance;
- C. the Municipality may institute an action in equity or at law, to abate the violation and obtain such other relief as is appropriate.

The remedies provided herein for the enforcement of this Ordinance, or any remedy provided by law, shall not be deemed mutually exclusive; rather they may be employed simultaneously or consecutively, at the option of the Municipality.

Section 9 – Penalty. Any person who violates or permits the violation of this Ordinance shall, upon being found liable therefore in a civil enforcement proceeding, pay a fine in an amount not to exceed \$100 for each violation, together with all court costs, including reasonable attorney’s fees, incurred by the Municipality. Each day a violation shall continue shall constitute a separate violation except for periods of time allowed by the Municipality for correction or elimination of the violation. No judgment shall be imposed until the date of the determination of a violation by the court.

Section 10 – State Byway Program. If the roadway is designated a Byway by the Commonwealth of Pennsylvania, Department of Transportation, the Municipality shall enforce the prohibitions set forth in this Ordinance and shall not revise this Ordinance without the prior written approval of the Department. Failure to do so may result in revocation of the Byway designation.

Section 11 – Repealer. All Ordinances or parts of Ordinances which are inconsistent herewith are hereby repealed.

Section 12 – Severability. The provisions of this Ordinance shall be severable, and if any provisions hereof shall be held to be unconstitutional, invalid, or illegal, by any court of competent jurisdiction, such decision shall not affect the validity of any of the remaining provisions of this Ordinance. It is hereby declared as legislative intent that this Ordinance would have been enacted had such unconstitutional, invalid, or illegal provision not been included herein.

Section 13 – Effective Date. This Ordinance shall become effective five (5) days after enactment. Ordained and Enacted this _____ day of _____, 20____, by the Board of Supervisors/Borough Council of _____.

Municipality

By: _____

By: _____

By: _____

Attest:

By: _____, Secretary

Appendix D: Senate Bill 431 - Scenic Highway Litter Enforcement Corridors

CRIMES CODE (18 PA.C.S.) AND VEHICLE CODE (75 PA.C.S.) - OFFENSE OF SCATTERING RUBBISH, DUTY OF DRIVER IN LITTER ENFORCEMENT CORRIDORS, DESIGNATION OF LITTER ENFORCEMENT CORRIDORS AND SPECIFIC POWERS OF DEPARTMENT AND LOCAL AUTHORITIES

Act of Jun. 28, 2018, P.L. 429, No. 62

Cl. 51

Session of 2018
No. 2018-62

SB 431

AN ACT

Amending Titles 18 (Crimes and Offenses) and 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in nuisances, further providing for the offense of scattering rubbish; in rules of the road in general, providing for duty of driver in litter enforcement corridors; and, in powers of department and local authorities, providing for designation of litter enforcement corridors and further providing for specific powers of department and local authorities.

The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows:

Section 1. Section 6501(b)(1) and (2) of Title 18 of the Pennsylvania Consolidated Statutes are amended to read:

§ 6501. Scattering rubbish.

* * *

(b) Penalty.--

(1) A person who violates subsection (a)(1) or (2) is guilty of a summary offense for the first offense and upon conviction thereof shall be sentenced to pay a fine of not less than \$50 nor more than \$300 and be required to pick up litter or illegally dumped trash for not less than five nor more than 30 hours to be completed within six months, or to imprisonment for not more than 90 days, or both.

(2) A person who violates subsection (a)(1) or (2) is guilty of a misdemeanor of the third degree for the second and subsequent offense and upon conviction thereof shall be sentenced to pay a fine of not less than \$300 nor more than \$1,000. The person also may be sentenced to imprisonment or [to performing a community service for a period not to exceed] be required to pick up litter or illegally dumped trash for not less than 30 nor more than 100 hours to be completed within one year.

* * *

Section 2. Title 75 is amended by adding sections to read:

§ 3329. Duty of driver in litter enforcement corridors.

(a) Areas indicated by traffic-control devices.--The driver of a vehicle shall yield the right-of-way to any authorized vehicle or pedestrian actually engaged in work upon a highway within a litter enforcement corridor indicated by official traffic-control devices placed in accordance with department regulations, including advanced warning signs or a vehicle having flashing or revolving yellow lights.

(b) Fines to be doubled.--For any of the following violations, when committed in a litter enforcement corridor designated under section 6105.2 (relating to

designation of litter enforcement corridors), the fine shall be double the usual amount:

Section 3709 (relating to depositing waste and other material on highway, property or waters).

Section 4903 (relating to securing loads in vehicles).

18 Pa.C.S. § 6501 (relating to scattering rubbish).

(c) Fines to be tripled.--If a person is found to be littering or scattering rubbish under 18 Pa.C.S. § 6501 that originated from a commercial business, the fine shall be triple the usual amount.

(d) Notice.--Official traffic control devices shall be appropriately placed to notify motorists that increased penalties apply for littering violations within a litter enforcement corridor.

§ 6105.2. Designation of litter enforcement corridors.

Litter enforcement corridors shall be designated as follows:

(1) The department shall have the power to designate a segment of any State highway.

(2) A political subdivision shall have the ability to petition the department to designate a segment of any State highway that is located within the political subdivision's physical boundaries.

(3) A political subdivision shall have the ability to designate any local road, by authority granted in section 6109 (relating to specific powers of department and local authorities).

(4) All scenic highways, as designated by 74 Pa.C.S. Ch. 83 (relating to scenic highways), shall be deemed litter enforcement corridors.

Section 3. Section 6109(a) of Title 75 is amended by adding a paragraph to read:

§ 6109. Specific powers of department and local authorities.

(a) Enumeration of police powers.--The provisions of this title shall not be deemed to prevent the department on State-designated highways and local authorities on streets or highways within their physical boundaries from the reasonable exercise of their police powers. The following are presumed to be reasonable exercises of police power:

* * *

(24) Designating any local road as a litter enforcement corridor, as described in section 6105.2 (relating to designation of litter enforcement corridors) and enforcing penalties for violations of section 3329 (relating to duty of driver in litter enforcement corridors), provided that the local authority has received written complaints about littering or the scattering of rubbish and demonstrates the need to designate the local road.

Appendix E: Model Resolutions for Local Governments

Sample Municipal Resolution

RESOLUTION No. _____ of 20__

A RESOLUTION OF (MUNICIPALITY NAME) OF SUPPORTING THE PROPOSAL TO DESIGNATE A PORTION OF PENNSYLVANIA ROUTE _____ AS A PENNSYLVANIA BYWAY

WHEREAS, the (Name of Municipality) has nominated a portion of Pennsylvania Route to be designated a Pennsylvania Byway; and

WHEREAS, the purpose of the Pennsylvania Byways Initiative is to support local initiatives to enhance the visual impact of a route; maintain the natural resources and intrinsic qualities along the route; and educate residents and visitors about the history and culture of Pennsylvania; and

WHEREAS, the nominated portion of Pennsylvania Route is recommended to be established as a Byway corridor to display the historical resources of the township, county and region, including churches, cemeteries, museum, general store, century farms, monuments, and historic stone wall; and

WHEREAS, the nominated portion of Pennsylvania Route is blessed with both outstanding scenic views of the Ridge and the recreational resources in that it is adjacent to the Wild & Scenic Delaware River, with six restaurants/cafes/ bars, a farmer's market/bakery, and antique shops and lies between historic Pennsylvania and the National Recreation Area; and

WHEREAS, tourism is now the second largest industry in the state of Pennsylvania and eco-tourism is the fastest growing sector of Pennsylvania tourism (according to the Center for Rural Pennsylvania) and provides excellent economic opportunities for rural Pennsylvania; and

WHEREAS, the establishment of this portion of Pennsylvania Route as a Pennsylvania Byway would not only high-light and feature the historical attributes and recreational resources along the route, but would also make the route eligible for funds to enhance various locations along the route for the education, enjoyment, safety of visitors and residents, as well as encourage the preservation of the township's natural and historical resources for its posterity.

NOW, THEREFORE, BE IT RESOLVED by the Supervisors of the _____, and it is hereby resolved, that the Supervisors support the nomination to designate Pennsylvania Route as a Pennsylvania Byway. Furthermore, Supervisors of said township will uphold and maintain Route as a PA Scenic Byway for perpetuity.

RESOLVED this _____ day of _____, 20__.

ATTEST:

By: _____, Chairman

By: _____, Secretary

By: _____

Sample County Resolution

RESOLUTION No. _____ of 20__

A RESOLUTION OF (COUNTY NAME) OF SUPPORTING THE PROPOSAL TO DESIGNATE A PORTION OF PENNSYLVANIA ROUTE _____ AS A PENNSYLVANIA BYWAY

WHEREAS, the (Name of County) has nominated a portion of Pennsylvania Route to be designated a Pennsylvania Byway; and

WHEREAS, the purpose of the Pennsylvania Byways Initiative is to support local initiatives to enhance the visual impact of a route; maintain the natural resources and qualities along the route; and educate residents and visitors about the history and culture of Pennsylvania; and

WHEREAS, the nominated portion of Pennsylvania Route is recommended to be established as a Byway corridor to display the historical resources of the county and region, including churches, cemeteries, museum, general store, century farms, monuments, and historic stone wall; and

WHEREAS, the nominated portion of Pennsylvania Route is blessed with both outstanding scenic views of the Ridge and the recreational resources in that it is adjacent to the (list attraction areas, for example River, with restaurants/cafes, a farmer's market/bakery, and antique shops and lies between historic Pennsylvania and the National Recreation Area); and

WHEREAS, tourism is now the second largest industry in the state of Pennsylvania and eco-tourism is the fastest growing sector of Pennsylvania tourism (according to the Center for Rural Pennsylvania) and provides excellent economic opportunities for rural Pennsylvania; and

WHEREAS, the establishment of this portion of Pennsylvania Route as a Pennsylvania Byway would not only high-light and feature the historical attributes and recreational resources along the route, but would also make the route eligible for funds to enhance various locations along the route for the education, enjoyment, safety of visitors and residents, as well as encourage the preservation of the _____ County's natural and historical resources for its posterity.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the County of _____, and it is hereby resolved, that the Commissioners support the nomination to designate Pennsylvania Route _____ as a Pennsylvania Byway.

ADOPTED this _____ day of _____, 20__.

ATTEST:

(Insert County Name) Board of Commissioners By:

By: _____, Chairman

By: _____

By: _____

Appendix F: Sample Letters of Support

Sample Letter of Support from a County-designated Convention and Visitor Bureau and/or Destination Marketing Organization

Re: Proposed Route _____ Byway Designation

To Whom It May Concern:

As a County that values local heritage and open space initiatives, [AGENCY NAME] supports wholeheartedly the efforts of this committee in designating [ROUTE] as a Pennsylvania Byway.

The heart of [COUNTY] is in this corridor and the benefit of this designation would greatly enhance tourism while maintaining the area as part of the open space program.

[AGENCY NAME] believes this committee is a major force in maintaining quality of life and environment in [COUNTY] and our support of their efforts will be of an ongoing nature.

If any assistance is needed in seeing this program come to fruition, please let me know and I will work with you in any manner deemed necessary.

Here is hoping for continued success with this program.

Sincerely,

[PRESIDENT/EXECUTIVE DIRECTOR]

Sample Letter of Support from a Regional Planning Agency

Re: Proposed Route _____ Byway Designation

Dear _____,

I am pleased to provide the [REGIONAL PLANNING AGENCY]'s letter of support for the application to designate portions of [ROUTE] as a Pennsylvania Byway under the Pennsylvania Department of Transportation's Pennsylvania Byways Program.

The subject highway is located in [MUNICIPALITIES] in [COUNTY]. As noted in the Townships' respective submission in the consolidated application, [COUNTY] is rich in scenic, cultural, recreational, natural, archeological, and historic values that should be protected from encroachment by billboards, as well as other forms of incompatible signage and development. Also, as part of the application process, the collective applicants have demonstrated the applicability of their existing sign ordinances and zoning provisions to regulate billboards and other signage in their respective jurisdictions.

Furthermore, this byway designation is consistent with the goals and intents of the long-range comprehensive plan for [COUNTY] and with the long-range transportation plan for [REGION].

We commend [COUNTY] for advancing this scenic byways application.

Sincerely,

[EXECUTIVE DIRECTOR]

Sample Letter of Support from a Legislator

Re: Proposed Route _____ Byway Designation

Dear _____,

I am writing this letter to extend my support for a Pennsylvania Byway to be designated along [ROUTE].

The designation of this route will safeguard the scenic, historic, and recreational features that are distinctly characteristic of [COUNTY]. The visual environmental integrity of this route would be maintained and enhanced through the Pennsylvania Byways Program. Also, the establishment of the byway would complement the planning efforts of local municipalities in establishing the corridor's landscape and sheltering the natural features and resources of the area.

I encourage PennDOT to consider the application promptly and to approve the Pennsylvania Byways designation. If additional assistance is desired regarding this or other issues, please do not hesitate to contact my office.

Sincerely,

[LEGISLATOR]

Sample Letter of Support from a Pennsylvania Heritage Area or Conservation Landscape

Re: Letter of Support for Pennsylvania Byways Designation - [ROUTE]

Dear _____,

It is with great pleasure that the [HERITAGE AREA/CONSERVATION LANDSCAPE] expresses its support for the efforts of the [SPONSOR] as they submit [ROUTE] for consideration as a Pennsylvania Byway. The [HERITAGE AREA/CONSERVATION LANDSCAPE] has been working with the [SPONSOR] and other community leaders in advancing this effort.

The proposed byway is located in [MUNICIPALITY] in [COUNTY]. The area served by the corridor is rich in scenic, cultural, recreational, natural, archeological, and historic features that should be protected from encroachment by billboards, as well as other forms of incompatible signage and development. As part of the application process, the applicant has demonstrated the applicability of their existing sign ordinances and zoning provisions to regulate billboards and other signage within their jurisdiction.

Furthermore, the proposed byway designation advances the goals and intent of the [HERITAGE AREA/CONSERVATION LANDSCAPE] goals, which includes [GOAL/PURPOSE]. We commend [SPONSOR] for advancing this Pennsylvania Byways application and look forward to working together on preserving the intrinsic qualities along the byway for many years to come.

Sincerely,

[EXECUTIVE DIRECTOR/PROGRAM COORDINATOR/BOARD PRESIDENT]

Sample Letter of Support Where PennDOT is Not Owner of the Road

Re: Proposed Route _____ Byway Designation

Dear PennDOT:

The Department of Conservation and Natural Resources supports the proposal from [COUNTY] to the Pennsylvania Department of Transportation to designate [ROUTE] as a Pennsylvania Byway.

To comply with PennDOT requirements that any road proposed as a Pennsylvania Byway that is not owned by PennDOT first be designated as a scenic byway by the agency that owns the road, the Department of Conservation and Natural Resources hereby designates [ROUTE] as a Scenic Byway and requests that the Pennsylvania Department of Transportation designate this route as a Pennsylvania Byway.

Sincerely,

[DCNR Secretary]

Appendix G: Pennsylvania Byways Interest Form Worksheet

Section A.

- 1) I am interested in pursuing a Pennsylvania Byways designation for the following road: List Road Name(s):
- 2) Please list the county(s) that the proposed byway will bisect:
- 3) Please indicate if the road is locally owned or state-owned and provide the applicable local and/or state route numbers:
- 4) What is the length (in miles) of the proposed byway?
- 5) Provide the route(s), road name(s), and State Route(s) on which the byway is traveled from beginning terminus to ending terminus:
- 6) Circle the route's most primary quality: Scenic Historic Cultural Recreational Archeological Natural

This serves as a worksheet copy only.

This outlines the requirements needed to complete the interest form. An electronic interest form must be completed and submitted at www.dot.state.pa.us. Click on Other Links, Transportation Planning, Byways, PA Byways Interest Form.

Section B.

- 7) Please list your contact information here (organization that you represent, name, full address, phone, fax, and email):
- 8) Provide Governmental contact information (governmental entity, contact name, full address, phone, fax, and email):

The governmental contact is who will be nominating the byway as one of the requirements on the byway application.

Section C.

- 9) Additional interest for this designation has been expressed by the following (provide names and organizations):
- 10) Please list each county and its municipalities that the byway will be in:
- 11) Please list each county and municipality aware of your interest in pursuing a byway designation and the contact information (title, name, address, phone, fax, email) for the person that has been contacted: To the best of your knowledge, indicate if future byways funding will be sought for byways projects?
Yes No (Note: Match funds are required - 80% Federal to 20% Local)
If yes, what are they? Please select from the eligible activities below:
 - Corridor Management Plan
 - Safety Improvements
 - Byway Facilities
 - Access to Recreation
 - Resource Protection
 - Interpretive Information
 - Marketing
- 12) Is there anticipated opposition to the designation? Yes No If yes, please explain:
- 13) What is the anticipated timeframe for the designation? (Month/Year)
- 14) The following assistance is requested:

Appendix H: Pennsylvania Byways Application Worksheet

Byway initiated by:

Application or Legislative Act Number:

A. Nominated By (Applicant - Governmental Entity):

Governmental Contact Person:

Address of Governmental Contact Person:

Telephone:

Fax:

Email:

B. Byway Leader/Contact Information Organization:

Contact Person:

Address:

Telephone:

Fax:

Email:

C. Name of Road:

Location of Road:

Beginning Terminus:

Ending Terminus:

Actual Length:

Name of Proposed Byway:

D. Circle the quality(ies) associated with the proposed Byway:

Scenic Historic Cultural Recreational Archaeological Natural

E. List resources along the Byway route that support the quality(ies) circled above. (Attach separate sheets)

F. List additional resources along the Byway corridor. (Attach separate sheets)

G. Identify the Byway corridor boundaries, on a county map, and the location of the required qualities.
(Attach map as a separate document)

H. Provide a strategy for maintaining and enhancing the qualities for which the Byway will be designated.
(Attach separate sheets)

I. Explain how the proposed Byway complements other regional economic and community development strategies or long-range plans and how it relates to the county(ies) comprehensive plans. (Attach separate sheets)

J. Attach resolutions of support from each municipality and county along the proposed Byway. Resolutions shall include a statement indicating the municipality's intent to uphold the designation and maintain its qualities.

This serves as a worksheet copy only.

This outlines the requirements needed to complete the application. An electronic interest form must be completed and submitted at www.dot.state.pa.us. Click on Other Links, Transportation Planning, Byways, Application-Electronic. The applicant must provide key information from each county/municipality that the byway passes through for Sections E-M.

K. Attach letters of support from applicable Metropolitan Planning Organizations and/or Rural Planning Organizations and County-designated Convention and Visitor Bureau (CVB) and/or Destination Marketing that the Byway travels through.

L. Attach letters of support from members of the PA Legislative districts whose districts are bisected by the proposed Byway.

M. If the Byway is on the Interstate System, Federal-Aid Primary (FAP), or National Highway System (NHS): Attach an ordinance or ordinances for each municipality demonstrating how the erection of new signs, displays, or devices will be prohibited on the Byway in conformance with 23 U.S. Code §131(s). If using an existing ordinance, attach a resolution reflecting consent to enforce the prohibition set forth above and not to revise the ordinance without the prior written approval of the Department. Failure to do so may result in revocation of the designation. (A copy of a model ordinance and other Byways material are available at www.dot.state.pa.us. Select More Links, Select Transportation Planning, then Byways.) If you are unsure if the Byway is on any of the designated systems, or to request a copy of a model ordinance, or for clarification regarding any requirement, contact PennDOT at 717-787-0782.

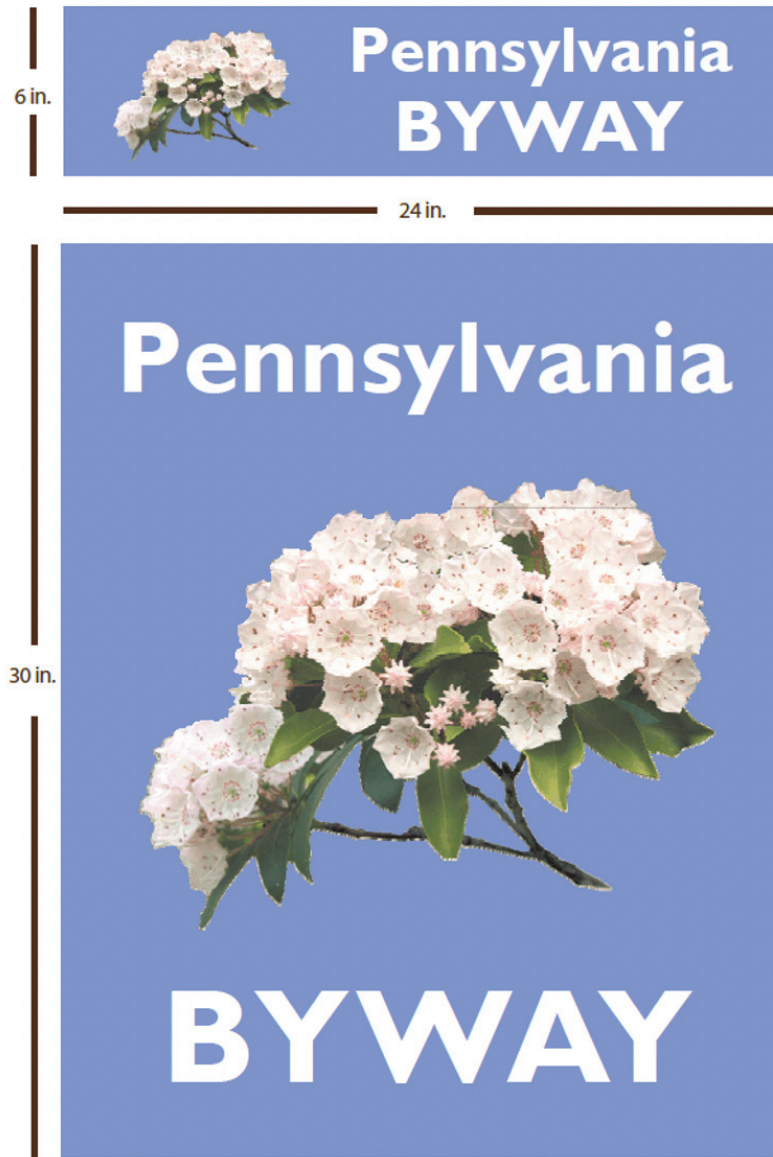
On behalf on the municipality(ies), the applicant certifies that this application, information and documentation therein or required by the Department is accurate pursuant to 18 Pa. C. S. §4904, relating to false swearing to authorities.

(Nominating Agency) By:

Title: Date:

Appendix I: Models of Pennsylvania Byways Signs

PA Byway signs are available in two sizes, 24 by 30 inches and 24 by 6 inches. If interested in having signs installed, the applicant should make a request to PennDOT. PennDOT will coordinate with the District Byways Coordinator and the District Traffic Unit. The signs are confirmation signs, not directional signs or wayfinding signs, and should be used as minimally as possible.



Appendix J: Maintenance Checklist and Designation Review Process

A proposed maintenance checklist and designation review process for byway sponsors participating in the Pennsylvania Byways Program will be developed by PennDOT to monitor progress and ensure regular coordination between the byway sponsor and other key stakeholders.

During these reporting periods PennDOT will be able to ascertain if the byway designation remains pertinent and applicable (and whether de-designation may be appropriate).

The institution of a maintenance checklist will accomplish several objectives:

- Provide a status report on the conditions identified in the CMP
- Report on progress toward accomplishing goals
- Provide an update on the implementation strategies and work plan developed as part of the CMP
- Report on any other byway activities.

The maintenance checklist will address the following topics:

Existing Conditions within the Byway Corridor – The review will include an overview of the corridor’s properties and intrinsic resources, including any changes that have taken place since the corridor was originally designated. This section will also include a discussion on goals that have been met and/or projects that have been initiated or completed since designation. The overview will also describe changes that have taken place along the corridor and how developing issues should be addressed by updates to the CMP.

Strategic Directions – The review will also include an update on accomplishments. Which goals and strategies from the CMP have been the most effective? The checklist also includes a discussion as to certain strategies that may not presently be feasible or attainable.

Public Participation – The review will include an overview on any public meetings that were held over the period involving the byway. As part of this, this section will include any issues or concerns that were raised as part of these public events.

Maintenance Issues/Concerns - The report will include a summary of any maintenance coordination issues between the byway, PennDOT District, or municipality, as applicable.

Performance Measurement – As planning has placed a greater emphasis on performance, the review will include an overview of both “system performance” (system-related concerns) and “progress indicators” (i.e., implementation status). These could include measures dealing with economic and financial impacts, including total number of visitors, etc.

Outstanding Issues – The review will also include a summary of any matters that may need to be addressed by PennDOT’s Deputy Secretary for Planning or through a collaborative approach involving multiple state agencies.

Appendix K: Planning Partner Contacts

METROPOLITAN PLANNING ORGANIZATION (MPO) CONTACTS				
<i>Director / Address</i>	<i>Phone / Fax Number / Email Address/Website</i>	<i>Affiliation Planning Commission / MPO-RPO</i>	<i>Contact Phone / Email</i>	<i>District Affiliation</i>
Ms. Sherri Clayton Executive Director Adams County Office of Planning and Development 670 Old Harrisburg Road, Suite 100 Gettysburg, PA 17325	717.337.9824 717.334.0786 (fax) sclayton@adamscounty.us www.adamscounty.us	Adams County Office of Planning and Development Adams County Transportation Planning Organization (ACTPO)	Mr. Andy Merkel, AICP Senior Planner 717.337.9824 amerkel@adamscounty.us Laura Neiderer, Comprehensive Planner 717.337.9824 Ext. 3009 Lneiderer@adamscounty.us	8-0
Mr. David N. Hunter, Sr., AICP Executive Director Berks County Planning Commission Services Center 633 Court Street, 14 th Floor Reading, PA 19601	610.478.6300 Ext. 6303 610.478.6316 (fax) dhunter@countyofberks.com www.co.berks.pa.us	Berks County Planning Commission Reading Area Transportation Study (RATS) Reading MPO	Mr. Alan Piper Transportation Planner 610.478.6300 Ext. 6313 apiper@countyofberks.com	5-0
Mr. David W. McFarland, III Director Blair County Planning Commission 423 Allegheny Street, Suite 046 Hollidaysburg, PA 16648	814.693.2080 Ext. 3 814.696.3490 (fax) dmcfarland@blairplanning.org www.blairplanning.org	Blair County Planning Commission Altoona Metropolitan Statistical Area (MSA) Altoona MPO	Mr. Wesley L. Burket, AICP Transportation Planner 814.693.2080 Ext. 2 wburket@blairplanning.org	9-0
Mr. Ethan Imhoff, AICP Executive Director Cambria County Planning Commission 401 Candlelight Drive, Suite 215 Ebensburg, PA 15931	814.472.2107 814.472.4233 (fax) Eimhoff@co.cambria.pa.us www.cambriaplanning.org	Cambria County Planning Commission Johnstown Area Transportation Study (JATS) Johnstown MPO	Mr. Chris Allison Transportation Planner 814.472.2108 callison@co.cambria.pa.us	9-0
Mr. James J. May, AICP Planning Director Centre Regional Planning Agency 2643 Gateway Drive State College, PA 16801	814.231.3050 814.231.3083 (fax) jmay@crcog.net www.crcog.net	Centre Regional Planning Agency Centre County MPO	Mr. Tom Zilla, AICP Principal Transportation Planner 814.231.3050 tzilla@crcog.net	2-0
Mr. Barry Seymour Executive Director Delaware Valley Regional Planning Commission 190 N. Independence Mall West, 8 th Floor Philadelphia, PA 19106-1520	215.592.1800 215.592.9125 (fax) bseymour@dvrpc.org www.dvrpc.org	Delaware Valley Regional Planning Commission (DVRPC) DVRPC MPO	Mr. John Ward Deputy Executive Director 215.238.2899 jward@dvrpc.org Ms. Elizabeth Schoonmaker Associate Director, Transportation Office of Capital Programming 215.238.2938 eschoonmaker@dvrpc.org	6-0

METROPOLITAN PLANNING ORGANIZATION (MPO) CONTACTS

<i>Director / Address</i>	<i>Phone / Fax Number / Email Address</i>	<i>Affiliation Planning Commission / MPO-RPO</i>	<i>Contact Phone / Email</i>	<i>District Affiliation</i>
Ms. Honey Stempka Director Erie County Department of Planning and Community Development Erie County Courthouse 150 East Front Street, Suite 300 Erie, PA 16507	814.451.7328 814.451.7000 (fax) hstempka@eriecountypa.gov www.eriecountygov.org	Erie County Department of Planning and Community Development Erie MPO	Ms. Emily Aloiz Transportation Planner 814.451.7325 eaoloiz@eriecountypa.gov	1-0
Mr. Steven J. Thomas, AICP Director Franklin County Planning Commission 272 North Second Street Chambersburg, PA 17201	717.261.3855 717.264.8667 (fax) sjthomas@franklincountypa.gov www.franklincountypa.gov	Franklin County Planning Commission Franklin County MPO	Ms. Kenana Korkutovic Transportation Planner 717.261.3855 kkorkutovic@franklincountypa.gov	8-0
Ms. Brenda Sacco Director, Acting Lackawanna County Department of Planning and Economic Development 135 Jefferson Avenue 2 nd Floor Scranton, PA 18503	570.963.6830 570.963.7596 (fax) saccob@lackawannacounty.org www.lltsmpo.com	Lackawanna County Planning Commission Lackawanna/Luzerne Transportation Study Scranton/Wilkes-Barre MPO	Mr. Steve Pitoniak Transportation Planner 570.963.6826 pitoniaks@lackawannacounty.org	4-0
Mr. Scott Standish Executive Director Lancaster County Planning Commission 150 North Queen Street, Suite 320 Lancaster, PA 17603	717.299.8333 717.295.3659 (fax) standish@co.lancaster.pa.us www.lancastercountyplanning.org	Lancaster County Planning Commission Lancaster County Transportation Coordinating Committee (LCTCC) Lancaster MPO	Mr. Robert Bini, AICP Director for Transportation Planning 717.299.8333 rbini@co.lancaster.pa.us	8-0
Ms. Julie L. Cheyney Executive Director Lebanon County Planning Department Municipal Building 400 South 8 th Street, Room 206 Lebanon, PA 17042-6794	717.228.4444 717.228.4453 (fax) jcheyney@lebcnty.org www.lebcounty.org	Lebanon County Planning Department Lebanon MPO	Mr. Jonathan Fitzkee Transportation Planner 717.228.4444, ext. 2325 jfitzkee@lebcnty.org Mr. Song Kim Transportation Planner 717.228.4444 ext. 2327 skim@lebcnty.org	8-0

METROPOLITAN PLANNING ORGANIZATION (MPO) CONTACTS

<i>Director / Address</i>	<i>Phone / Fax Number / Email Address</i>	<i>Affiliation Planning Commission / MPO-RPO</i>	<i>Contact Phone / Email</i>	<i>District Affiliation</i>
Ms. Becky A Bradley, AICP Executive Director Lehigh Valley Planning Commission 961 Marcon Boulevard, Suite 310 Allentown, PA 18109	610.264.4544 610.264.2616 (fax) bbradley@lvpc.org www.lvpc.org	Lehigh Valley Planning Commission Lehigh Valley Transportation Study Lehigh Valley MPO	Ms. Tracy Oscavich Director of Development 610.264.4544 toscavich@lvpc.org Michael Hanes Senior Transportation Planner 610.264.4544 mhanes@lvpc.org	5-0
Mr. Matthew Jones, AICP Executive Director Luzerne County Department of Planning & Zoning 20 N. Pennsylvania Ave., Suite 208 Wilkes-Barre, PA 18701	570.825.1560 570.825.6362 (fax) Matthew.Jones@luzernecounty.org www.luzernecounty.org	Luzerne County Planning Commission Lackawanna/Luzerne Transportation Study Scranton/Wilkes-Barre MPO	Mr. Matthew C. Jones, AICP Transportation Planner 443.350.4779 cell jonesmat@lackawannacounty.org	4-0
Ms. Shannon Rossman Executive Director Lycoming County Planning Commission 48 West Third Street, 4 th Floor Williamsport, PA 17701	570.320.2132 570.320.2135 (fax) rossman@lyco.org www.lyco.org	Lycoming County Planning Commission Williamsport Area Transportation Study (WATS) Williamsport MPO	Mr. Scott Williams Transportation Planning Manager 570.320.2138 swilliams@lyco.org	3-0
Mr. Daniel Gracenin Executive Director Mercer County Regional Planning Commission 2491 Highland Road Hermitage, PA 16148	724.981.2412 Ext. 3202 724.981.7677 (fax) dgracenin@mcrpc.com www.mcrpc.com	Mercer County Regional Planning Commission Shenango Valley Transportation Study Shenango Valley MPO	Mr. Matthew Stewart Senior Planner 724.981.2412 Ext. 3206 mstewart@mcrpc.com	1-0
Mr. Jeffrey K. Box President/CEO Northeastern Pennsylvania Alliance 1151 Oak Street Pittston, PA 18640	570.655.5581 Ext. 222 570.654.5137 (fax) jbox@nepa-alliance.org www.nepa-alliance.org	Northeastern Pennsylvania Alliance (NEPA) NEPA MPO	Mr. Alan Baranski, AICP Vice President Government Services 570.655.5581 Ext. 256 abaranski@nepa-alliance.org Ms. Kate McMahon, AICP Transportation Services Manager 570.655.5581 Ext. 249 kmcmahon@nepa-alliance.org	

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<i>Director / Address</i>	<i>Phone / Fax Number / Email Address</i>	<i>Affiliation Planning Commission / MPO-RPO</i>	<i>Contact Phone / Email</i>	<i>District Affiliation</i>
Mr. J. Michael Fisher Assistant Executive Director SEDA-COG 201 Furnace Road Lewisburg, PA 17837	570.524.4491 570.847.9505 C 570.524.9190 (fax) mfisher@seda-cog.org www.seda-cog.org	SEDA Council of Governments SEDA-COG MPO	Mr. Jim Saylor, P.E. Transportation Planning Program Director 570.524.4491 jsaylor@seda-cog.org	2-0 3-0
Mr. Vincent Valdes Executive Director Southwestern Pennsylvania Commission Two Chatham Center, Suite 500 112 Washington Place Pittsburgh, PA 15219	412.391.5591 412.391.9160 (fax) vvaldes@spcregion.org www.spcregion.org	Southwestern Pennsylvania Commission SPC MPO	Mr. Andy Waple, AICP Director of Transportation Planning 412.391.5590 Ext. 310 awaple@spcregion.org Mr. Ryan Gordon Transportation Program Development Manager 412.391.5590 Ext. 333 rgordon@spcregion.org	10-0 11-0 12-0
Mr. Steve Deck, AICP Executive Director Tri-County Regional Planning Commission Dauphin County Veterans Memorial Building 112 Market Street, 2nd Floor Harrisburg, PA 17101	717.234.2639 717.234.4058 (fax) sdeck@tcrpc-pa.org http://www.tcrpc-pa.org	Tri-County Regional Planning Commission Harrisburg Area Transportation Study (HATS) Harrisburg MPO9	Ms. Diane Myers-Krug Associate Director 717.234.2639 dkrug@tcrpc-pa.org Andrew Bomberger, AICP Transportation Planning Coordinator 717.234.2639 abomberger@tcrpc-pa.org	8-0
Ms. Felicia S. Dell Director of Planning York County Planning Commission 28 East Market Street, 3 rd Floor York, PA 17401	717.771.9870 717.771.9511 (fax) fdell@ycpc.org www.ycpc.org	York County Planning Commission York Area MPO (YAMPO)	Mr. Will Clark, III, AICP Chief of Transportation Planning 717.771.9870 x 1727 wclark@ycpc.org	8-0

RURAL PLANNING ORGANIZATIONS (RPO) CONTACTS

<i>Director / Address</i>	<i>Phone / Fax Number / Email Address</i>	<i>Affiliation Planning Commission / MPO-RPO</i>	<i>Contact Phone / Email</i>	<i>District Affiliation</i>
Mr. Jim Chorney Executive Director North Central Pennsylvania Regional Planning and Development Commission 49 Ridgmont Drive Ridgway, PA 15853	814.773.3162 814.772.7045 (fax) jchorney@ncentral.com www.ncentral.com	North Central Pennsylvania Regional Planning and Development Commission North Central RPO	Ms. Amy Kessler Director of Community Development and Regional Planning 814.773.3162 amy@ncentral.com Mr. Robert (Bert) Lahrman Transportation Planning Coordinator 814.773.3162 blahrman@ncentral.com	2-0 10-0
Mr. Kevin D. Abrams Executive Director Northern Tier Regional Planning and Development Commission 312 Main Street Towanda, PA 18848	570.265.9103 570.265.7585 (fax) abrams@northerntier.org www.northerntier.org	Northern Tier Regional Planning and Development Commission Northern Tier RPO	Mr. Brian Baker Transportation Planner 570.265.9103 baker@northerntier.org	3-0 4-0
Ms. Jill Foys Executive Director Northwest Pennsylvania Regional Planning and Development Commission 395 Seneca Street Oil City, PA 16301	814.677.4800 Ext. 116 814.677.7663 (fax) jillf@northwestpa.org www.northwestpa.org	Northwest Pennsylvania Regional Planning and Development Commission Northwest RPO	Mr. Travis Siegel Manager of Regional Planning 814.677.4800. ext. 123 traviss@nwcommission.org	1-0 10-0
Mr. Steven K. Howsare Executive Director Southern Alleghenies Planning and Development Commission 3 Sheraton Drive Altoona, PA 16601-9343	814.949.6513 814.949.6505 (fax) showsare@sapdc.org www.sapdc.org	Southern Alleghenies Planning and Development Commission Southern Alleghenies RPO	Mr. Brandon Peters Transportation Program Manager 814.949.6543 bpeters@sapdc.org Mr. Brandon Carson Planning and Community Development Division Assistant Director 814.949.6506 bcarson@sapdc.org	9-0

INDEPENDENT COUNTY PLANNING ORGANIZATIONS

<i>Director / Address</i>	<i>Phone / Fax Number / Email Address</i>	<i>Affiliation Planning Commission / MPO-RPO</i>	<i>Contact Phone / Email</i>	<i>District Affiliation</i>
Mr. Craig Rickard Director Wayne County Department of Planning/GIS 925 Court Street Honesdale, PA 18431	570.253.5970 Ext. 4060 570.253.5432 (fax) crickard@co.wayne.pa.us www.waynecountypa.gov	Wayne County Department of Planning/GIS	Mr. Christopher Barrett Senior Planner/GIS Specialist II 570.253.5970 Ext. 4060 cbarrett@co.wayne.pa.us	4-0

PENNDOT ENGINEERING DISTRICT CONTACTS

<i>District Executive / Address</i>	<i>Phone / Fax Number / Email Address</i>	<i>Planning and Program Manager</i>	<i>Phone / Fax Number / Email Address</i>	<i>Engineering District</i>
Mr. Brian A. McNulty, P.E., District Executive Engineering District 1-0 P.O. Box 398 255 Elm Street Oil City, PA 16301	814.678.7015 814.678.7010 (fax) bmcnulty@pa.gov	Ms. Courtney Lyle 814-678-7046	814.678.7035 814.678.7030 (fax) clyle@pa.gov	1-0
Mr. Thomas J. Zurat, Jr., P.E., District Executive Engineering District 2-0 P.O. Box 342 70 PennDOT Drive Clearfield, PA 16830	814.765.0410 814.765.0424 (fax) tzurat@pa.gov	Ms. Vickie Rusnak	814.765.0441 814.765.0563 (fax) virusnak@pa.gov	2-0
Ms. Sandra Tosca, P.E., District Executive Engineering District 3-0 P.O. Box 218 715 Jordan Avenue Montoursville, PA 17754-0218	570.368.4200 570.368.4321 (fax) stosca@pa.gov	Mr. Christopher D. King	570.368.4222 570.368.4321 (fax) chriking@pa.gov	3-0
Mr. Richard Roman, P.E., District Executive Engineering District 4-0 55 Keystone Industrial Park Dunmore, PA 18512	570.963.4010 570.614.2957 (fax) riroman@pa.gov	Ms. Marie Bishop	570.963.3134 570.963.4949 (fax) mabishop@pa.gov	4-0
Mr. Christopher Kufo, P.E., Acting District Executive Engineering District 5-0 1002 Hamilton Street Allentown, PA 18101	610.871.4533 610.871.4123 (fax) ckufro@pa.gov	Ms. Amanda Leindecker	610.871.4552 610.871.4124 (fax) aleindecke@pa.gov	5-0
Mr. Michael W. Rebert, P.E., Acting District Executive Engineering District 6-0 7000 Geerdes Boulevard King of Prussia, PA 19406-1525	610.871.4110 610.205.6898 (fax) mrebert@pa.gov	Ms. Linda Guarini	610.205.6950 610.205.6914 (fax) lguarini@pa.gov	6-0
Mr. Christopher A. Drda, P.E., Acting District Engineer Engineering District 8-0 2140 Herr Street Harrisburg, PA 17103-1699	717.772.0778 717.787.6662 (fax) cdrda@pa.gov	Mr. Nathan Walker	717.783.0166 717.705.5493 (fax) natwalker@pa.gov	8-0
Mr. Thomas A. Prestash, P.E., District Executive Engineering District 9-0 1620 North Juniata Street Hollidaysburg, PA 16648	814.696.7100 814.696.7103 (fax) tprestash@pa.gov	Mr. David Lybarger	814.696.7178 814.696.7149 (fax) dlybarger@pa.gov	9-0

PENNDOT ENGINEERING DISTRICT CONTACTS

<i>District Executive / Address</i>	<i>Phone / Fax Number / Email Address</i>	<i>Planning and Program Manager</i>	<i>Phone / Fax Number / Email Address</i>	<i>Engineering District</i>
Mr. Brian N. Allen, P.E., District Executive Engineering District 10-0 P.O. Box 429 2550 Oakland Avenue Indiana, PA 15701	724.357.2806 724.357.2077 (fax) briallen@pa.gov	Mr. Harold Swan	724.357.2082 724.357.1905 (fax) lswan@pa.gov	10-0
Ms. Cheryl Moon-Sirianni, P.E., District Executive Engineering District 11-0 45 Thoms Run Road Bridgeville, PA 15017	412.429.5001 412.429.2857 (fax) csirianni@pa.gov	Mr. Robert Miskanic	412.429.4822 412.429.5069 (fax) rmiskanic@pa.gov	11-0
Mr. William L. Kovach, P.E., District Executive Engineering District 12-0 P.O. Box 459 825 North Gallatin Avenue Uniontown, PA 15401-2105	724.439.7340 724.439.7381 (fax) wkovach@pa.gov	Ms. Angela Saunders	724.439.1891 724.439.7381(fax) ansaunders@pa.gov	12-0

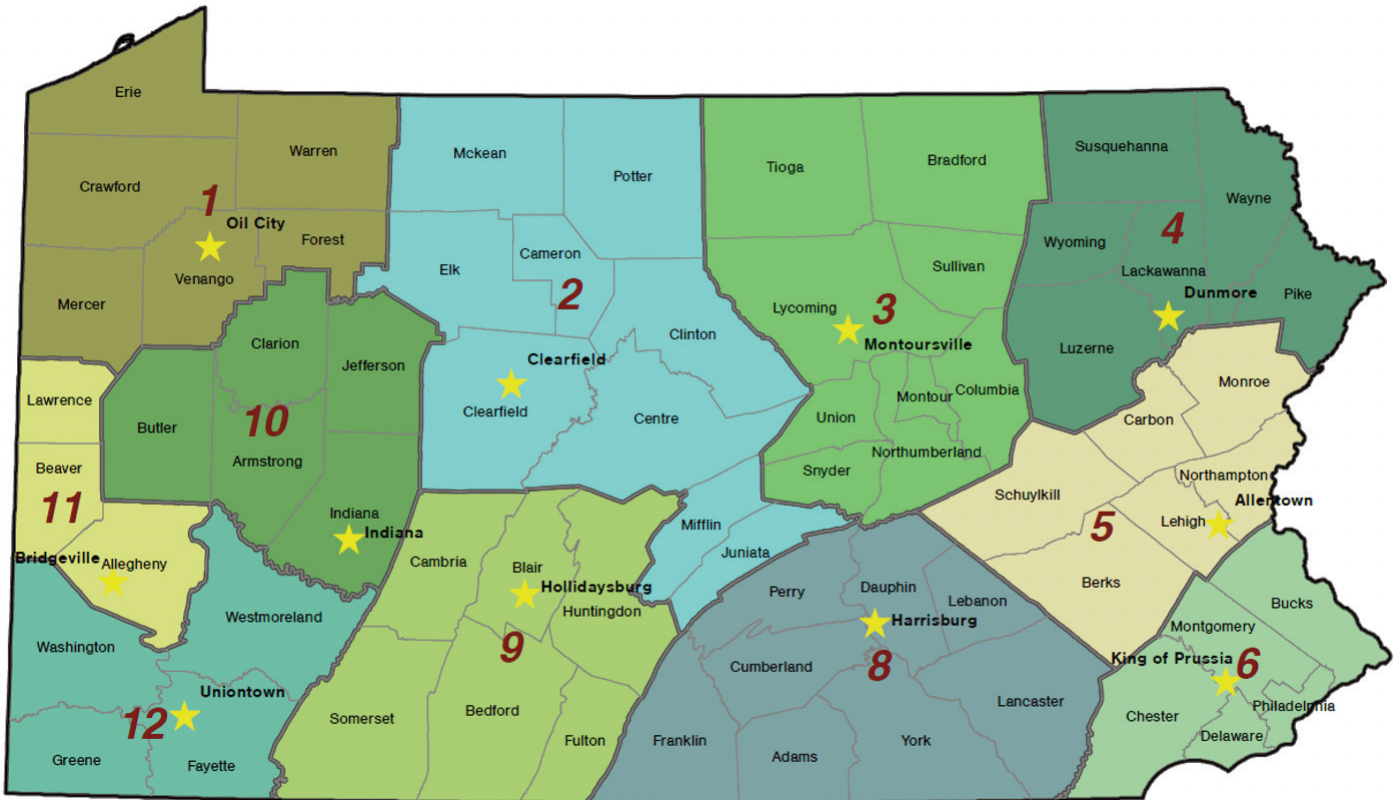
STATE TRANSPORTATION COMMISSION (STC)

www.talkpatransportation.com

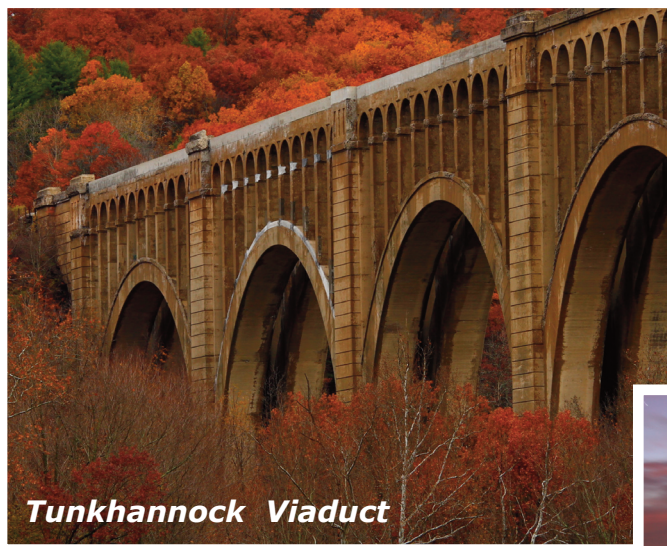
For information about the Commission please visit the website above.

Please report any directory changes to Karen Heath at 717.787.2913 or kheath@pa.gov.

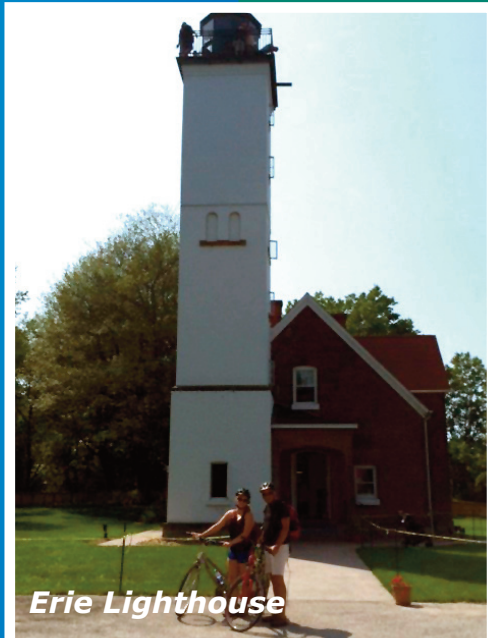
Appendix L: PennDOT District Byways Coordinators



PENNDOT DISTRICT	DISTRICT BYWAY COORDINATOR	CONTACT INFORMATION
1-0	Lyndsie DeVito	255 Elm Street, Oil City, PA 16301 814-678-7174 ldevito@pa.gov
2-0	Mark Schultz (Acting)	70 PennDOT Drive, Clearfield, PA 16830 814-765-0443 Markschult@pa.gov
3-0	Justin Batiuk	715 Jordan Avenue, Montoursville, PA 17754 570-368-4225 Jubatiuk@pa.gov
4-0	April Hannon	55 Keystone Industrial Park, Dunmore, PA 18512 570-963-4076 Ahannon@pa.gov
5-0	Mahendra Patel	1002 Hamilton Street, Allentown, PA 18101 610-871-4566 Mahepatel@pa.gov
6-0	Linda Guarini	7000 Geerdes Boulevard, King of Prussia, PA 19406 610-205-6950 Lguarino@pa.gov
8-0	Michelle Tarquino	2140 Herr Street, Harrisburg, PA 17103 717-783-5007 Mtarquino@pa.gov
9-0	Anne Stich	1620 North Juniata Street, Hollidaysburg, PA 16648 814-696-6847 Astich@pa.gov
10-0	James Vaular	2550 Oakland Avenue, Indiana, PA 15701 724-357-2505 Jvaular@pa.gov
11-0	Mark Young	45 Thoms Run Road, Bridgeville, PA 15017 412-429-4858 Markyoung@pa.gov
12-0	David Parker	825 North Gallatin Avenue, Uniontown, PA 15401 724-439-7157 Dajparke@pa.gov



Tunkhannock Viaduct



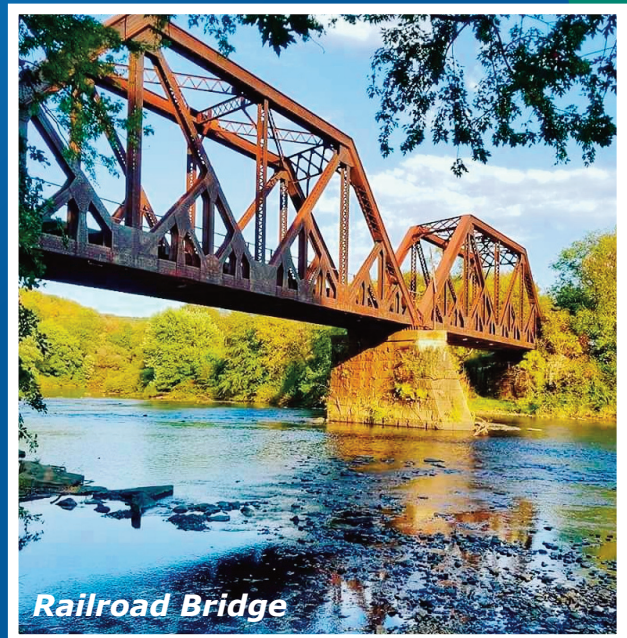
Erie Lighthouse



PA Monument at Gettysburg



Endless Mountains



Railroad Bridge