

NEPA DRAFT 2045 Long Range Transportation Plan
*Editorial Changes made to the draft plan since
February 14, 2020*



- The 2021-2045 Investment Plan was moved to the body of the plan
- Other project tables (carry-over projects from the previous plan; public outreach project recommendations) were moved to the appendices
 - The result of these edits is that projects shown in the 2021-2045 Investment Plan are considered funded projects, or within the MPO's financial constraint. Projects that appear in Appendix A and B are unfunded, and illustrative.
- In the Environmental Justice Overview section, the plan now references the Benefits & Burdens analysis and maps that are in the appendix. These document locations of minority, low-income, and other Traditionally Underserved Populations.
- The Funding Forecast section now cites the percentage breakdowns of spending in the "out years" (i.e., 2033-45): "The LRTP assumes an estimated \$927.37 million in total revenue over the 25-year life of the plan period. The 2021 TYP entails \$507.5 million of this amount, leaving a balance of \$419.9 million. The anticipated breakdown will be based in part on PennDOT Financial Guidance documentation, and will include a breakdown of 53 percent Highway, 37 percent Bridge, and 10 percent to Safety projects."
- The Funding Revenue section also now notes that the MPO did not include funding from competitive grant programs in making the revenue forecast. It now includes the phrase "for this same reason, we also did not consider funding from competitive grant programs, e.g., Green-Light Go, Multimodal Transportation Fund, etc."
- The Funding Forecast section also removed references to Real Dollars, to avoid confusion.
- A statement was added preceding the carry-over project listing from the 2016 plan to note that they are shown in priority order.

- On page 98 of the PDF, underlining was removed from two sub-bullets so they would not be confused as hyperlinks.
- On Page 6, under Planning Implications, Bullet #3 was refined to clarify that while Monroe and Pike have many commuters to New York and New Jersey, Carbon and Schuylkill do not.
- On Page 18, Functional Classification. This section was updated to take into account the review work completed by three of the counties, and the fourth, Schuylkill County, which is near completion.
- In the Functional Classification section, the percentages were adjusted.
- In Roadway Conditions, a statement in the Planning Implication section was revised to clarify Pike County's efforts in successfully convening a county taskforce and the MPO's effort to undertake a similar effort.
- The table, "Percentage "Poor" Interstate Mileage by OPI and IRI, by State and Planning Partner Region," was edited to include data labels above SAP & DC and SEDA-COG.
- Martz Bus Company was listed as a bus provider in the Public Transportation section. In addition, the last bullet in the Overview portion was revised to read "Throughout the region, rail lines are adapting to the changing economy. There is a desire over the long-term for restoration of commuter rail service."
- The Freight Movement map colors were adjusted.
- DCNR was listed as a Source for the Active Transportation map.
- The NEPA MPO Region Public-Use Airports chart was updated indicating that Barrett and Paradise Townships have Airport Hazard Zoning.
- In the System Management and Operations section, "Out-Of-Region" was removed from the Commute Destinations chart title.
- In the Strategic Directions section, the Transit and Multimodal bullet was corrected to represent a heading and the word "elevate" was changed to "promote" to read "Promote scenic byways as a transportation planning concern."