

## I. BACKGROUND ON THE APPALACHIAN THRUWAY

### A NORTH-SOUTH CORRIDOR

The Appalachian Thruway stretches from Cumberland, Md., north for 246.5 miles through central Pennsylvania along Route 220 to Williamsport, and north on Route 15 to the Corning area of New York. It connects eight major east west routes: Maryland's National Freeway, the Pennsylvania Turnpike, U.S. 30, U.S. 22, U.S. 322, Interstate 80, U.S. 6 and New York's Southern Tier Expressway.

### RECEIVES ARC FUNDS

All of the Thruway (except 3 miles) is on an Appalachian Corridor, meaning the highway qualifies for the second highest federal/state funding ratio (80/20). Appalachian Development Highway Funds are distributed through the Appalachian Regional Commission to the 13 states of the Appalachian Region. The funds are an annual appropriation of Congress from the general fund.

### OVER HALF COMPLETED

Just over half of the highway is now completed with major sections currently under construction and additional sections in varying stages of design.

### A GRASS-ROOTS EFFORT

The Appalachian Thruway Association, formed in 1963, consists of volunteer, public-spirited citizens living along the route of the Thruway interested in seeing the dream of a developmental highway in the region become a reality.

## II. A CASE FOR COMPLETING THE APPALACHIAN THRUWAY

### ECONOMIC DEVELOPMENT

#### DEVELOPMENT POTENTIAL

The Appalachian Thruway region suffers from the lack of major, modern transportation systems. Its unemployment rates are chronically among the highest in the state, and often the nation.

A study completed by the Rust Engineering Company in the late 1960's showed that with a completed Thruway, the region would experience an economic growth rate two and one-half times the rate without a completed Thruway.

Some growth has already occurred. A 1981 survey of the 13 states of the Appalachian States shows that since 1965, when the Appalachian Development Highway Program began, 182,700 jobs have been created in 801 manufacturing plants with 50 or more employees within 30 minutes of the highway corridors. Added to this are an estimated 32,300 jobs in smaller plants for a total of 215,000 jobs.

Industries in the Williamsport area have publicly stated they would open markets to the north if they had better access by highway. And Altoona remains the only city its size in America not served by a four-lane limited access highway.

#### TOURISM IMPORTANT

Another study, completed in the mid-1970's, showed that with a completed Thruway the growth rate for tourism in the region would be twice the national average within 10 years.

The Corning N.Y. area alone hosted some 600,000 visitors last year. A number of other tourist attractions in each of the counties of the Thruway have been developed in recent years making tourism a major industry in the region.

## SAFETY

### UNSAFE HIGHWAYS

Narrow two-lane highways over mountainous territory or through towns consistently account for numerous fatal accidents. Tioga County, for example, ranks as third worst county in Pennsylvania in traffic safety because of the conditions of its highways, following only Philadelphia and Allegheny Counties.

Death rate per mile on two-lane highways is as much as twice that for four-lane highways.

### ACCIDENT RATE IS HIGH

Following are accident statistics for one section of the Thruway for one year (1983) - Route 15 between Williamsport and the New York State Line: 175 accidents, 200 injuries, and 14 deaths. That's an average of one accident every other day and more than one death per month.

The short two-lane stretch of Route 220 in Centre County between the Blair County line and Interstate 80 experienced, in each of the last three years, an average of 70 accidents, 35 injuries and two deaths. On average someone will have an accident on this highway every five days and half of these accidents will result in injury or death.

## STRATEGIC LOCATION

### THE ONLY NORTH-SOUTH ROUTE

The Appalachian Thruway is the only major north-south route in Central Pennsylvania. It links eight major east west highways in three states and serves as a funnel for traffic moving south from Canada and New York State west to Pittsburgh, and points southwest, and visa versa.

PUBLIC SUPPORT

STRONG POPULAR  
SUPPORT

Citizens living along the route of the Thruway have consistently supported the construction of the Thruway. Local officials, Chambers of Commerce, Development Districts, Planning Commissions, business and industry, banks and other institutions have actively expressed their support.

A case in point. In the Williamsport area where more than 80 properties will be taken in the first 3.5-mile section, not one owner requested a public hearing.

Chambers of Commerce in Altoona, State College, Bellefonte, Lock Haven, Williamsport, Mansfield, Corning, N.Y. and Elmira, N.Y. have passed resolutions in support of the highway.

III. WHAT HAPPENS TO THE THRUWAY IF THE ARC IS ABOLISHED?

UNIQUE  
REGIONAL  
PROGRAM

Funds currently obligated by Pennsylvania will complete the sections of the Thruway in Blair County between Altoona and the Pennsylvania Turnpike. They will also build the Mansfield Bypass.

All other projects on the Thruway come to an abrupt halt.

Congress established the Appalachian Development Highway Program in 1965 to provide a highway network for Appalachia which would provide access to and from the rest of the nation and within the region itself. Its primary purpose was economic development.

PHASE-OUT  
PLAN

As of September 1984 the federal government had spent a total of \$3.214 billion on Appalachian highway construction in the 13 states of the region. A phase out plan recommended to Congress by the governors of the region in 1982 requested an 8-year, \$2.3 billion phase out plan to complete the major missing links of the system.

TO ABANDON  
IS TO WASTE

To abandon the system at this stage would be to waste millions of dollars in incomplete segments of major highways. The potential economic development of the region would simply not be realized.

#### IV. SPECIFIC PROGRESS AND PROBLEMS ON THE THRUWAY

##### SOUTHERN SECTIONS

Allegheny County, MD

Bedford County, PA

Maryland's Department of Transportation gave the final three miles of the Thruway at the southern end design status last year and is in the process of exploring environmental impact and cost estimates for the various corridors.

The 19.5-mile section of Route 220 from the Maryland border to the finished sections near the Pennsylvania Turnpike are not programmed by the Pennsylvania Department of Transportation. The Thruway is working to have this section upgraded rather than rebuilt, saving millions of dollars.

##### CENTRAL SECTIONS

Blair County, PA

Centre County, PA

Clinton County, PA

Approximately 11 miles of the Thruway between the Pennsylvania Turnpike and Altoona (not all contiguous sections) will go to construction in 1985. Two sections, nearly eight miles in length, will be built as a 100 percent federally financed demonstration project introduced by Congressman Shuster. With the completion of these sections by 1987 and the 2.4 mile section of 220 just south of Altoona, the city will at last achieve a four-lane limited access link to the nation's interstate system.

The 12-mile section of Route 220 from Altoona to Tyrone is on Pennsylvania's 12-year Transportation program; however, construction depends on continued ARC funding or a \$90 million demonstration project introduced by Congressman Shuster.

The 26-mile section of Route 220 between Tyrone and Interstate 80 is not programmed. This is the longest missing link in the system and is located at the center of the Thruway. As sections of the Thruway to the north and south of Centre County are completed, the need to complete this center link will become crucial.

A 2.9 mile gap in the Williamsport Beltway remains unfinished at the west end where the beltway connects with Interstate 80 by means of a two-lane road.

#### NORTHERN SECTIONS

Lycoming County, PA

Tioga County, PA

Steuben County, NY

The first 12 miles of Route 15 just north of the city of Williamsport are in final design stages with right-of-way acquisition plans ready for the first 3.4 miles. The project is currently in limbo because of the uncertainty of Appalachian Funds.

In Tioga County right-of-way acquisition continues on section D-51, a 3.5 mile section between Sebring and the top of Bloss Mountain. There are currently no funds to proceed with construction.

The four-mile bypass of the City of Mansfield was let for construction in the fall of 1984. The \$21.6 million project is expected to be completed within two years.

All of the remaining sections of Route 15 between Williamsport and the New York State Line are programmed by the Department of Transportation for construction between now and 1991, contingent on the ARC phase-out plan.

Approximately 33 miles remain to be finished.

New York State has built approximately six miles of the Thruway just south of Corning. It has promised to be at the border when Pennsylvania arrives.

## V. OUR RECOMMENDATIONS

REJECT  
RECISION

1. It has been rumored that President Reagan will request a recision of the \$100 million 1985 appropriation to the Appalachian Development Highway Program (for 13 states). Even at this level Pennsylvania receives only \$16 million (less than half of what is needed to complete the Appalachian System in the state); New York receives \$6.95 million and Maryland only \$4.38 million.

We ask you to oppose any effort at recision.

SUPPORT  
H.R. 10

2. Last year we came very close to receiving a multi-year authorization for the Appalachian Development Highway Program. This year Congressmen Oberstar and Clinger have again introduced H.R. 10, a seven-year phase out plan for the Appalachian Development Highway Program. We support the bill, believing that given the funding levels contained in the bill, over a period of seven years, most of the major missing links in the Appalachian system will be completed.

Also, a multi-year authorization removes some of the uncertainty that surrounds the program.

LINK TO  
PRIMARY  
FUNDS

3. Because of the size of some of the projects and their importance to the entire state and northeast region, we believe some linkage between Appalachian funds and primary highway funds might be in order. We ask you to explore this possibility.

A NEW  
PROGRAM

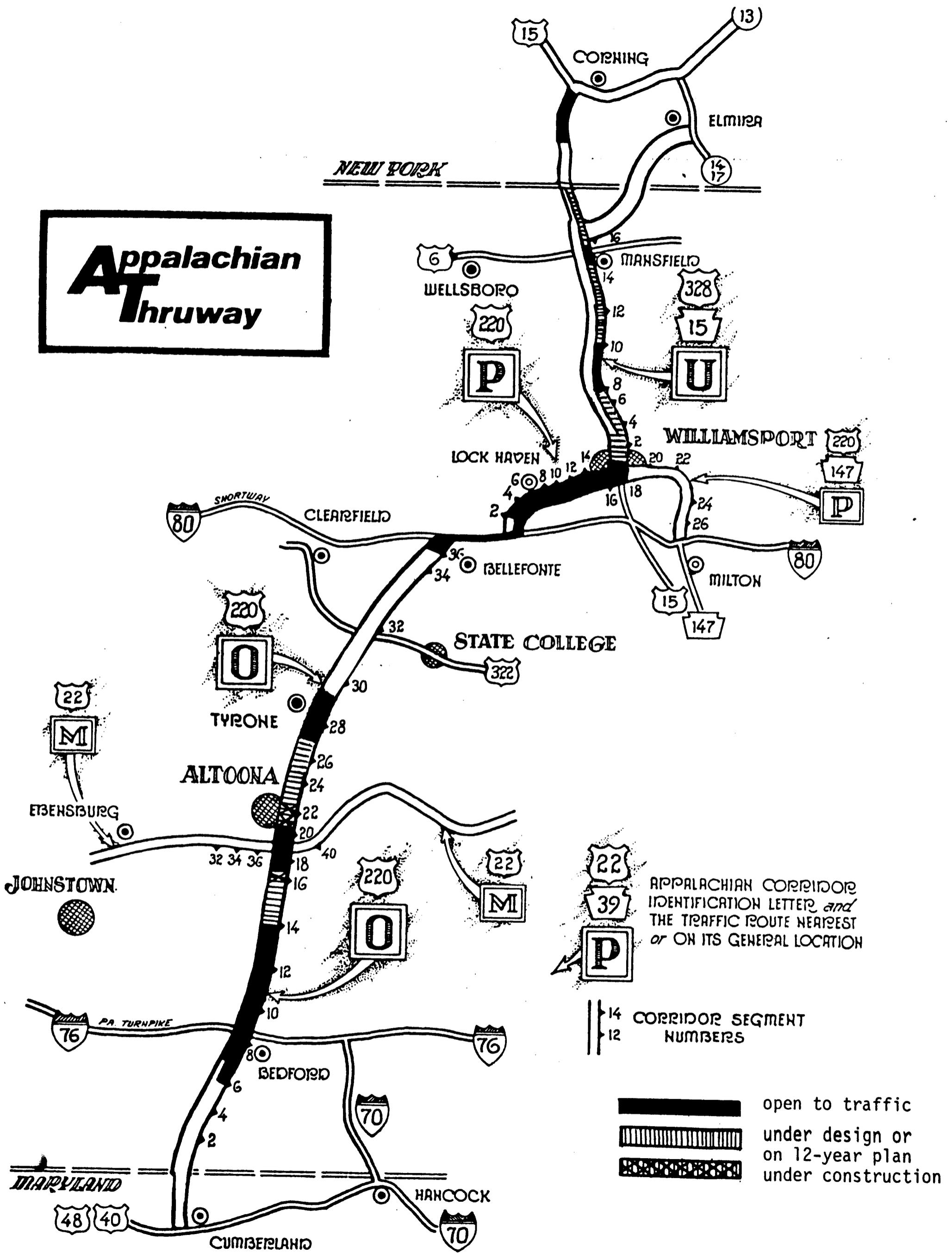
4. When the Interstate Highway Program comes to a conclusion in the early 1990's we hope that some continuing federal highway program will develop which will speak to the needs of the Appalachian Region. We ask you to support this goal and help to develop the means to achieve it.

ANNUAL APPROPRIATIONS FOR THE  
APPALACHIAN DEVELOPMENT HIGHWAY PROGRAM

RECOMMENDED FUNDING LEVELS  
FOR THE PROPOSED 8-YEAR  
PHASE OUT PLAN

1965-66	\$ 200,000,000	1986	234,000,000
1967	100,000,000	1987	250,000,000
1968	70,000,000	1988	270,000,000
1969	100,000,000	1989	289,000,000
1970	175,000,000	1990	312,000,000
1971	175,000,000		337,000,000
1972	175,000,000		364,000,000
1973	205,000,000		
1974	155,000,000		
1975	160,000,000		
1976	162,000,000		
transition quarter	37,500,000		
1977	185,000,000		
1978	211,300,000		
1979	233,000,000		
1980	229,000,000		
1981	214,600,000		
1982	95,000,000		
1983	115,100,000		
1984	111,400,000		
1985	100,000,000		

# Appalachian Thruway



APPALACHIAN CORRIDOR IDENTIFICATION LETTER and THE TRAFFIC ROUTE NEAREST or ON ITS GENERAL LOCATION

14 CORRIDOR SEGMENT NUMBERS

open to traffic  
 under design or on 12-year plan  
 under construction

SCHEDULE OF MEETINGS

February 20, 1985

<u>SENATORS</u>	<u>Aide</u>	<u>Time</u>	<u>Room</u>	<u>Building</u>
John Heinz, III	<u>R. J. Salini</u>	2 p.m.	277	Russell
Arlen Specter	<u>Gregg Farrell</u>	2 p.m.	360	Russell
	<u>Bruce Marks</u>	2 p.m.		
 <u>REPRESENTATIVES</u>				
Beverly B. Byron		1:45 p.m.	1216	Longworth
William F. Clinger, Jr.	Bryan Connors	1:45 p.m.	1122	Longworth
George W. Gekas	<u>Ed Uravic</u>	3:30 p.m.	1008	Longworth
William F. Goodling	Dale Petrosky		2263	Rayburn
Stanley N. Lundine			231	Canon
Joseph M. McDade	Debbie Weatherly	1:45 p.m.	2370	Rayburn
Bud Shuster	<u>Doug Hamm</u>	2:00 p.m.	2251	Rayburn