

## Transportation – Air, Roadway, Rail, Pipe, and Transit

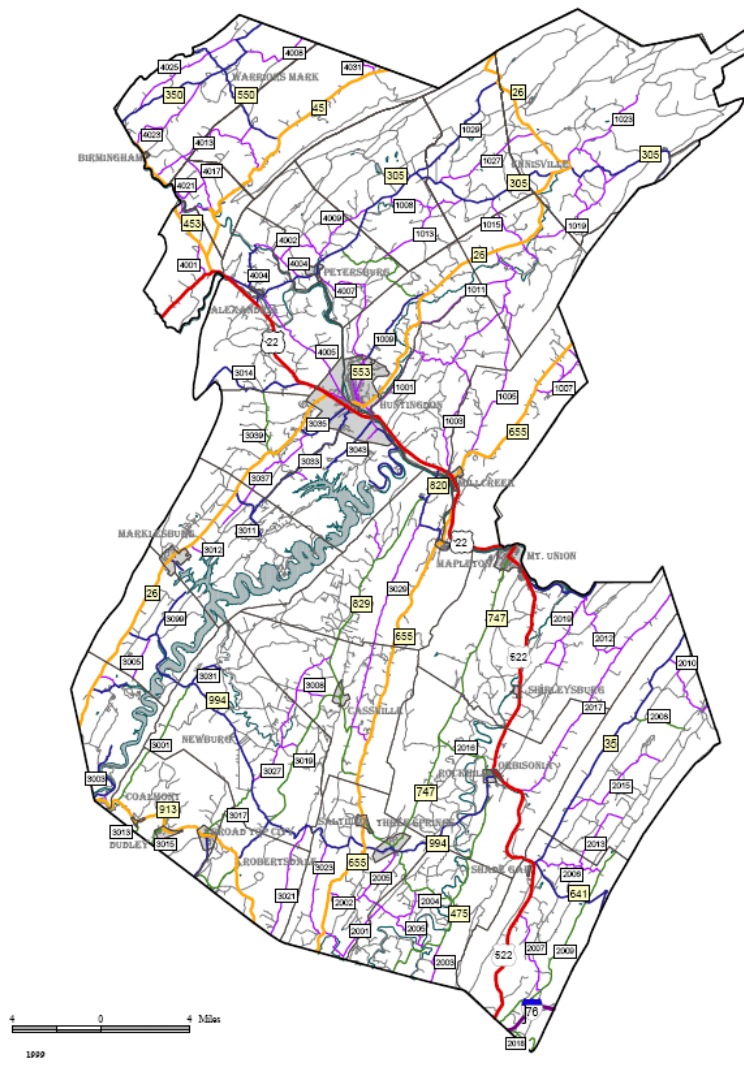
### General

Transportation accidents will claim more lives annually and cause more injuries than any other hazard. With rail, air, and highway transportation available all over Pennsylvania, every county in the Commonwealth is susceptible to this hazard.

### Air

Huntingdon County has 14 general aviation facilities. Of these, 12 are private-use airports and two are private-use heliports. The largest of these is the Huntingdon County Airport.

- Beers Farm Airport, near Rockhill and Orbisonia, is a private-use facility owned and operated by Ward J. Beers. It is certified to operate a single-engine general aviation aircraft. It has one turf runway (runway 08/26), measuring 2,000 feet long and 100 feet wide.
- Hilling International Airport, located four miles east of Huntingdon on Schoolhouse Hollow Road, is a private-use facility owned and operated by W. C. Hilling. It has one turf runway (runway 2/20), measuring 1,280 feet long and 80 feet wide.
- Hostetler Airport, located off of Standing Stone Road in McAlevys Fort, approximately 13 miles northeast of Huntingdon, is a private-use facility owned and operated by Brian Tormey. It is certified to operate a single-engine general aviation aircraft. It has one turf runway running northeast and southwest, measuring 1,800 feet long and 100 feet wide.
- J C Blair Memorial Hospital Heliport is a private-use medical facility owned and operated by J C Blair Memorial Hospital. It is certified to operate one general aviation helicopter and has one asphalt helipad measuring 80 feet long and 80 feet wide.



- Lincoln Farms Airport, located in Calvin, is a private-use facility owned and operated by John McClure. It occupies 108 acres and is certified to operate one single-engine general aviation aircraft. It has one turf runway (runway 02/20), measuring 1,420 feet long and 100 feet wide.
- Memmi Airport, located near Orbisonia, is a private-use facility owned and operated by Joseph Memmi. It occupies five acres and is certified for one single-engine general aviation aircraft. It has one turf runway which runs northeast and southwest, measuring 1,730 feet long and 100 feet wide.
- Mills Brothers Airport/ Burnt Cabins Emergency Strip, located by Interstate 76 in Fannettsburg, is a private-use facility owned and operated by Mills Brothers. It occupies 27 acres and is certified for one single-engine and one multi-engine general aviation aircraft. It has one turf runway (runway 06/24), which is 2,140 feet long and 100 feet wide.
- Schrenkel Airport, located in Cassville, is a private-use facility owned and operated by Charles Schrenkel. It occupies 144 acres and is certified to operate one single-engine general aviation aircraft. It has one turf runway (runway 17/35), measuring 2,200 feet long and 75 feet wide.

The FAA and Pennsylvania Bureau of Aviation have limited information on six privately owned and operated facilities: Feltenberger Airport, located along Stone Creek Road in Donation; Fouses Airport, located in Entriiken; Huey Airport, located in Allensville; Mount Union Airport, located off of U.S. 522 in Butler Knob; Ridge Company Heliport, located off of U.S. 22 in Alexandria; and Russell Farms Airport, located off of S.R. 550 in Tyrone.

Huntingdon County Airports and Heliports							
Facility Name	City	ARP Latitude	ARP Longitude	Runway ID	Runway Length	Runway Width	Surface
Mills Brothers Airport	Burnt Cabins	40-08 N	077-51 W	'06/24	2140	100	Turf
Lincoln Farms Airport	Calvin	40-19 N	078-02 W	'02/20	1420	100	Turf
Schrenkel Airport	Cassville	40-15 N	078-06 W	'17/35	2200	75	Turf-G
Hilling International Airport	Huntingdon	40-30 N	077-56 W	'02/20	1280	80	Turf
Hostetler Airport	Huntingdon	40-37 N	077-51 W	'NE/SW	1800	100	Turf
JC Blair Memorial Hospital Heliport	Huntingdon	40-29 N	078-00 W	'H1	80	80	Asphalt
Beers Farm Airport	Orbisonia/Rockhill	40-13 N	077-55 W	'08/26	2000	100	Turf
Memmi Airport	Three Springs	40-10 N	077-59 W	'NE/SW	1730	100	Turf
Feltenberger Airport	Donation	40-55 N	Missing	Missing	Missing	Missing	Missing
Fouses Airport	Entriiken	40-37 N	078-17 W	Missing	Missing	Missing	Missing
Huey Airport	Allensville	40-58 N	077-82 W	Missing	Missing	Missing	Missing
Ridge Co Heliport	Alexandria	40-51 N	078-07 W	Missing	Missing	Missing	Missing
Russel Farms Airport	Tyrone	40-72 N	078-12 W	Missing	Missing	Missing	Missing

Source: Federal Aviation Administration

**Roadway**

Huntingdon County has over 1,441 miles of roadway, of which 804.1 miles (55.8%) is classified as PennDOT and other state and federal highways. 635.5 miles (44.1%) are classified as local (municipal) roadways. As of 2005, Huntingdon County had 45,672 state registered vehicles and 31,432 license drivers. U.S. Route 22 travels through the center part of the County and provides access to Interstate 99 (I-99) to the west in Blair County. Interstate 76 (I-76) also travels through the southeastern corner of the County.

Roadway Network	
Freeways	These are fully controlled access highways, with no at-grade intersections or driveway connections. Freeways are arterials that do not have standard intersections requiring traffic control devices such as stop signs and traffic signals.
Arterials	This system carries long-distance major traffic flows between major activity centers such as towns and large shopping/employment centers. Arterials allow travel between regions and therefore, form the backbone of a roadway network. This class of road is designed to carry large volumes of traffic as efficiently as possible.
Collectors	This system links local streets with the arterial street system. Collectors do what their name implies; they collect traffic from local roads and streets.
Local Roads	This system serves shorter local trips. Local roads primarily function to provide access to abutting land uses. These roads generally have low speed limits and low traffic volumes.

In addition to transportation accidents, hazardous material spills also occur along Huntingdon County’s road networks. Numerous hazardous materials and other commodities are transported throughout the County. Common materials that are transported throughout Huntingdon County include: gasoline, diesel fuel, heating oils, propane, industrial chemicals, hazardous and bio-hazardous waste, as well as other materials that can be harmful to citizens and the environment.

**Rail**

Huntingdon County’s primary rail service is provided by: a passenger/commuter rail line operated by Norfolk Southern Railway Company; a Class I railroad operator; and the National Railroad Passenger Corporation, better known as Amtrak. The track runs generally east/west through the County, connecting the urban areas of Mount Union, Mapleton, Huntingdon, and Petersburg. This track also serves business and industry in the County and connects it with Harrisburg, Philadelphia, and Pittsburgh, as well as Ohio, New York City, Canada, and New England. The principle commodities shipped include grain, lumber, and coal. Additionally, a smaller track running south from Mount Union includes passenger lines operated for tourists by the East Broad Top Railroad and the Rockhill Trolley Museum.

Rail lines in Huntingdon County are also used to transport hazardous and other materials. Common materials that are transported throughout Huntingdon County include: gasoline, diesel

fuel, heating oils, propane, industrial chemicals, hazardous and bio-hazardous waste, as well as other materials that can be harmful to citizens and the environment.

**Pipelines**

There are seven major operators that own and operate pipelines within Huntingdon County. Two of these operators are currently conducting expansion projects which directly and indirectly affect the County. Texas Eastern Transmission Corporation wants to expand the capacity of its pipeline in Pennsylvania to transport an additional 100,000 dekatherms (Dth/day) per day of natural gas to New Jersey Natural Gas. Texas Eastern is currently expanding four new segments of a 36-inch diameter pipeline loop in neighboring Perry County, and future ancillary pipelines could extend into Huntingdon County.

<b>Huntingdon County Pipeline Operators</b>	
<b>Name</b>	
	Buckeye Pipeline Co, LP
	Dominion Transmission Inc. (DTI)
	Laurel Pipeline Co - Buckeye P/L Co, LP
	Sunoco Pipeline, LP
	TE Products Pipeline Co., LP
	Texas Eastern Transmission Corp. (Duke)

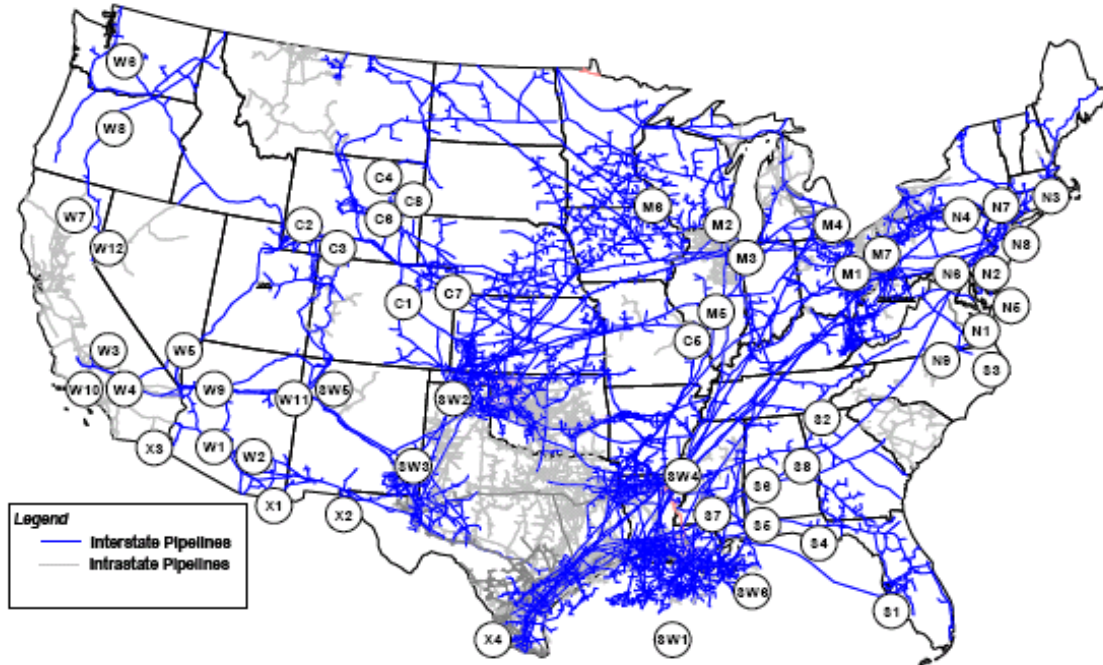
**Source: Pipeline and Hazardous Materials Safety Administration**

Larger still is the Cove Point Expansion project, which includes an expansion of Dominion Cove Point LNG, L.P. and Dominion Transmission, Inc.'s (DTI) existing Cove Point LNG Terminal and facilities to reinforce Dominion's existing pipeline system. Five pipeline projects are proposed. Dominion's interstate pipeline company, DTI, plans to build a pipeline and two compressor stations in central Pennsylvania to move natural gas from its proposed Perulack station in Juniata County to: the Dominion South Point market hub; other interstate pipelines; DTI's existing pipeline system; and the major natural gas storage fields at Leidy in Clinton County, Pennsylvania. This project includes installing an 81-mile pipeline between the end of DTI's existing PL-1 pipeline system near Perulack, PA, and its mainline system at Leidy. Over 95 percent of this line will parallel an existing Texas Eastern pipeline through Juniata, Mifflin, Huntingdon, Centre, and Clinton Counties, Pennsylvania. Site acquisition for both compressor stations is underway. The PL-1 Extension that is proposed to run through Huntingdon County is 100 percent on State Forest land, thus no private landowners are involved.

The Federal Energy Regulatory Commission (FERC) in cooperation with the U.S. Army Corps of Engineers and U.S. Coast Guard has already prepared a final Environmental Impact Statement (EIS) for the liquefied natural gas (LNG) import terminal expansion and natural gas pipeline facilities proposed by DTI. This includes the 81 miles of 24-inch diameter pipeline in Juniata, Mifflin, Huntingdon, Centre, and Clinton Counties, Pennsylvania. The EIS is a review of all the environmental implications of the project and includes specific mitigation instructions that Dominion must comply with during construction. Currently the FERC is in the process of determining the public interest of the project. If satisfied, the Commission will issue an order giving Dominion permission to build the project.

The diagram that follows is a snapshot of natural gas pipeline construction projects completed in 2004. It gives an indication of the location and concentration of pipelines in the Commonwealth of Pennsylvania. As demand for energy resources increases, the potential for more expansion

projects that affect Huntingdon County will increase, raising the vulnerability of the County to this hazard.



Source: Energy Information Association

### Transit

Huntingdon County’s public transit system is the Huntingdon-Bedford-Fulton Area Agency on Aging under the jurisdiction of the counties of Huntingdon, Bedford, and Fulton. The Area Agency on Aging operates the shared-ride program and transports persons with a wide range of needs, such as medical and social service appointments and shopping. Private transportation systems consist of Greyhound Lines and Fullington Trailways, which operate five to eight trips daily along lines in the northern portion of the County.

**History**

The Huntingdon County Airport in Shirleysburg has not witnessed an aviation incident since 2004. Since 1997 however, the County has experienced three fatal accidents and one non-fatal. The table below shows the aviation accident history for the Huntingdon County Airport from 1964 to present, as recorded by the Federal Aviation Administration.

<b>Huntingdon County Aviation Crash History, 1997-2006</b>				
<b>Date</b>	<b>Location</b>	<b>Make / Model</b>	<b>Event Severity</b>	<b>Type of Air Carrier Operation</b>
5/22/2004	Alexandria, PA	Masak Scimitar	Fatal (1)	General Aviation
12/31/2002	Mount Union, PA	SOCATA TB 9	Nonfatal	General Aviation
8/27/2000	Mill Creek, PA	Cessna 172L	Fatal (1)	General Aviation
4/30/1997	E. Huntingdon, PA	Porter STOLP SA-750	Fatal (1)	General Aviation

**Source: FAA**

In 2004, the pilot attempted to fly over a ridge in a glider, during a national soaring competition. He failed to maintain airspeed, resulting an inadvertent stall/spin. Turbulent wind conditions may have been a contributing factor. In 2002, the pilot departed on runway 22 during “soft” runway conditions. The airplane did not accelerate properly and failed to become airborne. The pilot’s delay in aborting the takeoff and existing runway conditions were a contributing factor. In 2000, an instrument-rated pilot departed on a night cross-country flight into deteriorating weather conditions with no flight plan, no weather briefing, and an inoperative transponder. The pilot’s improper pre-flight planning and in-flight planning decision to continue visual flight into deteriorating adverse weather conditions were contributing factors. In 1997, the airplane was observed performing aerobatic maneuvers prior to entering an uncontrolled stall/spin at low altitude. Factors in the accident were the low entry altitude for the maneuver and the pilot’s lack of recent flight experience.

Annually, Huntingdon County averages 497.7 automotive crashes. Of these crashes, typically nine are fatal, 299.8 are crashes with injuries only, and 205.2 are crashes with property damage only. Seatbelt use has remained above the state average which typically reduces the number of fatalities and injuries.

<b>Huntingdon County Automotive Crashes</b>										
<b>Category</b>	<b>1994</b>	<b>1995</b>	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2003</b>	<b>County Average</b>
Total Crashes	439	463	487	520	512	515	550	471	522	497.7
Fatal Crashes	-	-	-	-	16	4	13	5	7	9.0
Injury Crashes	-	-	-	-	293	325	343	261	277	299.8
Property Damage Only Crashes	-	-	-	-	203	186	194	205	238	205.2
Traffic Deaths	14	17	8	8	23	4	15	7	7	11.4
Pedestrian Deaths	2	1	0	0	1	0	0	1	0	0.6
Alcohol Related Deaths	7	4	2	2	16	3	2	2	3	4.6
% Seatbelt Use in Crashes	73%	73%	74%	73%	70%	72%	73%	73%	82%	74%

*Source: Pennsylvania Department of Transportation*

According to the Pennsylvania Incident Emergency Reporting System (PIERS) report for Huntingdon County, there have been approximately 69 transportation incidents between January 1, 2002 and July 27, 2007. These incidents range from vehicle accidents, bus accidents, road closures, and material spills. From January 2007 through July 2007, 13 incidents have been reported in PEIRS. Of those incidents, 4 involved vehicle or bus accidents, 5 were road closures, 4 were hazardous material spills.

<b>Hunting County Transportation Incidents, Jan 2002 - July 2007</b>			
<b>Incident Type</b>	<b>Date</b>	<b>Incident Type</b>	<b>Date</b>
Gasoline Spill	7/12/2007	Road Closure	8/21/2005
Road Closure	7/9/2007	Gasoline Spill	8/8/2005
Vehicle Accident	7/5/2007	Hydraulic Oil Spill	6/9/2005
Diesel Fuel Spill	6/30/2007	Railroad Incident	4/15/2005
Road Closure	6/23/2007	Road Closure	2/14/2005
School Bus Accident	5/30/2007	Road Closure	12/16/2004
Diesel Fuel Spill	5/29/2007	Vehicle Accident	11/15/2004
Diesel Fuel Spill	4/16/2007	Gasoline Spill	10/19/2004
Road Closure	3/23/2007	Diesel Fuel Spill	10/15/2004
Vehicle Accident	3/7/2007	Diesel Fuel Spill	9/29/2004
Road Closure	3/2/2007	Road Closure	9/23/2004
Road Closure	3/2/2007	Vehicle Accident	9/8/2004
Vehicle Accident	2/25/2007	Vehicle Accident	8/20/2004
Road Closure	12/16/2006	Bus Accident	5/22/2004
Hydraulic Oil Spill	11/27/2006	Vehicle Accident	4/5/2004

<b>Hunting County Transportation Incidents, Jan 2002 - July 2007 continued</b>			
<b>Incident Type</b>	<b>Date</b>	<b>Incident Type</b>	<b>Date</b>
Bus Accident	10/22/2006	Hydraulic Oil Spill	3/1/2004
Milk Spill	10/6/2006	School Bus Accident	2/23/2004
Vehicle Accident	9/3/2006	Diesel Fuel Spill	2/16/2004
Vehicle Accident	7/25/2006	Road Closure	2/10/2004
Misc. Oils	7/23/2006	Road Closure	1/27/2004
Misc. Oils	7/5/2006	Vehicle Accident	1/18/2004
Diesel Fuel Spill	4/18/2006	Road Closure	12/29/2003
Misc. Oils	3/31/2006	Vehicle Accident	12/11/2003
Gasoline Spill	3/13/2006	Gasoline Spill	12/6/2003
Diesel Fuel Spill	3/8/2006	Diesel Fuel Spill	11/21/2003
Road Closure	2/28/2006	Hydraulic Oil Spill	9/25/2003
Road Closure	2/17/2006	Diesel Fuel Spill	2/7/2003
Railroad Incident	1/31/2006	Diesel Fuel Spill	12/13/2002
Road Closure	1/20/2006	Diesel Fuel Spill	12/9/2002
Road Closure	12/19/2005	Diesel Fuel Spill	10/4/2002
Road Closure	12/11/2005	Diesel Fuel Spill	9/27/2002
Vehicle Accident	12/1/2005	Gasoline Spill	9/24/2002
Vehicle Accident	11/15/2005	Gasoline Spill	7/15/2002
Gasoline Spill	10/27/2005	Road Closure	2/20/2002
Road Closure	10/8/2005		

*Source: Huntingdon County PEIRS Report, July 27, 2007*

Huntingdon County has experienced 38 railroad accidents/incidents since 1975. The Federal Railroad Administration classifies these incidents as a train accident, highway-rail incident, or other. A highway-rail incident is any impact between a rail and a highway user at a crossing site, regardless of severity. It includes motor vehicles and other highway, roadway, or sidewalk users at both public and private crossings. Additional incidents include events other than train accidents or crossing incidents, which caused a death or nonfatal condition to any person. Most fatalities in this category are to trespassers. Other events include such activities as getting on/off equipment, doing maintenance work, throwing switches, setting handbrakes, stumbling, tripping, or other related events. Passenger cases include all circumstances, such as getting off/on standing trains, stumbling aboard trains, assaults, train accidents, crossing incidents, etc.



<b>Huntingdon County Railroad Accidents/Incidents, 1975-2006</b>		
<b>Description</b>	<b>Total</b>	<b>Average</b>
Total Accidents and Incidents	38	1.2
Total Number of Fatal Accidents and Incidents	1	0.0
Total Train Accidents	15	0.5
Fatalities	0	0.0
Collisions	1	0.0
Derailments	14	0.4
Other Accidents	0	0.0
Primary Causes	0	0.0
Human Factors	3	0.1
Equipment Defects	9	0.5
Track Defects	1	0.1
Signal Defects	1	0.1
Miscellaneous Causes	2	0.1
Special Circumstances	0	0.0
Number of Train Accidents Involving Passenger Trains	0	0.0
Number of Train Accidents Resulting in HAZMAT Release	0	0.0
Number of Persons Evacuated	0	0.0
Number of Rail Cars Releasing HAZMAT	0	0.0
Highway-Rail Incidents	13	0.4
Fatalities	0	0.0
Number of Fatal Crossing Incidents	1	0.0
Trespassing Incidents	0	0.0
Fatalities	0	0.0
Other Incidents	9	0.3
Fatalities	0	0.0
Employees on Duty Cases	5	0.2
Fatalities	0	0.0

**Source: Federal Railroad Administration**

Of the 38 incidents, only one was recorded as fatal and was the result of a deadly crossing. Fifteen of the 38 incidents were classified as a train accident (train only), while the rest were the result of a highway-rail incident or “other.” Fourteen of the 15 train accidents were due to train derailments and one was the result of a collision. Nine instances were caused by defective equipment, three were caused by human factors (error), one was caused by a track defect, and one was caused by a defective signal.

The National Response Center (NRC) lists 28 hazardous materials instances for Huntingdon County. Of these, 12 affected the waterways or ground water, 13 affected the surrounding land, two affected the air, and one affected the subsurface. The majority of these occurrences was the result of human error or caused by accident. The NRC also lists two instances of a pipeline break in Huntingdon County since 1992. The first occurred in Mount Union, west of State Route 35, and was the result of equipment failure, which resulted in the release of automotive gasoline. The second occurred in Waterloo in 1995, when a citizen discovered an intrastate pipeline leaking onto the surrounding ground, just west of State Route 75.

No significant transit accidents or terrorist activities have occurred that involved Huntingdon County mass transit entities.

According to the Pennsylvania Emergency Incident Reporting System (PEIRS), between November 2000 and November 2006, 23 transportation incidents were reported in Huntingdon County.

### **Vulnerability**

The odds of an aviation accident will increase as the amount of aviation traffic increases. With 14 aviation facilities in Huntingdon County, most of which are privately owned and operated, the potential exists for increased traffic.

The vulnerability for a rail or highway accident is directly related to the population and traffic density of that area. The more populated an area, the more vulnerable it is to an accident. Interstate I-76, in the southeast corner of the County, is a principal arterial freeway which experiences a high volume of traffic annually. Additionally, the principal arterials of U.S. Routes 22 and 522, and major collectors such as State Routes 550, 350, 305, 553, 641, 35, and 994 also experience high annual traffic volumes and connect growing urban areas in the County.

Huntingdon County's vulnerability to a pipeline break depends on the vulnerability to three other hazards: floods, earthquakes, and landslides. Each of these hazards tends to be the primary hazard, while the pipeline break is the secondary hazard. Other less frequent hazards that affect pipelines in Huntingdon County include hurricanes and tornados.

Given the location of Huntingdon County and its small transit system, it is unlikely a terrorist attack will occur on the Huntingdon-Bedford-Fulton Area Agency on Aging. However, mass transit accidents on the highways can happen. These accidents have the potential to harm many citizens.

### **Probability**

The probability of a transportation accident occurring in Huntingdon County is high. However, the probability of a major transportation accident (other than the familiar transportation accident) is low. Automobile accidents, both minor and fatal, will occur more frequently than a pipeline incident or a significant mass transit accident. Roadway accidents occur annually, often with limited impact.

**Maximum Threat**

The maximum transportation-related threat to Huntingdon County is when the incident occurs in or near a heavily populated area. Each mode of public transit experiences accidents on an annual basis. Each of these incidents can occur on both small and large scales, depending on the number of vehicles involved.

Automobile accidents can occur on any roadway. Typically, the higher speeds and more heavily traveled roads, such as I-76 and U.S. Routes 22 and 522, experience a higher percentage of the County's automobile accidents. These traffic accidents are most common during periods of inclement weather. Airplane accidents are most common near takeoff and landing points. This is why the most vulnerable areas are those near and around airports. Significant pipeline accidents are not very common. The most vulnerable areas are those with pipelines running through or along hillsides. Mudslides and falling rocks can cause pipeline breaks. Rail accidents are not very common, but can occur anywhere along a rail line.

**Secondary Effects**

Hazardous material spills are the most common secondary effect of transportation accidents. Fires (both urban and rural) and utility failures can also occur.