



# Project Intake Form

**Project Title** Knox Kane Railtrail Trestle and Road Infrastructure

**Project Applicant** Headwaters Chaitable Trust

**Applicant Address** 434 State Street-STE 1

Curwensville

Pennsylvania

16833

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## All counties in the North Central region are currently transitional.

Select all counties the project will serve.

Elk McKean

**Project Type** Transportation

**Primary Funding Agency** Federal Highway Administration

Select Primary Objective to Set the Goal Supporting Objective

Objective 3.1: Ensure the availability of quality, affordable basic infrastructure to meet the needs of the residents and businesses of Appalachia.

Building Infrastructure

View North Central's [2018-2023 Comprehensive Economic Development Strategy here](#).

**Does your project align with the goals of North Central's 2018-2023 Comprehensive Economic Development Strategy?**

Yes

**The CEDS Investment Priorities include the following:**

- Expanding and strengthening employment and education opportunities that provide stable family wage jobs.
- Investments in entrepreneurship and home-grown business development to build a sustainable, diverse economy.
- Preserving and investing in the region's natural and cultural assets to strengthen economic potential.
- Creating and/or improving reliable, consistent access to critical infrastructure in North Central Pennsylvania.
- Providing sufficient availability of right-sized, right-priced housing throughout each county within the North Central Pennsylvania region.

**Check the box if you'd like this project to be considered for inclusion in North Central's forthcoming CEDS and Resiliency Plan.**

Yes, please consider this project for inclusion in the forthcoming CEDS and Resiliency Plan.

# Project Funding

Please enter the project funding amounts for each below. Totals and Percent will calculate automatically. Do NOT include the "\$."


#	Non Construction	Equipment	Construction	Total	Percent
1			345,456	345	26.23574144486692
2			850,000	850	64.63878326996198
3			20,000	20	1.520912547528517
4			100,000	100	7.604562737642586
5	0	0	1315	1315	99.99999999999999

## Funds Status

	Funds Status
Federal	Secured
State	Applied For
Local	Secured
Other	Committed

Please upload an Engineering Cost Estimate, if applicable.


Kane Borough Trestle Railing and Decking\_St...


SS KnoxKaneRdCost..pdf

## Period of Performance

### Start and End Date

Start Date: 05/01/2022 End Date: 11/01/2024

### Purpose of Project

State highway and trestle safety improvements along the 74 mile Knox Kane rail trail. Funds will be used for these improvements in McKean and Elk Counties only. The trestles to be addressed are in Wetmore Township and Kane Borough in McKean County and Jones Township Elk County. State Highway crossings are over SR 6, 498, 66, 4004 and 4009.

### Project Description

The Knox and Kane Railtrail is a 74 mile corridor spanning both NCPRPDC (McKean and Elk Counties) and NWRPDC(Forest and ClarionCounties). In 2011, a feasibility study was completed through NCPRPDC providing the foundation to move forward with the development of the rail trail. Headwaters Charitable Trust aquired the corridor in 2017 and is woking with local municipalites and community members to make this corridor a significant community asset for citizens and visitors. Headwaters has contracted with Sthal Sheaffer Engineering for engineering support. While more that 45 miles of trail have been cosntrcuted already and being used, our current need is to make highway crossings safe and 4 rialroad trestles on the trail structurally safe and sound. More than \$6M has been invested in this effort since 2017 which indicatates the value and improtance this corridor brings to the region in creating engienerign and construction jobs, materials supply chain support and an induced economy from tourism.

### Explain the following for the Strategic Rationale:

- Identify the problems and/or opportunities the project will address.
- Explain the existing conditions or critical circumstances that would compel the funding of this project.
- Describe how the project supports a regional strategy or plan.
- Explain how this project will contribute to sustainable economic development in the service area impacted.
- Identify the types and numbers of jobs to be created or retained.
- Explain any Leveraged Private Investment because of this project.

### Strategic Rationale

The conversion of the Knox Kane Rail corridor to a public trail has been discussed in numerous planning documents for the region. Each document sets forth specific recommendations supporting the development of a trail. Benefits to the region outlined include recreational, economical, social, transportation, cultural, historical and ecological. The following existing planning initiatives were reviewed as part of the planning process:

Clarion County Greenways Plan

Forest County Greenways Plan

North Central Pennsylvania Greenways Plan

Making an Impact—2010 Update on the Pennsylvania Wilds Initiative

Outdoor recreation in the 21st Century The Pennsylvania Wilds

Kinzua Bridge State Park Recreational Assessment

Knox Kane combined Environmental and Historic Report

Allegheny WILD! A citizens Vision for the Allegheny Nation Forest

Pennsylvania ATV Riders and Their Needs

### Collaborative Partnerships

Collaborative partners include Mt Jewett and Kane Boroughs, Wetmore, Jones and Highland Townships along with the followiwng trail groups; MJ2KB Trail Club and TAMED (Trail Alliance of McKean Elk Divide). The Allegheny National Forest initially provided funding prior to the aquisition and

is supporting the rails development in the ANF with additional funding and Kinsuzua Bridge State Park frequently uses the trail for educational activities. Three primary private foundations have awarded funding to match DCNR funding for the acquisition and current trail development. PADOT is assisting in technical guidance for the state highway crossings and approved a shared use path agreement with Headwaters Charitable Trust. Recently, the Trust was awarded funding through the Federal Surface Transportation Board for road safety improvements. The PA Environmental Council also received funding through ARC for a section of rail in McKean County as part of the Industrial Heritage Trail. Knox Kane is a portion of this trail through the PA Wilds Loop.

### **Project Sustainability and Capacity**

During the acquisition process, Headwaters, through NCPRPDC, received federal funding from the Appalachian regional commission for land a centerline survey of the corridor to validate primarily the width of the corridor. Headwaters has also worked with other federal agencies such as the USDA and Office of Surface Mining (OSMRE) on numerous water quality projects. Currently, funds through the 2021 Federal Surface Transportation Board (transportation and infrastructure program) have been awarded for effort. Headwaters is initiating an endowment for the continued operation for the corridor and does receive lease payments from infrastructure that encumbers the corridor.

## Output and Outcome Measures

### Stand-Alone Output Measure

linear feet

plans/reports

### Stand-Alone Outcome Measure

businesses created

jobs created

jobs retained

leveraged private investment

### Congressional and Legislative Districts

Glenn Thompson (US House, 15th)

Martin Causer (PA StateHouse, 67th)

Pat Toomey (US Senate)

Bob Casey (US Senate)

Mike Armanini ( PA StateHouse, 75th)

### Miscellaneous Notes

The PA Environmental Council also has secured funding through ARC via Crawford County. This funding is for trail construction from 219 in wetmore townxhip. This funding is not included in this application as I'm not srue how much it is but PEC is a partner.