



# NEPA MPO UNIFIED PLANNING WORK PROGRAM

Fiscal Years 2022-2024 (July 1, 2022 - June 30, 2024)

**Northeastern Pennsylvania Alliance Metropolitan Planning Organization**  
**January 5, 2022**

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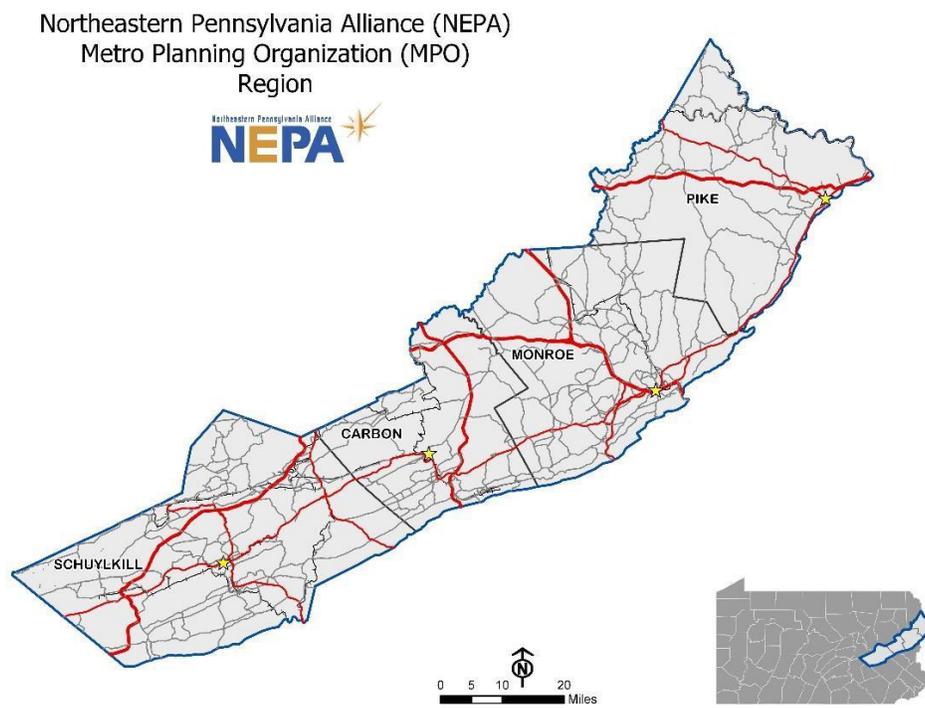
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## **Introduction & Background**

The Northeastern Pennsylvania Alliance (NEPA Alliance) is one of seven sub-state regional agencies designated as a Local Development District (LDD) by the state and federal governments to enhance economic and community development activities in the Commonwealth of Pennsylvania. NEPA Alliance carries out its mission within a seven county region of northeastern Pennsylvania comprised of Carbon, Lackawanna, Luzerne, Monroe, Pike, Schuylkill and Wayne counties. Until March 2013, NEPA Alliance was also designated as a Rural Planning Organization (RPO) and served as the coordinating agency for transportation planning and programming for Carbon, Monroe, Pike, Schuylkill, and Wayne counties. Since 1991, NEPA Alliance has had an annual work program contract with the Pennsylvania Department of Transportation (PennDOT).

With the identification by the 2010 Census of the East Stroudsburg Urbanized Area (UZA) as having a population over 50,000 people, the above RPO counties had to deliberate a transition of the transportation planning region from an RPO to a Metropolitan Planning Organization (MPO). After much discussion and meetings with the RPO Committee, the respective County Boards of Commissioners and the UZA municipalities, four (Carbon, Monroe, Pike and Schuylkill) of the five RPO counties and the Monroe County UZA municipalities committed to continuing a collaborative regional transportation program as an MPO. Wayne County opted to not participate in the transition to an MPO. Formal approval of the Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) designation was provided by a letter from Pennsylvania Secretary of Transportation Barry Schoch to the Federal Highway Administration dated March 27, 2013.



## **NEPA MPO Committees' Responsibilities and the Greater NEPA LDD Region**

Over the years, our work program has required that NEPA Alliance convene a transportation planning committee to meet on a regular basis. This committee has now evolved into the NEPA MPO. The NEPA MPO Committees will advise and guide an ongoing transportation planning program in those four counties participating in the NEPA MPO. Additionally, NEPA Alliance will continue to participate as a voting member on the Technical Committee of the Lackawanna-Luzerne MPO. As Wayne County is currently independent of the region's RPO and MPO planning process, efforts will be made through our PennDOT partners and professional peer relationships to remain cognizant of regional transportation issues extending into and out from Wayne County. NEPA Alliance will also continue to provide Transportation Program services to Wayne County under the Local Technical Assistance Program (LTAP) activities. Through the PennDOT Planning Partners network, collaborations and planning continuity will also be pursued with the adjoining Lehigh Valley, Reading, Lebanon and SEDA-COG MPOs, as well as the greater NJ/NY Metropolitan area MPOs. Issues to be addressed in the MPO transportation program include: the creation of a safe and efficient travel environment for the movement of people and goods; support of transportation projects that promote economic development; and the identification and advancement of projects that provide for the restoration and development of an intermodal transportation infrastructure.

## **NEPA MPO Organizational Structure**

On April 16, 2013 the NEPA MPO held its inaugural meeting addressing immediate organizational matters and business actions to meet contractual and programmatic deadlines. By action taken at its business meeting of April 16, 2013, the Northeastern Pennsylvania Rural Transportation Planning Organization (NPRTPO) committee formally adopted a Resolution transitioning its committee functions to that of an MPO.

During the course of the July and August 2013 meetings, the NEPA MPO committee discussed and developed a revised Operational Procedures, Bylaws and Committee Structure. As a result of these discussions, a two-committee structure was approved at the September 17, 2013 meeting creating the NEPA MPO Technical Planning Committee and the NEPA MPO Policy Board. The NEPA MPO Technical Planning Committee consists of 16 members – two representatives from each of the 4 MPO counties, 3 transit representatives, 1 representative from the East Stroudsburg Urbanized Area, 1 NEPA Alliance Board of Directors representative and 3 PennDOT representatives from District 4-0, 5-0 and Central Office. Letters are submitted from the Board of Commissioners, transit providers and PennDOT to formalize term appointments to the NEPA MPO Technical Planning Committee.

The NEPA MPO Policy Board consists of one NEPA Alliance Board of Directors representative from each of the four MPO counties and a representative from PennDOT Central Office. The NEPA Alliance President/CEO and PennDOT District 4-0 and 5-0 representatives are ex-officio members of the Policy Board with voice (non-voting) privileges. Matters for consideration by the Policy Board are limited to contracting matters, major TIP actions and adoption, and policy approvals set forth by recommendation from the NEPA MPO Technical Planning Committee. Term appointments to the NEPA MPO

Policy Board are approved by the NEPA Alliance Board of Directors. On October 2, 2013 the Policy Board chairman and vice-chairman were elected, and the Policy Board approved the Operations Procedures at that meeting.

The role of each committee member is to represent the transportation interests and perspective of the governmental entity and/or transportation mode they represent within the broader framework of the region's best interests.

Under the prior NPRTPCO Committee structure, a Public Transit-Human Services Transportation Coordinating Committee or "RPO Transit Subcommittee" was formed and tasked with assisting in the development of a Public Transit-Human Services Transportation Plan, the evaluation and review of Section 5310, Job Access Reverse Commute (JARC), New Freedom funding applications and other appropriate transit matters for the five-county RPO region. The Transit Subcommittee structure was retained and continues to function as a formal MPO Subcommittee, comprised of county planners and transit representatives seeking input from human service organizations. This subcommittee structure and representation has been reviewed and modified during NEPA MPO committee meeting deliberations and was engaged during the development of the NEPA MPO's Coordinated Public Transit and Human Services Plan.

As appropriate, the Transit Subcommittee will be engaged in the review and recommendation of project applications and proposals funded under modified versions of the transit programs. The Transit Subcommittee will be active in activities stemming from the NEPA MPO's Coordinated Public Transit/Human Services Plan, the development of cross county transit routes, as well as other specialized transportation services targeted to assist marginalized populations.

The role of the NEPA Alliance, the NEPA MPO Technical Planning Committee and Policy Board is to promote transportation policies, programs, and projects consistent with the tenets of the Fixing America's Surface Transportation (FAST) Act and Investing in Infrastructure and Jobs Act (IIJA), and the Clean Air Act Amendments, by moving people and goods in a safe and efficient manner, while preserving environmental integrity and promoting sound economic development.

### **The Regional Long-Range Transportation Plan (LRTP)**

The NEPA MPO Technical Planning Committee and MPO Policy Board, representing the four aforementioned counties, have developed a project specific twenty-five-year plan that is financially constrained and meets air quality standards, which functions as a springboard for recommending projects for inclusion in the region's Transportation Improvement Program (TIP) and the state's Twelve Year Transportation Program. The Plan serves the following purposes: guides the counties, through advisement of the NEPA MPO Committees, in managing and planning for their future transportation needs by outlining a "vision" of the future transportation picture through a series of goals and strategic directions; addresses how the current Federal planning factors (see below) will guide these planning and programming decision making processes; documents existing and future transportation conditions and demands; addresses transportation performance management (TPM); describes the projects that make up the Plan; outlines a financial plan that

describes the proposed source of funding and establishes a time frame for implementation; describes how the Plan will be updated and how new initiatives will be undertaken; and provides for inclusion of public comments and concerns. The inaugural NEPA MPO Long Range Transportation Plan was adopted by the NEPA MPO in March 2016 and was updated in May 2020. An update of the NEPA MPO Long Range Transportation Plan is due at least every four years in air quality nonattainment and maintenance areas. Currently, Carbon County is in nonattainment under the 2008 8-hour Ozone standard. In addition, transportation conformity is also required in Monroe County due to the February 16, 2018 D.C. Circuit decision in *South Coast Air Quality Management District v. EPA* (case no. 15-1115) and subsequent guidance issued by EPA (EPA-420-B-18-050). The update of the NEPA MPO LRTP is a major undertaking, requiring the dedication of considerable staff and committee time. During this work program term, the NEPA MPO Committees will be engaged in the development and adoption stages of the LRTP Update for the four-county NEPA MPO region.

### **The NEPA MPO Transportation Improvement Program (TIP)**

The FAST Act set the tone for transportation planning nationally and regionally. Many of the projects comprising the NEPA MPO portion of the current 2021-2024 Statewide Transportation Improvement Program (STIP) were generated at a regional/local level. The projects included in the TIP were identified during the NEPA MPO Long Range Transportation Plan development and are included in the LRTP. Projects selected to appear on the NEPA MPO TIP document are based on, and reflect those practices which have allowed for the optimum participation of all interested parties (i.e., local government officials, business leaders, community and stakeholders groups and citizens) and are the result of meaningful public involvement process. This effort produces a candidate list of projects for inclusion on the Commonwealth's Twelve-Year Transportation Program.

Actual development of the TIP is the result of a collaborative effort involving PennDOT District and Central Office staff, the NEPA Alliance staff, NEPA MPO Committees and the State Transportation Commission, who negotiate the regional priorities. The general public is afforded opportunities to review and comment of this document during development through a public comment period lasting a minimum of thirty days. The development of the TIP involves an update process which is required by federal and state law and is performed every two years in the Commonwealth of Pennsylvania. During this work program term, the NEPA MPO Committees will be engaged in the final development and adoption stages of the 2023-2026 TIP Update for the four-county NEPA MPO region and during 2023-24 program year, will be engaged in the development of the 2025-2028 TIP Update.

### **Additional NEPA MPO Plans and Documents**

In addition to the Long Range Transportation Plan and Transportation Improvement Program, the NEPA MPO developed and maintains a number of plans including a Coordinated Transit-Human Services Transportation Plan, a Public Involvement Plan and Title VI Plan. The below table shows additional plans and documents implemented by the NEPA MPO as well as the date they were adopted and the timeline for update.

Plan Name	Current Plan Adoption Date	Next Update Effective Date
Long Range Transportation Plan	May 4, 2020	May 2024
Transportation Improvement Program	June 16, 2020	June 2022
Unified Planning Work Program	January 2020	January 2022
Public Involvement Plan	November 18, 2015	Spring, 2022
Environmental Justice Benefits and Burdens Analysis	June 16, 2020	June 2022
Title VI Plan	November 18, 2015	Spring, 2022
Limited English Proficiency Plan	November 18, 2015	Spring, 2022
Coordinated Transit Plan	November 2, 2016	2023
MPO Strategic Plan	June 17, 2019	2025
LTAP Annual Report	September 21, 2021	September 30, 2022
Annual List of Federally Obligated Projects	December 2021	December 2022
Functional Classification Review	Underway	2025

**FAST Act and Federal Planning Factors**

The current Federal Transportation Bill, which is known as Fixing America’s Surface Transportation (FAST) Act was signed into law by the President on December 4, 2015 and provides a long-term (5 year) funding authorization replacing its predecessor bill Moving Ahead for Progress in the 21<sup>st</sup> Century Act or “MAP-21.” The FAST Act refined and built upon the prior four landmark bills that brought surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005 (SAFETEA-LU) and Moving Ahead for Progress in the 21<sup>st</sup> Century Act or “MAP-21.” ISTEA, TEA-21, SAFETEA-LU and MAP 21 shaped the highway program to meet the nation’s changing transportation needs. The FAST Act builds on this firm foundation, supplying the funds and refining the programmatic and funding framework for investments needed to maintain and grow vital transportation infrastructure within a performance measure framework.

The FAST Act identified federal planning factors that should be considered as part of the metropolitan planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and

- between modes, for people and freight;
7. Promote efficient system management and operation;
  8. Emphasize the preservation of the existing transportation system;
  9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
  10. Enhance travel and tourism.

FAST Act Planning Factors	UPWP Planning Tasks				
	Task I	Task II	Task III	Task IV	Task V
Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.	X	X	X	X	
Increase the safety of the transportation system for motorized and non-motorized users.	X	X	X	X	X
Increase the security of the transportation system for motorized and non-motorized users.	X	X	X	X	
Increase the accessibility and mobility options available for people and for freight.	X	X	X	X	X
Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	X	X	X	X	X
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	X	X	X	X	X
Promote efficient transportation system management and operations.	X	X	X	X	X
Emphasize the preservation of the existing transportation system.	X	X	X	X	X
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	X	X	X	X	X
Enhance travel and tourism.	X	X	X	X	

The degree of consideration and analysis of the FAST Act Planning Factors is based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment and housing and community development.

Noteworthy is during the development of this work program, Congress passed the Investment in Infrastructure and Jobs Act (IIJA), the five-year surface transportation legislation. All work performed under the 2022-2024 UPWP will incorporate compliance activities required by any new policy initiatives associated with the IIJA.

### **Transportation Unified Planning Work Program Development Process**

The Transportation Unified Planning Work Program (UPWP) describes the transportation-related work activities that NEPA Alliance and the NEPA MPO Committees will perform during the next two state fiscal years for our four county metropolitan planning area. In consultation with the NEPA MPO UPWP Subcommittee, NEPA Alliance prepares a work program of activities and budget based on the allotted funding in accordance with the PennDOT and FHWA planning priorities.

The members of the UPWP Subcommittee are:

David Alas, PennDOT Central Office  
David Bekisz, Schuylkill Transit System  
Marie Bishop, PennDOT District 4-0  
David Bodnar, Carbon County Planning  
Brendan Cotter, CCCT/LANTA  
Steve Fisher, PennDOT District 4-0  
Peggy Howarth, Monroe County Transportation Authority  
Vanessa Koenigkramer, PennDOT District 5-0  
Chris Kufro, PennDOT District 5-0  
Jim Mosca, PennDOT Central Office  
Christine Meinhart-Fritz, Monroe County Planning  
Mike Mrozinski, Pike County Planning  
Susan Smith, Schuylkill County Planning  
Matt Smoker, Federal Highway Administration

The UPWP was developed in consultation with the UPWP Subcommittee. UPWP Subcommittee meetings were held on August 17, 2021 and September 21, 2021. Working drafts of the UPWP document were shared with the subcommittee members between meetings and comments from the subcommittee were incorporated. On October 21, 2021, a complete draft was provided to the MPO Tech Committee for review and final comments. An endorsement by the MPO Technical Planning Committee to submit the final draft of the UPWP to PennDOT Central Office and FHWA for agency review was approved by email ballot on October 29, 2021.

PennDOT Central Office, FHWA and FTA reviewed the document and provided comments on the draft UPWP. The comments were considered and/or incorporated in the

final UPWP document in December 2021. The NEPA MPO Technical Committee approved the 2022-2024 UPWP on December 21, 2021 and recommended it for approval by the NEPA MPO Policy Board. The Policy Board approved the 2022-2024 UPWP at its January 5, 2022 business meeting and was subsequently submitted to FHWA for final approval.

In accordance with guidance received from PennDOT for the development of the NEPA MPO FYs 2022-2024 UPWP, NEPA Alliance has incorporated the primary planning and programming activities and has also included additional initiatives into the scope of the proposed Work Program. These additional, more specific initiatives were developed in consultation with a NEPA MPO UPWP subcommittee tasked to review the Statewide Guidance Document and provide input concerning regional and localized needs of the NEPA MPO. Although the proposed scope of activities is ambitious, it includes important special activities within the Work Program, being cognizant of the critical transportation programming and planning issues arising at the Federal, State and local levels.

NEPA Alliance also recognizes the value and importance of several other developing Federal, USDOT, FHWA, and Commonwealth policy-driven initiatives underway and wishes to further participate in these activities as well. With respect to the funding available for the 2022-2024 program years, NEPA Alliance will utilize its funding to sustain our staff capacity to address these issues.

The UPWP includes a list of deliverables under each work task. Although many of these deliverables will be completed by NEPA staff, other key stakeholders will participate in and completion of these deliverables. A key to identify these participants is below.

<b>Participants</b>	<b>Key:</b>
NEPA Staff	<b>NEPA</b>
County Officials	<b>Counties</b>
Local Officials	<b>Locals</b>
PennDOT District Staff	<b>Districts</b>
Transit Providers/Operators	<b>Transit</b>
Other Agencies (including FHWA/FTA, NPS, DOI, BLM, DCNR and PA Turnpike)	<b>Transportation Agencies</b>
Consultant	<b>Consultant</b>
PennDOT Central Office Staff	<b>Central Office</b>
MPO Committees	<b>MPO</b>
Project Sponsors	<b>Project Sponsors</b>

**2020-2022 Unified Planning Work Program Accomplishments**

A number of key priority tasks were completed by the NEPA MPO during the previous Work Program.

- 2021-2024 Transportation Improvement Program
- NEPA MPO New Committee Member Orientation
- Highway Performance Monitoring System Data Collection- 2020 and 2021
- Annual List of Obligated Projects- 2020 and 2021

Milford Borough Traffic Study  
Functional Classification Review  
NEPA MPO Planning Program Review

### **2022-2024 Unified Planning Work Program Priority Tasks**

Over the next two years, the NEPA Alliance and NEPA MPO committees will undertake a number of priority projects as identified by PennDOT, the NEPA MPO members and the MPO counties. The UPWP priority tasks are presented in summary form, segmented between years I and II. Several priority tasks span both work program years.

#### **Year I – July 1, 2022 thru June 30, 2023:**

- a) 2023-2026 Transportation Improvement Program – The activity includes the final approval actions as well as provision of regular administrative actions and processing of TIP amendments necessary during the implementation of the 2023-2026 TIP effective October 1, 2022. Task completion of TIP adoption activities expected by Fall 2022.
- b) Long Range Transportation Plan Update – The NEPA Alliance will update the NEPA MPO Long Range Transportation Plan (LRTP) adopted in May 2020 and ensure continued compliance with current federal transportation legislation and consistency with Highway and Transit financial guidance. Staff will review the LRTP to determine which components would be appropriate for staff to amend and identify the portions that may require the engagement of a professional consultant. Adoption of the LRTP update is required by May 2024, but will be targeted for adoption in Fall 2023 to avoid conflict with the development and adoption of the 2025 TIP.
- c) PennDOT Connects Initiative – PennDOT will continue the PennDOT Connects effort to improve the project planning processes and increase local involvement in projects. During the two year UPWP, the NEPA Alliance will continue to carry out PennDOT Connects activities including project initiation forms and scoping field views, incorporation of the PennDOT Connects processes during the LRTP development and PennDOT Connects outreach and training to municipalities at the direction of PennDOT Central Office. Task completion is ongoing.
- d) County Local Roads Task Groups – Development of county Local Roads Task Groups consisting of municipal and subregional transportation related representatives in Carbon, Monroe, Pike and Schuylkill Counties by Summer 2022.
- e) Annual Highway Performance Monitoring System (HPMS) Data Collection – Beginning in fiscal year 2019, the NEPA Alliance has been given responsibility for the annual collection of data for the Highway Performance Monitoring System (HPMS). The collection involves field work at over 90 locations identified by PennDOT Central Office. Task completion by December 2022.
- f) Rt. 611 Corridor Expanded Traffic Study (Supplemental Planning Funds Request and other funding sources) – The NEPA Alliance will work with the Monroe

- County Planning Department staff and District 5-0 to initiate an expanded traffic study of the Rt. 611 corridor in Monroe County. It is anticipated that Corridor Study incorporate the transportation component of an update of the Stroud- Hamilton-Pocono-Stroudsburg Multi-Municipal Comprehensive Plan. The study will take into consideration the first two phases of the Interstate 80 widening project once a design alternative is selected. The intent is to identify cumulative development impacts on the highway corridor and adjoining local roads network that will identify prioritized future interstate and local highway improvement projects within the corridor. Task completion is dependent upon design selection timeline and availability of funding from PennDOT Supplemental Planning and other sources.
- g) Review and Adjustment/Smoothing the 2020 Census Urbanized Boundary – Following the release of the 2020 Census Urbanized Area boundaries, the urbanized areas will be reviewed with the county planners and planning boundaries adjusted accordingly. Adjustments and smoothing of Urbanized Areas extending from contiguous MPOs into the NEPA MPO region will be coordinated with the appropriate adjoining Planning Partners. Task completion by Fall 2022.
- h) Wetland Mitigation Planning – The NEPA Alliance will work with PennDOT, FHWA and DEP to create an inventory of wetlands to be the basis for a regional wetland bank that will assist with efforts to address suitable locations for consideration in wetland mitigation. Partnerships will be pursued with local Land Trusts and the William Penn Foundation for expertise and funding. Task completion by Fall 2022.
- i) Coordinated Transit-Human Services Transportation Plan Implementation – The NEPA Alliance will convene the Transit Subcommittee to update the NEPA MPO’s Coordinated Public Transit/Human Services Plan as well as other specialized transportation services targeted to assist marginalized populations. Task completion by Fall 2023.
- j) ADA Ramp Assessment Inventory – As part of the assessment and inventory of local transportation assets, the NEPA Alliance will undertake an inventory of ADA ramps in the NEPA MPO region, particularly in boroughs, villages and urban clusters. Task completion by Fall 2023.
- k) Eastern Pennsylvania Regional Freight Study- Five MPOs have agreed to conduct a joint freight plan as the Eastern Pennsylvania Freight Alliance – NEPA MPO, Lehigh Valley MPO, Lackawanna-Luzerne MPO, Reading MPO and Lebanon MPO. The project was awarded \$280,000 in supplemental planning funds to be leveraged by a \$70,000 match provided by the participating MPOs. The Lehigh Valley Planning Commission has agreed to serve as the fiscal agent for this project. Task Completion by Summer 2023.
- l) Roadway Safety Reviews – The NEPA Alliance will conduct road safety reviews in collaboration/consultation with PennDOT Districts 4-0 and 5-0 and FHWA that will involve safety field views of high crash locations, pedestrian, bicycle and vehicular conflicts, assist in the development of potential solutions through Road

- Safety Reviews Studies and identify funding sources to address the identified safety concerns. Task completion by Fall 2022.
- m) NEPA MPO Regional Bicycle/Pedestrian (Active Transportation) Plan (Supplemental Planning Funds Request and other funding sources) – NEPA Alliance staff will pursue Supplemental Planning funds to develop a comprehensive Bicycle/Pedestrian Plan for the NEPA MPO region. Task completion dependent on available supplemental planning funds.
  - n) Annual List of Obligated Projects – NEPA Alliance staff will complete the required annual list of projects utilizing federal funds and post it to the NEPA website. Task completion by December 2022.
  - o) Local Technical Assistance Program – NEPA will administer an annual LTAP training program of at least 12 LTAP classes customized to the surveyed needs of the NEPA Alliance region including a comprehensive program outreach campaign and the preparation of annual reports fully documenting program year participation, outcomes and recommendations to PennDOT program managers. Task Completion by Summer 2023.

### **Year II – July 1, 2023 thru June 30, 2024:**

- p) 2025-2028 Transportation Improvement Program Development – The NEPA Alliance will be engaged in the development of the 2025-2028 TIP Update including participation in the Financial Guidance Work Group and Procedural Guidance Work Group. NEPA will participate in NEPA MPO TIP development meetings, review project phase status with PennDOT Districts 4-0 and 5-0, solicit and evaluate Air Quality eligible projects, prepare draft TIP documents, schedule and hold public comment period and public meeting(s) and submit final TIP documents to PennDOT Central Office. Task completion by Summer 2024.
- q) Long Range Transportation Plan Update – Development of the LRTP update will continue in Year II. Adoption of the updated LRTP is required by May 2024, but will be targeted for completion by Fall 2023.
- r) Annual Highway Performance Monitoring System (HPMS) Data Collection – This activity will continue in Year II of the UPWP. Task completion by December 2023.
- s) PennDOT Connects Initiative – This activity will continue in Year II of the UPWP. Task completion is ongoing.
- t) Roadway Safety Reviews – This activity will continue in Year II of the UPWP. Initial Task completion by Fall 2022, but site specific safety reviews will continue as needs are identified.
- u) Rt. 611 Corridor Study – This activity will continue in Year II of the UPWP. Task completion dependent on Interstate 80 project design schedule and availability of funding from PennDOT Supplemental Planning and other funding sources.

- v) NEPA MPO Regional Bicycle/Pedestrian Plan – This activity will continue in Year II of the UPWP. Task completion dependent on available supplemental planning funding.
- w) Wetland Mitigation Planning – This activity will continue to develop in Year II of the UPWP. Initial Task Completion by Fall 2022.
- x) Coordinated Transit-Human Services Transportation Plan Implementation – This activity will continue in Year II of the UPWP. Task completion by Fall 2023.
- y) ADA Ramp Assessment Inventory – As part of the assessment and inventory of local transportation assets, the NEPA Alliance will undertake an inventory of ADA ramps in the NEPA MPO region, particularly in boroughs, villages and urban clusters. Task completion by Fall 2023.
- z) Annual List of Obligated Projects – NEPA Alliance staff will complete the required annual list of projects utilizing federal funds and post it to the NEPA website. Task completion by December 2023.
- aa) Development of the 2024-2026 UPWP – Initiate UPWP development process beginning with NEPA staff participation in the PennDOT UPWP Workgroup and engagement of the NEPA MPO UPWP Subcommittee in the Summer of 2023. Review of current UPWP activities status and identification of regional planning needs. Preparation of draft UPWP for State and Federal agency review and approvals by January 2024.
- bb) Local Technical Assistance Program – NEPA will administer an annual LTAP training program of at least 12 LTAP classes customized to the surveyed needs of the NEPA Alliance region including a comprehensive program outreach campaign and the preparation of annual reports fully documenting program year participation, outcomes and recommendations to PennDOT program managers. Task Completion by Summer 2024.

**Northeastern Pennsylvania Alliance  
Metropolitan Planning Organization  
2022-2024 Transportation Unified Planning Work Program**

**ACTIONS & PROCEDURES**

**I. Land Use/Transportation Linkages, Economic Development, PennDOT Connects and Program Coordination**

**Estimated Total Cost:** \$ 70,000 – FY 2022/23; \$ 70,000 – FY 2023/24

*Land Use/Transportation Linkages, Economic Development*

- A. Monitor major land use planning activities in the NEPA MPO region’s planning process for coordination opportunities with respective Comprehensive Planning, Long Range Transportation Plan (LRTP) and related Freight Planning activities. Identify projects that will have potentially significant impacts on land use and the region’s transportation network.
- B. Provide Input to PennDOT with any training and planning activities targeted to county and local governments, conservation districts and community stakeholders; examples include Smart Growth, Complete Streets, implementation tools, PennDOT One Map, functional classification, HPMS, PennDOT Connects forms, access management, transit oriented development, healthy communities, compliance with the Americans with Disabilities Act (ADA), connectivity, Highway Occupancy, interchange area development, transportation impact fees and energy savings.
- C. Partner with PennDOT, local transit and mobility providers to advance opportunities to manage travel demand by supporting a broad range of commuting alternatives to single occupancy vehicle (SOV) travel.
- D. Work to support the improvement of National Highway Freight System intermodal freight connections and National Highway Freight Network linkages in the NEPA MPO region. Enhance the visibility and effectiveness of freight planning in the NEPA MPO region through the LRTP, regional freight plans, truck parking initiatives, freight advisory committees and development of regional freight inventories.
- E. Participate in livability, sustainability and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities such as access to employment opportunities, affordable housing, quality schools, safe streets, economic development, social/transportation equity and environment conservation. Utilize PennDOT’s Extreme Weather Vulnerability Assessment to

- incorporate flooding resiliency into TIP projects; reduce or mitigate stormwater impacts of surface transportation; mitigation of wetland impacts and inventory review, enhance County Hazard Mitigation Planning; and improve emergency preparedness.
- F. Participate as applicable in PennDOT required Transportation Impact Studies (TISs) and Highway Occupancy Permits (HOPs) to monitor the coordination of planned development with sound land use/transportation linkages/economic development, and that all transportation modes have been adequately considered.
  - G. Support intergovernmental planning processes for multi-municipal, corridor-focused land-use/transportation assessments for targeted geographic areas impacted by population growth or decline, shifts in human and economic resources, and other regional trends identified in regional Long Range Plans and should precede the identification of specific TIP projects. Conduct planning activities in collaboration with County, local and PennDOT District stakeholders consistent with available program resources, PennDOT and MPO planning tools. Planning activities shall also be consistent with county, and to the greatest extent possible, municipal comprehensive plans. Planning activities should lead to better consideration of land-use priorities and transportation network operations in the selection and prioritization of highway, bridge, transit and multi-modal projects.
  - H. Jointly identify and integrate a prioritization concept that identifies critical multimodal transportation facilities and intermodal connectors that support the state's economy and connect the regions of the state to important employment centers, workforce catchment areas and national and international markets. The network (to be defined through the prioritization process) provides the integral core connections for moving people and freight across the state, linking businesses and residents to regional, national and international destinations.
  - I. Work with PennDOT and regional/county economic development staff, where appropriate, to become familiar with high profile projects, either ongoing or planned, and provide technical assistance as possible.
  - J. Work with PennDOT and appropriate private sector entities to promote public/private partnerships (P3s) and incentive/innovative financing opportunities in support of transportation related improvements and economic development.

***PennDOT Connects***

- K. Document the region's new projects on the PennDOT Connects Project Initiation Screening forms in cooperation with PennDOT Districts and local project stakeholders.
- L. Incorporate PennDOT Connects project screening form information into the Long Range Transportation Plan and the TIP/ Twelve Year Program (TYP) development

- and update process.
- M. Identify environmental concerns, issues, and potential mitigation activities and potential areas to carry out these activities early in the planning process through PennDOT Connects process.
  - N. Participate in project scopings, field views, preconstruction conferences and outreach initiatives with District personnel, Transit Operators, local officials and other stakeholders to identify project impacts, opportunities for coordination, and streamline project delivery. Document the process used for the PennDOT Connects Initiative.

***Program Coordination***

- O. Assist PennDOT in developing strategies to advance, modify, implement or conclude plans or projects outside of the region's fiscal constraint, based on cash flow and funding opportunities.
- P. Continue to identify and implement innovative financing mechanisms for major capital projects. Promote the Pennsylvania Infrastructure Bank (PIB) as a tool for financing transportation projects, including local roads and bridges, and community reinvestment projects. Work with the Department to identify and support sustainable sources of revenue.
- Q. Address the requirements for Disadvantaged Business Enterprises (DBE) as part of NEPA's contracting practices. Utilize the Pennsylvania Unified Certification Program (PA UCP) website at [www.paucp.com](http://www.paucp.com) for a list of certified DBEs.
- R. Participate in equal opportunity, non-discrimination and DBE trainings offered by PennDOT, FHWA and FTA. Work with the Bureau of Equal Opportunity and Program Center to provide the NEPA MPO or joint planning partners DBE training on site. Extend PennDOT DBE training to transit providers and airport operators as it includes all aspects of 49 CFR Part 26 and is also fully consistent with DBE procedures for FTA grantees.
- S. Prepare and/or participate in project needs studies for transportation projects as identified by PennDOT and the NEPA MPO Committee. Work with PennDOT and the environmental resource agencies to gain acceptance for the completion of needs studies as part of the planning process.
- T. Continue to document the process of coordinating changes to the TIP and LRTP to ensure fiscal constraint, to strengthen the linkage between planning and programming, and to expedite the project delivery process.
- U. Continue to support, in conjunction with PennDOT, other Federal and State agencies and elected officials, non-traditional projects such as restoration of commuter rail service and drone technology applications identified by NEPA

Alliance and PennDOT.

- V. Collaborate with adjoining state agencies, MPOs and other partners to address cross-jurisdictional transportation issues and projects.
- W. Assist PennDOT with program delivery activities associated with projects under Multi-Modal, Green Light Go, Automated Red Light Enforcement, the Transportation Alternatives Program and federal competitive funding programs and provide technical support to project sponsors with overcoming program hurdles including matters associated with project development, matching funds and project cost overruns.

Deliverables:

- Development of a Wetland Mitigation Planning Inventory Bank by Fall 2022. **NEPA (lead), Districts, Central Office, Transportation Agencies, Locals, Project Sponsors**
- Development of county Local Roads Task Groups consisting of municipal and subregional transportation related representatives in Carbon, Monroe, Pike and Schuylkill Counties by Summer 2022. **NEPA (lead), Districts, Counties, Locals, Transit, Transportation Agencies**
- Completion of Eastern PA Freight Plan by Summer 2023. **NEPA (lead), MPO, Transportation Agencies, Counties, Locals**
- Complete PennDOT Connects Project Initiation Forms for new projects added to the LRTP, and 2025-2028 Transportation Improvement Program. **NEPA, Districts (lead), Counties, Locals, Transit, Transportation Agencies**

**II. Program Administration, Public Involvement and Outreach**

**Estimated Total Cost:** \$ 255,000 – FY 2022/23; \$ 255,000 – FY 2023/24

*Program Administration*

- A. Adopt the FY 2024-2026 UPWP by January 31, 2024 and submit all documents required for contract execution by March 14, 2024, including exhibits and authorizing signature resolutions.
- B. Identification of carryover/ongoing supplemental planning tasks as candidates in the updated UPWP.
- C. Provide separate budget tables for each year of the UPWP document as part of the two year agreement. Identify specific work program tasks in the appropriate fiscal year.
- D. Convene, facilitate and lead regularly scheduled meetings of the NEPA MPO Committees, providing current and emerging policy materials, and professional guidance relative to the region’s surface transportation needs. Regularly monitor

- and report the progress of projects and programs incorporated within the remaining months of the 2021-2024 TIP and the 2023-2026 TIP Update. Review and submit all proposed TIP amendments and administrative actions in consultation with the NEPA MPO Committees for consideration and approval.
- E. Prepare meeting notices and provide supporting meeting topical materials to NEPA MPO Committee members not less than five working days prior to meetings and distribute the meeting minutes within 15 working days after the meetings. Whenever possible, use electronic distribution of materials to NEPA MPO membership/meeting attendees.
  - F. Submit quarterly progress reports and invoices to PennDOT no later than 30 days following the end of the reporting period.
  - G. Work with PennDOT, and if necessary FHWA to implement the OMB Super Circular, 2 CFR Part 200 requirements for monitoring contractors and sub-recipients, allowable costs, Indirect Cost Allocation Plans (ICAP), etc.

***Public Involvement and Outreach***

- H. Continue to collaborate with the State Transportation Commission (STC) in the Modernized Twelve Year Program (TYP) Public Outreach Campaign. Continue to work with the STC and Department to garner input by encouraging citizens to take the online survey through various methods including meetings, mass email communications, social media, etc. Data and comments collected through the TYP Public Outreach Campaign will also be considered for inclusion in regional plans, available via the STC website at: [www.TalkPATransportation.com](http://www.TalkPATransportation.com).
- I. Update Public Involvement Plan (PIP) as needed in coordination with the development of LRTP Updates. Review and evaluate the effectiveness of the procedures and strategies contained in the PIP.
- J. Update Environmental Justice Plan as necessary in accordance with PennDOT guidance. Continue to expand and improve Environmental Justice (EJ) outreach activities including transit providers as resources to ensure that all stakeholders and citizens can become involved in the region's planning and programming process. Social media outlets will also be utilized, recognizing the growing use of internet based communications as a primary source of information within communities, particularly as an avenue for contacting and notifying impacted groups.
- K. Update Title VI Non-Discrimination Plan to meet requirements by the Federal Transit Administration (FTA). Participate in Title VI compliance reviews as necessary. To meet the spirit and intent of Title VI, continue to facilitate opportunities for all populations to participate in the planning and programming process, including minority, non-English speaking and Limited English Proficiency (LEP), and low-income and disabled individuals. As appropriate, develop

- communication materials to enhance participation of these groups. As needed, procure LEP services within the confines of the UPWP agreement and state procurement guidelines.
- L. Consult with federally-recognized Tribes and Nations that have regions of interest in Pennsylvania to provide opportunities for review and comment on key planning documents such as the TIP, LRTP and PIP.
- M. Monitor and evaluate procedures used for collecting statistical data (race, sex, national origin/limited English proficiency, age, disability, income, etc.) of participants and beneficiaries of transportation programs by tracking participation in public meetings and reviewing 2020 regional census data when available. Incorporate current data and any necessary revisions in the Benefits and Burdens Analysis.
- N. Continue to develop, expand, update and maintain NEPA Alliance’s website and GIS Transportation HUBsite to share the NEPA MPO’s current planning and programming information and the tenets and requirements of current Federal Legislation with the public and tribal governments. Provide space on the NEPA Alliance website for PennDOT to share statewide documents (STIP, LRTP, etc.) with the public for review and comments. Utilize social media options whenever appropriate.
- O. For meetings/events with the general public, provide meeting notices and materials not less than five working days prior to meetings and post meeting minutes within 15 working days after the meetings. As appropriate, utilize electronic distribution of materials to NEPA MPO stakeholders and meeting attendees, as well as postings on the NEPA MPO website.
- P. Implement the use of video/tele-conferencing for meeting participation and collaboration for the sake of efficiency and cost savings.
- Q. When appropriate or where reasonable NEPA MPO capacity exists, assist PennDOT with outreach to county and local governments and other planning partners to plan transportation projects and maintain a multimodal network.

Deliverables:

- Meeting notices, memos, email updates, meeting agenda and attachments for regular NEPA MPO Committee meetings, scheduled monthly and held at least bi-monthly which are open to the public. **NEPA (lead), Districts, Central Office**
- Public Notices and Public Participation outreach efforts and full documentation of record keeping and filing of proof of publications. **NEPA**
- Quarterly progress reports and invoices. **NEPA**
- Press releases and alerts to regional media stakeholders including publications targeting minority populations in the region. **NEPA**

- Updated information on the transportation planning process and the Transportation Improvement Program (TIP) available through various media outlets and the NEPA Alliance bi-weekly e-newsletter, periodic *NEPA Interchanges* communiqué and the NEPA Alliance Transportation Program website and social media platforms. **NEPA**
- Quarterly Reporting of DBE contract activity to Central Office. **NEPA**

### **III. Long Range Transportation Plan, Transportation Improvement Program and Other Plans/Programs**

**Estimated Total Cost:** \$ 162,500 – FY 2022/23; \$ 162,500 – FY 2023/24

#### ***Long Range Transportation Plan***

- A. Maintain and update NEPA MPO LRTP and ensure continued compliance with current federal transportation legislation and consistency with Highway and Transit financial guidance. The regional LRTP project listing shall reflect a prioritization/staging of all major capital projects with emphasis on preservation and operational efficiency of the infrastructure for all major transportation modes to ensure consistency between the LRTP, comprehensive plans, TIP, Transportation Performance Management (TPM), Air Quality Conformity considerations, and PennDOT’s asset management plans and tools. The LRTP will be developed following [PennDOT’s Guidance for Developing Regional Long Range Plans](#).

The LRTP will be maintained and updated for adoption and submission to State/Federal agencies by May 2024 as the NEPA MPO is under a four-year LRTP update cycle, being an air quality non-attainment MPO. In the evolution of Performance Based Planning & Programming (PBPP), TPM, and asset management principles, NEPA staff has begun the process of updating their LRTP with the solicitation of a consultant 30 months in advance of the adoption deadline. To kick off the NEPA MPO LRTP update process with the MPO Committees, the NEPA staff will schedule a meeting in early 2022 with PennDOT Districts, the PennDOT Program Center, transit operators, county planning staff, FHWA, and FTA to discuss the methodology, work tasks, budget, and schedule for the LRTP update process.

- B. Seek opportunities with PennDOT, FHWA, FTA, DOI, NPS, BLM to further coordinate funding programs and future transportation needs within and access to the Delaware Water Gap National Recreation Area and Cherry Valley National Wildlife Refuge.
- C. Coordinate with PennDOT, FHWA and FTA on the development of transportation performance measure target settings and reporting for both the LRTP and the TIP.
- D. As part of the Transportation Systems Management and Operations Initiative

- (TSMO), continue to assess the need and appropriateness of traffic operations and Intelligent Transportation Systems (ITS) elements through the Long Range Transportation Plan and the Transportation Improvement Program. Support as possible, the implementation of ITS projects included in the ITS Strategic Plan and Regional Operations Plan consistent with PennDOT's TSMO and Traffic Operations Policies and Guidelines. Participate in the review of current plans for possible updating.
- E. As part of the LRTP and TIP Process, conduct an Environmental Justice analysis incorporating PennDOT's asset management data and the Core Elements approach to evaluate the effects of projects on low-income and minority populations. The MPO may use EJ asset condition data for future TIPs and any updates to the LRTP.
  - F. Utilize the PennDOT Connects meetings to initiate all new projects being considered for inclusion in the update of the LRTP and the TIP/Twelve Year Plan (TYP) Program.

***Transportation Improvement Plan (TIP)***

- G. Develop the 2025-2028 TIP Update including participation in PennDOT work groups. NEPA will participate in NEPA MPO TIP development meetings, review project phase status with PennDOT Districts 4-0 and 5-0, solicit, evaluate and prioritize Air Quality eligible projects. The NEPA MPO TIP/STIP will include detailed information in the project description/narrative fields of the Public Report version. Each TIP/STIP project or project phase shall contain descriptive material to identify the type of work/improvement, terminus, length, location, scope of work, funding source, and project sponsor. In addition, for projects programmed with federal earmark funds, include the source of the funding.
- H. Work jointly with the Monroe County Transportation Authority, Schuylkill Transportation System and Carbon County Community Transit and PennDOT to prepare the 2025-2028 Transit TIP and any amendments to the current TIP in a manner consistent with the requirements of current Federal legislation and the Clean Air Act Amendments (CAAA). The TIPs will be administered regarding TIP amendments or modifications in accordance with standing agreements, and project additions/deletions via the appropriate NEPA MPO actions. This process will include the efforts to support the transit providers toward compliance with the Federal Transit Administration requirements regarding Financial Capacity and Competitive Contracting and Environmental Justice activities.
- I. Prepare draft 2025-2028 TIP documents, schedule and hold public comment period and public meeting(s) and submit final TIP documents to PennDOT Central Office.
- J. Monitor and advance, in conjunction with PennDOT, non-traditional projects. Typically, non-traditional projects are those administered through the TIP for which funding is provided outside of fiscal constraint provided in Financial Guidance.

Examples include grant funding (federal, state or local funds used as match to federal or state funds), Appalachian Regional Commission Local Access Projects, competitive discretionary awards, etc. identified by the NEPA MPO, PennDOT and Transit Providers, programmed on the TIP. NEPA will take an active role in status/coordination with project sponsors to help ensure that the projects are advancing, completed on time, and are within budget.

- K. Modify/Amend the 2023-2026 TIP as necessary. Submit required eSTIP information to Central Office and FHWA as necessary.

### ***Other Plans and Programs***

- L. Work with PennDOT, FHWA, and FTA to implement current federal legislation provisions including performance measures and targets; freight provisions; accelerate project delivery/environmental streamlining; and Transportation Alternatives Set Aside Program.
- M. Strategically direct transportation investments in the interest of overall system performance with consideration to how modes work and integrate as a system, where they disconnect, as well as how the multiple organizations responsible for the system can better collaborate in its planning, improvement, operations, and maintenance. Coordinate with neighboring states, National Park Service, Federal Lands Management and adjoining MPOs to ensure connectivity where appropriate.
- N. Include the Environmental Protection Agency's (EPAs) emissions model Motor Vehicle Emissions Simulator (MOVES) into the transportation conformity process for LRTP and TIP updates and otherwise as requested, and participate in training opportunities as possible, provided by USDOT and other pertinent organizations.
- O. Provide transportation planning technical assistance to the Department and other transportation providers as necessary, such as county planning, councils of government, academia or other public or nonprofit entities.
- P. Work and coordinate with FHWA, FTA, PennDOT, transit operators, and others in the implementation of a non-TMA area planning certification review process in the NEPA MPO region. Any certification review findings (corrective actions) identified through the planning certification review will be addressed during the intervening years before the next review. Recommendations from the previous review are to be implemented before the next review.
- Q. Continue to participate on PennDOT Planning Partner general meetings and various work groups (i.e., GIS, UPWP, Financial Guidance, LTAP, PennDOT Connects, Freight Planning).
- R. Assist communities in the utilization of various transportation programs to revitalize downtown districts within cities, boroughs and townships, including

- sidewalk improvements, pedestrian/bicycling crossing improvements, on-street bicycle facilities, traffic diversion/circulation improvements, off-street bicycle facilities, Complete Streets, vehicle parking and traffic calming measures.
- S. Participate in regional bicycle/pedestrian organization meetings and with PennDOT representatives where Pennsylvania Byways or Scenic Byways within the NEPA MPO region are discussed and help promote the development of a fully integrated Bike/Ped modal network in the region. Participate in the selection of Byways and support the corridors as candidates in the Transportation Improvement Program (TIP) process.
- T. As necessary, work with PennDOT and local Transit Operators to review and update their cooperative Planning Agreements to accurately document their collaborative planning process and determine their respective and mutual roles, responsibilities, and procedures governing their cooperative efforts in carrying out the federal and state required transportation planning processes and other recommendations identified in the MPO's Coordinated Transit-Human Services Plan.
- U. Implement core initiatives identified in the NEPA MPO Strategic Plan. The strategic planning process provides MPO members an opportunity to assess the direction of the current program and identify issues demanding attention, recommended actions, as well as corresponding short-term priorities.
- V. Development of the 2024-2026 UPWP, beginning with NEPA staff participation in the PennDOT UPWP Workgroup and engagement of the NEPA MPO UPWP Subcommittee. Review of current UPWP activities status and identification of regional planning needs. Preparation of draft UPWP for State and Federal agency review and approvals by set deadline.
- W. During the development of the 2025-2028 TIP, conduct an outreach to Carbon County stakeholders and appropriate sponsors, soliciting CMAQ eligible projects for consideration of TIP funding.

Deliverables:

- Completion of update of LRTP targeted for Fall 2023; no later than May 2024. **NEPA (lead), MPO, Districts, Transit, Transportation Agencies, Locals, Consultant**
- Implement the 2023-2026 TIP and modify as necessary with submission of eSTIP amendments. **NEPA (lead), MPO, Districts, Central Office, Transit, Transportation Agencies, Locals**
- Develop the 2025-2028 TIP in coordination with PennDOT Districts and County planners with adoption by October 1, 2024. **NEPA, MPO, Districts (lead), Central Office, Counties, Transit**
- Develop the Annual Listing of Federally-Funded Obligated Projects by December 2022 and December 2023. **NEPA (lead), Districts, Central Office,**

**Transit, Transportation Agencies**

- Supplemental Planning funding request for NEPA MPO Bicycle and Pedestrian Plan. **NEPA (lead), MPO, Districts, Counties, (Consultant, if funded)**
- Supplemental Planning funding request for Rt 611 Corridor Traffic Study in Monroe County (specific townships/boroughs TBD). **NEPA (lead), MPO, Districts, Locals, (Consultant, if funded)**
- Completion of 2024-2026 NEPA MPO UPWP by January 2024. **NEPA (lead), MPO, Districts, Central Office, Counties, Transit, Transportation Agencies.**
- Update the NEPA MPO's Coordinated Public Transit/Human Services Plan including other specialized transportation services targeted to assist marginalized populations. Task completion by Fall 2023. **NEPA (lead), MPO, Districts, Transit, Counties, Transportation Agencies, Locals, Consultant**

**IV. Planning Techniques and Data Collection, Review and Analysis**

**Estimated Total Cost:** \$ 230,000 – FY 2022/23; \$ 230,000 – FY 2023/24

- A. Participate in data driven safety planning activities and road safety reviews that lead to better consideration of safety in the selection and prioritization of highway and transit projects. Conduct road safety reviews in collaboration/consultation with local officials and PennDOT Districts 4-0 and 5-0 through safety field views of high crash locations that will lead to the development of potential solutions and identification of appropriate funding sources to address the identified safety concerns.
- B. Continue to work with PennDOT with sharing Multimodal Project Management System (MPMS) data with regional partners and the utilization of technology to enhance this sharing.
- C. Continue to review, assess and acquire necessary hardware and software for full development of new and expanded technological applications in Geographic Information Systems (GIS), computer access to PennDOT transportation databases, hardware capabilities and application of emerging technologies.
- D. Review PennDOT traffic counts and safety data as part of developing the Highway Safety Improvement Program (HSIP) project listing.
- E. Maintain Functional Classification Roadway Designation maps and work with PennDOT and FHWA in requesting functional classification changes, Federal-aid system additions or deletions, National Highway System (NHS) additions and freight designated corridors, as necessary.
- F. Review and adjustment/smoothing of the 2020 Census Urbanized Boundaries following the release of the 2020 Census Urbanized Area boundaries. Adjustments and smoothing of Urbanized Areas extending from MPOs into the NEPA MPO

- region will be coordinated with the appropriate adjoining Planning Partners. Task completion by Fall 2022.
- G. Collect, verify and update roadway inventory and performance data at assigned sites and road segments in support of the Highway Performance Monitoring System (HPMS). Submit HPMS data to PennDOT by the first Friday in December of each calendar year. Attend Traffic Workshops and training opportunities as necessary.
- H. Provide support and disseminate traffic count data to county and municipal officials and stakeholders via the HPMS and other data sources.
- I. As possible, provide traffic count support to MPO counties in the form of safety equipment, apparatus and technology upgrades.
- J. As part of the effort to assist PennDOT with Asset Management activities, establish inventories of local transportation assets, using guidance established by PennDOT. Assets previously inventoried include the following:
- Locally owned bridges less than 20 ft.
  - Locally owned, non-federal aid roadways

Additional inventories of the below assets will require the development of minimum data collection requirements with PennDOT and local planners.

- Signage, including inventories for retro-reflectivity
  - Traffic signals
  - Freight Facilities
  - ADA sidewalk ramps
  - Bicycle/Pedestrian Facilities
  - Transit Fleets/Facilities/Routes
  - Retaining Walls
  - Crosswalks
  - Sidewalks
  - ITS Infrastructure
  - Guiderail
  - Drainage System
  - Other facilities and infrastructure as determined by the NEPA MPO
- K. Participate in webinars, training sessions and audio conferences with PennDOT program staff relative to instructions and technical feedback of Asset Inventory data.
- L. Initiation of Freight and Bicycle/Pedestrian facilities data collection; including purchasing data collection equipment for such activities, if required. Activities to include the participation in work groups to ensure consistency of data collection statewide.

- M. Purchase safety equipment, technology hardware and other related items necessary to conduct a successful surveying and recording of asset inventory and HPMS data.
- N. Development of information sharing and data collection activities in collaboration with county and local road maintenance crews, committees and officials.

Deliverables:

- Collection and submittal of data from assigned sites and road segments in support of the Highway Performance Monitoring System (HPMS) by December 2022 and December 2023. **NEPA (lead), Central Office**
- ADA Ramp Assessment Inventory in Carbon, Monroe, Pike and Schuylkill counties by Fall 2022. **NEPA (lead), Districts, Locals, Central Office**
- Completion of highway safety reviews in each of the MPO counties by Fall 2022. **NEPA (lead), Districts, Transportation Agencies, Counties, Locals**
- Inventory of the region's freight transportation system facilities and assets in accordance with PennDOT Central Office directives. **NEPA (lead), Central Office, Locals, Consultant**
- Development and deployment of ARC GIS PRO platform. **NEPA**
- Development of Interactive GIS Maps and transportation web HUB to be used for analysis and presentation purposes. **NEPA**
- Urbanized Area boundary revisions/smoothing as required in conjunction with the 2020 Census Urbanized Area changes by Fall 2022. **NEPA (lead), Districts, Central Office, Transportation Agencies, Counties**

**V. Local Technical Assistance Program (LTAP)**

**Estimated Total Cost:** \$ 45,000 – FY 2022/23; \$ 45,000 – FY 2023/24

The PennDOT Local Technical Assistance Program (LTAP) is part of a national initiative to transfer transportation technology through training and technical assistance to municipal elected officials and their staff. PennDOT LTAP provides technical information and proven technologies to meet the growing demands on municipal governments. In an effort to expand and promote LTAP services to the 267 municipalities within its 7 county NEPA LDD, including the Lackawanna-Luzerne MPO region, and Wayne County, NEPA Alliance will continue to assist PennDOT with facilitating LTAP training during FYs 2022-2024.

- A. Annually develop a priority list of training topics that identifies training needs within the municipalities of the NEPA Alliance region. Using the priority training list, NEPA Alliance will work with PennDOT to schedule training dates. NEPA Alliance will then identify and secure appropriate facilities within the region for the training courses on the selected dates of training.
- B. Advertise training to all municipalities and PennDOT's Municipal Service representatives through electronic letters, fliers, e-mails, social media etc.,

- announcing the training dates and locations. All registrations for training courses will be coordinated directly through NEPA Alliance. Provide PennDOT with registration information one week prior to the scheduled course dates.
- C. Attend county conventions, County Road Task Group meetings, equipment shows, municipal meetings, etc., as needed to promote LTAP services. Utilize the NEPA Alliance website to market LTAP as well.
  - D. Identify and quantify the value of LTAP to the NEPA Alliance region municipalities and program participants. Market the value of PennDOT's LTAP and its long term impact on the workforce. Provide a mechanism for municipalities to contact NEPA Alliance with issues that LTAP can assist with by offering training or tech assists and ascertain from the municipalities the appropriate format most beneficial for them to receive local technical assistance.
  - E. Participate in the annual LTAP MPO/RPO meeting and other related PennDOT meetings as required. Attend LTAP training courses and participate in technical assistance on-site visits in the region when possible.
  - F. Prepare quarterly reports detailing all LTAP project activities and expenditures. Prepare an annual report that summarizes the participant evaluations in a report detailing the process used to market LTAP in the NEPA Alliance region. Summarize the outcomes and recommendations for future activities with LTAP in the NEPA Alliance region.

Deliverables:

- Annual LTAP training program of at least 12 LTAP classes customized to the surveyed needs of the NEPA Alliance region. **NEPA (lead), Locals, Central Office**
- Comprehensive program outreach campaign targeted to NEPA Alliance constituent LTAP audience. **NEPA**
- Quarterly and annual reports fully documenting program year participation, outcomes and recommendations to PennDOT program managers. **NEPA**

**Northeastern Pennsylvania Alliance  
Metropolitan Planning Organization  
2022-2024 Transportation Planning Work Program  
2022-2023 Source of Funds**

Source of Funds	Amount of Funding	Federal (PL)	State (MLF)	Local Match
SFY 2022-2023 Base PL Funds	\$ 660,000	\$ 537,000	\$ 69,000	\$ 54,000

Source of Funds	Amount of Funding	FTA/CPG		Local Match
SFY 2022-2023 Base FTA/CPG	\$ 102,500	\$ 82,000		\$ 20,500

<b>SFY 2022-2023 Grand Total</b>	\$ 762,500			
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**2023-2024 Source of Funds**

Source of Funds	Amount of Funding	Federal (PL)	State (MLF)	Local Match
SFY 2023-2024 Base PL Funds	\$ 660,000	\$ 537,000	\$ 69,000	\$ 54,000

Source of Funds	Amount of Funding	FTA/CPG		Local Match
SFY 2023-2024 Base FTA/CPG	\$ 102,500	\$ 82,000		\$ 20,500

<b>SFY 2023-2024 Grand Total</b>	\$ 762,500			
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Work Program Funding Sources

- PL – Planning funds provided through the Federal Highway Administration
- MLF – Motor License funds provided by the Pennsylvania Department of Transportation
- FTA – Planning funds provided by the Federal Transit Administration
- CPG- Consolidated Planning Grant Administered by Federal Highway Administration
- Local – Local funding provided by NEPA

**Northeastern Pennsylvania Alliance  
Metropolitan Planning Organization  
2022-2023 Transportation Unified Planning Work Program Budget**

<b>Task</b>	<b>Total Budget</b>	<b>Subtotal</b>	<b>Federal (PL)</b>	<b>State (MLF)</b>	<b>Local Match 8.7805%</b>	<b>Subtotal</b>	<b>FTA/CPG</b>	<b>Local Match 20%</b>
<b>I. Land Use/Transportation Linkages/Economic Development/PennDOT Connects and Program Coordination</b>	\$ 70,000	\$ 40,000	\$ 32,000	\$ 4,488	\$ 3,512	\$ 30,000	\$ 24,000	\$ 6,000
<b>II. Program Administration, Public Involvement and Outreach</b>	\$ 255,000	\$ 230,000	\$ 184,000	\$ 25,805	\$ 20,195	\$ 25,000	\$ 20,000	\$ 5,000
<b>III. Long Range Transportation Plan, Transportation Improvement Program and Other Plans/Programs</b>	\$ 162,500	\$ 137,500	\$ 110,000	\$ 15,427	\$ 12,073	\$ 25,000	\$ 20,000	\$ 5,000
<b>IV. Planning Techniques and Data Collection, Review and Analysis</b>	\$ 230,000	\$ 207,500	\$ 166,000	\$ 23,280	\$ 18,220	\$ 22,500	\$ 18,000	\$ 4,500
<b>V. Local Technical Assistance Program (LTAP)</b>	\$ 45,000	\$ 45,000	\$ 45,000	-0-	(a) -0-	-0-	-0-	-0-
<b>SFY 2022-2023 Grand Total</b>	\$ 762,500	\$ 660,000	\$ 537,000	\$ 69,000	\$ 54,000	\$ 102,500	\$ 82,000	\$ 20,500

Footnote: (a) Local match not required as directed by PennDOT Central Office, Planning & Programming Division.

**Northeastern Pennsylvania Alliance  
Metropolitan Planning Organization  
2023-2024 Transportation Unified Planning Work Program Budget**

<b>Task</b>	<b>Total Budget</b>	<b>Subtotal</b>	<b>Federal (PL)</b>	<b>State (MLF)</b>	<b>Local Match 7.9841%</b>	<b>Subtotal</b>	<b>FTA/CPG</b>	<b>Local Match 20%</b>
<b>I. Land Use/Transportation Linkages/Economic Development/PennDOT Connects and Program Coordination</b>	\$ 70,000	\$ 40,000	\$ 32,000	\$ 4,488	\$ 3,512	\$ 30,000	\$ 24,000	\$ 6,000
<b>II. Program Administration, Public Involvement and Outreach</b>	\$ 255,000	\$ 230,000	\$ 184,000	\$ 25,805	\$ 20,195	\$ 25,000	\$ 20,000	\$ 5,000
<b>III. Long Range Transportation Plan, Transportation Improvement Program and Other Plans/Programs</b>	\$ 162,500	\$ 137,500	\$ 110,000	\$ 15,427	\$ 12,073	\$ 25,000	\$ 20,000	\$ 5,000
<b>IV. Planning Techniques and Data Collection, Review and Analysis</b>	\$ 230,000	\$ 207,500	\$ 166,000	\$ 23,280	\$ 18,220	\$ 22,500	\$ 18,000	\$ 4,500
<b>V. Local Technical Assistance Program (LTAP)</b>	\$ 45,000	\$ 45,000	\$ 45,000	-0-	(a) -0-	-0-	-0-	-0-
<b>SFY 2023-2024 Grand Total</b>	\$ 762,500	\$ 660,000	\$ 537,000	\$ 69,000	\$ 54,000	\$ 102,500	\$ 82,000	\$ 20,500

Footnote: (a) Local match not required as directed by PennDOT Central Office, Planning & Programming Division.