



ALONG BUCKTAIL TRAIL - PA 120



BRANDYWINE RIVER MUSEUM,
BRANDYWINE VALLEY



VINEYARD, SEAWAY TRAIL

PENNSYLVANIA BYWAYS GUIDANCE MANUAL



FALL FOLIAGE, LAUREL HIGHLANDS



ELK,
BUCKTAIL TRAIL - PA 120

Commonwealth of Pennsylvania
Edward G. Rendell, Governor

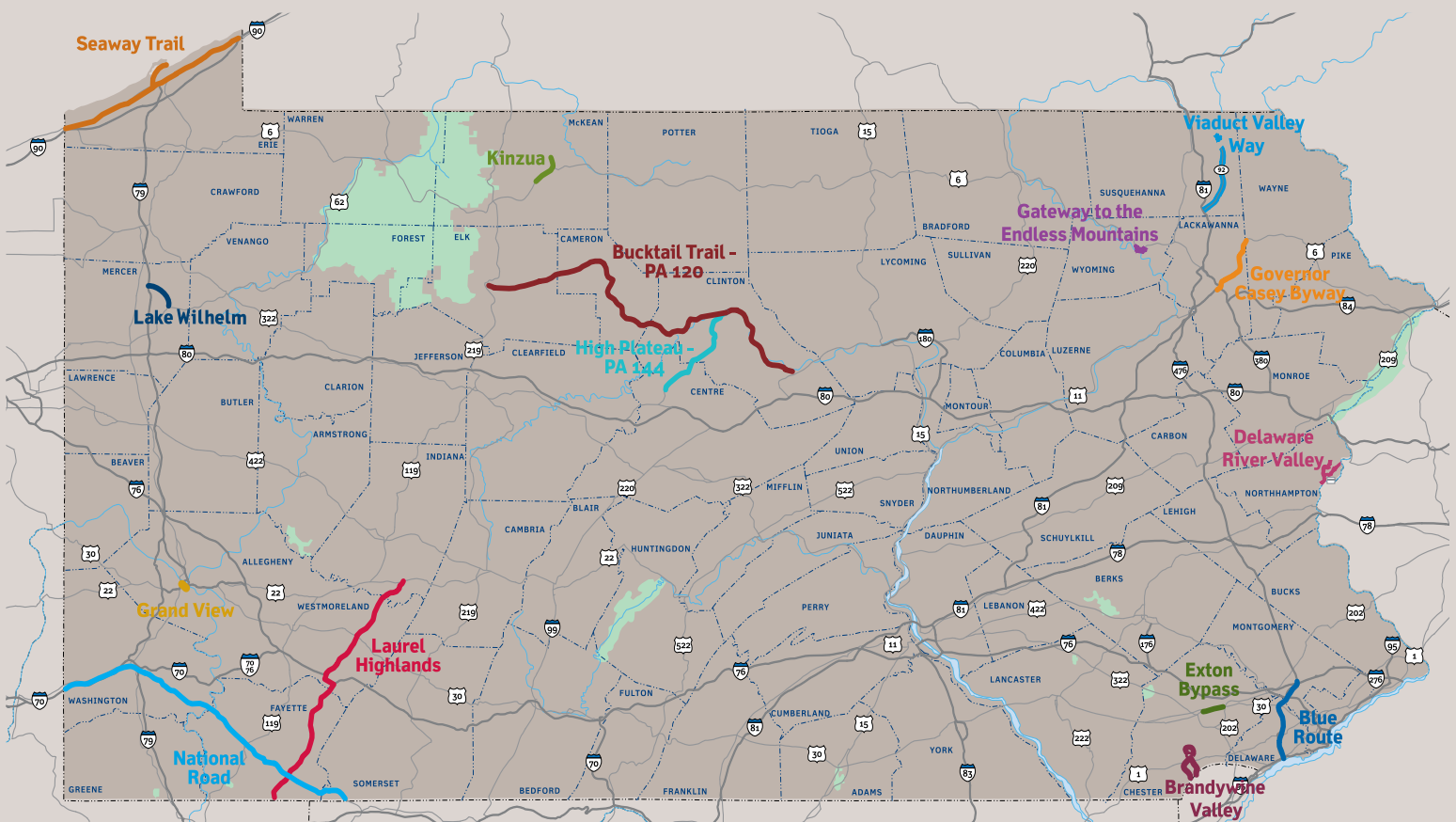
Department of Transportation
Allen D. Biehler, P.E., Secretary

This program manual describes the PA Byways Program and how communities can participate. It also generally describes the nomination process as it relates to the National Scenic Byways Program. At the end is a set of appendices of further information, including a glossary, copies of authorizing legislation, a comparison of state and federal byways programs, samples of relevant forms for communities applying for designation and a list of useful contacts.

Pennsylvania is beautiful and diverse, inspiring the pride of its residents and attracting visitors from near and far to explore its cities, towns, villages, and countryside. To visit Pennsylvania, most tourists travel its roadways. These highways and byways connect the natural environment with the man-made environment—and along the way, they connect us to our historical, natural, and cultural roots.

A byway is often the road less traveled, sought by those in search of tranquility in today's hectic, pressure-driven society. See a historic site, observe nature's wonders, behold spectacular scenery, or enjoy a variety of recreational pursuits. This, and more, is a byway.

IS THERE A BYWAY NEAR YOU ?



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INTRODUCTION

MISSION STATEMENT

Our mission 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 impacts, to educate residents and visitors, to promote tourism and to enhance economic development potential throughout the Commonwealth.

OVERVIEW

What is a Pennsylvania Byway?

In 2001, recognizing that Pennsylvania resources are unique and worthy of preservation and promotion, the Pennsylvania Department of Transportation (PennDOT) initiated the PA Byways Program—a *local* grassroots program.

PennDOT designates Pennsylvania Byways at the request of the *local* communities seeking to highlight cultural, historical, recreational, archaeological, scenic, and 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 more than purely scenic qualities.

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, and
- promote tourism and enhance economic development potential on designated Pennsylvania Byways.

National Scenic Byways Program (NSBP)

In 1991, under the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the U.S. Congress authorized The National Scenic Byways Program (NSBP), a local grassroots program designed to help states and communities recognize, preserve, and enhance the intrinsic qualities of unique roadway corridors throughout the United States. To date, the

U.S. Secretary of Transportation has recognized 126 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 appeal, 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.



LACKAWANNA COAL MINE, GOVERNOR CASEY BYWAY

FY92 -FY95 Interim Scenic Byways Program

Pennsylvania receives approximately \$3.2 million for projects including:

- Signs and paved shoulders for bicycle travel along the Seaway Trail in Erie from the Ohio border to the New York border.
- Pull-off area and vista enhancements in the Allegheny National Forest.
- Pull-off area and interpretive signage along an Allegheny Ridge Heritage Route.
- Traveler's kiosk at the I-78 Welcome Center.
- State Scenic Byways Study.



PENNSYLVANIA BYWAY PROGRAM INITIATIVES: TIMELINE

	1991	
<ul style="list-style-type: none"> The U.S. Congress created and authorized the National Scenic Byways Program. It had been convinced that such a program would be an important step toward carrying out the National Transportation Policy. Also, inherent to this is the recognition that the NSBP would have significant impacts on tourism and economic development. 		<ul style="list-style-type: none"> ISTEA (1991-1998) TEA-21 (1998-2005) SAFETEA-LU (2005 -)
	1993	
	1996	<ul style="list-style-type: none"> National Scenic Byways Program (NSBP) is adopted. FHWA issues program guidelines stating that states wishing to participate in the Byways Program must prohibit new off-site advertising along designated state or national byways that are on the National Highway System (NHS) or Federal Aid Primary System (FAPS). The Blue Route (I-476) in Delaware and Montgomery Counties is designated a State Scenic Byway by the PA State Legislature, and the legislation prohibits new off-site advertising.
<ul style="list-style-type: none"> PA State Legislature designates three State Scenic Byways and prohibits new off-site advertising on: <ul style="list-style-type: none"> The Exton Bypass (a portion of U.S. Route 30) in Chester County. Laurel Highlands Scenic Byway (Routes 711 and 381) in Westmoreland and Fayette Counties. The National Road (U.S. Route 40) in Washington, Fayette and Somerset Counties. 	1999	
	2001	<ul style="list-style-type: none"> The Historic National Road is awarded \$76,000 in National Scenic Byways funds for informational kiosks.
<ul style="list-style-type: none"> A Pennsylvania Byways Program is initiated by PennDOT in response to local requests. PennDOT designates SR 3011 in McKean County as a PA Byway. SR 3011 receives \$507,200 in National Scenic Byways funds for shoulder improvements and receives \$100,000 in Transportation Enhancements funds to create a linear park. 	2002	
	2003	<ul style="list-style-type: none"> The Historic National Road is designated an All-American Road in six states, including Pennsylvania. PA 144 in Centre and Clinton Counties is designated a PA Byway and receives \$160,000 in Transportation Enhancements funds for two overlooks and a parking area.
<ul style="list-style-type: none"> The Seaway Trail and Grandview Scenic Byway are designated PA Byways. The Historic National Road receives a Seed Grant of \$25,000 from the National Scenic Byways Program. The Governor Robert P. Casey Highway (U.S. Route 6) in Lackawanna County and PA 120 in Elk, Cameron, and Clinton Counties are designated Scenic Byways by the PA State Legislature and are incorporated into the PA Byways Program. The legislation prohibits new off-site advertising on both routes. The first PA Byways workshop is held in Harrisburg. PA Byways signs are installed along PA Byways. PA Byways brochures are distributed by PA Welcome Centers. 	2004	
	2005	<ul style="list-style-type: none"> The Historic National Road receives a Seed Grant of \$25,000 from the National Scenic Byways Program. Laurel Highlands receives a \$200,000 grant for a Regional Visitors Center. The Seaway Trail receives \$22,920 for interpretive signs in Presque Isle State Park.
	2006	<ul style="list-style-type: none"> PA Byways appear on PA's Official Tourism and Transportation Map. Six PA Byways Workshops are held throughout the state in conjunction with Hometown Streets/Safe Routes to School. The Brandywine Valley Scenic Byway (parts of Creek Road and Routes 52 and 162) in Chester and Delaware County and The Delaware River Valley Scenic Byway (Route 611, the Martins Creek-Belvidere Highway and Little Creek Road) in Northampton County are incorporated into the PA Byways Program. Erie Seaway Trail is designated as a National Scenic Byway. Route 92 (portions) in Susquehanna County and U.S. Route 6 (portions) are designated Scenic Byways by the PA State Legislature and are incorporated into the PA Byways Program. The legislation prohibits new off-site advertising on both routes. PennDOT received the 2005 Pennsylvania Historic Preservation Award for the Pennsylvania Byways Program. The award recognizes excellence in preservation and significant contributions in the field of historic preservation made by both individuals and organizations.
<ul style="list-style-type: none"> The Seaway Trail receives a \$500,000 grant for Shades Beach from the National Scenic Byways Program. The Historical National Road receives a Seed Grant of \$22,500 from the National Scenic Byways Program. The Lake Wilhelm Scenic Byway (Creek Road) in Mercer County is incorporated into the PA Byways Program. 		

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 byway, and
- the relationships among the resources and between the resources and the road.

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 characteristics that are physical evidence of historic or prehistoric life that are visible and capable of being inventoried and interpreted.

- Is the resource important and accessible?
- Does the resource provide physical evidence of historic or prehistoric human life or activity?

Can visitors experience and learn about the past through direct contact with the resource?

- Does the archeological resource have scientific significance? Does the resource represent a type that is not commonly found throughout a region or in other places across the country?

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

Cultural

This involves evidence and expressions of the currently-practiced 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.

- Does the identified cultural resource represent a distinct group’s customs or traditions, such as crafts, 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?

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 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.

- Do the byway's historic resources contain enough features to create a story with a certain level of continuity and coherence?
- Are there legacies of the past that are distinctly associated with the physical elements of the landscape, whether natural or man-made, that are of such historic significance that they educate the visitor and stir an appreciation of the past?
- Are the historic features inventoried, mapped, and interpreted?
- Is the story connected to a larger context that relates to the evolution of the American nation and society?

Example: An important trail used by early American settlers and/or soldiers, usually having a name bestowed upon the route.

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 reveal minimal disturbances?
- Are the natural features representative, unique, irreplaceable, or distinctly characteristics of the region or nation?
- Are the resources visible from the byway?

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 outside 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 natural and man-made elements of the visual environment.

- Are the scenic resources representative, unique, irreplaceable, or distinctly characteristic of a region or the nation?
- Are the scenic features frequent enough to

STATE REQUIREMENTS



provide a sense of continuity to the traveler along the byway?

- Do the scenic features relate to one another to create a coherent image of the byway?
- Are there a variety of views that enhance the scenic quality of the byway?

Example: A byway that offers scenery that is unusual and unique, or a byway 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).

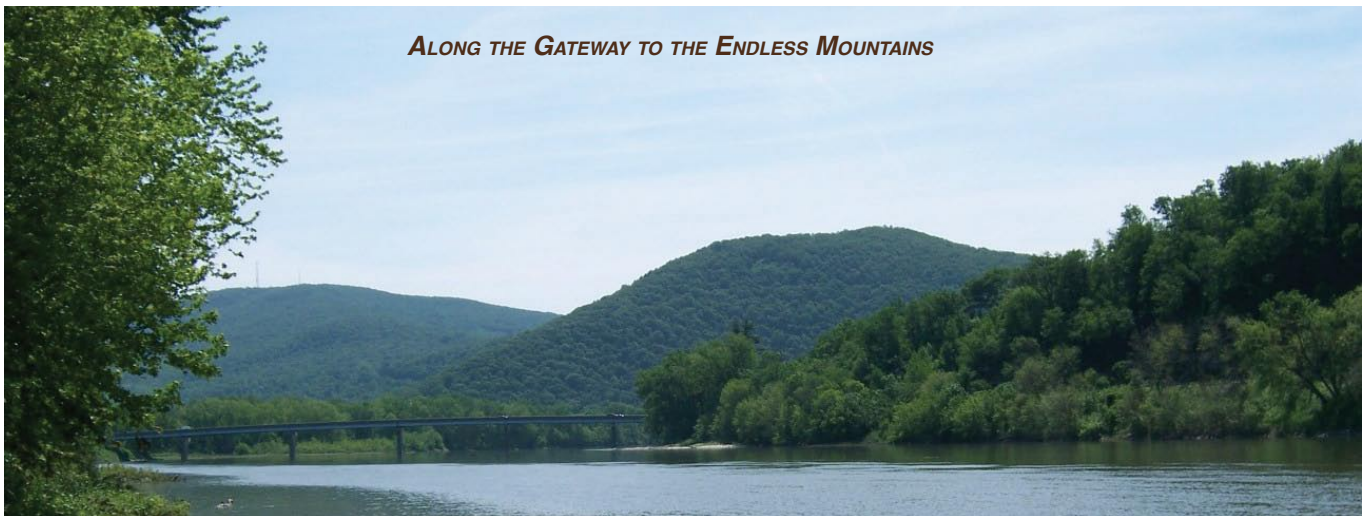
Under 23 U.S.C. 131, the United States Code states that if a State has a State scenic byway program, the State may not allow the erection of new signs not in conformance with 23 U.S.C. 131 along any scenic byway that was on the Federal Aid Primary (FAP) in 1991 or is on the National Highway System (NHS) today.

Outdoor Advertising and Local Roads

If the Byway is on a local road and not on a Federal Aid Primary (FAP) or a National Highway System (NHS) and there is interest in prohibiting outdoor advertising, then *each* municipality would have to pass a local ordinance demonstrating how the erection of new signs, displays or devices will be prohibited on the Byway in conformance with 23 U.S. Code Section 131(s). A copy of 23 U.S. Code Section 131 (s) and the model ordinance is available at www.dot.state.pa.us or in the Appendix of this manual. The local municipality would act in enforcing its own ordinance. PennDOT's enforcement is limited to denying applications on the grounds that there is a local ordinance that prohibits Outdoor Advertising Devices.

To determine whether a road is on the FAP or on the NHS, go to www.dot.state.pa.us/Internet/Bureaus/CPDM.nsf/infoBPRPABywaysPrimarySystem. 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 a 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(s). If using an existing ordinance, a resolution must be adopted reflecting consent to enforce the prohibition set forth for the byway and not to revise the ordinance without PennDOT's prior written approval. Failure to do so may result in revocation of the designation. A copy of a model ordinance is available in Appendix J.

ALONG THE GATEWAY TO THE ENDLESS MOUNTAINS





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 contents 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 sections 131 of Title 23, United States Code.
- 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 section 131 of Title 23, United States Code.

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 becoming a PA Byway. The primary reason in becoming a Legislatively-Designated Byway is to prohibit erecting of billboards vs. local government(s) passing an ordinance to prohibit new billboards. This is especially true where the byway traverses many municipalities, is on a local road, no zoning exists, or to protect the qualities on a new highway system. If a road becomes a Scenic Byway via legislation, it does not automatically become a PA Byway. To become a PA Byway an applicant must follow the state’s Byway process. See chart on page 11.

The benefits of becoming a PA Byway are:

- Eligibility for federal funding and National Designation
- Preserve and enhance the visual impact of specific routes
- Promotional opportunities through signage, a ceremony and press release, and placement on the state list of byways

3. LOCAL SUPPORT REQUIREMENTS

Of equal importance, however, is the local support for the Pennsylvania Byway designation. Pennsylvania Byways must be nominated by a government entity, and all the municipalities and the counties through which the byway passes must pass resolutions and letters of support for the designation.

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

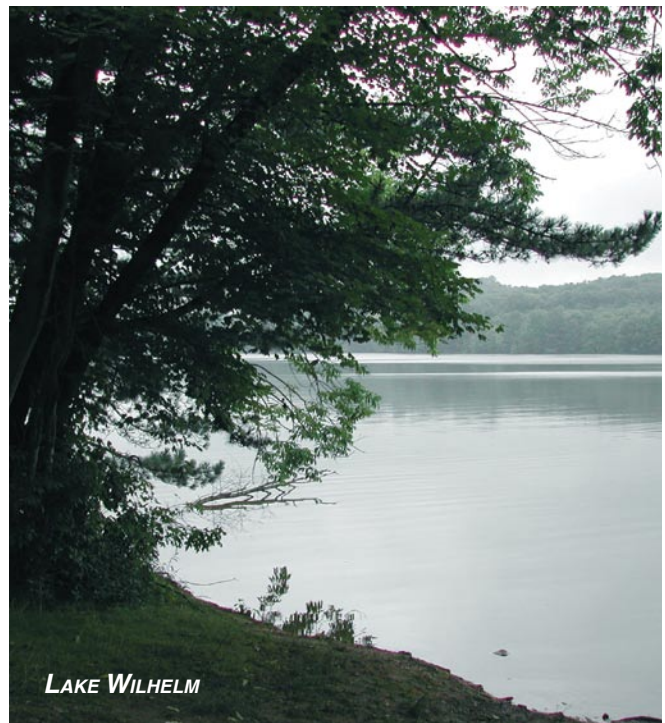
These requirements are in recognition and support of the authority of local governments in the Commonwealth, and in accordance with state funding decisions. By requiring support and commitment at the beginning of the process, there is less chance of failing to implement the original vision for the corridor.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

Resolutions From:

Local Municipality(ies)
County

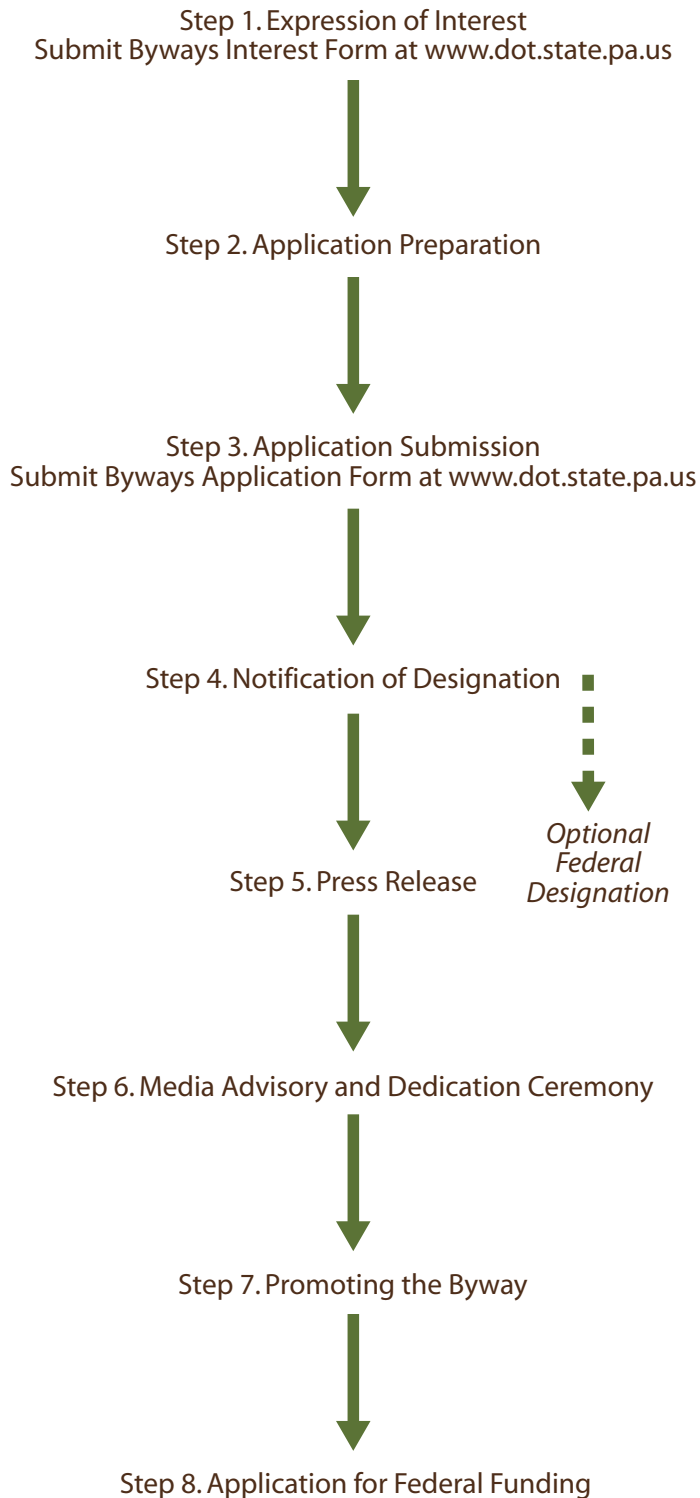
Letters of Support From:

Area Legislators
Regional Planning Agency(ies)
Tourist Promotion Agency(ies)



NOMINATION FOR STATE BYWAY

State Designation Process, Applicant Steps



PennDOT's Byways Website

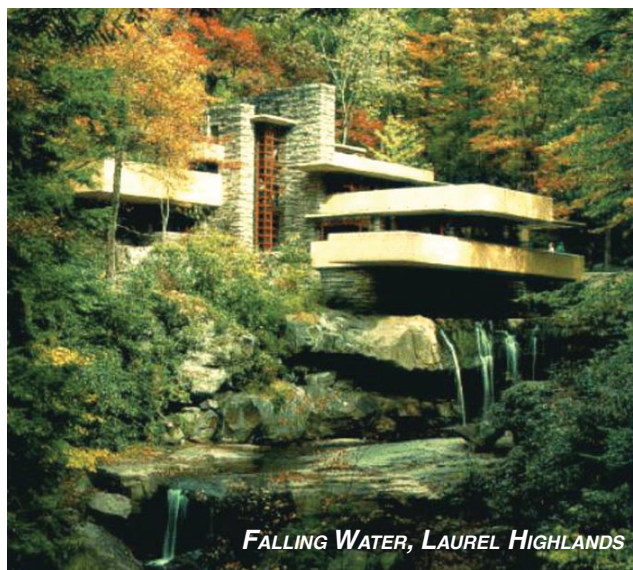
Prior to engaging in the process of nominating a road, applicants should become familiar with the online information on PennDOT's web site. Interested parties should go to www.dot.state.pa.us. Select More Links, Transportation Planning, Byways. This is PennDOT's home page for PA Byways.

THERE IS NO DEADLINE FOR SUBMITTING A BYWAYS APPLICATION TO PENNDOT.

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 can nominate a local, state, or federally-owned roadway or roadway segment for state byway consideration, provided that the owner of the roadway is in agreement with the nomination. If the roadway is not a state-maintained highway, the local government or federal agency that owns the highway must first designate the route as a Scenic Byway. Concurrence from PennDOT would designate the route a Pennsylvania Byway.

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





STEP 1. EXPRESSION OF INTEREST AND SUBMITTAL

The first step in the process is for the sponsor to complete the PA Byways Interest Form. The sponsor of the interest form must be a resident of Pennsylvania; he or she can be any citizen or a representative of a governmental entity. A governmental entity could be 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. The interest form must be electronically submitted to PennDOT. Prior to submission, it is strongly encouraged to download a copy of the interest form and use it as a worksheet. A copy of the form is located in Appendix B OR you can access a copy from the PA Byways web site, www.dot.state.pa.us. Select More Links, Transportation Planning, Byways, Interest Form. An interest form tutorial is also located on the byways website.

The interest form must include the following:

- Road Name
- County or counties through which the proposed byway travels
- Locally-owned Road (LR) or State-owned Road or the State Route(s) (SR) designation
- The length of the proposed byway
- The route of travel from beginning terminus of the byway to the ending terminus, including all route(s), road name(s) and State Route(s) of the byway(s)
- Route's primary quality (natural, cultural, scenic, archeological, recreational or historical)
- Contact Information: Name of sponsor submitting the interest form, address, city, state, zip code, telephone number, and e-mail address. Name of the organization the applicant represents
- Governmental Contact (the governmental entity who is nominating the byway as part of the requirement in completing the byways application)
- Names and titles of representatives of the

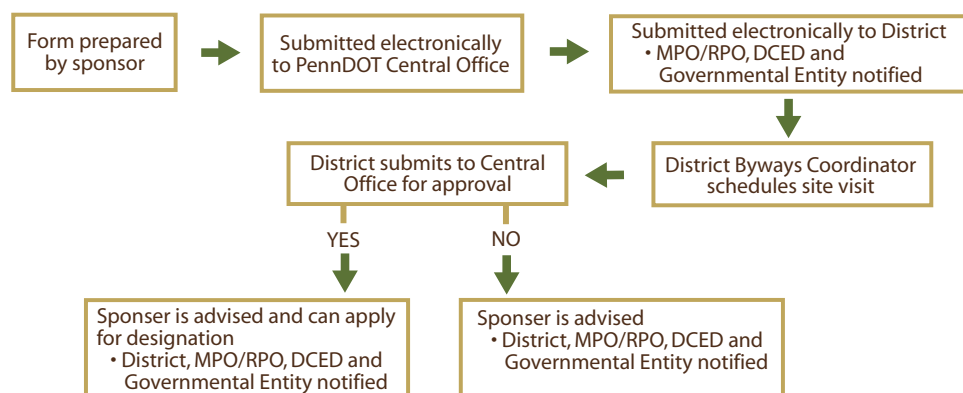
organizations that express interest in the proposed byway

- List of municipalities, by county, through which the proposed byway travels
- Names of the municipality(ies) that are aware of the interest in pursuing a byway designation. Should include: Contact Name, title, address, city, state, zip code, telephone number, fax number and email.
- Determination whether funding will be sought for byways projects
- Indication of any anticipated opposition to the designation and explanation of opposition, if applicable
- The anticipated timeframe for this designation
- Indication if further assistance is requested

Interest Form Submission Process

Upon completion, the sponsor of the interest form should then click on the submit button. The form will be electronically submitted to PennDOT. Once submitted a confirmation will appear to the sponsor. After PennDOT reviews the interest form, the information will then be sent to the appropriate PennDOT Engineering District personnel [District Executive (DE), Assistance District Executive-Design (ADE-Design) and the District Byways Coordinator], the Metropolitan Planning Organization (MPO)/Rural Planning Organization (RPO) (Executive Director and Transportation Planner), the Department of Community and Economic Develop (DCED) and the governmental contact. Shortly thereafter, a site evaluation will be conducted with the sponsor, District Byway Coordinator, PennDOT and the MPO/RPO Transportation Planner. The municipality and the local tourism office may attend if desired. Afterward, the sponsor will receive a letter and the following organizations will be carbon copied: PennDOT Engineering District (DE, ADE-Design and the District Byways Coordinator), the MPO/RPO (Executive Director and Transportation Planner), DCED and the governmental entity. The letter will outline the observations made and indicate whether the applicant is ready to move forward with Step 2, Application Preparation.

Interest Form Submission Process



NOMINATION FOR STATE BYWAY

STEP 2. APPLICATION PREPARATION

After completing the steps required for the interest form, the next step is submission of a Pennsylvania Byways Application Form. The applicant nominating the byway must represent a governmental entity. A government entity could be 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. The form and its attachments must be submitted electronically to PennDOT. Prior to submission, it is strongly encouraged to download a copy of the application form and use it as a worksheet. A copy of the form is located in Appendix C or you can access a copy from the PA Byways web site, www.dot.state.pa.us. Select More Links, Transportation Planning, Byways, Application. An application tutorial is also located on the byways website.

The application must include the following:

- Initiated by: Application (state application) or Legislative Act (road was originally designated by state Legislation)
- Indicate Legislative Act #, if applicable
- Provide a proposed byway Name
- Governmental and byway leader contact Information: The name of the governmental entity and byway leader, organization, address, telephone, fax numbers, and e-mail address
- County or counties through which the proposed byway travels
- The name and location of the road, beginning and ending terminus and approximate byway length
- Quality(s) associated with the proposed byway and indicate which ones are primary and secondary
- List of resources along the route that support the quality(s)
- List of additional resources along the corridor
- Identify the Corridor boundaries, on a county map, and the location of the required qualities
- Provide a strategy for maintaining and enhancing the qualities for which the byway will be designated
- Description of how the proposed byway would complement other regional economic and community development strategies or long-range plan(s) and how it relates to the County(ies) comprehensive plan(s).
- Resolutions of support from the governing bodies along the proposed byway from the county and the municipality(ies) Note: Resolutions shall include a statement indicating the municipality's intent to uphold the designation.
- A letter of support from the local Metropolitan Planning Organization and/or the Rural

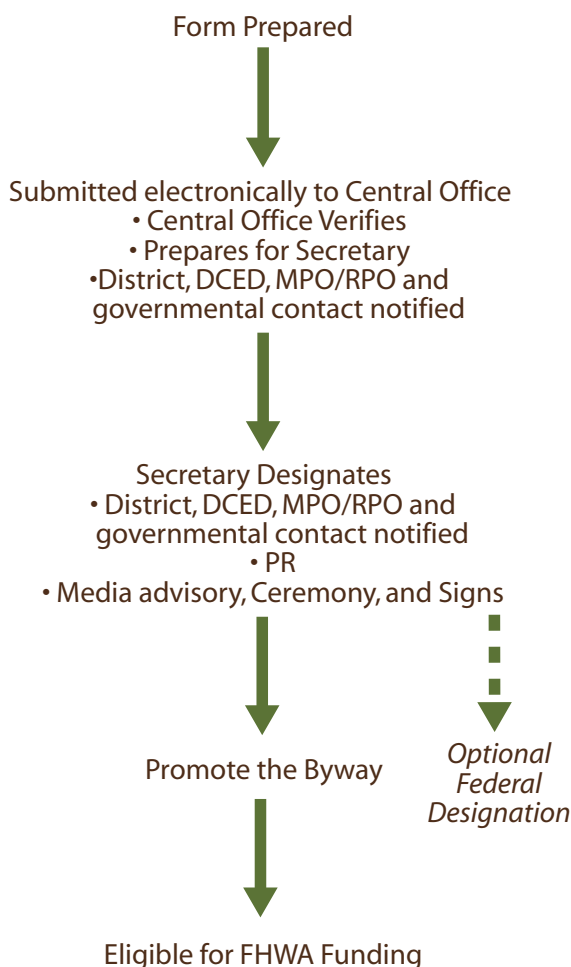
Planning Organization

- A letter of support from the local Tourist Promotion Agency(ies)
- A letter of support from the area legislator for the proposed area
- If applicable, an ordinance from each municipality along the corridor demonstrating how the placement of new signs, displays, or devices will be prohibited
- Authorized signatory from the nominating agency

STEP 3. APPLICATION SUBMISSION

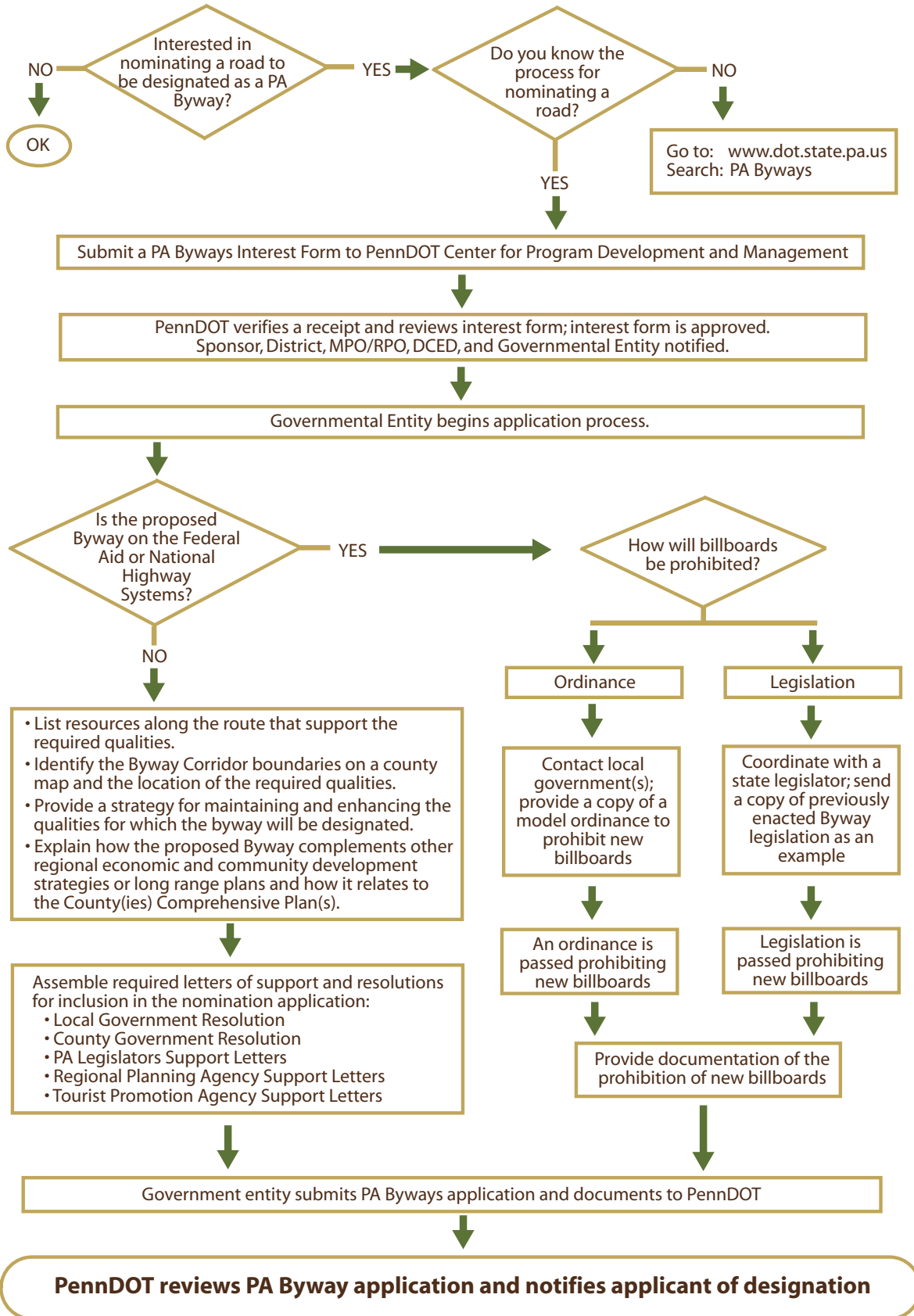
Upon completion, the applicant should then click on the submit button. The form will be electronically submitted to PennDOT. Once submitted a confirmation will appear to the applicant. The application information will then be sent to the PennDOT Engineering District (DE, ADE-Design and the District Byways Coordinator), the MPO/RPO (Executive Director and Transportation Planner), DCED and the governmental contact. PennDOT will prepare the application for presentation to the Secretary. The Secretary of Transportation makes the decision regarding designation.

State Application Process





Pennsylvania Byways Application Process Requirements



NOMINATION FOR STATE BYWAY



STEP 4. NOTIFICATION

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

STEP 5. PRESS RELEASE

A press release announcing the new scenic byway will be issued by PennDOT at the time it is formally designated.

STEP 6. DEDICATION CEREMONY AND MEDIA ADVISORY

When an application is granted designation as a Pennsylvania Byway, it is time to celebrate! The applicant and its stakeholders may host a ceremony (dedication, sign unveiling, ribbon-cutting, etc.) commemorating the new Pennsylvania Byway. In planning and hosting events, the coordination of people and organizations is the key to a smooth-running and enjoyable celebration. The details of hosting a ceremony will require the applicant to coordinate with its partners, stakeholders, and volunteers. The applicant should consider discussing the following: a date, time and location for the event, a guest list, and a program agenda.

In addition, PennDOT will assist with the ceremony by providing speakers from their own executive staff as well as develop and release a media advisory; however it is up to the applicant to plan their own ceremony. To further assist you, below is an example of who you may want to include as part of your celebration and to speak on behalf of your byway becoming designated. They are listed by order of importance.

State Legislators

- Senator
- Representative

State Agency Officials

- Secretary of Transportation or Designee
- Secretary of other state agencies

County Officials

- Commissioners
- MPO/RPO
- Municipalities
- Other officials and grassroots officials
- Tourism Office
- Chamber of Commerce
- Local citizens and volunteers

Prior to the event, if the applicant chooses to have a sign unveiling ceremony, the applicant will be responsible for coordinating this task 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, but covered until after the dedication ceremony or unveiling takes place. This will allow for photo opportunities with the media after the event.





STEP 7. PROMOTING THE BYWAY

After a road is designated as a PA Byway, there are several opportunities available to promote the byway. Each byway will be marketed through the following promotional items.

PA Byway Signs

If the PA Byway signs are not installed prior to the ceremony, then the applicant should request byway signs by contacting 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. 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 K for model signs.

PA Byways Brochure

The brochure features all designated state byways to promote or highlight the qualities that make the road a byway. The brochure is updated annually.

Web sites

There are two web sites to promote the byways: the state's travel and tourism website www.visitpa.com and the NSBP website www.byways.org.

Pennsylvania Travel Guide

The Pennsylvania Travel Guide is distributed by the DCED to support travel and tourism in PA. The guide lists the PA Byways and provides a description of their attractions. The guide is available by requesting a copy from the Pennsylvania's Tourism Office web site at www.visitpa.com/visitpa/orderTravelGuideForm.pa.

Transportation and Tourism Map of Pennsylvania

The Transportation and Tourism Map of Pennsylvania markets the PA Byways by providing a web link for the traveler to receive more specifics about our designated byways. A map can be requested at www.dot.state.pa.us, under Forms and Publications, Free Publications Ordering, The Official Transportation and Tourism Map of Pennsylvania. This is updated yearly.



> ready > set > go



PA BYWAYS BROCHURE

Quality Control Measures

While quality control measures are not required at this time, it is something that PennDOT is considering in the near future. The thought is after a Byway has been designated, the applicant would have to complete a checklist generated by PennDOT and confirm that the application requirements are being met. Look for updates to the PA requirements in the near future.

NATIONAL SCENIC BYWAY PROGRAM

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) established the development of a National Scenic Byway Program (NSBP). The intent of the NSBP is to recognize and promote corridors that have outstanding cultural, historical, archeological, recreational, natural, and scenic qualities.

There are two levels of national designation, National Scenic Byways and All-American Roads.

- National Scenic Byways (NSB) requires that public roadways possess at least one of the six identified intrinsic resources: cultural, historical, archeological, recreational, natural or scenic.
- All-American Roads (AAR) are the elite National Scenic Byways and offer the most outstanding samples of America's unique resources. To be the most exceptional and remarkable scenic byways in the country, these roadways must possess at least two of the six identified intrinsic resources and are often considered destinations unto themselves.

NATIONAL SCENIC BYWAY PROGRAM NOMINATION PROCESS

The NSBP Nomination Process normally occurs every two years, in the odd numbered years. Those applicants who are seeking designation as a National Scenic Byway or All-American Road must process their application through PennDOT. However, in order to qualify for national level designation, an applicant will need to first be designated as a PA Byway.

The applicant should become familiar with the nomination instructions for the national program, found at www.bywaysonline.org. These instructions clarify the requirements and terminology used at the national level.

The nomination process is as follows:

- 1) PennDOT notifies the state byway leaders via e-mail when FHWA solicits nominations.
- 2) Applicant completes the appropriate areas of the nomination form and forwards to PennDOT, along with their Corridor Management Plan (CMP).



HISTORIC REINACTMENT, NATIONAL ROAD



- 3) PennDOT will evaluate the nomination form and the CMP and send comments back to the applicant to make necessary revisions.
- 4) Applicant revises, if necessary, and forwards one final original and two copies (including attachments) to PennDOT.
- 5) PennDOT submits to the Secretary of Transportation for approval.
- 6) PennDOT then submits the nomination form to FHWA electronically.

REMOVAL OF A NATIONAL SCENIC BYWAY OR ALL-AMERICAN ROAD

The U.S. Secretary of Transportation may remove or de-designate any National Scenic Byways or All-American Roads if they no longer possess the intrinsic qualities or meet the criteria which supported their designation.

The determination is made when the local and/or state commitments described in a CMP have not been met sufficiently to retain an adequate level of intrinsic quality to merit designation. In addition, if a byway has been designated for more than one intrinsic quality, the diminishing any one of the qualities could result in de-designation of the byway.

It is the state's responsibility to assure that the intrinsic qualities of the byway are being properly maintained in accordance with their NSB CMP.

If the byway has not been maintained sufficiently to retain its designation, the state and/or federal agency will be notified of such finding and allowed 90 days for corrective actions before the U.S. Secretary of Transportation may begin formal removal or de-designation.



FUNDING OPPORTUNITIES

The types of byway funding available are:

- Federal (National Scenic Byways Program)
- State (Transportation Enhancements)
- Other

The majority of funding is available at the federal and state levels through government grants, trusts, and assistance programs. Additional sources of monies may be found in other public agencies or from private groups.

Each funding program has different requirements for eligible applicants and stipulations on how the monies can be used. Most often, these determinations are made on a case-by-case basis depending on the applicant and their needs.

When applying for funding under most programs, the applicant will estimate the total project completion cost. The agency providing the grant or reimbursement will determine whether the amount is appropriate given the tasks to be completed and will make a decision regarding funding. The applicant is required to pay the cost of the project for reimbursement programs up front and later be reimbursed for a percentage of that cost after the project is complete. While this method of payment poses severe hardship on most project sponsors, another alternative is to make a request for payment under a "certified invoice." Please see page 23 "Invoicing" for further details.

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 (Pub.535) "Overview of PennDOT Local Project Processes: A Guide to Getting Started on a Local Project with PennDOT."

FEDERAL HIGHWAY ADMINISTRATION (NSBP)

Nationally-designated and state-designated byways are eligible to receive funds annually from the National Scenic Byways Program for eligible projects. Unlike other special programs that designate, by state, an amount of available funding, the Scenic Byways Program is labeled "discretionary," meaning

that all projects nationwide compete equally for funding. The timely use of scenic byways funds generally indicates how successful a state has been in meeting its project work plan. States showing greater progress toward the completion of previously-approved projects are better positioned to receive federal funding.

The federal share is 80 percent reimbursable with a matching 20 percent and is a reimbursement program, meaning funds must first be expended before reimbursement occurs. The sources for 20 percent matching funds are:

State Government: State funds include funds raised under the authority of the state or any political or other subdivision thereof, and made available for expenditure under the direct control of PennDOT.

Local Government: Local funds include funds raised under the authority of a unit of local government and made available for expenditure under the direct control of a local agency or department.

Private Sector: Private funds are monies donated to the state pursuant to state law for general transportation purposes.

Federal Land Management Agency: Funds authorized for use by a federal land management agency can be used as the state's matching share for a project that is located along a public road that provides access to or is within federal or Indian land. These funds may include funds appropriated to a federal land management agency. They may also include funds made available to a federal land management agency under the Federal Lands Highway Program.

In-Kind Donations: Third party in-kind donations include services, property, materials, and equipment. The in-kind donations must not have been used as a match for any other federally-funded project.

While government services (labor) and property (in the case of federal agencies) may not be donated or credited toward the match, a government agency can be reimbursed for up to 80 percent of its expenses, including salaries, directly related to the scenic byways project. Below is a table outlining what is eligible for each respective government entity.

In-Kind Donation

Project Item	Private Entity	Local Government	State Government	Federal Agency
Property or Materials	Eligible	Eligible	Eligible	Not Eligible
Services (labor)	Eligible	Not Eligible	Not Eligible	Not Eligible



ADDITIONAL FUNDING OPPORTUNITIES

Below is a listing of primary organizations—federal, state and other—that may assist you with pursuing additional financial assistance for your byway. This list provides sources of funds, agency contacts, and web site links.

For a listing of additional funding sources visit www.grants.gov.

PennDOT Managed Programs

Transportation Enhancements (TE)

The TE program is a cooperative arrangement between the sponsor, FHWA, and PennDOT. Federal funding for successful projects necessitates adherence to appropriate federal guidelines and regulations. PennDOT is charged with ensuring that sponsors attain such compliance.

Activities eligible for funding under the Transportation Enhancements Program include:

- Bicycle and pedestrian facilities
- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including tourist and Welcome Center facilities)
- Landscaping or other scenic beautification
- Historic preservation of an historic resource with a direct relationship to transportation
- Rehabilitation and operation of historic transportation facilities
- Preservation of abandoned railway corridors (including bicycle and pedestrian trails)
- Control and removal of outdoor advertising
- Archeological planning and research
- Mitigation of water pollution due to runoff or to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Establishment of transportation museums

Visit www.dot.state.pa.us/PennDOT/Bureaus/CPDM/Prod/Saferoute.nsf to learn more.

For more information regarding the Transportation Enhancements Program contact:

PennDOT, Program Center
400 North Street-6th Floor
Harrisburg, PA 17120
(717) 787-2962

Hometown Streets

PennDOT manages this program. The program's objectives are:

- to encourage the reinvestment in and redevelopment of hometown streets, and
- to improve the quality of life in communities

Visit www.dot.state.pa.us/PennDOT/Bureaus/CPDM/Prod/Saferoute.nsf to learn more.

For more information regarding the Hometown Streets program please contact:

PennDOT, Program Center
400 North Street-6th Floor
Harrisburg, PA 17120
(717) 783-2258

Safe Routes to School

PennDOT manages this program. The program's objective is:

- to promote a healthy, active lifestyle for children by encouraging and enabling them to walk or bicycle to school in a safe environment.

Visit www.dot.state.pa.us/PennDOT/Bureaus/CPDM/Prod/Saferoute.nsf to learn more.

For more information regarding the Safe Routes to School program please contact:

PennDOT, Program Center
400 North Street-6th Floor
Harrisburg, PA 17120
(717) 787-8065

Adopt-A-Highway Program

PennDOT sponsors this program in an effort 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



FUNDING OPPORTUNITIES

Adopt-and-Beautify Program

PennDOT sponsors this program in an effort to keep PA's state highway's beautified by involving citizens across Pennsylvania. Citizen groups may adopt a section of a state highway and must sign a program participation packet and agree to adopt and maintain a portion of state highway. Groups must agree to site maintenance under a two-year agreement.

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

The Pennsylvania Infrastructure Bank (PIB)

The PIB is a PennDOT-operated program that provides low-interest loans to help fund transportation projects within the Commonwealth. 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 reimbursements strategies for funding a project with the District project coordinator or project manager. Visit www.dot.state.pa.us/penndot/bureaus/pib.nsf/fund?readform.

For more information regarding PIB funding program please contact:

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

Other 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). Visit www.dcnr.state.pa.us/brc/grants to learn more.

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

Pennsylvania Historical Museum Commission (PHMC)

The PHMC offers multiple funding opportunities to a wide variety of nonprofit organizations and public agencies throughout Pennsylvania. The areas are:

- Certified Local Government Grant Program
- Keystone Historic Preservation Grant Program
- Pennsylvania History and Museum Grant Program
- Project Grants (Archives and Records Management Grants, Historic Preservation Project Grants, and Museum Project Grants)



- General Operating Support Grants for Museums
- General Operating Support Grants for Official County Historical Societies
- Historical Marker Grants
- Technical Assistance Grants and Statewide Conference Grants

Visit www.artsnet.org/phmc/grants.htm to learn more.

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

PHMC, Bureau of Historic Preservation
300 North Street
Harrisburg, PA 17120
(717) 783-5321

Department of Community and Economic Development (DCED)

The goal of the Department of Community and Economic Development is to provide funding and loans for businesses and communities to succeed and thrive in a global economy, thereby enabling Pennsylvanians to achieve a superior quality of life. DCED offers funding and loans in the areas of Business, Community, and Site Revitalization. Visit www.newpa.com to learn more.

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

Pennsylvania Humanities Council (PHC)

The Pennsylvania Humanities Council inspires individuals to enjoy and share a life of learning enriched by human experience across time and around the world. The PHC 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

ACTIVITIES ELIGIBLE FOR FEDERAL FUNDING

State Programs

This funding is used primarily by states, e.g., PennDOT, to plan, design, develop and support the state scenic byway program. However, this funding can be used at the county and or regional level as appropriate for the following activities:

- Technical assistance (workshops, conferences, seminars, and program coordination) to specifically provide awareness and education about the management, operation, and development of the scenic byways program.
- Activities associated with identifying and planning tourist amenities on scenic byways on a statewide basis.
- Activities associated with assessing the economic impacts of an individual byway or a statewide program of byways.
- Meeting materials, meeting facilities, equipment expenses, and speaker expenses directly related to state technical assistance activities, including an annual state scenic byway conference. The Federal Highway Administration should be identified as a sponsor on all meeting materials.

Corridor Management Plan (CMP)

This funding is used to develop and implement a plan to maintain the scenic, historical, recreational, cultural, natural, and archeological characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities.

The corridor management plan activities can be used for developing or updating a corridor management plan for a state scenic byway, a National Scenic Byway, or an All-American Road, and implementing projects consistent with the corridor management plan for the scenic byway. The document must address the 14 points of corridor management planning that are included in the Federal Highway Administration's interim policy for the National Scenic Byways Program, published in the Federal Register on May 15, 1995.

Safety Improvements

This funding is used for safety improvements to a state scenic byway, National Scenic Byway, or All-American Road to accommodate increased and different types of traffic; enhance access to the unique resources along the byway; and protect resources adjacent to the byway. National Scenic Byways Program funds may not be used to perform highway maintenance or correct pre-existing deficiencies or deficiencies arising from the normal use of the highway.



FUNDING OPPORTUNITIES

Byway Facilities

This funding can be used for construction along a scenic byway of facilities for pedestrians and bicyclists, rest areas, turnouts, high shoulder improvements, passing lanes, overlooks, or interpretive facilities.

- Facilities or improvements must be directly related to the byway or its intrinsic qualities as identified in conjunction with the byway's designation or its CMP.
- Construction includes the development of environmental documents, design, engineering, purchase of right-of-way, land, or property, as well as supervising, inspecting, construction, and all costs incidental to the construction or reconstruction of the project or facility.
- Funds may be also used to improve facilities operated by federal, state, local, or non-profit entities to the extent that the project has a clearly demonstrated role in telling the byway story or enhancing the byway traveler experience (rather than primarily serving the existing customer base of the operator of the facility).

Access to Recreation

This funding is used for improvements to the scenic byway that will enhance access to a recreation area, including water-related recreation. The access to recreation activities can be used for:

- Facilities or improvements directly related to improvements on the byway or a facility providing direct, immediate access from the scenic byway to a recreational area directly related to the byway or its intrinsic qualities, as identified in conjunction with the byways designation or the corridor management plan.
- Improvements to a recreation area include bicycle and pedestrian facilities as well as modifications to the roadway or parking facilities in order to accommodate buses, recreational vehicles, or vehicles pulling trailers. *Construction of recreation facilities is not an eligible activity.*
- Improvements to a roadway or related facility operated by federal, state, local, or non-profit entities to the extent the project and recreational area have a clear, demonstrated role in enhancing the byway visitor's experience (rather than primarily serving the existing customer base of the operator of the facility).

Resource Protection

This funding is used for protection of scenic, historical, recreational, cultural, national, and archeological resources in an area adjacent to a scenic byway, as per 23 U.S.C. 162(c)(6). The resource protection activities

can be used for:

- Enhancing, protecting, or preserving resources directly related to the byway or its intrinsic qualities as identified in conjunction with the byway's designation or the CMP.
- The purchase, restoration, or improvement of a building owned or controlled by a government entity, or a legally organized not-for-profit entity or part of a not-for-profit entity.
- Analyses or reports supplementing the scenic byways corridor management plan that identify specific resources and sites that form the byways story.
- Development of strategies to manage, enhance, protect, or preserve specific resources and sites.
- Scenic and land conservation planning, planning for zoning overlays, transfer of development rights, and other byway protection activities such as community registry, recognition, or notification programs.
- The purchase, restoration, or improvement of a historic building as a scenic byway interpretive facility.
- Restoration of an outdoor advertising sign, display, or device.
- Purchase and improvement of land for interpretation.
- Efforts leading to the inclusion of a property (related to surface transportation) on the National Register of Historic Places.
- A scenic or conservation easement for a specific property, only after it is determined that all other protection measures are unsuccessful and the property is not (or is not expected to become) involved in litigation. *Public access may be restricted to a property involving a scenic or conservation easement if the continuation of the property's existing use, such as farming or ranching, constitutes the resource that is being protected or preserved in relation to the byway's intrinsic qualities.*

Interpretive Information

This funding is used in developing and providing tourist information to the public, including interpretive information about the scenic byway, as per 23 U.S.C. 162© (7). The interpretive information activities can be used for:

- Development and implementation of an interpretive plan, including tourist or interpretive information such as written materials, video tapes, audio tapes, or CDs directly related to the byway or its intrinsic qualities as identified in conjunction with the byway's designation or the CMP.
- Development and provision of information on the state's or Indian tribe's total network



of scenic byway, a specific byway's intrinsic qualities, and related byway amenities.

Marketing

This funding is used for development and implementation of scenic byway marketing program U.S.C. 162©(8) on the state's or Indian tribe's total network of byways, cooperative multi-state or regional program, or on a particular byway. Marketing examples are byway marketing plans (if not previously developed in the corridor management plan), a byway web site, advertising, trade show exhibits, trade show registration (no travel), press kits, brochures, pamphlets, marketing research, hospitality training, development of video news release, and the evaluation of a marketing program's or project's effectiveness. The marketing information activities can be used for:

- Developing and implementing marketing plans on the state's or Indian tribe's total network of scenic byways or a particular scenic byway.
- Developing a scenic byway marketing plan (if not previously developed as part of the corridor management plan).
- Ongoing administrative or operating expenses of a byway marketing program.

THE FEDERAL FUNDING APPLICATION PROCESS

The applications for federal scenic byway funds are developed via an online application using Grants.gov. Grants.gov is a unified electronic storefront for interactions between grant applicants and the federal agencies that manage grant funds. The web link to the application and instructions for filling out the forms can be found at https://apply.grants.gov/forms_apps_idx.html. Please note the application, application requirements, and eligibility of national scenic byway funds has not changed. The web link to the federal scenic byway fund requirements can be found at the NSB website, www.bywaysonline.org/grants.

Pre-Planning Requirements

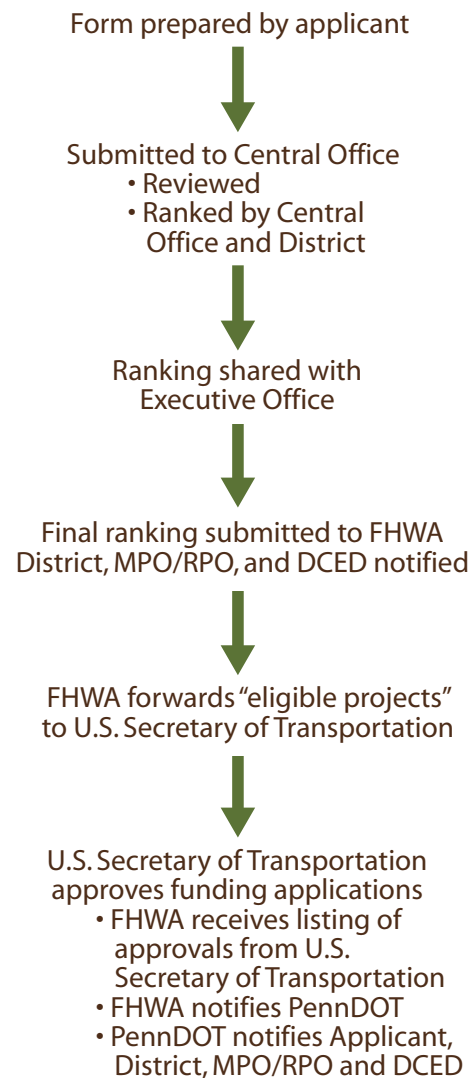
After a funding application has been submitted to FHWA for funding consideration, PennDOT expects the sponsor to start working on their pre-planning requirements. While there is no guarantee that the project will be funded, PennDOT would like to be ensured that if the project is selected to receive funding, a reimbursement agreement can be formed quickly and funds will be obligated during the fiscal year in which FHWA approves the funds. The sponsor should coordinate the following with the District:

- Discuss the project requirements prior to FHWA's estimated actual award date (AAD).
- Review federal, state, and local procedures

and become familiar with the process of any documents that would be required if the project would be selected for funding, including Environmental Clearance, Right-Of-Way, Utility Clearance, etc.

- Ensure the matching funds are secured.
- Review the project, the bidding requirements, and determine whether the sponsor or PennDOT would bid the project.
- Determine whether the project can be obligated by PennDOT's deadline. Obligated is defined as a formal commitment of a specified amount of federal funding for a particular project with all requirements having been met. Obligations are typically made when a project has federal funding and consultants or contractors begin billable work.
- Become acquainted with FHWA's Grants Guidance and Information Document located at: <http://www.bywaysonline.org/grants/application/guidance/>

NSB Grant Application Process



NOTIFICATION

When the sponsor receives notification that the project has been approved, it is expected that the project is ready to begin. The notification can be made by FHWA, PennDOT, or the District. PennDOT will send an official notification to the applicant, the District, and the appropriate MPO/RPO that the project has been approved. It is important that any reimbursable activity be initiated only after the project sponsor has been given authorization to proceed. Eligible costs that occur prior to receiving authorization to proceed will not be reimbursed. During the project development phase, the following actions should occur between the sponsor and the District:

- The sponsor identifies a project manager (PM) who will work with the District to coordinate and accomplish the project.
- PM coordinates with the District to schedule a meeting to discuss the project.
- PM reviews the work plan with the District and makes any corrections that are deemed warranted.
- PM develops a timeline and a project management schedule and forwards to the District.
- PM begins to work with the District in coordinating all the necessary clearances,

permits, and approvals prior to obligating the funds.

- The sponsor and the PM ensure the funding for the project can be obligated by the fiscal year it was approved.

REIMBURSEMENT AGREEMENT

The District will initiate a specialized agreement for Byway funding between PennDOT and the Sponsor. The agreement must be executed prior to proceeding with any reimbursable work on the project.

FHWA OBLIGATION

After the project development requirements have been met, the District will generate a form document called a 4232 to obligate the funds. The District will work with FHWA, the project manager, the Planning Partner, and PennDOT in obligating the funds by placing the project on the Transportation Improvement Program (TIP), the Twelve-Year Program (TYP) and the State Transportation Improvement Program (STIP). Obligations are typically made when a project has federal funding and consultants or contractors begin billable work. FHWA requires that all projects that are approved be obligated in the same federal fiscal year. PennDOT's deadline to obligate the funds is usually three weeks prior to FHWA's Federal Fiscal Year end of September 30. If



THE MILL HOUSE, DELAWARE RIVER VALLEY



funds are not obligated by PennDOT's deadline, they may be withdrawn and returned to FHWA. Any costs incurred prior to the obligation of federal funds are not eligible for reimbursement.

CONTRACTOR SELECTION/ PROCUREMENT

The project coordinator overseeing the project must coordinate with the District on bidding the project. Unless the project coordinator has "in place" procedures that PennDOT has previously approved and are acceptable to FHWA allowing the sponsor to handle the bidding and award itself, the District will advertise for bids, open bids, and award the contract in the name of the sponsor, in accordance with applicable state and federal regulations.

CONTRACT AWARD/NOTICE TO PROCEED

After the contract has been awarded, the project coordinator must issue a notice to proceed to the contractor, following the District's direction, which specifies the calendar date on which work may commence.

INVOICING

Byways projects are funded on a cost reimbursement basis. That is, the project sponsor first incurs the cost and is invoiced by the contractor. The project sponsor pays the invoice and submits a copy of the paid invoice to PennDOT for reimbursement.

Realizing that this method of payment poses severe

hardship on most project sponsors, PennDOT will process requests for payment under a "certified invoice" process. This alternate method of receiving payment works as follows:

- 1) Contractor submits invoice for services performed.
- 2) Project sponsor reviews invoice and determines whether it is acceptable.
- 3) Acceptable invoice is submitted to PennDOT, accompanied by a statement that the invoice is correct as submitted/ revised.
- 4) PennDOT reviews the invoice and submits for payment.
- 5) Sponsor receives payment, and subsequently pays contractor.

CLOSING THE PROJECT

After the project has been completed, the project coordinator should notify the District. The District will contact the project coordinator to ensure all invoices have been received. After all invoices have been confirmed as "received," the District will then process the invoice as a last payment and close the project.

RECORDS RETENTION

The project coordinator will be responsible for maintaining all appropriate records for possible review by state or federal auditors. These records must be retained for a period of seven years after the date of final payment to the contractor or three years from the date of submission of the final voucher to the FHWA, whichever date is later.

APPENDIX A

DEFINITIONS AND ACRONYMS

This Appendix contains definitions and acronyms for commonly used words, titles, or phrases throughout the Pennsylvania Byways Guidance Manual.

Actual Award Date (AAD) - An estimated date that FHWA projects for awarding funds for your project, if selected. The date could change due to circumstances the State and FHWA may not be able to predict.

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® - Brand name 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. This involves those characteristics that are physical evidence of historic or prehistoric life that are visible and capable of being inventoried and interpreted.

Byway Preservation Assessment Plan - A plan that must be prepared for the byway corridor proposed for state designation.

Corridor - A road in 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 should provide for the conservation and enhancement of the byways intrinsic qualities as well as the promotion of tourism and economic development.

Cultural Resources - One of the six qualities. 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 twelve program categories, one being Scenic Byways that Congress has created where project selections are made at the discretion of 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 District, See Appendix E for listing.

Engineering District - One of the eleven Pennsylvania Department of Transportation Districts within

Pennsylvania Department of Transportation, See Appendix E 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 view shed, 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 the Department to guide an applicant seeking designation for a roadway as a Pennsylvania Scenic Byway.

Historical Qualities - One of the six qualities. 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) - Federal legislation which initiated the development of the National Scenic Byways Program.

Intrinsic Qualities - Name recognized by FHWA and also known as qualities under Pennsylvania's Byways Program. They entail the cultural, historical, archeological, recreational, natural or scenic qualities or values along a roadway that are necessary for designation.

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

Metropolitan Planning Organization (MPO) - The Department's planning partner designated for each urban 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 biannual 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 for a National Scenic Byway pursuant to Section 1047(f) of Title 23 USC and any federal regulation and/or guidelines. To be designated

as a 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. 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 a project or discrete project has consultants or contractors begin billable work.

Outdoor Advertising Control Act of 1971 - An Act providing for the control and regulation of outdoor advertising adjacent to the interstate and primary highway systems within the Commonwealth; providing for administration by PennDOT to comply with Federal requirements as a condition to 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.

PA Byways Coordinator - The statewide PA Byways Coordinator recognized by the Department. The PA Byways Coordinator will be responsible for managing and implementing the Pennsylvania Byways Program and will be assisted by the District PA Byways Coordinators.

Planning Partners - The Department's name given to Pennsylvania's Transportation Planning Organizations, Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs).

Pennsylvania Byways Program - In 2001, the Pennsylvania Department of Transportation (PennDOT) initiated the program. PennDOT titled its program PA Byways because many roadways exemplify more than purely scenic qualities.

Programming - Programmed projects are those that have been approved at the State level by the appropriate jurisdiction, ruling body or official. Upon approval, PA Byways projects are listed in the Statewide Transportation Improvement Program (STIP) and if appropriate, in a metropolitan area the Transportation Improvement Program (TIP).

Project Authorization - Receiving notice from the state and FHWA to proceed with the project.

Program Management Committee (PMC) – A committee made up of Deputies and the Secretary of Transportation that designates PA Byways.

Reimbursement Agreement - A contract between PennDOT and a municipality/sponsor which 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. 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 geographical area with a population of less than 50,000. 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 biannual basis, or by employing other strategies that make existing systems more efficient.

Scenic Qualities - One of the six qualities. This involves the heightened experience gained from the view of natural and man-made elements of the visual environment.

Secretary - The Secretary of the Pennsylvania Department of Transportation.

Sponsor - A resident of PA, citizen, or a representative of a governmental entity expressing interest in becoming a PA Byway by completing and submitting the PA 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 count and regional planning organizations.

Transportation Improvement Program (TIP) - The Federal Transportation Equity Act for the 21st Century of 1998 requires the development of long range plans and transportation improvement programs by MPOs. Additionally, PennDOT has voluntarily established a rural transportation program developed with Pennsylvania's existing RPOs and independent counties. Combined as one, these urban and rural organizations help to prioritize the projects that comprise the STIP and the Twelve Year Program.

Transportation Enhancements (TE) - Offers communities the opportunity to expand their transportation choices. Visit www.dot.state.pa.us/PennDOT/Bureaus/CPDM/Prod/Saferoute.nsf for more information or reference PennDOT Transportation Enhancements Manual.

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 to be undertaken during the next 12 years. The plan, together with any additions or changes, is subject to review and re-adoption biannually.

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.

APPENDIX B

PENNSYLVANIA BYWAYS INTEREST FORM WORKSHEET



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 A.

1. I am interested in pursuing a PA Byway 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

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:

1. Corridor Management Plan
2. Safety Improvements
3. Byway Facilities
4. Access to Recreation
5. Resource Protection
6. Interpretive Information
7. 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 C

PENNSYLVANIA BYWAYS APPLICATION WORKSHEET



This serves as a worksheet copy only.

This outlines the requirements needed to complete the application. An electronic application must be completed and submitted at www.dot.state.pa.us. Click on Other Links, Transportation Planning, Byways, Application-Electronic.

The applicant needs to provide key information from each county/municipality that the byway passes through for Sections E-M.

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.

K. Attach letters of support from applicable Metropolitan Planning Organizations and/or Rural Planning Organizations and Tourism Promotion Agencies 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, you may contact PennDOT @ 717-787-0782.*

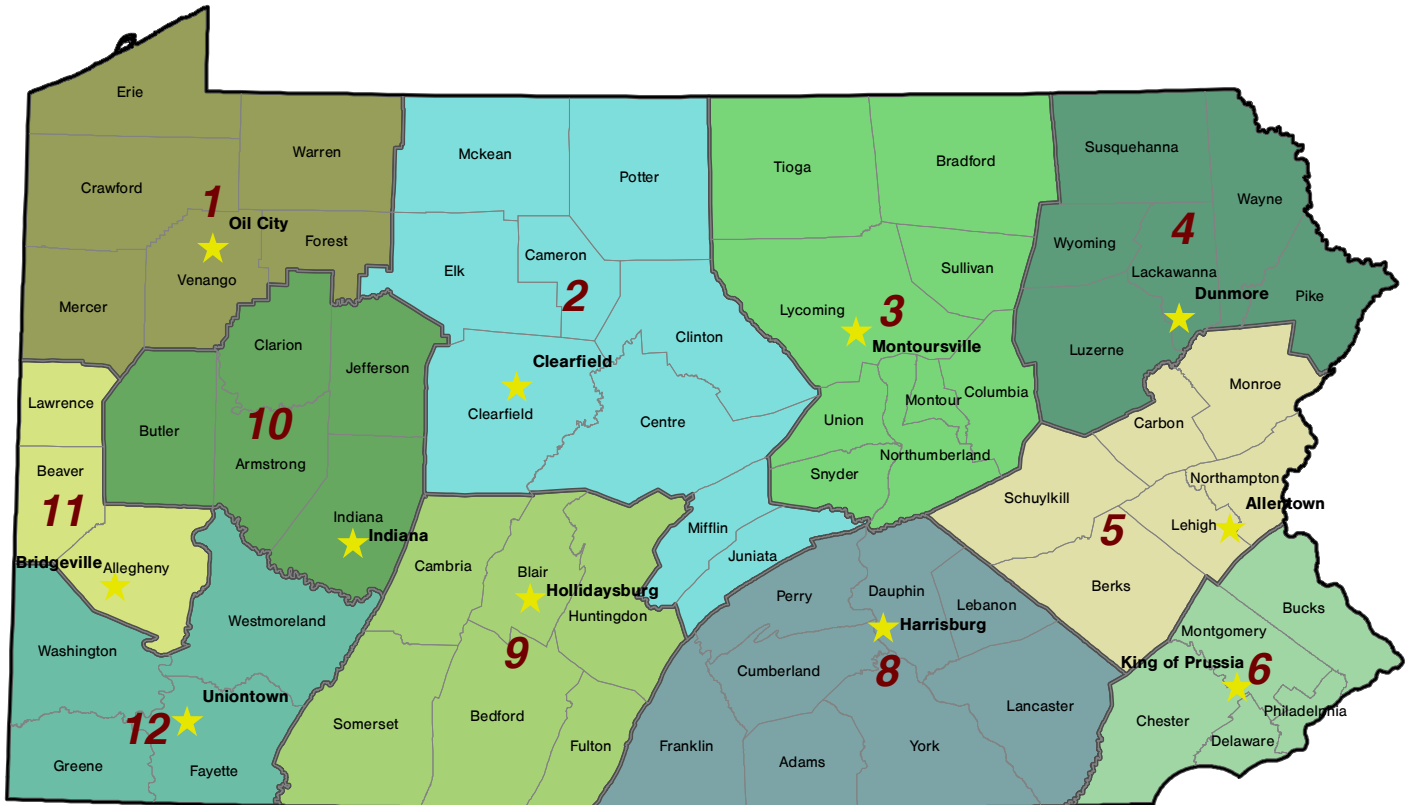
On behalf on the municipality(ies), the applicant certifies that this application, information and documentation therein or required by the Department is accurate pursuant to 18 Pa. C. S. §4904, relating to false swearing to authorities.

(Nominating Agency) By:
Title:

Date:

APPENDIX D

DISTRICT BYWAYS COORDINATORS



District/ District Executive	District Byways Coordinator	Contact Information
1-0 William Petit	Erin Wiley	255 Elm Street, Oil City, PA 16301 (814) 678-7006, (814) 678-7030 (fax), ewiley@state.pa.us
2-0 Kevin Kline	Vickie Rusnak	1924-30 Daisy Street, Clearfield, PA 16830 (814) 765-0441, (814) 765-0424 (fax), virusnak@state.pa.us
3-0 Sandra Tosca	Chris King	715 Jordan Avenue, Montoursville, PA 17754 (570) 368-4222, (570) 368-4321 (fax), chriking@state.pa.us
4-0 Stephen Shimko	April Hannon	P.O. Box 111, Scranton, PA 18501 (570) 963-4076, (570) 963-4014 (fax), ahannon@state.pa.us
5-0 Amar Bhajandas	Kuruvilla Mathew	1002 Hamilton Street, Allentown, PA 18101 (610) 871-4572, (610) 871-4122 (fax), kmathew@state.pa.us
6-0 Rina Cutler, Acting	Linda Guarini	7000 Geerdes Boulevard, King of Prussia, PA 19406-1525 (610) 205-6950, (610) 205-6913 (fax), lguarini@state.pa.us
8-0 Barry Hoffman	David Holcombe	2140 Herr Street, Harrisburg, PA 17103-1699 (717) 783-2560, (717) 705-5493 (fax), dholcombe@state.pa.us
9-0 Thomas Prestash	Randy Hillegass	1620 N. Juniata Street, Hollidaysburg, PA 16648 (814) 696-7166, (814) 696-7149 (fax), rhillegass@state.pa.us
10-0 Joseph P. Dubovi III	James Vautar	P.O. Box 429, Indiana, PA 15701-0429 (724) 357-7989, (724) 357-1905 (fax), jvautar@state.pa.us
11-0 Daniel Cessna	Patrick Roberts	45 Thoms Run Road, Bridgeville, PA 15017 (412) 429-4857, (412) 429-5069 (fax), paroberts@state.pa.us
12-0 Joseph Szczur	Adam Smith	825 N. Gallatin Avenue, P.O. Box 459, Uniontown, PA 15401-0459 (724) 439-7380, (724) 439-7158 (fax), adasmith@state.pa.us

APPENDIX E

PLANNING PARTNER CONTACTS

MPO	District Affiliation	Contact	Contact Information
Blair County Planning Commission Richard T. Haines, Planning Director	9-0	Wes Burket, Transportation Planner	Blair County Planning Commission Valley View Home 301 Valley View Blvd., East Wing Altoona, PA 16602-6409 814-940-5980 814-940-5985 (fax) wlbcbpc@atlanticbbn.net
Centre Region Area Metropolitan Planning Organization (CRMPO) Robert A. Crum, Planning Director	2-0	Tom Zilla, Transportation Planner	Centre Region Planning Commission 2643 Gateway Drive, Suite #4 State College, PA 16801 814-231-3050 814-231-3088 (fax) tzilla@crcog.net
Erie Area Transportation Study Jake Welsh, Director	1-0	Robert Wisener, Planner	Erie County Department of Planning Erie County Court House, Room 119 Erie, PA 16501 814-451-6012 814-451-7000 (fax) rwisener@eriecountygov.org
Harrisburg Area Transportation Study (HATS) James W. Szymborski, Executive Director	8-0	Diane Myers-Krug, Transportation Planner	Tri-County Regional Planning Commission Dauphin County Veterans Memorial Office Building 112 Market Street, 2nd Floor Harrisburg, PA 17101-2015 717-234-2639 717-234-4058 (fax) dkrug@tcrpc-pa.org
Johnstown Area Transportation Study Bradford G. Beigay, Executive Director	9-0	Dave Belz, Transportation Planner	Cambria County Planning Commission 401 Candelight Drive, Suite 213 Ebensburg, PA 15931 814-472-2108 814-472-4233 (fax) dbelz@co.cambria.pa.us
Lancaster County Transportation Coordinating Committee (LCTCC) James R. Cowhey, Executive Director	8-0	David Royer, Deputy Director for Transportation Planning	Lancaster County Planning Commission 50 North Duke Street, P.O. Box 83480 Lancaster, PA 17608-3480 717-299-8333 717-295-3659 (fax) Royerd@co.lancaster.pa.us
Lackawanna-Luzerne Transportation Study Glenn Pellino, Executive Director	4-0	Steve Pitoniak, Transportation Planner	Lackawanna County Regional Planning Commission 507 Linden Street, 5 th Floor Scranton, PA 18503 570-963-6826 570-963-6364 (fax) pitoniaks@lackawannacounty.org
Lackawanna-Luzerne Transportation Study Adrian F. Merolli, Executive Director	4-0	Nancy Snee, Transportation Planner	Luzerne County Planning Commission Penn Place, Suite 208, 20 North Pennsylvania Ave. Wilkes-Barre, PA 18701 570-825-1564 570-825-6362 (fax) nancy.snee@luzernecounty.org

MPO	District Affiliation	Contact	Contact Information
Lehigh Valley Transportation Study (LVTS) Michael N. Kaiser, Executive Director	5-0	Joe Gurinko, Chief Transportation Planner	Lehigh Valley Planning Commission 961 Marcon Boulevard, Suite 310 Allentown, PA 18109 610-264-4544 610-264-2616 (fax) jlg@lvpc.org
Delaware Valley Regional Planning Commission Barry Seymour, Executive Director	6-0	Charles Dougherty, Associate Director for Transportation	DVRPC 190 North Independence Mall West, 8 th Floor Philadelphia, PA 19106-1520 215-592-1800 215-592-9125 (fax) cdougherty@dvrpc.org
Southwestern Pennsylvania Commission James Hassinger, Executive Director	10-0 11-0 12-0	Ken Flack, Transportation Planner	Southwestern Pennsylvania Commission 425 Sixth Avenue, Suite 2500 Pittsburgh, PA 15219-1819 412-391-5590 412-391-9160 (fax) kflack@spsc9.org
Reading Area Transportation Study (RATS) Glenn R. Knoblauch, Executive Director	5-0	Alan Piper, Transportation Planner	Berks County Planning Commission Berks County Services Center 633 Court Street, 14 th Floor Reading, PA 19601-3591 610-478-6300 610-478-6316 (fax) apiper@countyofberks.com
Shenango Valley Transportation Study Dan Gracenin, Executive Director	1-0	Jeremy Coxe, Senior Planner	Mercer County Regional Planning Commission 2491 Highland Road Hermitage, PA 16148 724-981-2412 724-981-7677 (fax) jcoxe@mcrpc.com
Lebanon County Planning Department Earl H. Meyer, Executive Director	8-0	Jonathan Fitzkee, Transportation Planner	Lebanon County Planning Department Municipal Building, Room 206 S 8 th Street Lebanon, PA 17042-6794 717-274-2801 717-228-4453 (fax) jfitzkee@lebcnty.org
Williamsport Area Transportation Study (WATS) Jerry S. Walls, Executive Director	3-0	Mark Murawski, Transportation Planner	Lycoming County Planning Commission Court House, 4 th Floor 48 West 3 rd Street Williamsport, PA 17701 570-320-2138 570-320-2135 (fax) mark.marawski@lyco.org
York Area Metropolitan Planning Organization (YAMPO) Felicia S. Dell, Director of Planning	8-0	Donald Bubb, Sr. Chief of Transportation Planning & Traffic Eng.	York County Planning Commission 28 East Market Street York, PA 17401-1580 717-771-9870 717-771-9511 (fax) dbubb@ycpc.org

RPO	District Affiliation	Contact	Contact Information
Northeastern Pennsylvania Alliance Jeffrey K. Box, President/CEO	4-0 5-0	Alan Baranski, Community and Government Services Manager	Northeastern Pennsylvania Alliance 1151 Oak Street Pittston, PA 18640-3795 570-655-5581 570-654-5137 (fax) abaranski@nepa-alliance.org
Southern Alleghenies Regional Planning and Development Commission Edward M. Silveti, Executive Director	9-0	Chris Alison, Transportation Planner	Southern Alleghenies Planning and Development Commission 541 58 th Street Altoona, PA 16602 814-949-6520 814-949-6505 (fax) alison@sapdc.org
SEDA-COG Dennis Robinson, Executive Director	2-0 3-0	James McAllister, Transportation Planner	SEDA-COG Timberhaven, R D 1 Lewisburg, PA 17837 570-524-4494 570-524-9190 (fax) jmcallister@seda-cog.org
Northern Tier Regional Planning and Development Commission Kevin D. Abrams, Executive Director	3-0 4-0	Rick Biery, Transportation Planner	Northern Tier Regional Planning and Development Commission 312 Main Street Towanda, PA 18848 570-265-9103 570-265-7585 (fax) biery@northerntier.org
Northwest PA Regional Planning and Development Commission Denise McCloskey, Executive Director	1-0 10-0	Bob Skarada, Transportation Planner	Northwest Pennsylvania Regional Planning and Development Commission 395 Seneca Street – PO Box 1127 Oil City, PA 16301 814-677-4800 814-677-7663 (fax) bobs@nwcommission.org
North Central PA Regional Planning and Development Commission Eric M. Bridges, Executive Director	2-0 10-0	Amy Kessler, Transportation Planner	North Central PA Regional Planning and Development Commission 651 Montmorenci Avenue Ridgway, PA 15853 814-773-3162 814-772-7045 (fax) amy@ncentral.com
Adams County Commission Richard Schmoyer, Director of Planning and Development	8-0	Andy Merkel, Transportation Planner	Adams County Office of Planning and Development 19 Baltimore Street, Suite 101 Gettysburg, PA 17325 717-337-9824 717-334-2091 (fax) amerkel@adamscounty.us

APPENDIX F

COMPARISON OF STATE AND FEDERAL BYWAY DESIGNATION

Requirement	Pennsylvania State Byways	National Scenic Byways
Designating Administrative Body	Pennsylvania Department of Transportation (PennDOT)	Federal Highway Association (FHWA)
Organizations Eligible to Nominate Byways	<ul style="list-style-type: none"> • County or Municipal Governing Bodies • PA Legislators • Others with Resolution of Municipal Support 	PennDOT
Quality Requirements	Required	Required
Press Release	Required	Encouraged
Public Roadway Jurisdiction	Local, State or on Federal Lands	Local, State or on Federal Lands
Resolution of Support	<ul style="list-style-type: none"> • Municipality(ies) • County(ies) • MPO/RPO • Tourism Promotion Agencies • Member(s) of the PA Legislative Districts 	Needs to be a State designated Byway.
Tourism Marketing	Required	Required Technical assistance provided at: www.bywaysonline.org
Funding and Technical Resources	FHWA Transportation Enhancements	FHWA Transportation Enhancements
Corridor Management Plan Requirement	Not Required	Required
Outdoor Advertising Prohibition	Yes, if the byway is part of the National Highway System (NHS) or Federal Aid Primary (FAP)	Yes, if the byway is part of the Interstate System, or National Highway System (NHS) or Federal Aid Primary (FAP)

APPENDIX G

FEDERAL AUTHORIZING LEGISLATION

Title 23, Section 162 of the United States Code describes creation of the National Scenic Byways program. This legislation was most recently amended in 2005 upon passage of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU).

SAFETEA-LU

SEC. 1101. AUTHORIZATION OF APPROPRIATIONS

(b) IN GENERAL.—The following sums are authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account):

...

- (12) NATIONAL SCENIC BYWAYS PROGRAM.—For the national scenic Byways program under section 162 of such title—
- A. \$26,500,000 for fiscal year 2005;
 - B. \$30,000,000 for fiscal year 2006;
 - C. \$35,000,000 for fiscal year 2007;
 - D. \$40,000,000 for fiscal year 2008; and
 - E. \$43,500,000 for fiscal year 2009.

SEC. 1803. AMERICA'S BYWAYS RESOURCE CENTER

(a) IN GENERAL.—The Secretary shall allocate funds made available to carry out this section to the America's Byways Resource Center established pursuant to section 1215(b)(1) of the Transportation Equity Act for the 21st Century (112 Stat. 209).

UNITED STATES CODE TITLE 23 - Highways

§ 162. National scenic byways program

(a) DESIGNATION OF ROADS

- (1) IN GENERAL.—The Secretary shall carry out a national scenic byways program that recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities by designating the roads as—
- A. National Scenic Byways;
 - B. All American Roads; or
 - C. America's Byways.
- (2) CRITERIA.—The Secretary shall designate roads to be recognized under the national scenic byways program in accordance with criteria developed by the Secretary.
- (3) NOMINATION.—
- A. IN GENERAL.—To be considered for a designation, a road must be nominated by a State, an Indian tribe, or a Federal land management agency and must first be designated as a State scenic byway, an Indian tribe scenic byway, or, in the case of a road on Federal land, as a Federal land management agency byway.
 - B. NOMINATION BY INDIAN TRIBES.—An Indian tribe may nominate a road as a National Scenic Byway, an All-American Road, or one of America's Byways under paragraph (1) only if a Federal land management agency (other than the Bureau of Indian Affairs), a State, or a political subdivision of a State does not have—
 - i. jurisdiction over the road; or
 - ii. responsibility for managing the road.
 - C. SAFETY.—An Indian tribe shall maintain the safety and quality of roads nominated by the Indian tribe under subparagraph (A).
- (4) RECIPROCAL NOTIFICATION.—States, Indian tribes, and Federal land management agencies shall notify each other regarding nominations made under this subsection for roads that—
- A. are within the jurisdictional boundary of the State, Federal land management agency or Indian tribe; or
 - B. directly connect to roads which the State, Federal land management agency or Indian tribe is responsible.

(b) GRANTS AND TECHNICAL ASSISTANCE.

(1) IN GENERAL.—The Secretary shall make grants and provide technical assistance to States and Indian tribes to—

- A. implement projects on highways designated as—
 - i. National Scenic Byways;
 - ii. All American Roads;
 - iii. America’s Byways;
 - iv. State Scenic Byways; or
 - v. Indian tribe scenic byways; and
- B. plan, design, and develop a State scenic or Indian tribe byway program.

(2) PRIORITIES.—In making grants, the Secretary shall give priority to

- A. each eligible project that is associated with a highway that has been designated as a National Scenic Byway, All American Road, or 1 of America’s Byways; and that is consistent with the corridor management plan for the byway;
- B. each eligible project along a State or Indian tribe scenic byway that is consistent with the corridor management plan for the byway, or is intended to foster the development of such a plan, and is carried out to make the byway eligible for designation as—
 - i. National Scenic Byways;
 - ii. All American Roads; or
 - iii. America’s Byways; and
- C. each eligible project that is associated with the development of a State or Indian tribe scenic byway program.

(c) ELIGIBLE PROJECTS.—The following are projects that are eligible for Federal assistance under this section:

- (1) An activity related to the planning, design, or development of a State or Indian tribe scenic byway program.
- (2) Development and implementation of a corridor management plan to maintain the scenic, historical, recreational, cultural, natural, and archaeological characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities.
- (3) Safety improvements to a State scenic byway, Indian tribe scenic byway, National Scenic Byway, All American Road, or one of America’s Byways to the extent that the improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway as a result of the designation as a State scenic byway, Indian tribe scenic byway, National Scenic Byway, All American Road, or one of America’s Byways.
- (4) Construction along a scenic byway of a facility for pedestrians and bicyclists, rest area, turnout, highway shoulder improvement, overlook, or interpretive facility.
- (5) An improvement to a scenic byway that will enhance access to an area for the purpose of recreation, including water related recreation.
- (6) Protection of scenic, historical, recreational, cultural, natural, and archaeological resources in an area adjacent to a scenic byway.
- (7) Development and provision of tourist information to the public, including interpretive information about a scenic byway.
- (8) Development and implementation of a scenic byway marketing program.

(d) LIMITATION—The Secretary shall not make a grant under this section for any project that would not protect the scenic, historical, recreational, cultural, natural, and archaeological integrity of a highway and adjacent areas.

(e) SAVINGS CLAUSE—The Secretary shall not withhold any grant or impose any requirement on a State or Indian tribe as a condition of providing a grant or technical assistance for any scenic byway unless the requirement is consistent with the authority provided in this chapter.

(f) FEDERAL SHARE—The Federal share of the cost of carrying out a project under this section shall be 80 percent, except that, in the case of any scenic byway project along a public road that provides access to or within Federal or Indian land, a Federal land management agency may use funds authorized for use by the agency as the non Federal share.

§ 131. Control of outdoor advertising

(s) SCENIC BYWAY PROHIBITION.—If a State has a scenic byway program, the State may not allow the erection along any highway on the Interstate System or Federal-aid primary system which before, on, or after the effective date of this subsection, is designated as a scenic byway under such program of any sign, display, or device which is not in conformance with subsection (c) of this section. Control of any sign, display, or device on such a high-way shall be in accordance with this section. In designating a scenic byway for purposes of this section and section 1047 of the Intermodal Surface Transportation Efficiency Act of 1991, a State may exclude from such designation any segment of a highway that is inconsistent with the State’s criteria for designating State scenic byways. Nothing in the preceding sentence shall preclude a State from signing any such excluded segment, including such segment on a map, or carrying out similar activities, solely for purposes of system continuity.

(c) Effective control means that such signs, displays, or devices after January 1, 1968, if located within six hundred and sixty feet of the right-of-way and, on or after July 1, 1975, or after the expiration of the next regular session of the State legislature, whichever is later, if located beyond six hundred and sixty feet of the right-of-way, located outside of urban areas, visible from the main traveled way of the system, and erected with the purpose of their message being read from such main traveled way, shall, pursuant to this section be limited to:

- (1) directional and official signs and notices, which signs and notices shall include, but not be limited to, signs aw, which shall conform to national standards hereby authorized to be promulgated by the Secretary hereunder, which standards shall contain provisions concerning lighting, size, number, and spacing of signs, and such other requirements as may be appropriate to implement this section,
- (2) signs, displays, and devices advertising the sale or lease of property upon which they are located,
- (3) signs, displays, and devices, including those which may be changed at reasonable intervals by electronic process or by remote control, advertising activities conducted on the property on which they are located,
- (4) signs lawfully in existence on October 22, 1965, determined by the State, subject to the approval of the Secretary, to be landmark signs, including signs on farm structures or natural surfaces, of historic or artistic significance the preservation of which would be consistent with the purposes of this section, and
- (5) signs, displays, and devices advertising the distribution by nonprofit organizations of free coffee to individuals traveling on the Interstate System or the primary system. For the purposes of this subsection, the term “free coffee” shall include coffee for which a donation may be made, but is not required.

APPENDIX H

SAMPLE RESOLUTIONS

Sample Municipal Resolution

RESOLUTION No. _____

**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 _____, 200__.

ATTEST:

By: _____, Chairman

By: _____, Secretary

By: _____

Sample County Resolution

RESOLUTION No. ____ of 200_
**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 _____, 200__.

ATTEST:

(Insert County Name) Board of Commissioners
 By: _____, Chairman
 By: _____
 By: _____

APPENDIX I

SAMPLE LETTERS OF SUPPORT

Sample Letter of Support from a Tourist Promotion Agency

To Whom It May Concern:

As the County honored as the top County in the Commonwealth of Pennsylvania regarding open space initiatives, (Tourist Promotion Agency Name) supports wholeheartedly the efforts of this committee in designating Route ___ Pennsylvania Byway status.

The heart of (County Name) 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.

(Tourist Promotion Agency Name) believes this committee is a major force in maintaining quality of life and environment in (County Name) and our support of their efforts will be of an on-going 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 of Tourist Promotion Agency)

Sample Letter of Support from a Regional Planning Agency

Re: Proposed Route ____ Byway Designation

Dear _____ ,

I am pleased to provide the (Regional Planning Agency Name)'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 seven townships in (County Name). As noted in the townships' respective submission in the consolidated application, (County Name) 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, Byway designation is consistent with the goals and intents of the long-range comprehensive plan for (County Name) and with the long-range transportation plan for (Region Name).

We commend (County Name) for advancing this scenic byways application.

Sincerely,

(President/Executive Director of Regional Planning Agency)

Sample Letter of Support from a Legislator

SUBJECT: ROUTE ____ BYWAY DESIGNATION

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 Name). 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 shelter the natural features and resources of the area.

I would encourage the engineers at PennDOT to consider the application promptly and to approve the PA Byway designation. If additional assistance is desired regarding this or other issues, please do not hesitate to contact the office.

Sincerely,

(Name of Legislator)

Sample Letter of Support where PennDOT is not Owner of the Road

To PennDOT:

The Department of Conservation and Natural Resources supports the proposal from (County Name) to the Pennsylvania Department of Transportation to designate Route _____, Route _____, and 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 _____, Route _____, and Route _____ as a Scenic Byway and requests that the Pennsylvania Department of Transportation designate this route as a Pennsylvania Byway.

Sincerely,

(DCNR Secretary)

APPENDIX J

SAMPLE ORDINANCE

_____ 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 ___ and 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

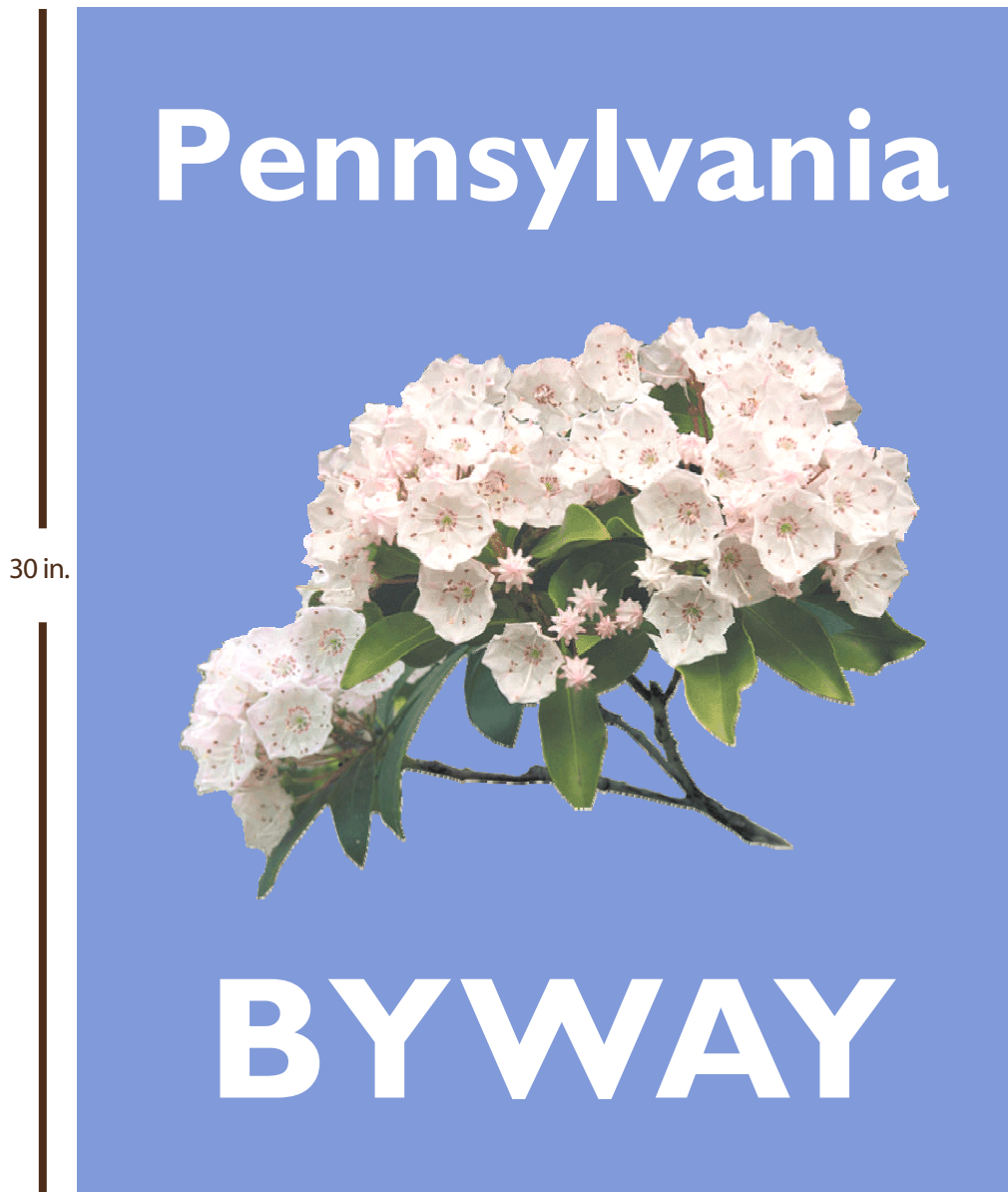
APPENDIX K

MODELS OF PA BYWAY 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.



24 in.



PENNSYLVANIA BYWAYS PROGRAM:

PennDOT
www.dot.state.pa.us
under "More links"
"Transportation Planning"
"Byways"

Attn: PennDOT Byways Coordinator
PennDOT, Program Center
PO Box 3365
Harrisburg, PA 17105-3365

jfelion@state.pa.us
717-787-0782 voice
717-787-5247 fax

No State Designation Cycle

NATIONAL SCENIC BYWAYS PROGRAM:

Program and Designation Information
www.bywaysonline.org

Tourism and Promotional Information
www.byways.org

Federal Grant Applications may be standardized to
submission through www.grants.gov



ELK, BUCKTAIL TRAIL - PA 120



OHIOPILE FALLS, LAUREL HIGHLANDS



NATIONAL ROAD
Our first national road, fathered by Albert Gallatin. Begun in 1811 at Cumberland, Md.; completed to Wheeling in 1818. Toll road under State control, 1835-1905. Rebuilt, it is present U. S. Route 40.

NATIONAL ROAD



PITTSBURGH, GRAND VIEW

