DRAFT

Northeastern Pennsylvania Metropolitan Planning Organization

2050 LONG-RANGE TRANSPORTATION PLAN

Northeastern Pennsylvania Alliance
NEPA

January 3, 2024

NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 ("ADA"), the Northeastern Pennsylvania Alliance will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: the Northeastern Pennsylvania Alliance does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

Effective Communication: The Northeastern Pennsylvania Alliance will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the Northeastern Pennsylvania Alliance's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: the Northeastern Pennsylvania Alliance will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in the Northeastern Pennsylvania Alliance offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Northeastern Pennsylvania Alliance, should contact Kate McMahon, ADA Coordinator, at 570-891-4670 or **kmcmahon@nepa-alliance.org** as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the Northeastern Pennsylvania Alliance to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the Northeastern Pennsylvania Alliance is not accessible to persons with disabilities should be directed to Kate McMahon, ADA Coordinator, at 570-891-4670 or **kmcmahon@nepa-alliance.org**.

The Northeastern Pennsylvania Alliance will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

NORTHEASTERN PENNSYLVANIA ALLIANCE GRIEVANCE PROCEDURE UNDER THE AMERICANS WITH DISABILITIES ACT

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the Northeastern Pennsylvania Alliance. The Northeastern Pennsylvania Alliance's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Kate McMahon
ADA Coordinator
Northeastern Pennsylvania Alliance
1151 Oak Street
Pittston, PA 18640

Within 15 calendar days after receipt of the complaint, Kate McMahon or her designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, Kate McMahon or her designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the Northeastern Pennsylvania Alliance and offer options for substantive resolution of the complaint.

If the response by Kate McMahon or her designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the President and CEO or his designee.

Within 15 calendar days after receipt of the appeal, the President and CEO or his designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the [President and CEO or his designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by Kate McMahon or her designee, appeals to the President and CEO or his designee, and responses from these two offices will be retained by the Northeastern Pennsylvania Alliance for at least three years.

Acknowledgments - NEPA MPO

MPO TECHNICAL PLANNING COMMITTEE

The NEPA MPO Technical Planning Committee consists of two county representatives from each of the four MPO counties who are appointed by the county boards of commissioners, one representative from the East Stroudsburg Urbanized Area, three transit representatives, one representative from PennDOT District 4-0, 5-0 and Central Office and a representative from the NEPA Alliance Board of Directors.

Mr. David Bodnar
Carbon County Planning and Development

Ms. Christine Meinhart-Fritz
Monroe County Planning Commission

Ms. Susan Smith*
Schuylkill County Planning Office

Rep. Doyle Heffley
Pennsylvania House of Representatives

Mr. Roger Christman
Ross Township Supervisor

Mr. Michael Mrozinski**
Pike County Community Planning

Mr. John Malinchok
Schuylkill County Planning Commission

Mr. Brendan Cotter
LANTA

Mr. Rich Schlameuss
Monroe County Transportation Authority

Mr. Gary Martinaitis
Schuylkill Transit System

Commissioner John Christy
Monroe County Commissioner

Mr. Garry Wentz
NEPA Alliance Board of Directors

Mr. Steve Fisher
PennDOT District 4-0

Mr. Scott Vottero
PennDOT District 5-0

Mr. David Alas
PennDOT Central Office

Commissioner Matthew Osterberg
Pike County

MPO POLICY BOARD

The NEPA MPO Policy Board consists of one NEPA Board of Directors member from each of the four MPO counties and a representative from PennDOT Central Office. The NEPA President and representatives from PennDOT District 4-0 and 5-0 serve as ex-officio members with voice privileges.

Mr. Chris Barrett
Pocono Mountains Visitors Bureau

Commissioner Matthew Osterberg
Pike County

Mr. Micah Gursky**
St. Luke's Miners Memorial Hospital

Ms. Kathy Henderson*
Carbon Chamber
and Economic Development Corp.

Mr. Mark Tobin
PennDOT Central Office

Mr. Steve Fisher***
PennDOT District 4-0

Mr. Scott Vottero***
PennDOT District 5-0

Mr. Jeffrey Box***
NEPA Alliance President and CEO

* Chairperson ** Vice-Chairperson *** Ex-officio member

Letter from the Chair

January 3, 2024

A primary function of the NEPA MPO is to coordinate transportation planning and funding for the region, ensuring that transportation plans align with local needs and federal guidelines. Updating the region's long-range transportation plan (LRTP) is an important part of this challenge. This plan represents our third LRTP since the Federal Highway Administration (FHWA) designated our region as an MPO back in March 2013.

Our vision is that the LRTP will serve as a "gatekeeper" for future programs, such as the 2025 Transportation Improvement Program (TIP) and 12-Year Program (TYP). Updates to these two programs are currently underway, and the LRTP will serve as a critical resource in identifying projects that will compose those programs.

The LRTP update occurs at an historic time. Our region has benefitted from the passage of the Federal Bipartisan Infrastructure Law (BIL) in 2021, as our base four-year funding allocation for highways and bridges jumped to $197.2 million from $165.4 million just four years ago. Conservative forecasts put our total revenue through the 2050 plan horizon year at $1.3 billion.

This revenue for transportation does not include discretionary funds that may come into the region via popular grant programs such as the Multimodal Transportation Fund, the Transportation Alternatives Set-Aside Program, Green Light-Go, or the Automated Red Light Enforcement Program. Partners throughout the region will need to develop compelling grant proposals for its eligible projects, as competition will be heavy in obtaining the nearly 40 percent of the Federal dollars available through BIL.

The challenges in front of us are enormous, with many competing priorities. We have nearly 4,900 linear miles of roadway to maintain, 1,031 state-owned bridges, and five providers of fixed-route public transportation. Other transportation assets that are privately-owned, such as our rail freight network and aviation facilities, are not directly under the purview of the MPO, yet are critical elements in planning for a safe and efficient multimodal transportation system.

The 2050 LRTP was updated with input from many individuals with vested interests in our region's transportation system. It provides the MPO with a foundation and a strategic direction upon which we can build to ensure that our region's transportation challenges are being properly addressed.

Our region's mobility and economic well-being depend on it.

Susan Smith
MPO Technical Planning Committee Chairperson

Kathy Henderson
MPO Policy Board Chairperson

Transportation by the Numbers

434,660
POPULATION (2020)
(down 1.4 percent since 2010)

123
MUNICIPALITIES

157
LINEAR MILES OF INTERSTATE HIGHWAY

4,770
AVG ANNUAL ROADWAY CRASHES
(2018-22)
Down from 4,869 in 2017-21

61
AVG ANNUAL ROADWAY FATALITIES
(2018-22)
Up from 60 in 2017-21

TRAFFIC SIGNALS

29
CARBON
99
MONROE
16
PIKE
97
SCHUYLKILL

11.1 MILLION MILES
DAILY VEHICLE MILES OF TRAVEL (DVMT)

297
LOCAL BRIDGES (> 20')

1,031
STATE BRIDGES (> 8')

362
MILES OF FREIGHT RAIL

STATE BRIDGES (> 8')

136	367	182	346	25,454
CARBON	MONROE	PIKE	SCHUYLKILL	PA

STATE BRIDGES CLASSIFIED AS POOR, BY COUNT

17.7%	15.5%	17.0%	15.0%	9.2%
CARBON	MONROE	PIKE	SCHUYLKILL	PA

LINEAR MILES OF PUBLIC ROAD

751.5	1,562.3	636.4	1,874.5	121,891
CARBON	MONROE	PIKE	SCHUYLKILL	PA

501,803
FIXED ROUTE TRANSIT RIDERSHIP (FY2021-22)

119,421
SHARED RIDE TRANSIT RIDERSHIP (FY2021-22)

7
NUMBER OF PUBLIC USE AIRPORTS

792
REGISTERED ELECTRIC VEHICLES (2022) (up 108% from 2021)

$49.3 MILLION
MPO AVG. ANNUAL BASE FUNDING ALLOCATION (2025-28)

Table of Contents

LRTP Purpose

What is an LRTP?

The long-range transportation plan (LRTP) establishes goals and potential projects to improve the transportation system in northeastern Pennsylvania. The LRTP considers a planning horizon through 2050 and provides a framework for making transportation decisions that will support the region's desired future.

Specifically, the LRTP inventories and assesses the region's current land use, transportation patterns, and the operations of all transportation modes. The LRTP identifies needed improvements to the multimodal transportation system – highway/bridge, rail, air, transit, bicycle, and pedestrian facilities – to facilitate a desired long-term outcome.

The LRTP is guided by the NEPA MPO and serves several key functions, including:

- Guiding the MPO's decisions on project prioritization for the Transportation Improvement Program (TIP);
- Advising the region's four counties on local and regional planning decisions that impact transportation;
- Fulfilling federal and state transportation laws and regulations; and
- Reflecting the needs and priorities of the region's residents, visitors, and businesses.

What is an MPO?

A metropolitan planning organization is a transportation policy-making body comprising representatives of local government and transportation agencies that own, operate, and fund transportation infrastructure. Federal law requires the formation of an MPO in any urbanized area with a population greater than 50,000; the NEPA region became a designated MPO due to population growth reflected in the 2010 U.S. Census. MPOs ensure that decisions and spending on transportation projects and programs are based on a "continuing, comprehensive, and cooperative" (3C) planning process that reflects the needs and priorities of the region. MPOs administer federal and state funding for transportation projects and programs, consistent with the approved LRTP.

Why Develop an LRTP for Northeast Pennsylvania?

Developing and regularly updating an LRTP is a prerequisite to receiving federal transportation funding. Further, it helps ensure that transportation investment decisions are made strategically and considered in light of their long-term effect on the four-county region.

Transportation decisions profoundly shape the region's direction and growth. An LRTP helps determine what improvements are needed to guide the region in a cohesive, agreed-upon direction for the future. Without this solid direction, growth would occur in an unplanned and incremental manner, likely to the detriment of what makes the NEPA region a great place in which to live, work, or visit.


101 Eastbound
MONROE COUNTY TRANSIT AUTHORITY

Geographic Position

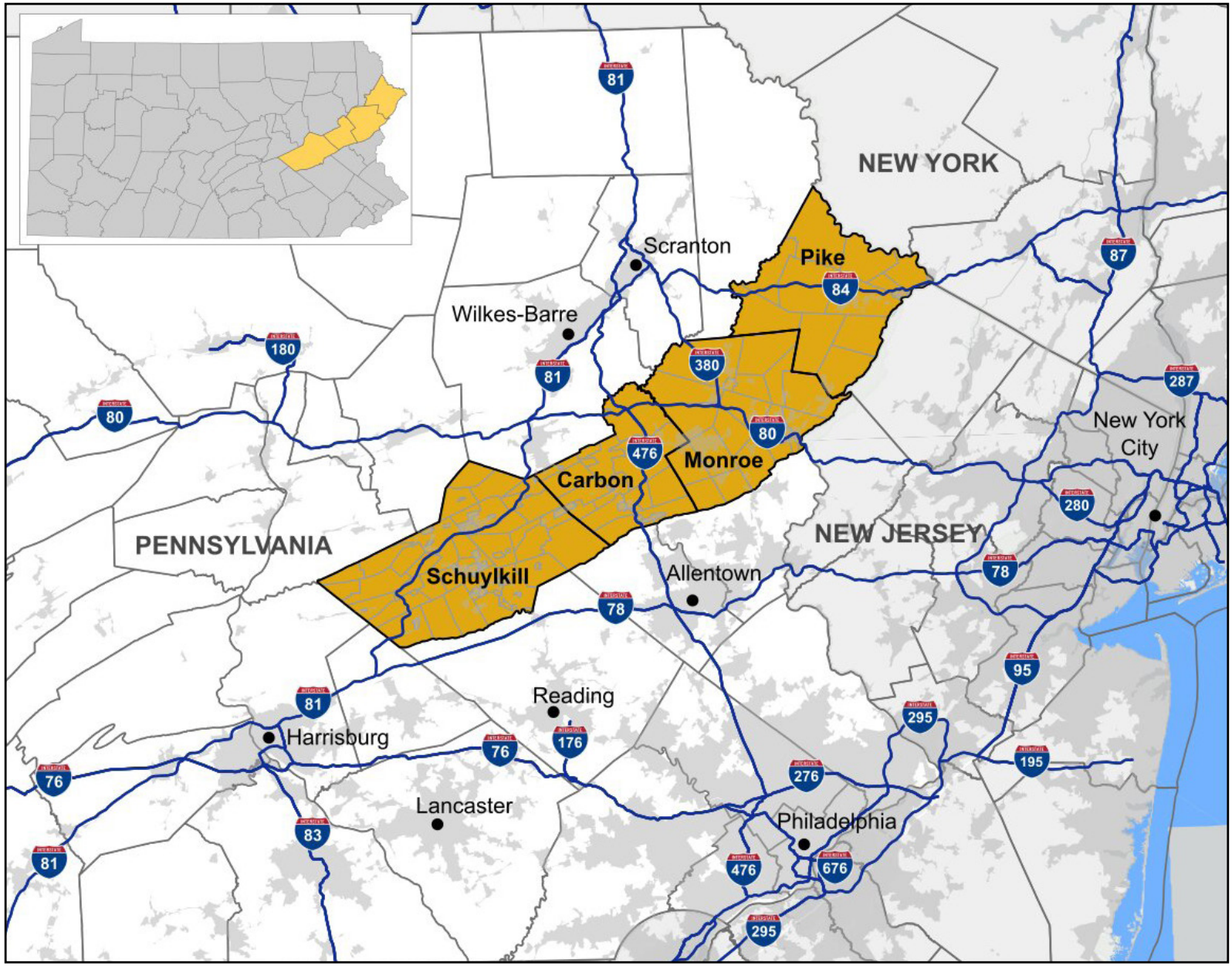
Overview

- The NEPA MPO region is 2,354 square miles in size and includes four counties: Carbon, Monroe, Pike, and Schuylkill.
- The MPO region has a long, linear profile that stretches approximately 95 miles east-west and 30 miles north-south.
- The region is located within the portion of the United States known as the 'Megalopolis' which is a cluster of urbanized areas in the Northeast and Mid-Atlantic stretching from Boston to Washington, D.C.
- The Borough of Stroudsburg is the core community of the East Stroudsburg Metropolitan Statistical Area and the basis of the region's March 2013 designation as an MPO; Stroudsburg is 80 miles west of the Port of New York and New Jersey, which is a primary gateway to the global economy.
- Since the 2020 Census, the Federal Office of Management and Budget has re-defined Metropolitan Statistical Areas (MSAs) and Urbanized Areas (UAs). East Stroudsburg is now defined as an Urban Area, the boundaries of which have been re-drawn from its former 52 square mile area to 38. Its 2020 population was recorded at 47,891 – below the threshold for defining an MPO region, however, NEPA continues to operate as an MPO.

Planning Implications

- The the MPO's location with the megalopolis region gives it greater access to greater economic opportunities in attracting business, industry, and investment.
- Interstates 80, 81, and 84 make commutes feasible between the region's eastern half and New York City's northern suburbs.
- The region is a gateway for goods moving from the Atlantic Seaboard to and from destinations in New England, via Interstates 80, 81, and 84. This makes the region favorable for warehousing and distribution center-type development.
- Monroe and Pike counties have many "bedroom communities," with workers commuting to major cities in New York and New Jersey. Large numbers of workers residing in Carbon and Schuylkill counties also commute to the Lehigh Valley, Reading, and Harrisburg.
- While long-range transportation planning will continue within the region regardless of its MPO status, falling below the 50,000 urban population threshold resulted in the loss of certain federal funding streams for funding categories such as "Surface Transportation Urban (STU)" and Section 5307 for transit.

Figure 1: Position of the NEPA MPO Region



Sociodemographics

Overview

- According to the 2020 Census, the region has an estimated population of 434,660. This is nearly a 2 percent decrease from the 2010 Census, which recorded a regional population size of 440,749.
- There were 42 municipalities region-wide that registered population gains during the 2010s, led by Stroud and Smithfield Townships in Monroe County. The largest population losses came in the three Schuylkill County communities of Mahanoy City, Shenandoah, and Pottsville.
- Only two municipalities recorded double digit growth rates during the 2010s: the townships of Porter and Blooming Grove in Pike County.
- The region's townships collectively lost 1,529 people during the decade ending 2020, while boroughs lost 3,582.[1]
- The region now has 309,047 people living in townships, with another 112,267 living in boroughs.
- Monroe County is the largest county in the NEPA MPO region, with a 2020 population in excess of 168,000.
- After a century of continuous growth, Monroe County recorded negative population growth during the decade ending 2020. Some of the loss can be attributed to students from East Stroudsburg University who were at home during the COVID-19 lockdown as the Census was being conducted that spring.
- The region is also home to the Pottsville Micropolitan Statistical Area (MSA), which is centered on the City of Pottsville as its core urban cluster. The MSA is the most populous micropolitan area in Pennsylvania with a population in excess of 148,000.
- Despite the region sustaining population declines during the 2010s, the economic and demographic data projection firm of Woods & Poole has forecasted the region to grow to a population of 492,032 by 2050.

[1]The City of Pottsville declined by 978 to end the decade at 13,346.

Table 1: Population Growth Rate by Decade, Rank Among Pennsylvania Counties

	PIKE	MONROE
1970s	1	2
1980s	1	2
1990s	1	2
2000s	2	3
2010s	19	27

Planning Implications

- As the region's population continues to grow and age, there will be additional demands on the transportation system. A growing population will require more transportation capacity and services, with a growing consumer market and "workshed" (commuting area) generating a greater demand for travel and trip-making in general.
- A growing, aging population will require more public transportation services, and a highway system that is more predictable to use, with greater reflectivity, maintenance, and protection of traffic in work zones, and improved signage, to name a few categories of improvements.
- Identification of environmental justice (EJ) populations will enable the MPO to use that data to inform its investment strategies and project selection, even as it evaluates the benefits and burdens of its proposed programs on these population groups.

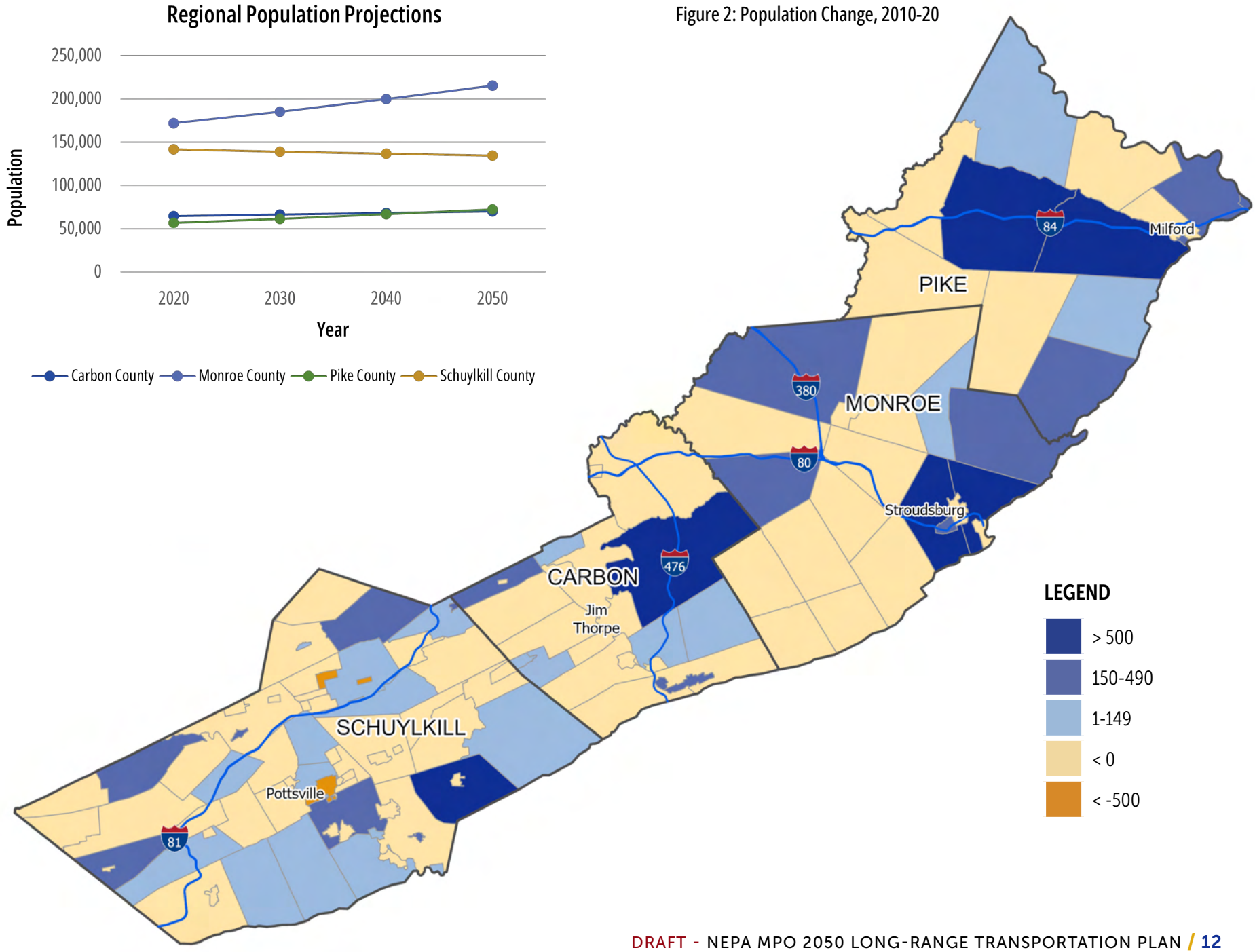


Figure 2: Population Change, 2010-20

Socioeconomics

Overview

- In 2021, the region's highest employment numbers were in the following sectors:
  - » Educational Services, Health Care, and Social Assistance (33,563, or 23.6 percent);
  - » Manufacturing (23,951, or 16.8 percent);
  - » Retail Trade (14,143, or 9.9 percent); and
  - » Transportation and Warehousing and Utilities (12,003, or 8.4 percent).[2]
- "Location quotient" is the metric used to measure economic strength. At the county level, the industries that are the region's largest economic growth drivers are:
  - » Carbon County: Arts, Entertainment, Recreation, Information
  - » Monroe County: Retail; Transportation and Warehousing; Arts, Entertainment, Recreation; Accommodation and Food Services
  - » Pike County: Arts, Entertainment, Recreation; Accommodation and Food Services
  - » Schuylkill County: Agriculture, Forestry, Fishing and Hunting; Mining, Quarrying, Oil and Gas; Transportation and Warehousing
- Nearly a third of workers within Pike County have journey-to-work commutes greater than 50 miles. In neighboring Monroe County, the rate is 29 percent. These longer commutes translate into increased transportation costs, environmental impact, and greater "opportunity costs."
- The region is a net exporter of workers, by a ratio greater than two to one.
- Milford Borough is the only municipality in the region that has a majority of its resident workers (50.7%) employed within the municipality of residence.

[2] U.S. Census Bureau, American Community Survey 5-Year Estimates (2021)

Planning Implications

- Regional employment in the Transportation and Warehousing industry has experienced an exponential increase in recent years. This brings with it an increase in truck traffic on the region's major roadways. The MPO will continue planning for the safe and efficient movement of motor carrier forms of transportation, beginning with the implementation of the regional freight plan.
- The outflow of workers from the region may indicate a lack of local job opportunities or industries that match the skills and aspirations of the workforce. This phenomenon lies outside of the purview of the LRTP, but should be considered by other planning processes, such as the regional CEDS plan.
- The MPO will need to continue emphasizing sustainable commuting options as a priority, as well as collaborating with neighboring planning regions to address shared transportation challenges.

Figure 2: Employment by Location Quotient, December 2022

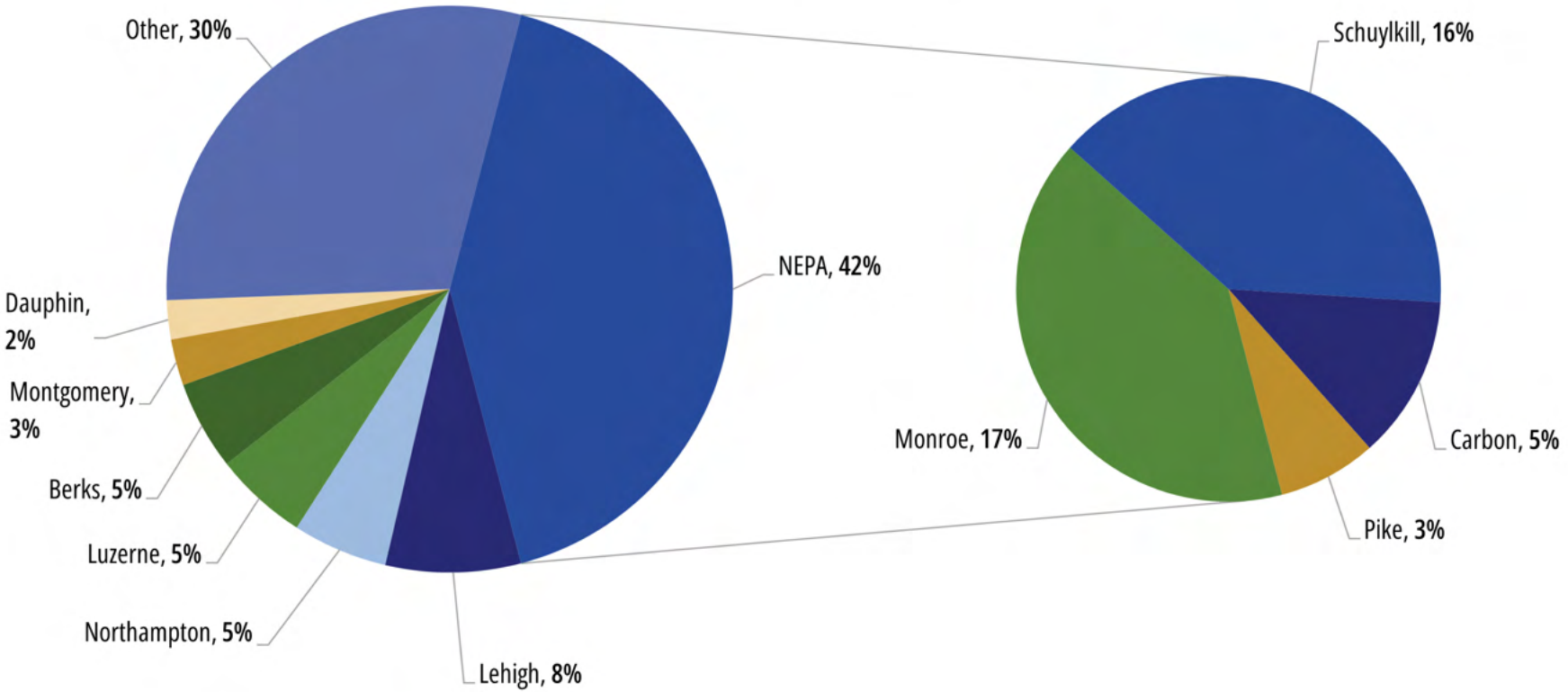
INDUSTRY	CARBON	MONROE	PIKE	SCHUYLKILL	REGION
Arts, Entertainment, Recreation	5.51	1.68	2.59	0.47	2.52
Accommodation & Food Services	1.64	2.38	2.74	0.79	1.90
Public Administration	1.36	1.93	1.33	1.58	1.55
Retail Trade	1.29	1.48	1.67	1.04	1.36
Other Services	0.94	1.00	2.5	0.80	1.30
Agriculture, Forestry, Fishing, Hunting	0.83	0.63	0.23	3.15	1.15
Information	3.35	0.35	0.69	0.28	1.14
Transportation & Warehousing	0.53	1.14	0.49	2.37	1.13
Manufacturing	0.97	0.99	0.17	2.22	1.09
Mining, Quarrying, and Oil & Gas	ND	0.33	1.71	2.77	1.06
Educational Services	ND	1.06	1.73	0.84	0.91
Utilities	0.84	0.44	0.63	1.27	0.83
Construction	0.78	0.71	0.80	0.8	0.78
Health Care and Social Assistance	0.99	0.77	0.55	0.81	0.78
Real Estate and Rental and Leasing	0.74	0.81	1.07	0.38	0.75
Administrative & Waste Services	0.46	0.79	0.97	0.47	0.67
Wholesale Trade	0.36	0.31	0.21	0.58	0.37
Finance & Insurance	0.36	0.33	0.32	0.34	0.34
Professional & Technical Services	0.29	0.36	0.29	0.25	0.31
Management of Companies & Enterprises	0.07	0.14	0.21	0.39	0.20

Source; U.S. Census Bureau, American Community Survey 5-Year Estimates (2021)

Less than 1.0 | Between 1.0 and 2.0 | Between 2.0 and 3.0 | Greater than 3.0

Location of Work

Commute Destination from NEPA Region



The NEPA MPO region is a net exporter of workers. Only 42 percent of the region's resident workers are employed within the region – the remainder commute to destinations outside of the region.

TOP COUNTIES WITH THE MOST "SUPER COMMUTERS" IN PENNSYLVANIA ARE:

#1

PIKE COUNTY

WORKERS WITH A 90+ MINUTE COMMUTE:

16.8%

#2

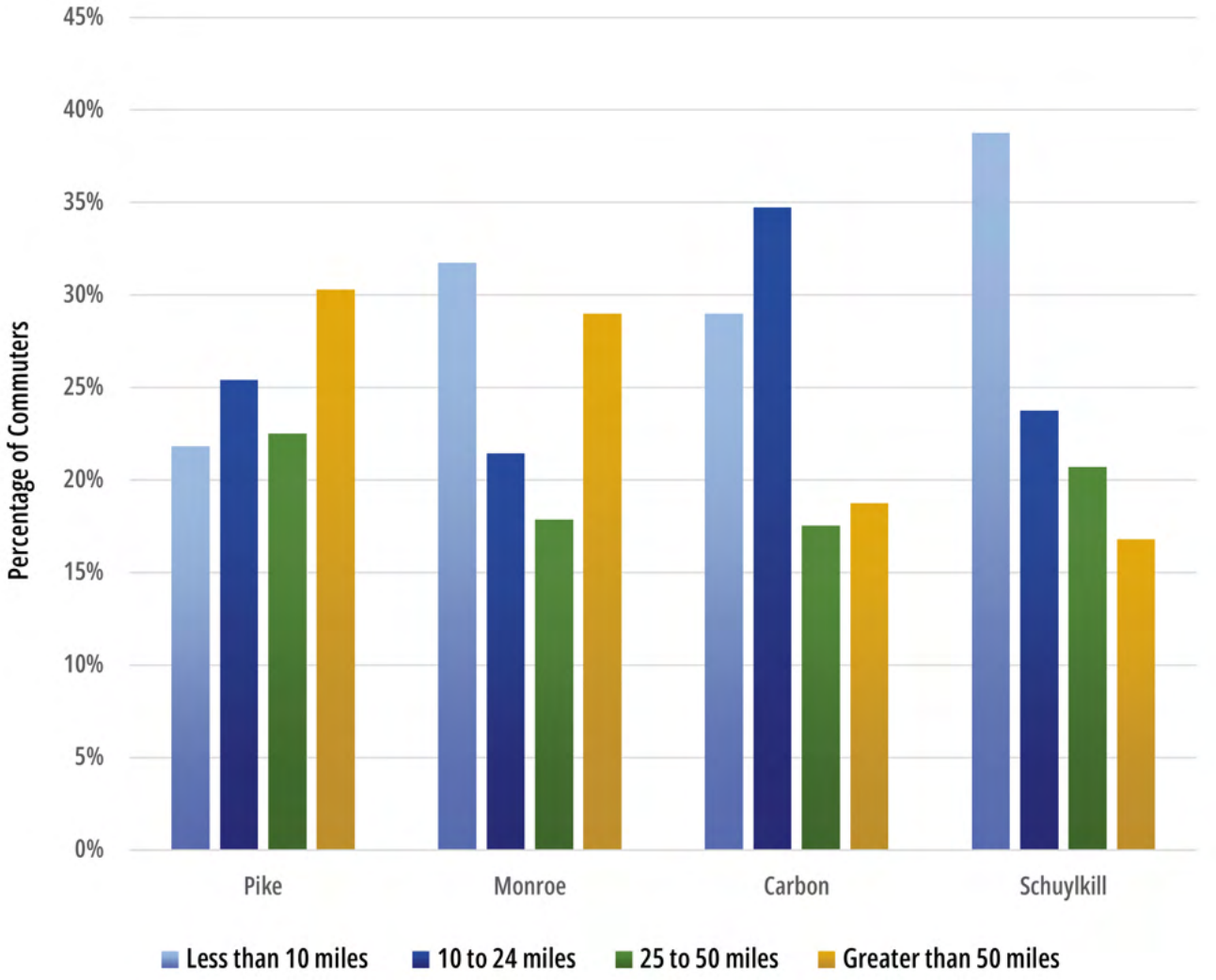
MONROE COUNTY

WORKERS WITH A 90+ MINUTE COMMUTE:

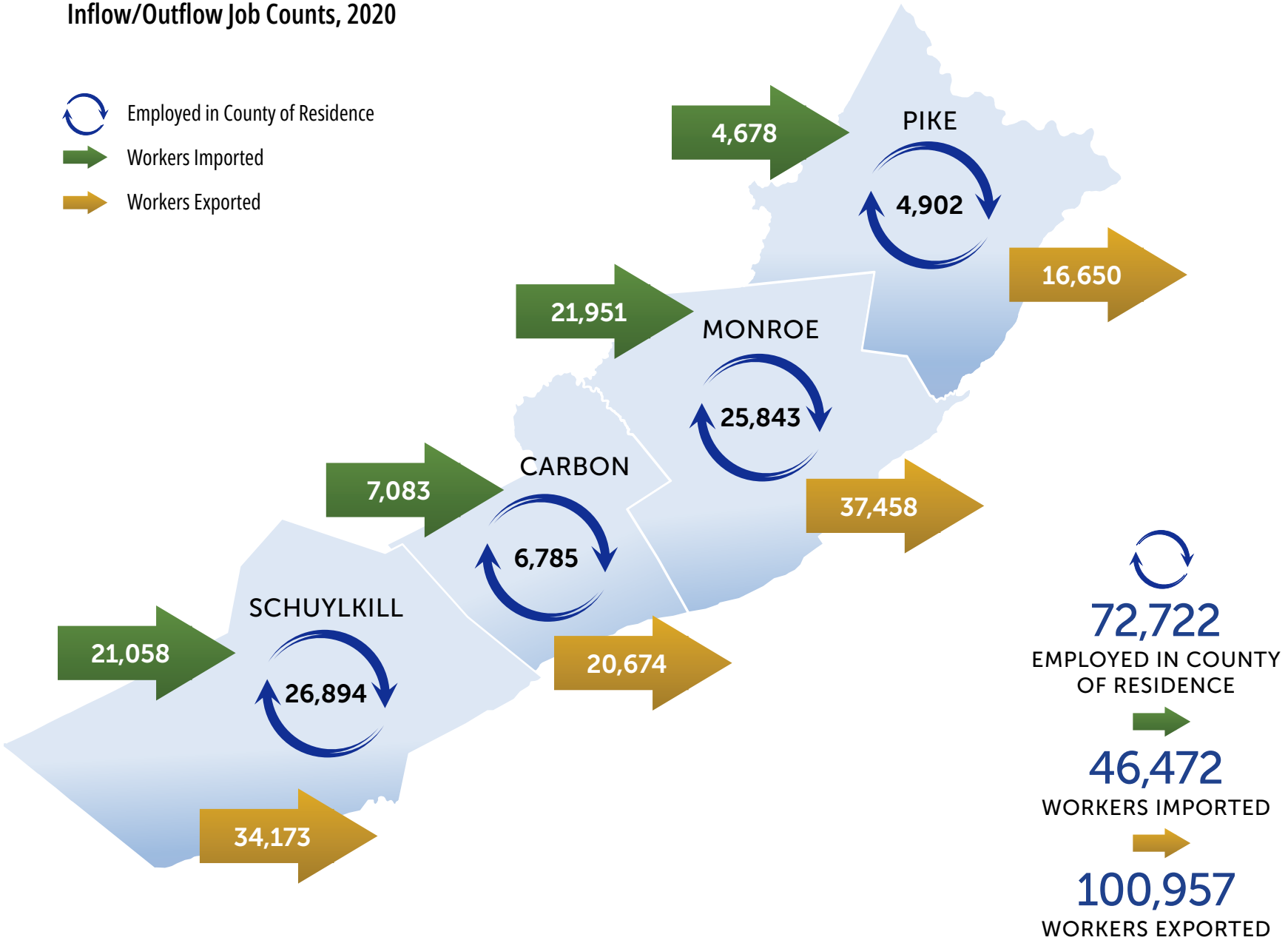
14.4%

Source: https://stacker.com/pennsylvania/counties-most-super-commuters-pennsylvania

Figure 3: Journey to Work (one-way), by County

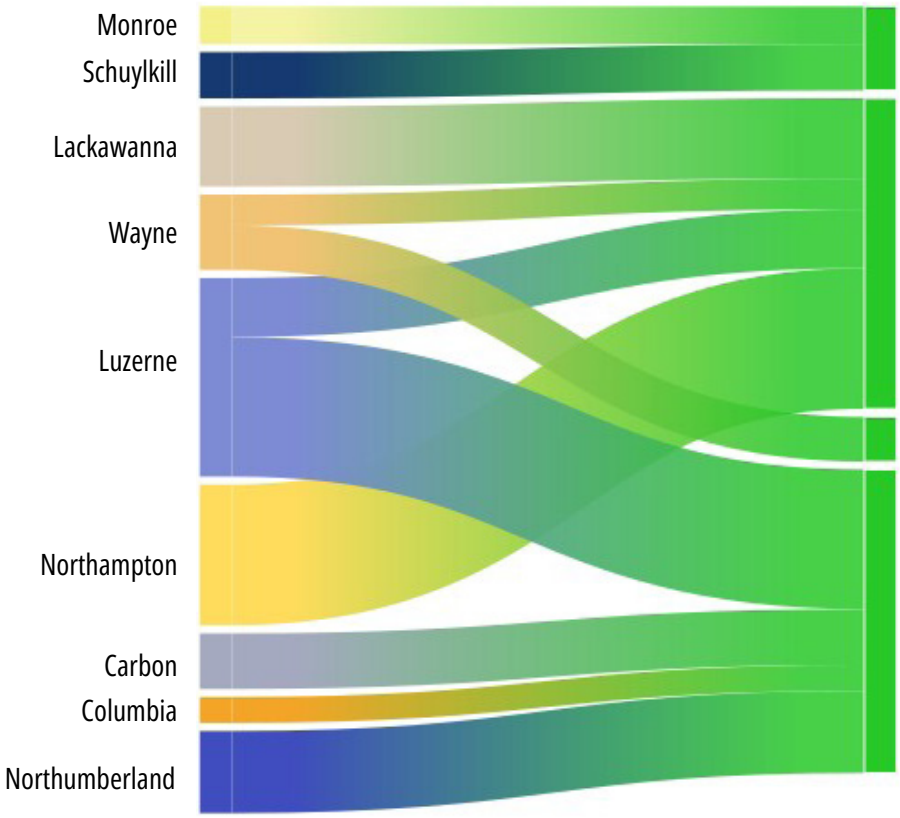


Inflow/Outflow Job Counts, 2020



Employment Origin/Destination County

Workers Imported
(Inflow from Bordering Counties)



Resident Workers Exported
(Outflow to Bordering Counties)

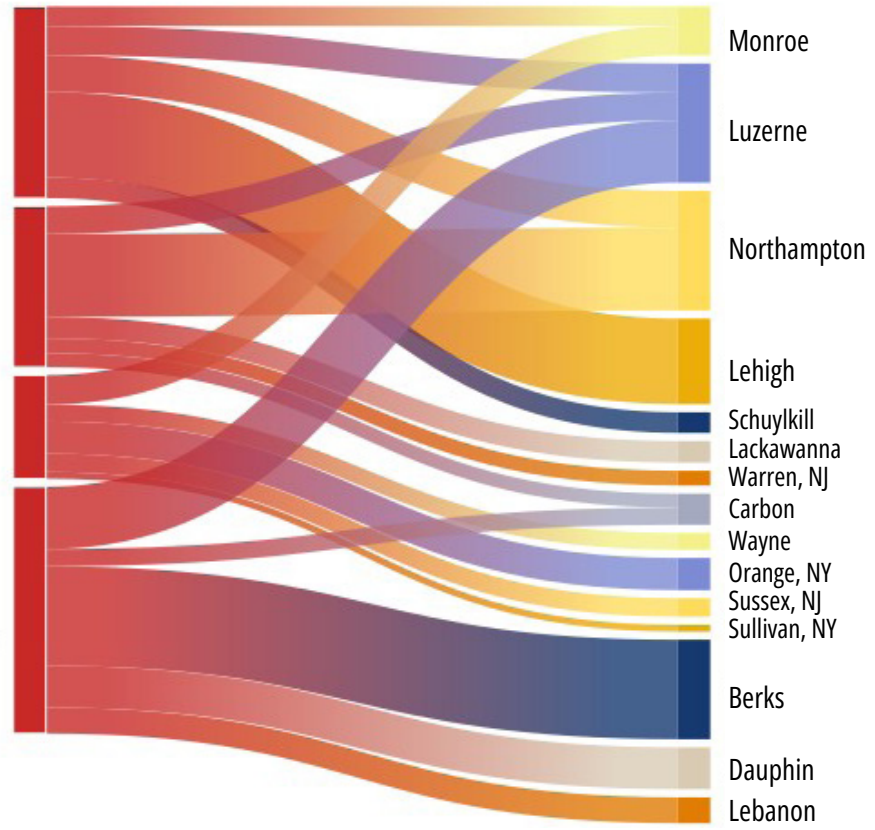


Chart does not capture workers employed in the county of residence.
Chart exclusively visualizes imported and exported workers bordering the four regions' counties.
Inflow/Outflow charts do not have proportional line thickness.

Roadway Network

Overview

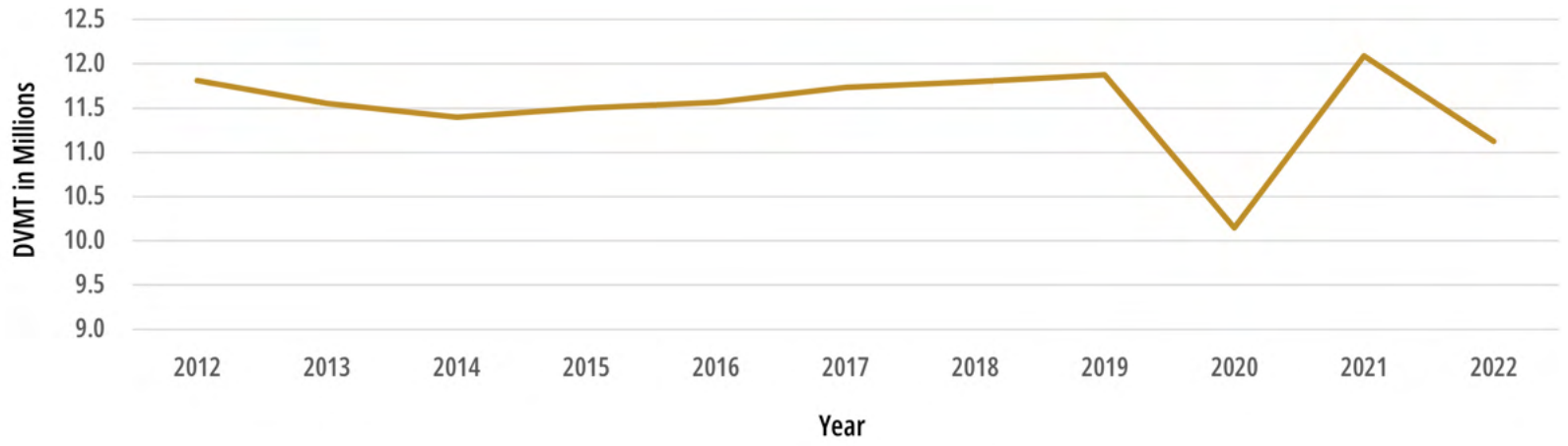
- The region has 4,878 miles of roadway. More than a third of these miles are owned and maintained by PennDOT, while 60 percent are owned by local governments.
- Total travel demand on the region's roadways has remained relatively constant over the past decade, averaging 11.47 million miles traveled per day. The demand for travel has declined since the pandemic.
- Only 1,236 miles of the region's roadways are on the Federal Aid System. Of that, 64 miles are locally owned.
- The regional network includes 157 linear miles of interstates (I-80, I-81, I-84, and I-380). Portions of the Northeast Extension of the Pennsylvania Turnpike also traverse the region, which interchanges with US 209 and PA 903 in Carbon County.
- The National Highway System (NHS) includes the Interstates as well as US 6, US 209, PA 33, PA 61, PA 248, PA 309, and PA 903. The NHS within the NEPA MPO region comprises 9 percent of the network, but accommodates nearly half of all travel, signifying its strategic importance for mobility.
- FHWA in February 2019 certified several roadways as Critical Rural Freight Corridors (CRFCs), eligible for National Multimodal Freight funding.

Planning Implications

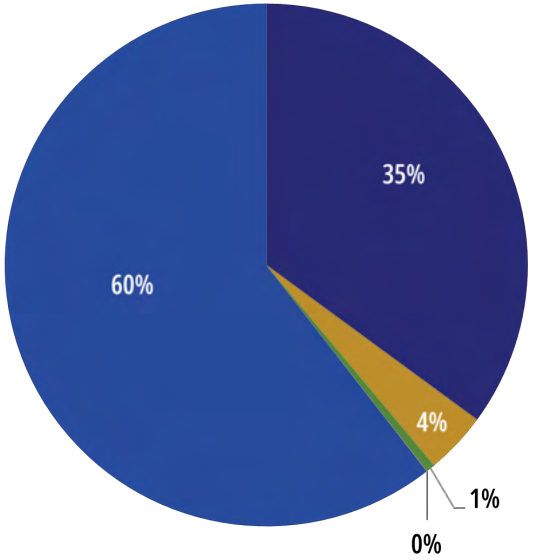
- In a largely rural region such as NEPA, roadways serve as the backbone of the region's transportation system.
- The passage of MAP-21 in July 2013 (and continued by successor legislation, including both the FAST Act and BIL) put an increased emphasis on the National Highway Performance Program, or NHPP. Of the region's 4,878 roadway network, only 267 miles are eligible for NHPP funding. These include Interstates and roadways functionally classified as Principal Arterials.
- Historically the region has a small share of roadways that are NHPP-eligible, which resulted in the re-evaluation of roadway classifications by the MPO to ensure they are up to date. The proposed changes to functional classification have been submitted to the FHWA for review.
- The passage of IIJA in November 2021 provided for an additional 18 miles to Pennsylvania to designate as CRFCs. Priorities within the NEPA MPO region will need to compete with other corridor segments across the state in order to be added onto this priority freight network.

Figure 4: Daily Vehicle Miles of Travel (DVMT), 2011-22

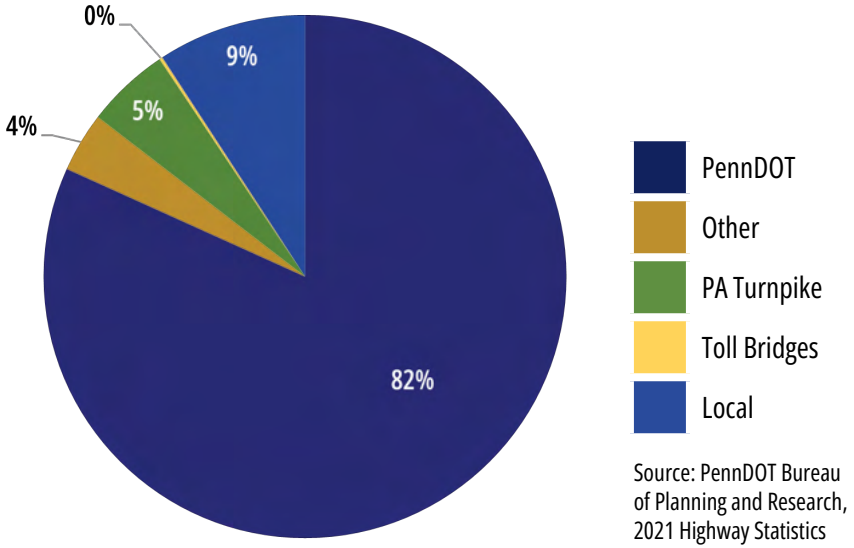
VMT figures as a component of funding formulas for distribution to the state's MPOs and RPOs.



Linear Roadway Miles by Owner



DVMT by Owner



Source: PennDOT Bureau of Planning and Research, 2021 Highway Statistics

Functional Classification

Overview

- The NEPA MPO and PennDOT have functionally classified the region's roadways according to the type of travel they are intended to serve. The practice of functionally classifying roadways is an important nexus between transportation planning and land use planning.
- All roadways provide two functions, in varying proportions: mobility (moving through an area efficiently) and accessibility (connecting to driveways of residences and businesses). Interstates, for example, offer high mobility but low accessibility, whereas local streets primarily provide access.
- In December 2023, the NEPA MPO received a partial approval from FHWA on changes to the functional classification designation of 385.23 miles of Federal Aid highway in the region. These changes include 69.2 miles of additions, 3.8 miles in removals, nearly 310 miles in classification upgrades, and 2.5 miles in classification downgrades. FHWA is currently reviewing proposed changes to the National Highway System in the region, which includes the addition of 50 miles of "principal arterial" highway.

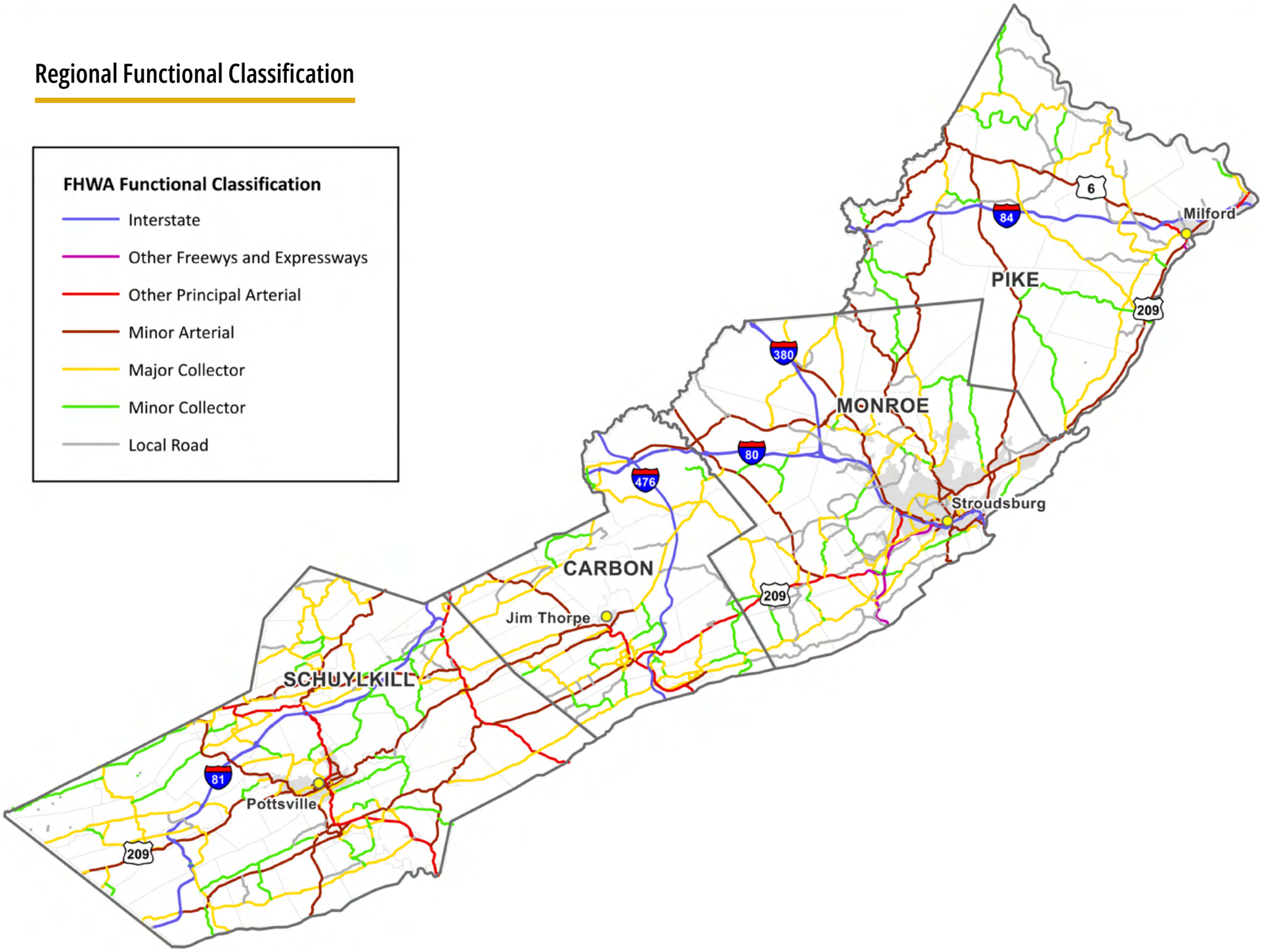
Planning Implications

Functional classification helps determine eligibility for funding from many federal funding sources. Generally, higher functional classifications are eligible for more federal funding. As such, maintaining functional class will be an ongoing focus for the NEPA MPO, particularly in light of an increasing federal emphasis on NHPP roadways.

FHWA FUNCTIONAL CLASSIFICATION	LINEAR MILES					PERCENTAGE
	CARBON	MONROE	PIKE	SCHUYLKILL	REGION	
Interstate	37.1	41.6	35.4	42.9	157.0	3.2%
Other Freeways and Expressways	0.0	13.2	0.4	0.0	13.6	0.3%
Other Principal Arterial	22.5	16.3	4.7	52.9	96.4	2.0%
Minor Arterial	42.5	135.0	94.4	161.0	432.9	8.9%
Major Collector	123.4	138.7	86.5	215.5	564.1	11.6%
Minor Collector	47.1	61.2	63.5	120.4	292.2	6.0%
Local Road	479	1,156.3	351.4	1,281.8	3,286.5	68.1%
Total	**751.6**	**1,562.3**	**636.4**	**1,874.5**	**4,824.8**	**100.0%**

Source: PennDOT Pub 600

Regional Functional Classification



The Interstate System

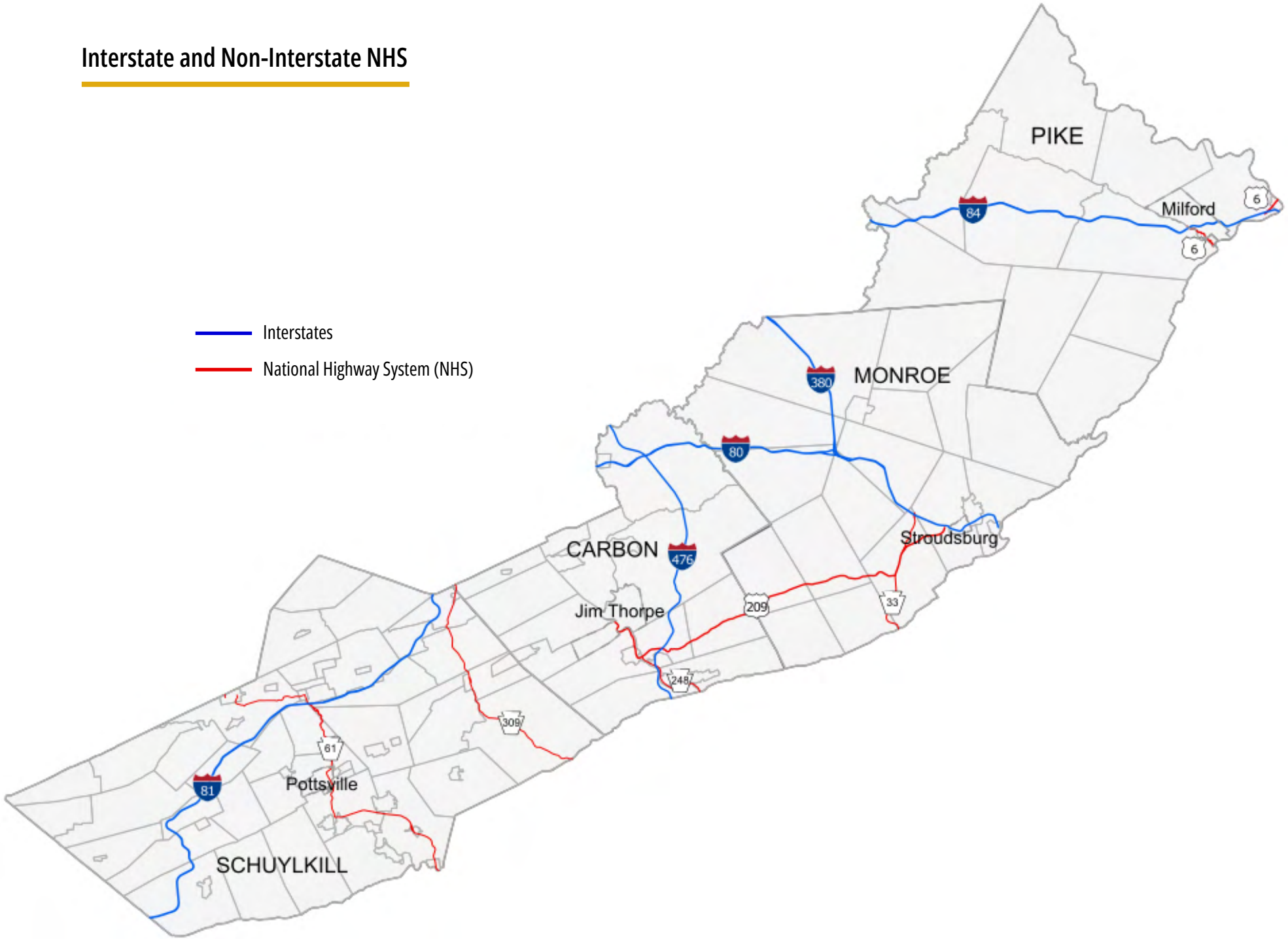
Overview

- Planning for Interstates within the NEPA MPO region (and statewide) is conducted by PennDOT's Interstate Steering Committee (ISC). The ISC contains representation from PennDOT's Program Center, the Bureau of Operations (BOO), the Bureau of Design and Delivery, and the PennDOT Engineering Districts. The ISC works with PennDOT, MPO/RPOs, FHWA and STC on the development and management of the Interstate Management (IM) Program.
- The IM Program has its own separate TIP that is centrally developed and managed based on statewide needs.
- Pennsylvania has one of the largest Interstate systems in the nation, with more than 2,743 miles of roadway and 2,216 bridges. A total of 157 miles of this network is located within the NEPA MPO region.
- Based on asset condition, it is estimated that the annual need on the Interstates statewide is $1.2 billion to meet basic maintenance and preservation needs. Currently, Pennsylvania spends between $700-$750 million per year on the Interstate System.
- From a programming standpoint, the IM Program is constrained to an annual funding level provided as part of Financial Guidance. Working in collaboration with MPOs/RPOs, PennDOT issued Financial Guidance that increased Interstate Investments by $50 million per year beginning in FFY 2021 up to $1 billion in FFY 2028.
- With the passage of the IIJA/BIL, Pennsylvania's highway and bridge funding will increase by $4 billion over five years. The anticipated funding has been distributed statewide using existing formulas and data established as part of the Financial Guidance process. The Interstate Program will receive approximately an additional $70 million per year in bridge funds from the IIJA/BIL.
- As part of the 2025 Program Update (to be approved by August 2024), the ISC requested each District provide a presentation on Interstate conditions, needs, challenges, and best practices occurring within their jurisdiction. The collective presentations will offer a statewide perspective of current conditions and offer an opportunity to review currently planned and potential projects.
- A listing of Interstate projects is included in Appendix D of the LRTP.

Planning Implications

- The NEPA MPO region's Interstates exhibit the best pavement conditions of all four business plan networks, yet NEPA's Interstate condition ratings do not compare favorably with other rural planning regions, or the state overall.
- Poor interstate conditions can translate into reduced efficiency of goods movement and can affect the region's reputation as a tourist destination. Long-term planning and funding strategies are needed to ensure maintenance and improvement of the region's interstates.

Interstate and Non-Interstate NHS



Roadway Conditions

Overview

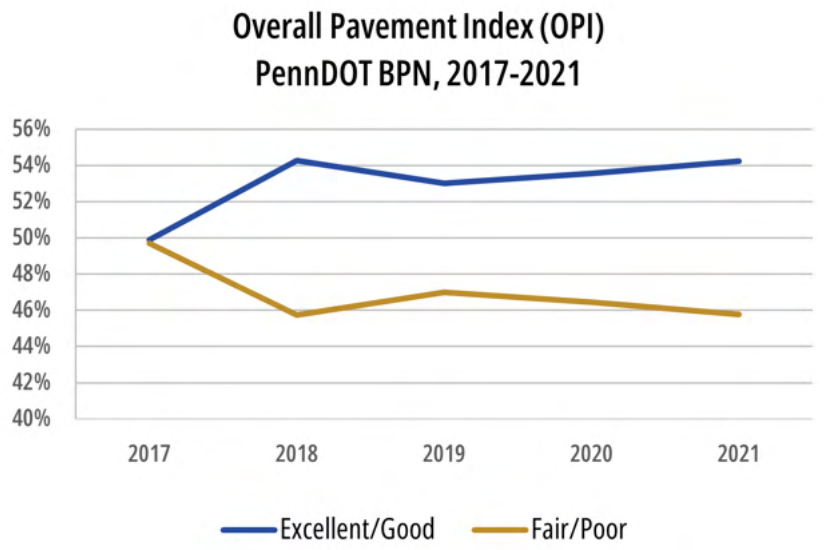
PennDOT has organized the state's roadways into four Business Plan Networks:

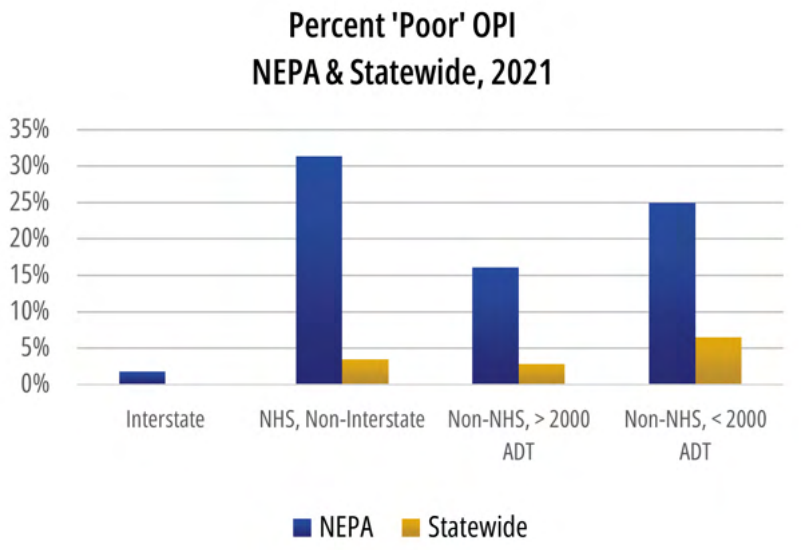
1) Interstates
2) NHS, Non-Interstate
3) Non-NHS, > 2,000 ADT, and
4) Non-NHS, < 2,000 ADT.

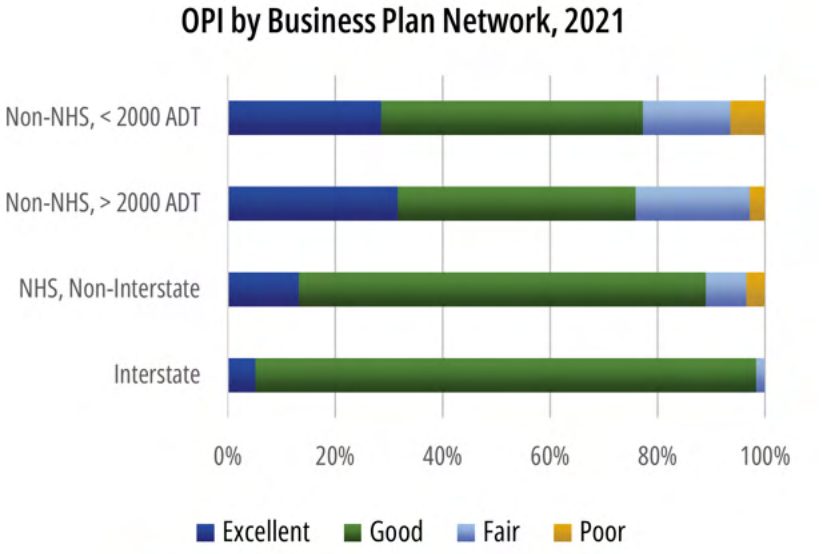
- OPI, or Overall Pavement Index, is a measure of a roadway's pavement condition, while IRI (International Roughness Index) is a measure of the roughness of the pavement surface.
- Higher-order networks such as Interstates have the best pavement conditions among the business plan networks: Interstates within the NEPA MPO region are currently rated as 93.2 percent Good and 1.6 percent Fair in OPI, with no Poor OPI. In IRI (pavement smoothness) interstates are currently rated as 23.8 percent Good, 13.1 percent Fair and 3.3 percent Poor in IRI. This is an improvement from 2020, when Interstates in the region had a rating of 5 percent Poor in OPI, and 4.3 percent Poor in IRI.

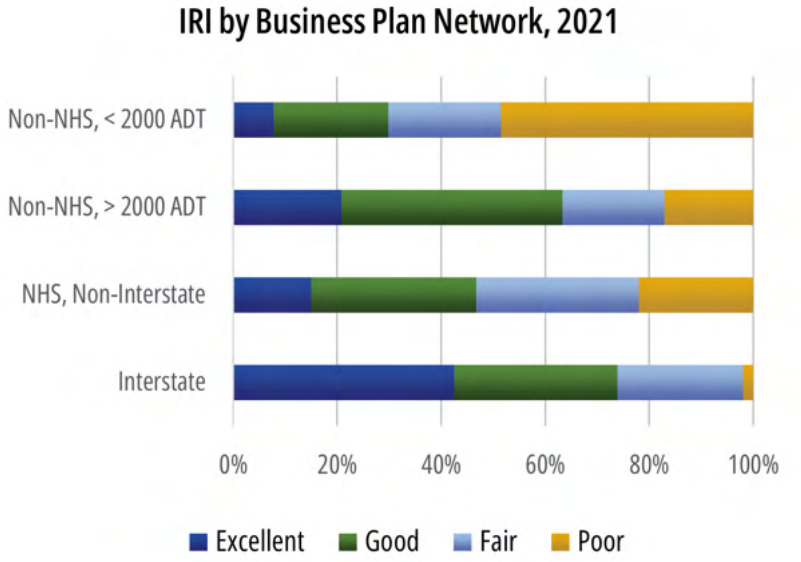
Planning Implications

- Interstates within the NEPA MPO region carry more than 35 percent of the region's traffic, attesting to the strategic importance of Interstates for mobility.
- A few of Pennsylvania's Planning Partners, such as SEDA-COG and Lackawanna/Luzerne, use a portion of their base funding allocation in support of Interstate improvements within their respective regions.
- Pike County has successfully convened a county taskforce that meets monthly, bringing together roadmasters, school district officials, and county maintenance managers with the primary purpose of collaboration and communication. The NEPA MPO plans to undertake similar efforts in the other MPO counties.
- Pavement condition data for the NEPA MPO region indicate a need for increased roadway resurfacing and reconstruction.


Overall Pavement Index (OPI)
PennDOT BPN, 2017-2021
56%
54%
52%
50%
48%
46%
44%
42%
40%
2017
2018
2019
2020
2021
Excellent/Good
Fair/Poor


Percent 'Poor' OPI
NEPA & Statewide, 2021
35%
30%
25%
20%
15%
10%
5%
0%
Interstate
NHS, Non-Interstate
Non-NHS, > 2000 ADT
Non-NHS, < 2000 ADT
NEPA
Statewide


OPI by Business Plan Network, 2021
Non-NHS, < 2000 ADT
Non-NHS, > 2000 ADT
NHS, Non-Interstate
Interstate
0%
20%
40%
60%
80%
100%
Excellent
Good
Fair
Poor


IRI by Business Plan Network, 2021
Non-NHS, < 2000 ADT
Non-NHS, > 2000 ADT
NHS, Non-Interstate
Interstate
0%
20%
40%
60%
80%
100%
Excellent
Good
Fair
Poor

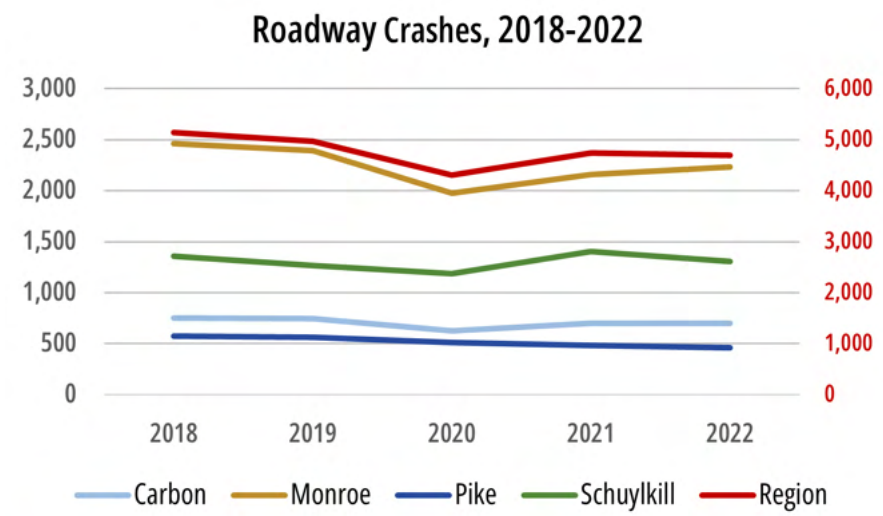
Roadway Safety

Overview

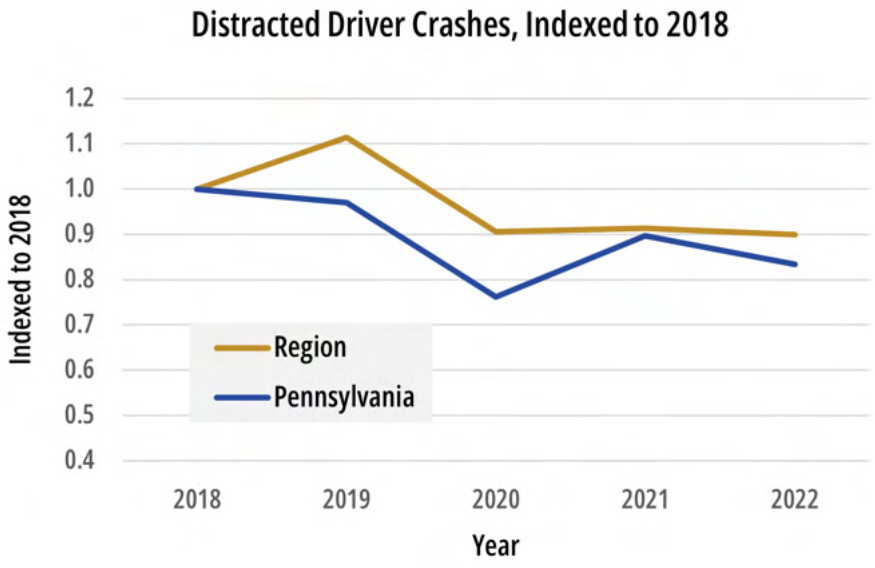
- Safety is a top priority for both the NEPA MPO as well as PennDOT. The 2022 Pennsylvania Strategic Highway Safety Plan sets the groundwork for progressing the national highway safety movement, 'Toward Zero Deaths' (TZD), which aims to eliminate fatalities and serious injuries on roadways. PennDOT's goal is to achieve a two percent annual reduction in fatalities and maintain level for suspected serious injuries by 2027.
- For the five-year period ending in 2022, the region reported an average of 4,770 crashes each year and 61 fatalities per year. The total number of crashes has been decreasing, while the number of fatalities has remained relatively the same in the region. Both the total number of crashes and fatalities saw a sharp decline during the pandemic before rebounding back to pre-pandemic levels.
- Alcohol related crashes remain high statewide, driving while impaired accounts for approximately 1 out of every 3 highway fatalities. Regionally, impaired driving has increased since the pandemic. Most of the neighboring MPOs and RPOs have also followed this trend with a steep increase in crashes involving drunk drivers in post-pandemic years.
- Distracted driving, while a significant issue statewide, has remained steady within the NEPA MPO region.
- Improvements in highway safety depends on the efforts of many organizations as well as individual responsibility. Efforts to address safety for older drivers must be maintained, given the region's aging population.
- Mature drivers have been a contributing factor for 24 percent of all fatalities statewide. Regionally, crashes among drivers aged 65 or older took a slight downturn during the pandemic but bounced back to pre-pandemic levels; these crashes represent 16 percent of all crashes in the NEPA MPO region.

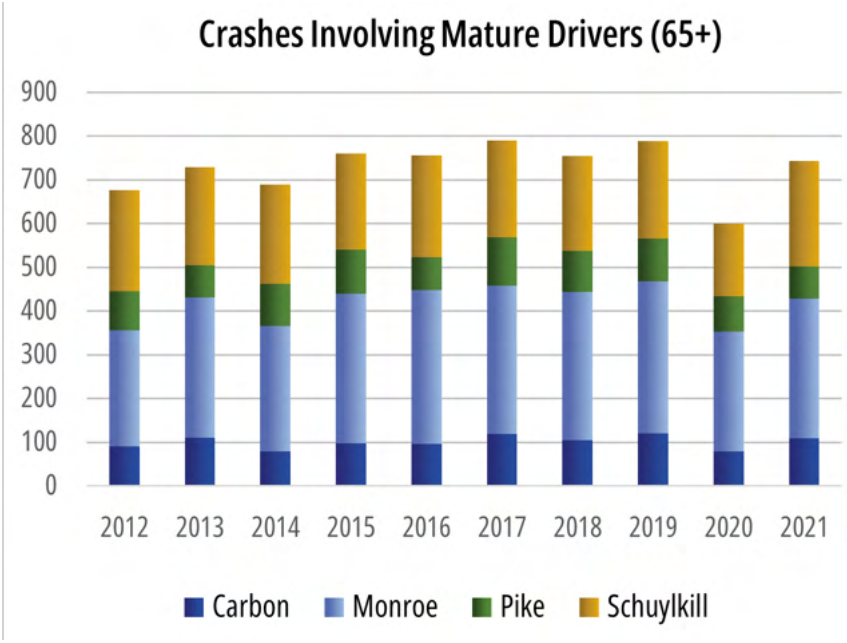
Planning Implications

- Achieving state and national goals related to dramatic safety improvements will rely on the implementation of autonomous vehicle technology, which is anticipated to be implemented in the mid- to late-2020s, well within the planning time horizon of this LRTP. As connected and autonomous vehicle technologies are implemented, fatality reduction goals will increase.
- Safety improvements will also be required in other areas such as highway design, driver behavior, and enforcement.
- Pennsylvania adopted an anti-texting law in 2012. Additional strategies need to be implemented to further reduce roadway-related fatalities and injuries, including engineering countermeasures, public information programs, and increased enforcement. Younger drivers have the highest proportion fatal crashes involving a distracted driver.


Roadway Crashes, 2018-2022
3,000
2,500
2,000
1,500
1,000
500
0
6,000
5,000
4,000
3,000
2,000
1,000
0
2018
2019
2020
2021
2022
Carbon
Monroe
Pike
Schuylkill
Region


Roadway Fatalities, 2017-2021
Regional Fatalities
80
70
60
50
40
30
20
10
0
2017
2018
2019
2020
2021


Distracted Driver Crashes, Indexed to 2018
Indexed to 2018
1.2
1.1
1.0
0.9
0.8
0.7
0.6
0.5
0.4
2018
2019
2020
2021
2022
Year
Region
Pennsylvania


Crashes Involving Mature Drivers (65+)
900
800
700
600
500
400
300
200
100
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
Carbon
Monroe
Pike
Schuylkill

Bridges – State

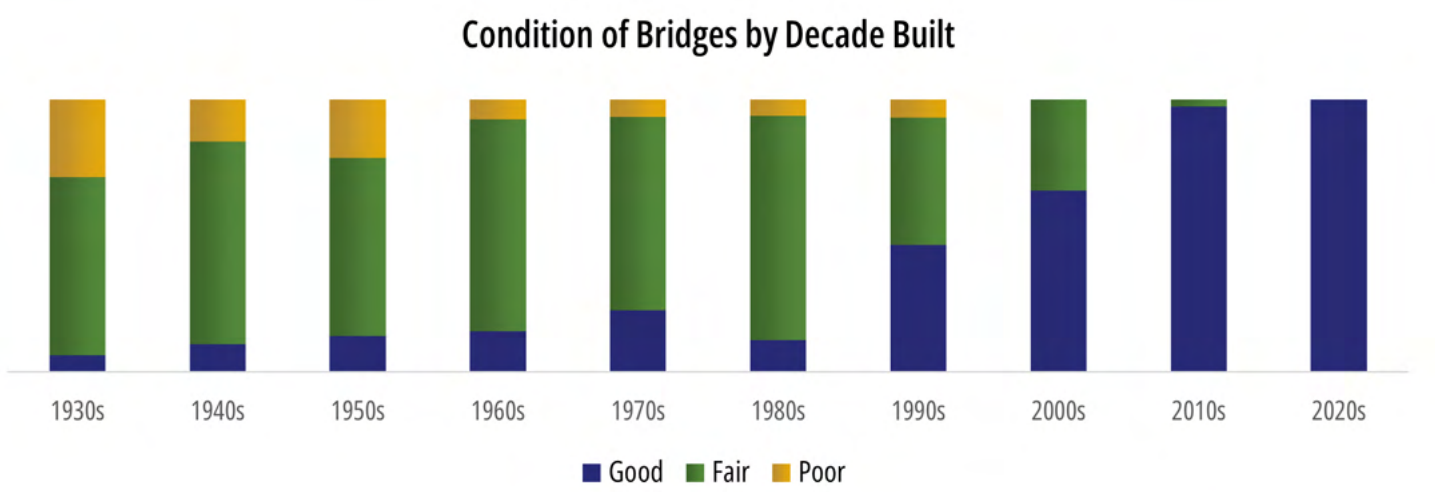
Overview

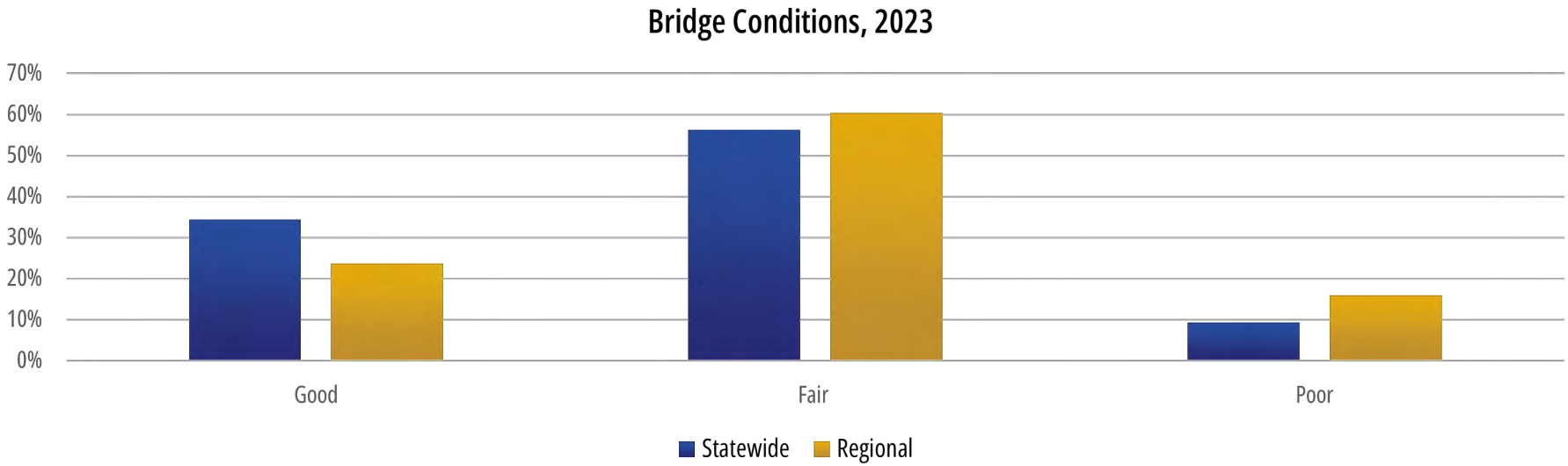
- There are 1,031 state-owned bridges longer than 8 feet in the NEPA MPO region.[6]
- Of these structures, 164 (15.9 percent) are rated as 'Poor' in condition. This compares to the state average of 9.3 percent.
- The more meaningful measure is the share of bridge deck area in Poor condition. Within the NEPA MPO region, this rate is 9.8 percent, worse than the state average of 5.31 percent.
- There are 48 state-owned structures that are posted (weight-restricted); one is closed. Posted and closed bridges negatively impact emergency response, goods movement, and commerce in general. While most posted and closed bridges are on lower-order roadways, this does not minimize their importance to the region's economy.
- The average age of a state-owned bridge in Pennsylvania is 55. Within the NEPA MPO region, the average is 62.
- There has been a significant increase in bridge construction activity in recent years. There have been 112 new state bridges constructed within the region since 2013, more than in the previous four decades combined. PennDOT's $889 million Rapid Bridge Replacement (RBR) project began in 2015 to replace 558 bridges across the state – greatly bolstering PennDOT's efforts to improve bridges. Twenty-eight of these bridges were located within the NEPA MPO region.
- The prospect of a future with autonomous trucks also represents a design challenge, as platooning of trucks (and thus greater loading on bridges due to closer following distances) may one day become commonplace.
- If placed end-to-end, the length of all the Poor state-owned bridges in the NEPA MPO region would stretch nearly 8,602 feet, or 1.6 miles.

[6]PennDOT State Bridge Data (2023).

Planning Implications

- As the region's bridge inventory continues to age, the MPO will be faced with a greater stock of bridges that will require increased maintenance and rehabilitation. Maintenance needs will accelerate as the bridges that were built during the 1950s and 1960s deteriorate to the point where rehabilitation or replacement is required.
- Depression-era bridges (those built in the 1930s) also represent a large number of the region's bridge stock and will need to be replaced.
- Many of the region's bridges are deteriorating and showing the effects of the daily loads exceeding their design capacity. Moreover, truck traffic is increasing, further complicating the challenge of upkeep for older bridges.
- The MPO's new programming philosophy of addressing deficient bridges through a "Lowest Life-Cycle Cost" basis (as opposed to addressing "worst first") means that average bridge age is likely to remain stable over time, with more bridges becoming "Fair," and fewer characterized as "Good" or "Poor."


Condition of Bridges by Decade Built
1930s
1940s
1950s
1960s
1970s
1980s
1990s
2000s
2010s
2020s
Good
Fair
Poor


Bridge Conditions, 2023
70%
60%
50%
40%
30%
20%
10%
0%
Good
Fair
Poor
Statewide
Regional

Bridges – Local

Overview

- There are 297 locally-owned bridges longer than 20 feet in the NEPA MPO region.
- Of these structures, 79 are posted and 8 are closed.
- On average, the condition of locally-owned bridges has remained relatively consistent since 2020, with the number rated as 'Poor' remaining at 121.
- The share of Poor locally-owned bridges by deck area is now 39.8 percent, compared to the 2020 rate of 41 percent. Statewide, the rate is 20.2 percent, down from 23.9 percent in 2020.
- There has been very little change in the number of Poor local bridges over the last five years, a sign that more investments should be made to address the number of Poor local bridges in the region.

[6]PennDOT State Bridge Data (2023).

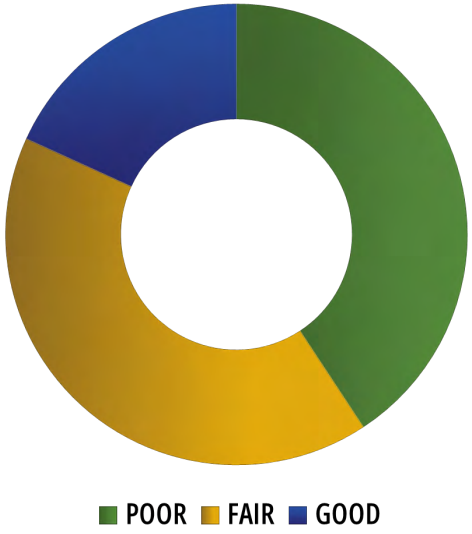
Condition of County-Owned Bridges, 2023

County	Good	Fair	Poor	Total
Carbon	2	6	9	17
Monroe	3	15	5	23
Pike	1	3	13	17
Schuylkill	13	25	23	61

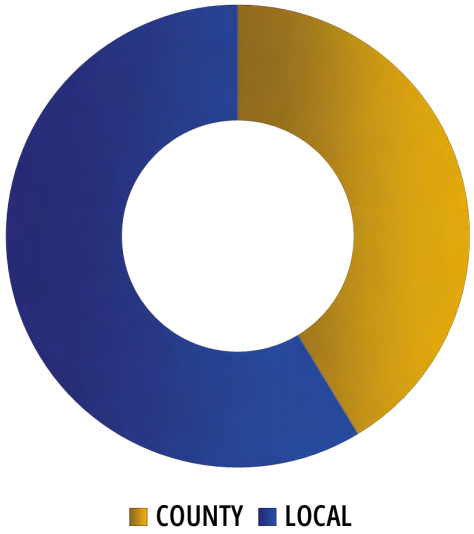
Planning Implications

- Much investment will be needed to bring local bridges up to a good state of repair.
- Act 89 of 2013 authorized counties to levy a $5 fee on vehicle registrations to go toward a "Local Use Fund." These funds can be used for the construction, reconstruction, maintenance, and repair of public highways and bridges. Several counties within the region have enacted the fee, including Pike and Schuylkill counties, in 2018. Neighboring Lackawanna County is the most recent county to adopt the fee, in April 2022.
- There is minimal capacity at the local level (financial, administrative, technical, etc.) to conduct bridge rehabilitation work or construction projects.

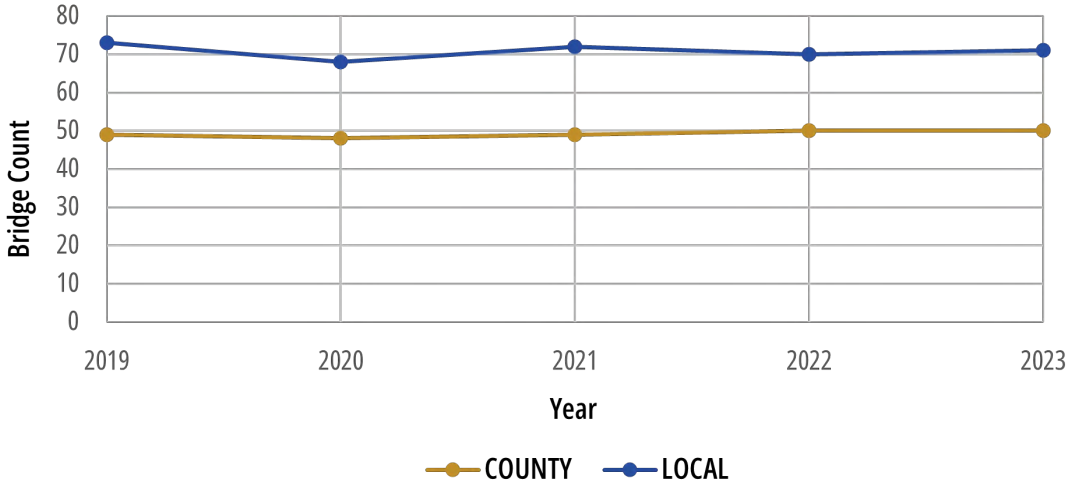
Local Bridge Conditions, 2023



Poor Local Bridges by Owner



Local & County Poor Bridges, 2019-2023



Public Transportation

Overview

- Monroe County Transit Authority (MCTA) and Schuylkill Transportation System (STS) provided fixed route service to a combined 349,837 passengers in FY 2021-22. Transit services in Carbon County are operated by the Lehigh and Northampton Transportation Authority (LANTA). Other service providers such as Hazleton Public Transit (HPT) and the Lower Anthracite Transit System (LATS) operate predominantly outside of the region; however, these providers have some service that crosses into Carbon County (HPT) and Schuylkill County (HPT, LATS).

- Shared-ride services are provided in all four counties, offering curb-to-curb service between addresses within each county. This service provides more accessible transportation alternatives for seniors and persons with disabilities living outside urban areas. In FY 2020-21, riders took 119,421 shared-ride trips in the region.

- In 2022, MCTA launched its new PonyPlus van service, providing on-demand shared ride services for $2 per ride. Riders can book a ride via the PonyPlus mobile app on weekdays between the hours of 6:30am and 6:30pm within two zones in Monroe County:

  - » The **Pocono Summit Connector** provides service in the areas of Pocono Summit and Mount Pocono Borough. Key destinations in the area include Pocono Mountain West High School, Kalahari Resort and Convention Center, and other shopping/retail destinations such as Walmart, ShopRite, and Weis Markets. Service in this zone also offers riders an option to connect to MCTA's Silver and Blue Routes.

  - » The **Tri-Boro Connector** provides service throughout Delaware Water Gap, East Stroudsburg, and Stroudsburg. The zone allows for service to key destinations including the Martz Intercity Bus Terminal, LVHN-Smithfield, Stroudsburg High School, and connections to MCTA's Red Route.

- Transit ridership continues a slow recovery after the pandemic. PennDOT kicked off transit development plan efforts with several agencies in 2023, including Pike County, to analyze service needs after the pandemic.

- In 2023, Schuylkill County Transportation (STS) completed a $20 million construction project for a new Operations and Maintenance Facility. The new 93,000 SF building in Saint Clair consolidates all STS functions into one location to improve operational safety and efficiency.

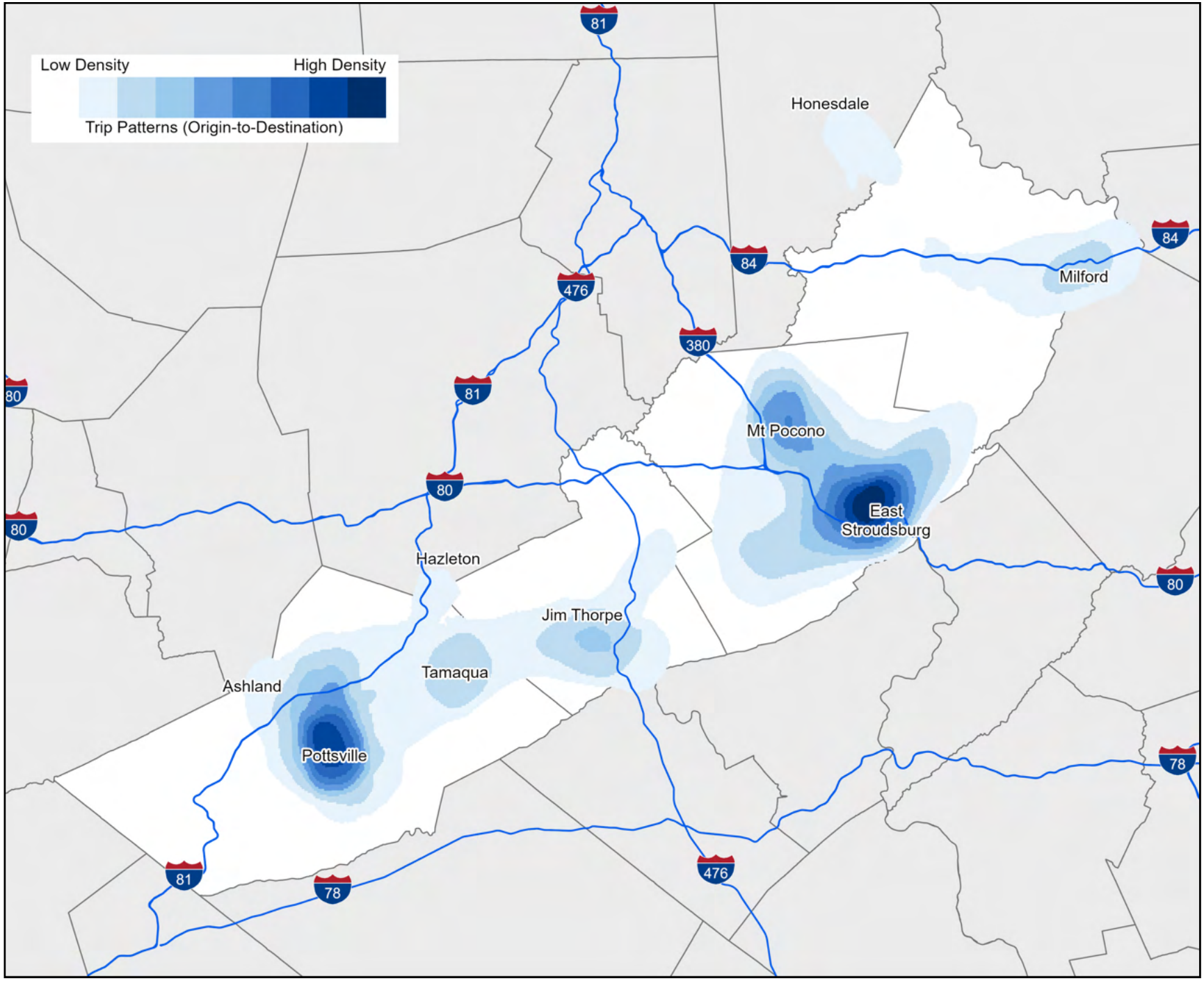
- Since 2022, costumers can use **PennDOT's Find My Ride Apply** to register for transportation programs. Travelers can also use the scheduling platform on **findmyridepa.org** to arrange shared-ride trips with local providers.

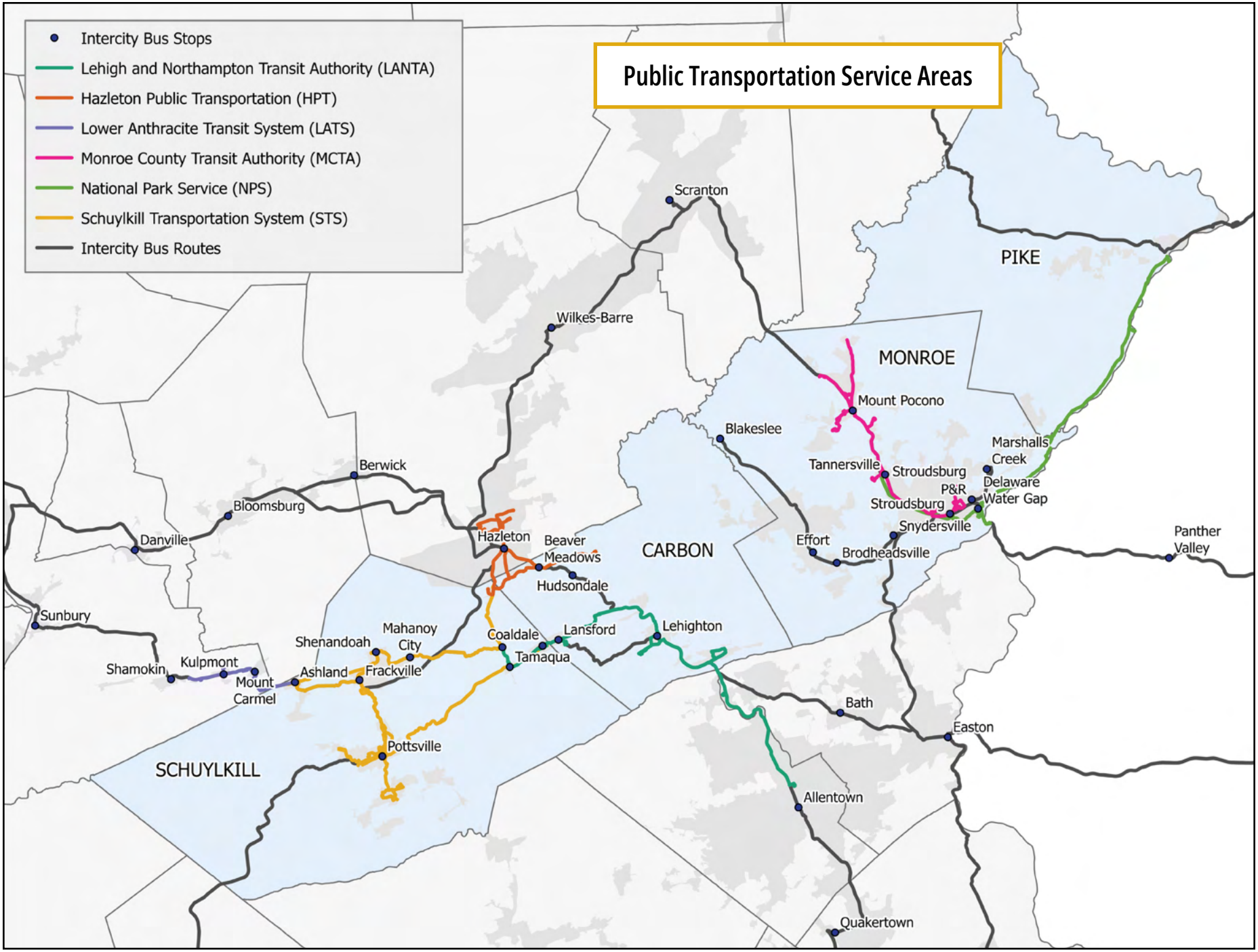
- Five intercity bus service providers (ShortLine; Fullington Auto Bus Company; Greyhound Lines, Inc.; Martz Bus Company; and Susquehanna Transit Company) operate in the region, connecting the area to destinations such as Scranton, Harrisburg, and New York City.
- The Pennsylvania Northeast Regional Rail Authority is moving to connect its existing freight line in Monroe County to the defunct Lackawanna Cutoff between the Delaware Water Gap and Morris County, NJ. A seven-mile section of the cutoff is currently under construction near Andover, NJ, with the restoration of the remaining 21 miles to follow.
- In December 2023, the Federal Railroad Administration (FRA) announced it was providing $500,000 for the Scranton to New York City Amtrak route to move forward through its Corridor Identification and Development (Corridor ID) Program. The program entails a three-step process, with initial funding for the development of a scope, schedule, and cost estimate for preparing a service development plan. Any future passenger rail service would connect the NEPA MPO region with several major metropolitan areas (Scranton, Newark, New York) as well as create an additional transportation option in areas like Mount Pocono and East Stroudsburg.

Planning Implications

- Public transportation in the region provides a basic mobility service for those who chose to ride, do not own a car, or are unable to drive. A reliable and efficient system that connects to businesses, recreation, and natural areas will support economic development and help attract new residents and businesses.
- The region will continue efforts to increase public transit ridership. Integrating bicycle and pedestrian accommodations, installing bike racks on buses, and increasing reliability and timeliness of services are just a few strategies that will contribute to growth in ridership.
- The MPO will proactively work with its local municipalities, counties, and transportation stakeholders like PNRRA to address connectivity and other potential impacts around proposed stations in Monroe County. This includes a potential station in Mount Pocono, which would likely be a major generator of both commuter and visitor trips with its proximity to Interstates 80 and 380 as well as major tourist destinations like Kalahari Resort.
- A new Amtrak corridor would attract substantial new industrial and commercial development in the NEPA MPO region, producing many new jobs and an estimated economic impact of $84 million per year.
- Worker mobility to new employment destinations such as the region's new warehousing and distribution centers will continue to be a need.
- Areas such as western Schuylkill County continue to be underserved by public transportation options (as illustrated by the accompanying figures) and need to be an area of focus.

Figure 5: Shared Ride Trips, Desired Lines for Travel




Public Transportation Service Areas
Intercity Bus Stops
Lehigh and Northampton Transit Authority (LANTA)
Hazleton Public Transportation (HPT)
Lower Anthracite Transit System (LATS)
Monroe County Transit Authority (MCTA)
National Park Service (NPS)
Schuylkill Transportation System (STS)
Intercity Bus Routes
Scranton
Wilkes-Barre
PIKE
MONROE
Mount Pocono
Blakeslee
Tannersville
Stroudsburg
Marshalls Creek
Delaware Water Gap
P&R
Stroudsburg
Snydersville
Effort
Brodheadsville
Panther Valley
Berwick
Bloomsburg
Danville
Hazleton
Beaver Meadows
Hudsondale
CARBON
Sunbury
Shenandoah
Mahanoy City
Coaldale
Lansford
Lehighton
Tamaqua
Shamokin
Kulpmont
Mount Carmel
Ashland
Frackville
Pottsville
SCHUYLKILL
Bath
Easton
Allentown
Quakertown

Rail Freight

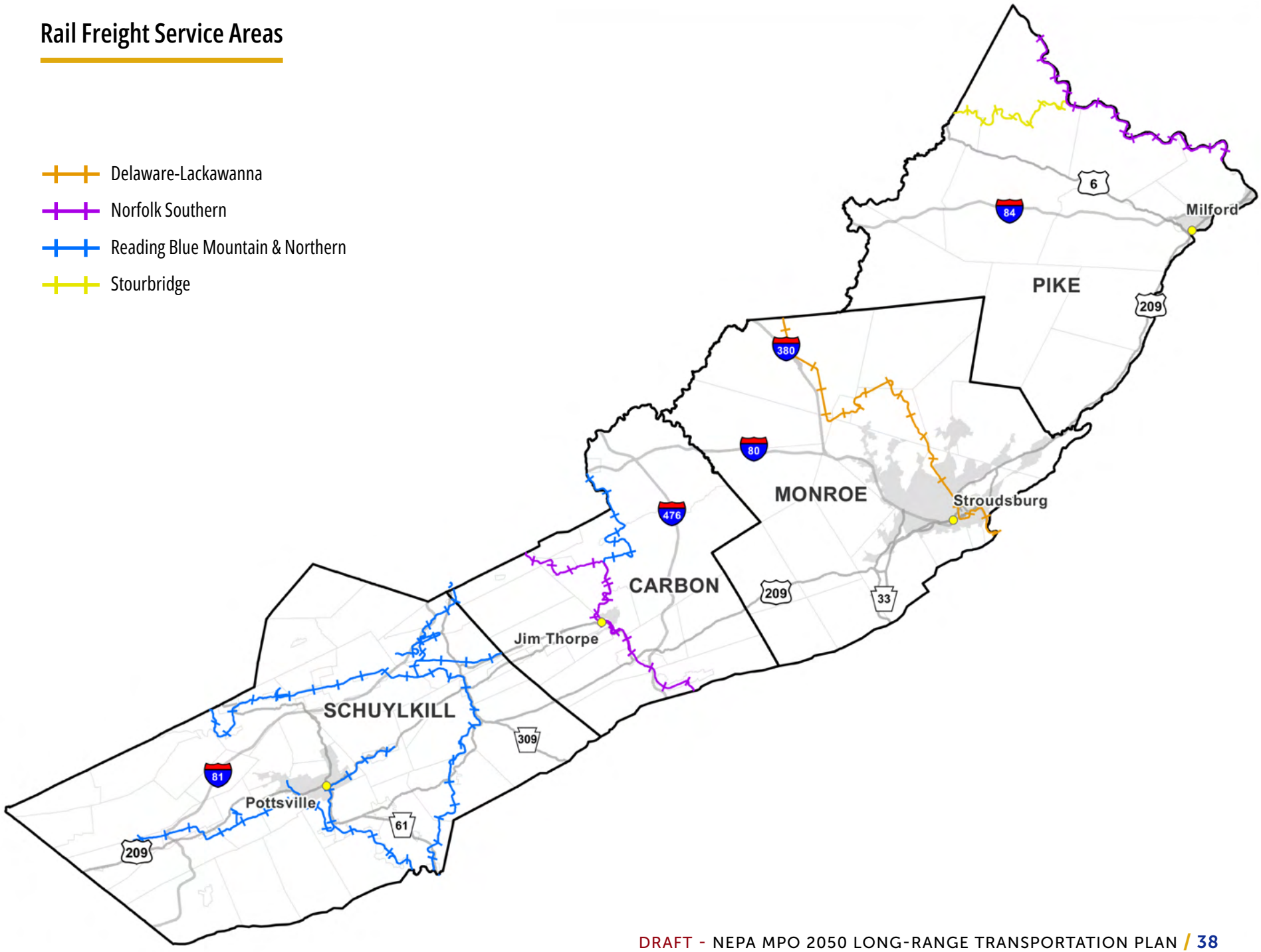
Overview

- Rail freight service in the region is provided by Class I carrier Norfolk Southern (NS) and the Reading Blue Mountain & Northern (RBMN) Railroad, and the Delaware-Lackawanna Railroad (DL).
- The RBMN is a regional railroad, interchanging with NS for forwarding freight to domestic and international customers.
- RBMNs mainline extends 115 miles between Reading and Dupont, although there are several branches that serve major shippers, including International Paper just north of Schuylkill County in Mount Carmel, Yuengling brewery in Pottsville, and Koppy's Propane distribution in Good Spring.
- RBMNs freight business continues to grow, with the bulk of its commodity moves being forest products. Coal is declining in importance, yet still comprises approximately one-quarter of RBMNs carloads.
- RBMN shares its lines with the Lehigh Gorge Scenic Railway, which operates passenger excursion trains out of Jim Thorpe. The railroad offers weekend train rides from its Reading Outer Station to Jim Thorpe. Beginning on May 27, 2023, RBMN began operating regular weekend passenger excursion train service from the Wilkes-Barre/Scranton Regional Railroad Station in Pittston to Jim Thorpe.
- DL is a regional railroad interchanging with NS and Canadian Pacific (CP) in the region.
- DL's mainline extends about 100 miles and services 15 major shippers in the region including Ardent Milling Flour Mill in Mount Pocono, the largest rail shipper in the region.
- DL freight business has grown from 1,000 to close to 10,000 carloads per year with wheat, lumber, sand and plastic being some of the major commodities handled.
- DL shares its lines with the Steamtown National Historic Site which operates excursion trains through the Poconos to East Stroudsburg and Delaware Water Gap and with the Electric City Trolley Station and Museum running excursions out of the Steamtown National Historic Site.

Planning Implications

- The addition of centralized traffic control (CTC), or railway signaling, and continuous welded rail has improved operating needs on the RBMN line and a greater number of train movements.
- Most of the anthracite coal in North America is located along RBMN's lines. In 2018, the RBMN moved 800,000 tons of anthracite. Coal moved by RBMN interchanges with NS to ports at Fairless Hills and in Baltimore for export.
- Coal has historically been a major commodity for railroads, and the decline will force rail carriers to diversify their freight mix, yet the changes in commodity flows are not viewed as an existential threat by the region's rail operators.

Rail Freight Service Areas



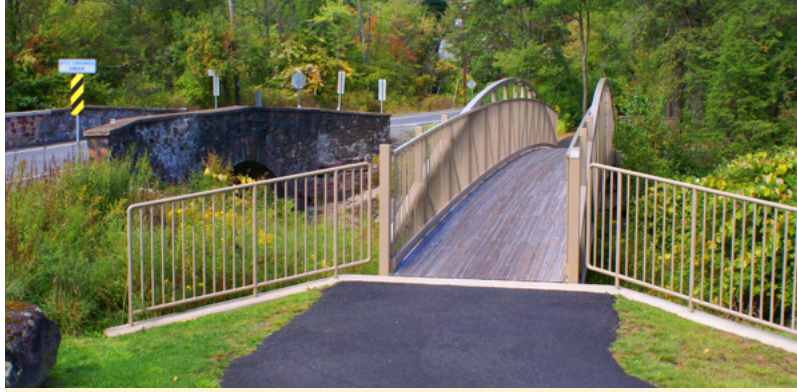
Active Transportation

Overview

- There are over 800 miles[7] of DCNR Trails in the NEPA MPO suitable for biking, hiking, ATV, cross country skiing, equestrian sports, and snowmobiles.
- BicyclePA Routes L, V, and Y traverse the region and provide more than 130 miles of active mobility infrastructure. BicyclePA Routes include 53 route miles in Carbon County, 33 in Monroe, and 45 in Pike. In addition to BicyclePA Routes, there are more than 260 miles of trails suitable for biking, many of which are located in more than 170,000 acres of state forests and parks.
- The Appalachian Trail also traverses the region, crossing PA 501 and PA 183.
- According to the U.S. Census Bureau, bicycle travel in the region constitutes a minute share of the journey-to-work trips, while 1.9 percent[8] of the region's resident workers walk to work.
- PennDOT developed its Active Transportation Plan in 2019, which outlines a vision and framework for improving walking and biking conditions statewide. The plan recommends that local governments plan active transportation networks, consider adopting Complete Streets policies, provide bicycle parking, maintain roadway surfaces with high levels of bicycle use, and partner with community groups to advance the goals of active transportation statewide.
- Several state and federal funding sources are available for MPOs, counties, and local governments in the region to invest in active transportation and trail infrastructure projects. Discretionary programs such as the PennDOT Multimodal Transportation Fund (MTF) program, the Pennsylvania Department of Community and Economic Development (DCED)/Commonwealth Financing Authority (CFA)'s MTF program, and the federal Transportation Alternatives Set Aside (TASA) program provide opportunities to implement projects that improve the safety and mobility for active transportation users.

[7]PADCNR via Pennsylvania Spatial Data Access (PASDA)

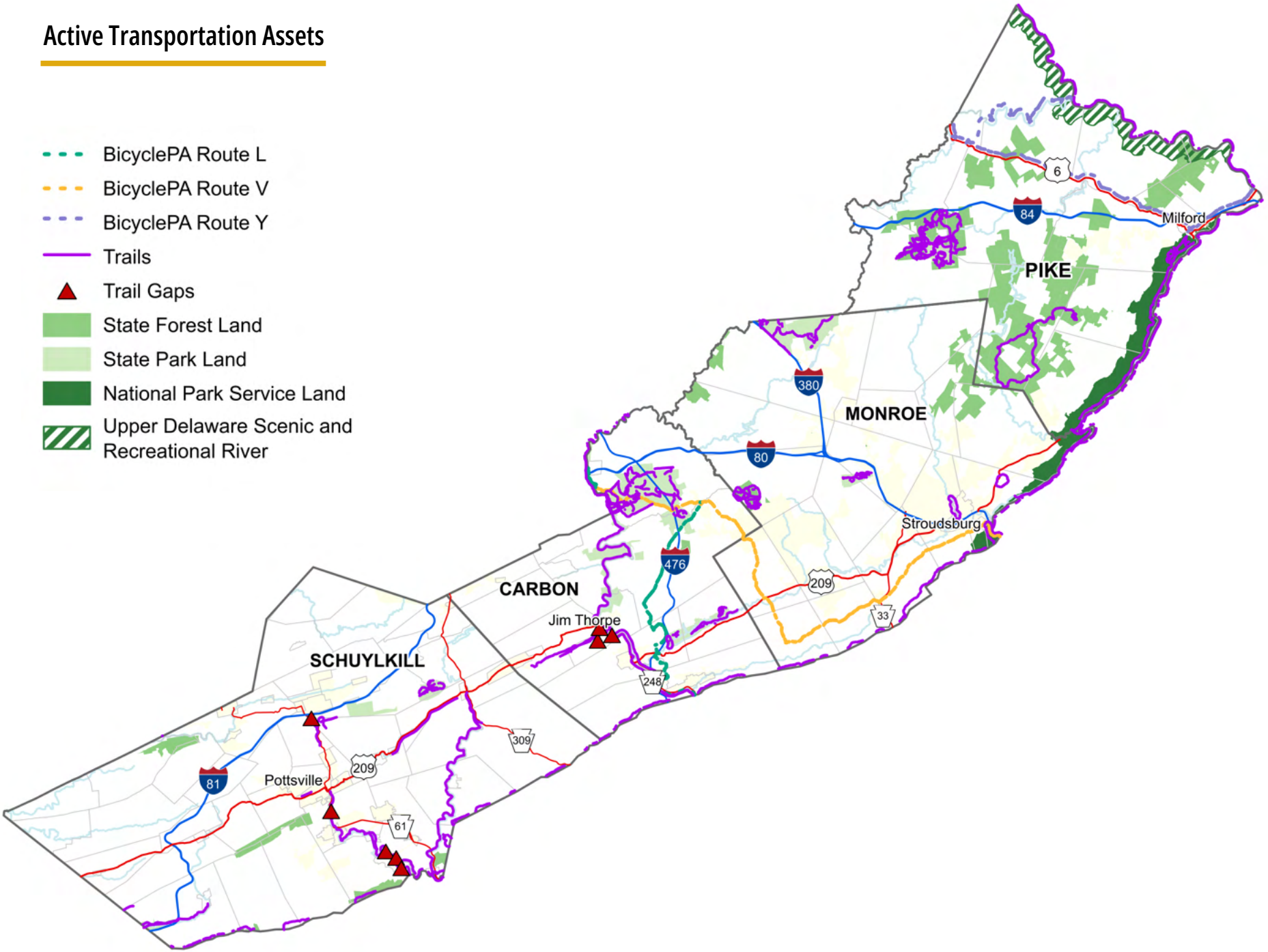
[8]United States Census Bureau ACS 5-Year Estimates 2021 (S0801)



Planning Implications

- Commuter and transit-based bicycle infrastructure is limited throughout the region. Efforts to expand and complete sidewalk and bikeway networks can be made a priority by incorporating these infrastructure improvements into TIP cycles as well as zoning and land development ordinances.
- Efficient, safe bicycle and pedestrian networks are important amenities that enhance property values and quality of life. The region has large trail networks that connect to urban areas in the region and to destinations beyond the four counties. Prioritizing connections to parks and natural areas, as well as to large employers and commercial areas, will expand opportunities for outdoor recreation. Reducing trail gaps and improving accessibility will further expand the positive impact of existing trails.
- NEPA will continue to address high traffic speeds, bicycle infrastructure and facilities, driver and bicyclist education, and roadway and shoulder maintenance to improve safety and foster more livable, healthy, and cost-efficient communities.

Active Transportation Assets



Aviation

Overview

- The four-county region has 16 private-use airports and seven public-use airports. Of the public airports, two are in Carbon County, four are in Monroe County, and one is in Schuylkill County.
- The public airports support more than 79,000 operations (take-offs and landings) per year. The majority of these operations take place at the Pocono Mountain Regional Airport, the Schuylkill County/Joe Zerbey Airport, and the Jake Arner Memorial Airport with 19,800, 28,000, and 27,000 twelve-month operations, respectively.
- Pocono Mountain Regional Airport, Schuylkill County/Joe Zerby Airport, and Jake Arner Memorial Airport support a variety of activities: neighboring corporate activities, recreational, flight training, emergency medical operations, and military training.
- The nearest commercial services are available at the Wilkes-Barre/Scranton International Airport (AVP) and at the Lehigh Valley International Airport (ABE); a cargo feasibility study was completed in 2022 to determine the Wilkes-Barre/Scranton's ability to support cargo operations in the region.
- The region's airports are sometimes challenged with low ceilings and inclement weather due to its geographic location.

Planning Implications

- Local airports in the region provide mobility options for residents and travelers. These general aviation flights can access any of the 19,500 public and private landing facilities throughout the U.S., rather than just the 46 large city airports with commercial air service.
- General aviation services in the U.S. generate more than $150 billion in economic activity annually and create more than 7 million jobs. The region's airports are a significant factor in business relocation decisions and are important stimulants to the local economy.
- Other factors that are important to airport preservation include broad community support, Airport Master Plans, zoning, and ensuring the compatibility of future development.
- Larger companies want easy access in bad weather conditions and are flying private jets to aviation facilities outside of the region.

Public Use Airports

Source: PennDOT

AIRPORT	COUNTY	RUNWAY LENGTH (FEET)	ANNUAL OPERATIONS	NEIGHBORING MUNICIPALITY	AIRPORT HAZARD ZONING
Jake Arner Memorial	Carbon	3,000	27,000	East Penn Township	No
				Lehighton Borough	No
				Mahoning Township	No
Beltzville	Carbon	2,018	4,300	Franklin Township	Yes
				Towamensing Township	Yes
				Lower Towamensing Township	No
				Parryville Borough	No
Flying Dollar	Monroe	2,405	250	Barrett Township	Yes
Rocky Hill	Monroe	1,000	150	Price Township	No
Stroudsburg-Pocono	Monroe	3,087	18,800	Paradise Township	Yes
				Barrett Township	No
				East Stroudsburg Borough	Yes
				Stroud Township	No
				Middle Smithfield Township	Yes
				Smithfield Township	Yes
Pocono Mountains Municipal	Monroe	9,000	19,800	Mt Pocono Borough	Yes
				Tobyhanna Township	Yes
				Pocono Township	No
				Coolbaugh Township	Yes
				Paradise Township	No
Schuylkill County/Joe Zerbey Airport	Schuylkill	7,122	28,000	Reilly Township	Yes
				Barry Township	Yes
				Butler Township	No
				Cass Township	Yes
				Gordon Borough	No
				Frailey Township	Yes
				Foster Township	Yes
				Hegins Township	No
				Eldred Township	Yes

Electric and Autonomous Vehicles

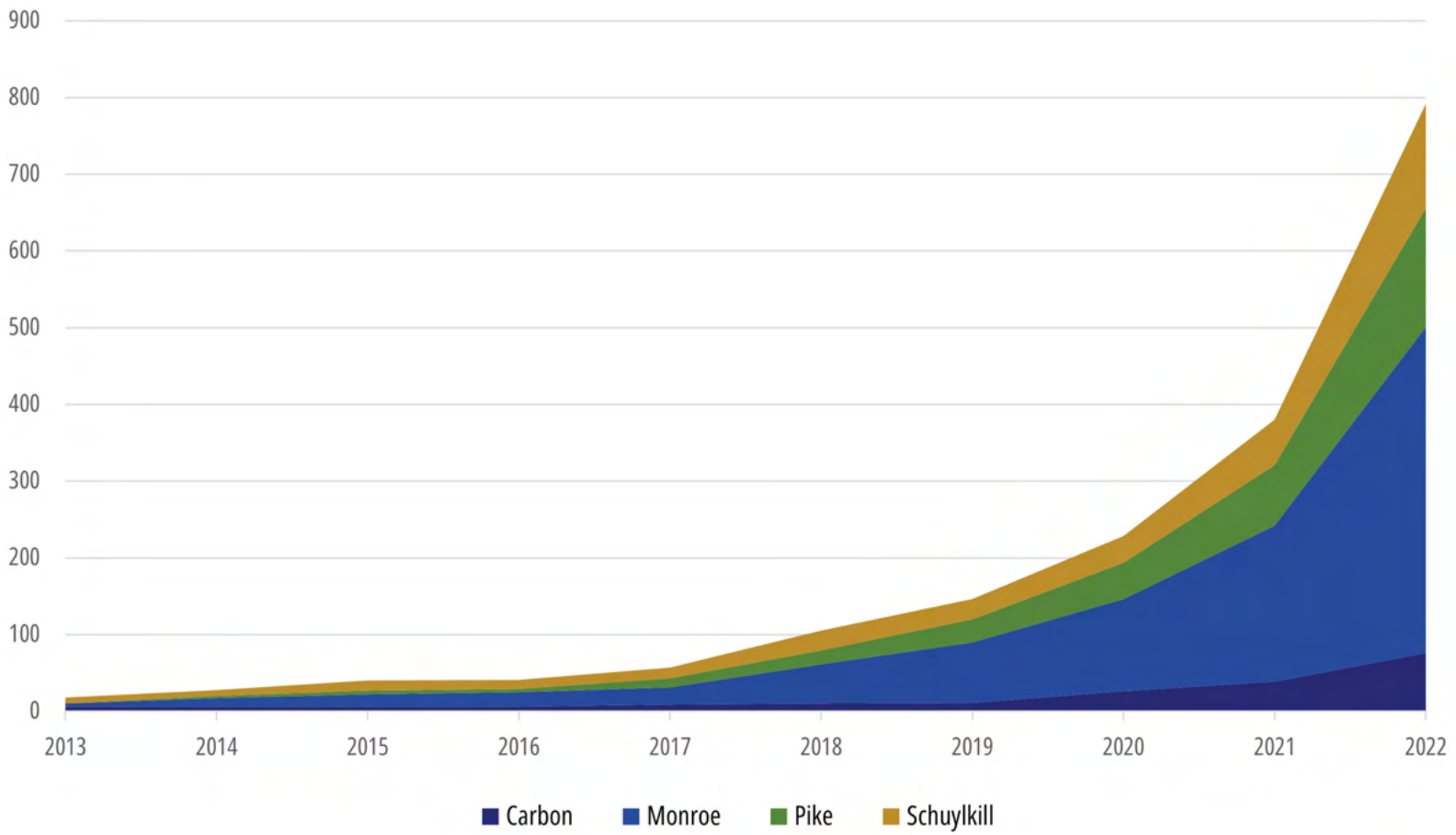
Overview

- Electric vehicle (EV) registrations have skyrocketed in the region since the pandemic, but they still only make up less than a tenth of a percentage point of all registered vehicles in the NEPA MPO region. In 2022, there were 792 electric vehicles registered in the region out of 398,344 vehicles registered overall.
- The Federal Highway Administration (FHWA) has designated three routes within the region as EV Alternative Fuel Corridors (AFCs): I-476, I-81, and I-84. Currently I-476 is designated as "ready" for electric vehicles, while interstates 81 and 84 have "pending" status.
- PennDOT's National Electric Vehicle Infrastructure (NEVI) Plan, which all 50 states submitted to the FHWA as part of the Infrastructure Investment and Jobs Act, was approved on September 14, 2022. This makes $25.4 million available FFY 2022 and $36.5 million for FFY 2023 through the PennDOT NEVI Formula Program.
- In August 2023, PennDOT announced the first round of projects to be funded under the NEVI program, which included a total of 57 projects in 38 counties. Three of these projects are located in the NEPA MPO region including the construction of charging stations at the Onvo Travel Plaza off of I-80 in Blakeslee, Monroe County; the Mirabito Convenience Store off of I-84 in Hawley, Pike County; and the Onvo Travel Plaza off of I-81 in Pottsville, Schuylkill County.
- An EV Model Ordinance Toolkit was developed by Temple University students and is available on PennDOT's website to support local governments in managing the rising growth of EVs, facilitating infrastructure deployment, and mitigating the growing equity issues related to EVs.
- USDOT has also developed some data tools and a toolkit for rural planning.

Planning Implications

- The NEPA MPO will continue to seek to support the region's business and communities through Electric Vehicle charging stations. One of the potential uses of the new Carbon Reduction Program funding is to support electric vehicle charging infrastructure.
- As this technology evolves, there is initially likely to be more registered EVs in urban areas. The MPO seeks to ensure that it has the infrastructure to support EVs in rural areas.
- It will be important to electrify key destinations in the region and ensure the region's Interstates have EV charging to support long-distance travel.
- After Interstates have been addressed, PennDOT will have more money to invest in the state's rural areas. The focus for now is on the Alternative Fuel Corridors (AFCs).
- The MPO will need to begin planning for this new transportation infrastructure, with information on key locations and destinations for the future to help guide decision-making and prioritization efforts.

Figure 6: Electric Vehicle Registrations, 2013-22



System Management and Operations

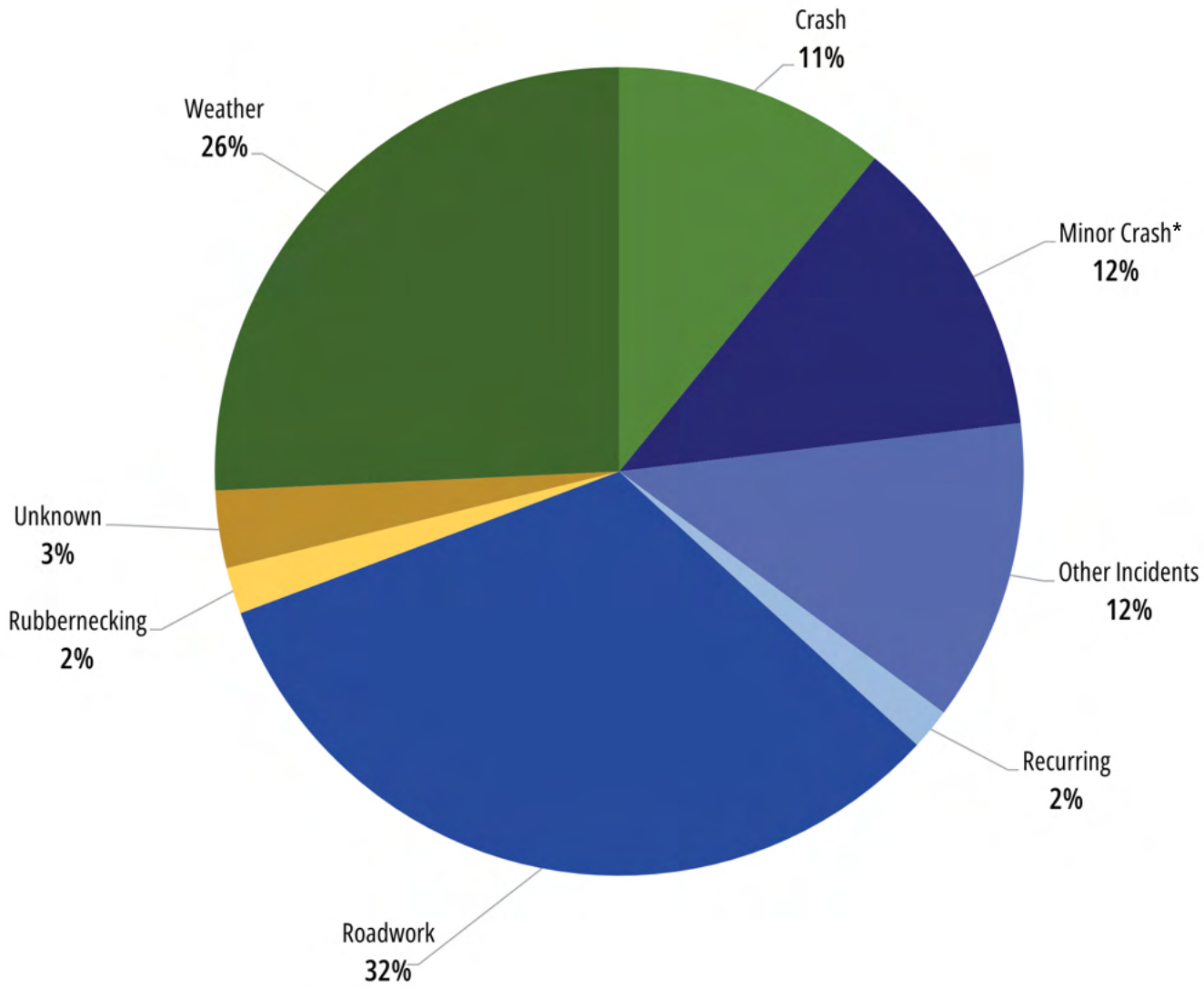
Overview

- As PennDOT and NEPA continue to operate within an increasingly constrained funding environment, there will be a growing need to emphasize improving operations (handling more trips on the existing system) over capacity-building (such as adding lanes and building new roads). This initiative is also known by the acronym 'TSMO' or Transportation Systems Management & Operations.
- The Eastern Regional Traffic Management Center (ERTMC) operates ITS devices throughout the districts including Closed-Circuit Television (CCTV) cameras, dynamic message signs (DMS), and road weather information systems (RWIS). The ERTMC oversees the operations of the freeway and major arterial system through ITS devices, freeway service patrols, communication with emergency responder agencies, and close coordination with the other PennDOT Districts.
- The Regional Operations Plan (ROP) has highlighted Interstate 81 as a congested corridor. Seasonal traffic too also contributes to congestion, such as major destinations and special events throughout the Pocono region, such as the many resorts and the Pocono Raceway in Long Pond.
- The Eastern Regional Operations Plan includes several projects within the NEPA MPO region, including the reconstruction of I-80 in Monroe County. This includes 3.5 miles of full roadway reconstruction, widening, and interchange reconfiguration in eastern Monroe County, from west of the Exit 303 interchange to east of Exit 306.
- There are 241 signalized intersections within the region across 56 municipalities. Nearly half of these municipalities have only one or two signals.

Planning Implications

- The region's workers are traveling substantial distances in their journey to work. The region continues to serve as a bedroom community to employment destinations in New York and New Jersey. Projects will be needed to connect workers to the Interstate network. Recent projects such as the Interstate 80 Exit 308 Realignment offer a prime example of improving mobility to the Interstate.
- Available vehicle probe data will help planners and engineers identify the most promising locations for operations planning. Recent transportation studies such as those completed for the boroughs of Jim Thorpe (2020) and Milford (2022) are a good first step.
- Operations planning has the potential to improve the reliability and predictability of travel throughout the region – critical considerations for travel and tourism, goods movement, and winter maintenance.

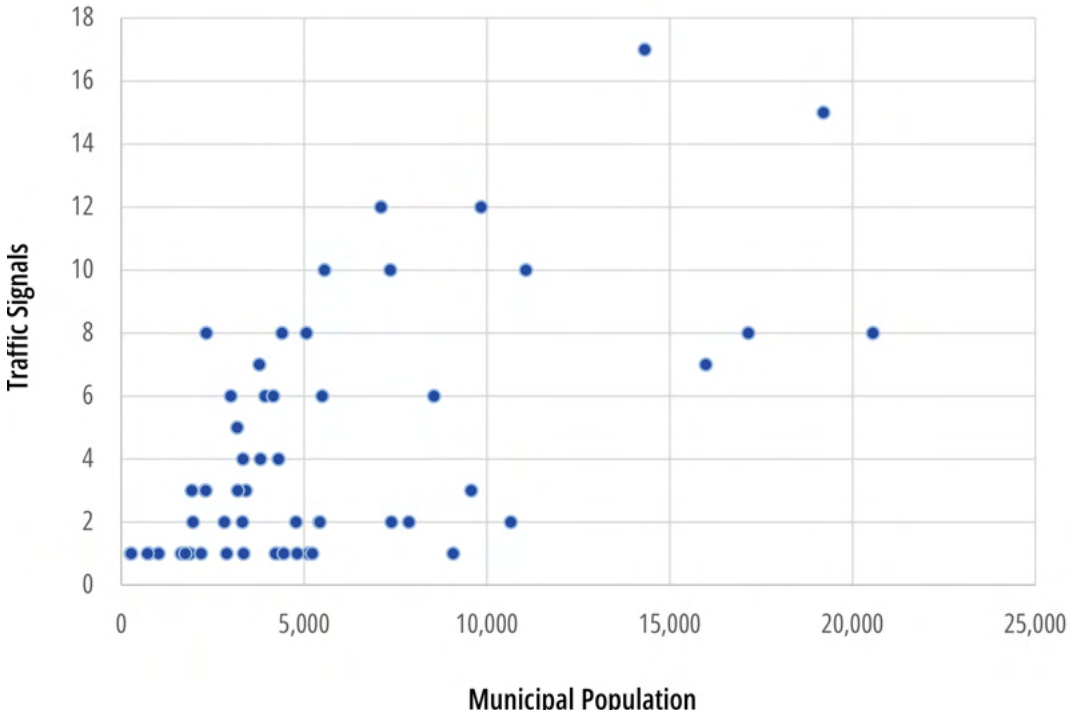
Figure 7: Causes of Congestion, NEPA Region, 2021



*Minor Crash: Non-reportable crash from RCRS or Waze

Source: Eastern RTMC Regional Operations Plan

Figure 8: Traffic Signals per 10,000 Population



Nearly half of the region's municipalities have only one or two traffic signals. Many of the region's municipalities do not have the resources or technical expertise to maintain and operate their signals properly, which can lead to congestion and delay.

Table 3: Traffic Signals in the NEPA MPO Region

	TRAFFIC SIGNALS
Carbon	29
Monroe	99
Pike	16
Schuylkill	97
Pennsylvania	13,517

THE STATE RATE OF RED LIGHT CRASHES AS A SHARE OF OVERALL CRASHES IS

4.2%

The top municipalities in the NEPA MPO region with the greatest share of red light crashes (with at least five or more) are:

MCADOO BOROUGH
12.5%

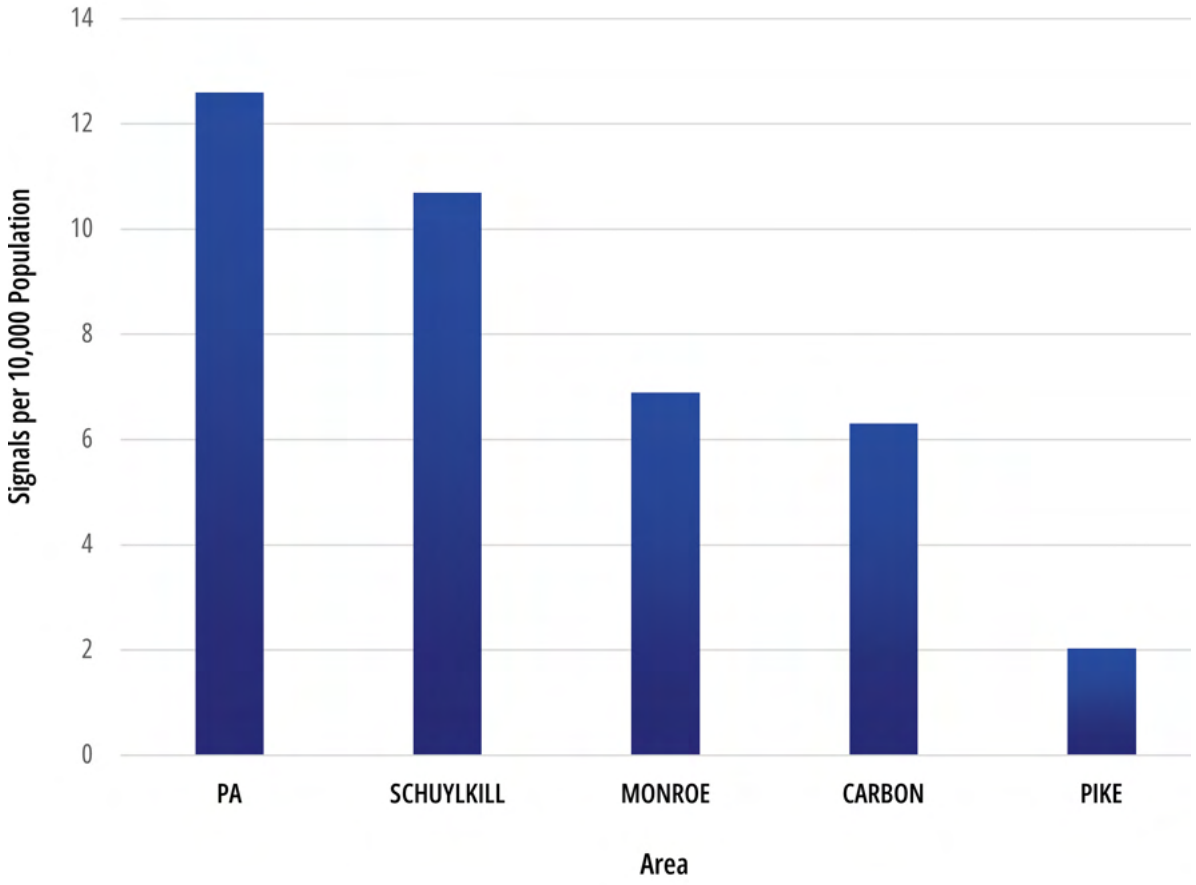
POTTSVILLE CITY
6.7%

WEST BRUNSWICK TOWNSHIP
6.1%

RUSH TOWNSHIP
4.8%

WESTFALL TOWNSHIP
4.8%

Figure 9: Number of Traffic Signals by Municipality Size



Performance Measures

Overview

The passage of the Federal surface transportation law MAP-21 in 2012 elevated the role of performance management in transportation planning. The objective of having a performance- and outcome-based program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. The passage of successor legislation such as the FAST Act in 2015 and the Bipartisan Infrastructure Law (BIL) in 2021 has continued this emphasis in transportation planning.

- Metropolitan Planning Organizations are required to establish targets within 180 days of PennDOT establishing its targets either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets.
- The NEPA MPO has agreed to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets. The values for the NEPA region are depicted in Tables 2, 3, and 4.

> ***"Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making."***

Table 2: NEPA MPO Safety Performance Measures (PM-1)

PERFORMANCE MEASURE	5-YEAR ROLLING AVERAGE	
	TARGET	BASELINE
	2019-2023	2017-2021
Number of Fatalities	62.0	59.8
Fatality Rate	1.457	1.421
Number of Serious Injuries	235.0	220.2
Serious Injury Rate	5.523	5.233
Number of Non-Motorized Fatalities & Serious Injuries	22.3	34.0

Note: Future VMT is estimated to hold steady over the next few years.

Planning Implications

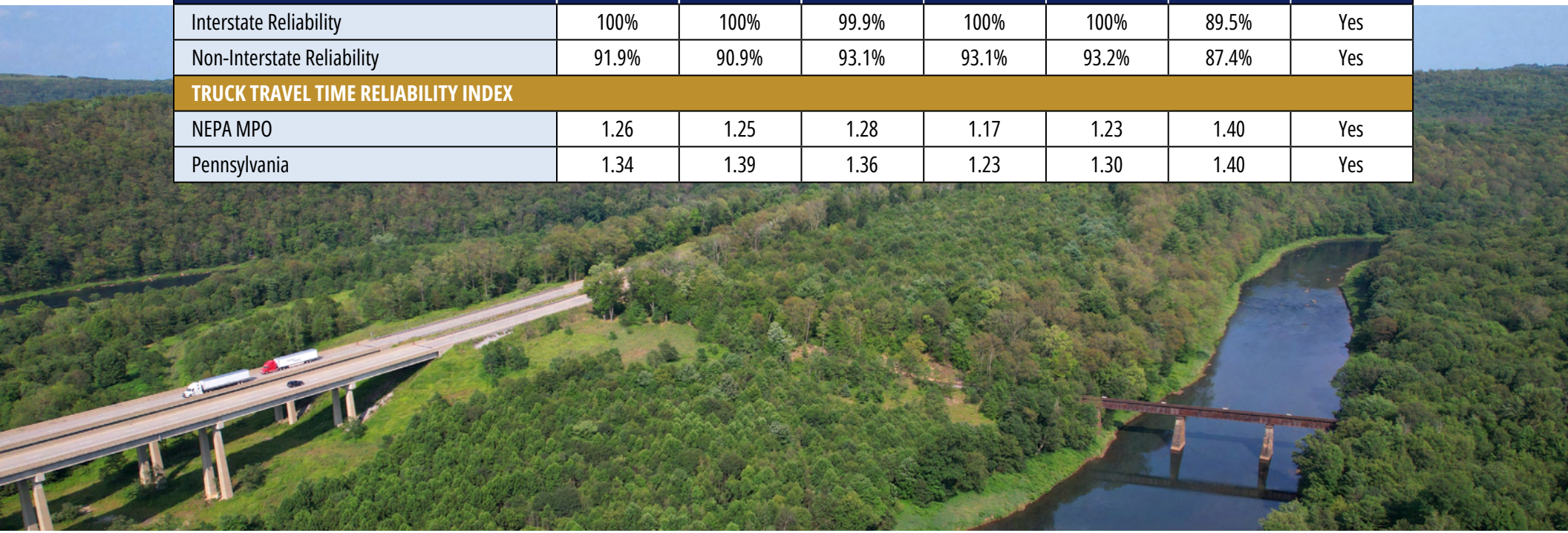
- The emphasis on performance management helps ensure that the region's LRTP is focused on tangible improvements.
- The NEPA MPO aims to maximize return on investment for its limited transportation funding. Performance measurement in long-range planning allows more effective tracking and reporting of the outcomes for the MPO's $55.3 million average annual investment in the region's transportation system.
- The NEPA MPO will continue to collaborate with PennDOT and FHWA on performance measurement.
- As of December 2023, the NEPA MPO region has not met its safety performance targets. To address this, the MPO will continue to focus on programming systematic safety improvements rather than "spot" improvements at a single location.

Table 3: Statewide Baseline and Target Values for System Condition (PM-2)

PERFORMANCE MEASURE	2021 4-YEAR PERFORMANCE	2021 4-YEAR TARGET	TARGET MET
Percentage of Pavements of the Interstate System in Good Condition	68.8%	60.0%	Yes
Percentage of Pavements on the Interstate System in Poor Condition	0.4%	2.0%	Yes
Percentage of Pavements of the Non-Interstate NHS in Good Condition	49.0%	33.0%	Yes
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	15.2%	5.0%	Yes
Percentage of NHS Bridges in Good Condition	27.5%	26.0%	Yes
Percentage of NHS Bridges in Poor Condition	4.4%	6.0%	Yes

Table 4: NEPA MPO Region Reliability Performance (PM-3)

PERFORMANCE MEASURE	2017	2018	2019	2020	2021	TARGET	TARGET MET
Interstate Reliability	100%	100%	99.9%	100%	100%	89.5%	Yes
Non-Interstate Reliability	91.9%	90.9%	93.1%	93.1%	93.2%	87.4%	Yes
TRUCK TRAVEL TIME RELIABILITY INDEX							
NEPA MPO	1.26	1.25	1.28	1.17	1.23	1.40	Yes
Pennsylvania	1.34	1.39	1.36	1.23	1.30	1.40	Yes

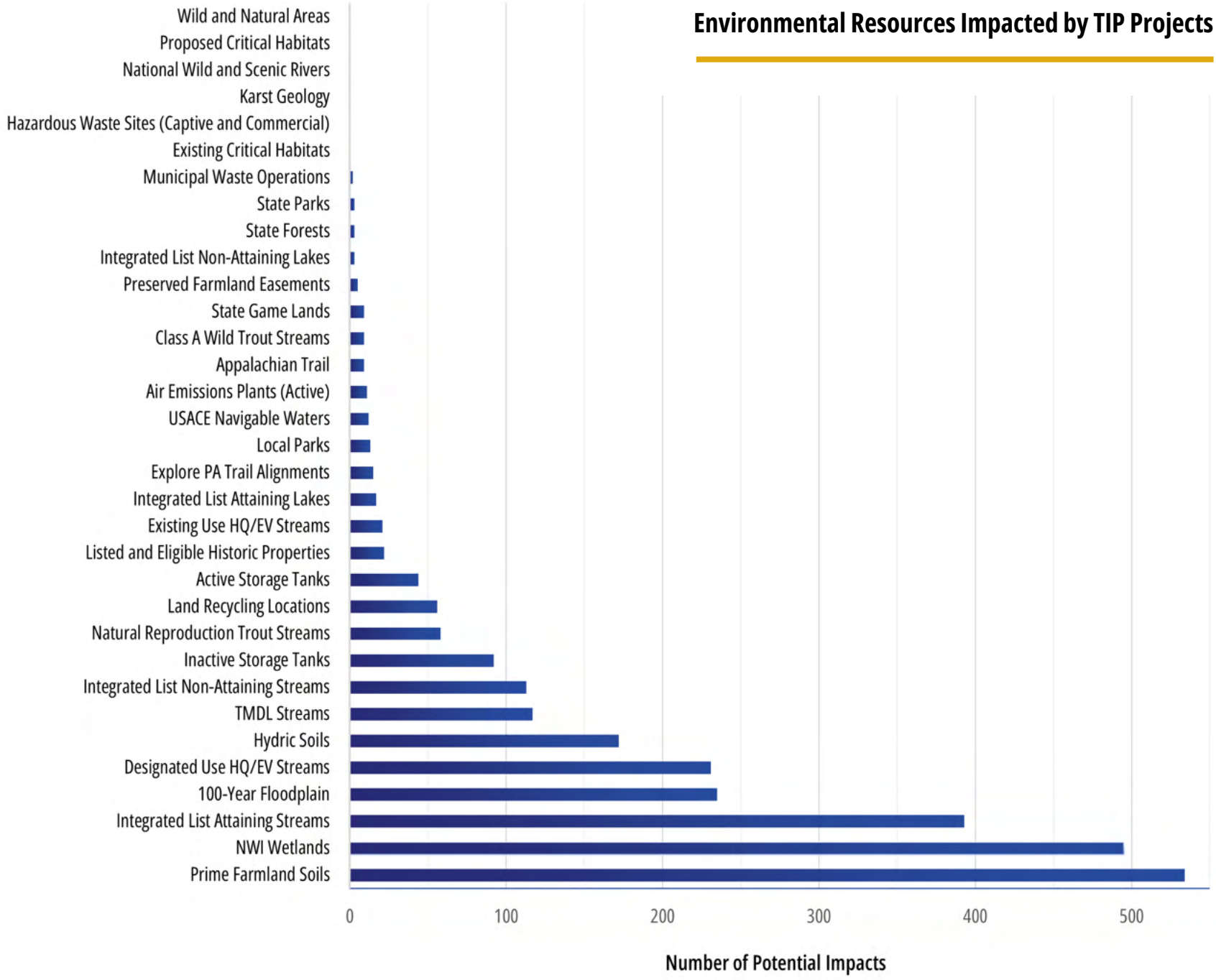


Environmental Resources

Overview

- The region of NEPA contains a wide range of natural resources such as fertile farmland, high-quality streams, and parklands. These natural resources offer several benefits, like recreational opportunities, aesthetics, economic growth, and environmental sustainability.
- The MPO conducted an assessment of the environmental resources that could be affected by the LRTP's projects. Based on this analysis, suitable strategies have been identified to mitigate potential vulnerabilities as the projects progress through the delivery process.
- A thorough analysis was conducted on the MPO region's 2023 TIP using buffer assignments based on the Pennsylvania National Diversity Inventory (PNDI) environmental review process for transportation projects. Projects that involved new roadways or alignments were allotted a buffer of 2,640 feet, while others received a buffer of 200 feet. Environmental resources or features were counted as "potentially impacted" if they intersected with any of the project buffers.
- The buffer analysis demonstrated that the TIP could primarily affect the features and resources, "Prime Farmland Soils," "NWI Wetlands," "Integrated List Attaining Streams," "100-Year Floodplain, "Designated Use HQ/EV Streams", and "Hydric Soils."
- Given the abundance of prime farmland in the area, the MPO can collaborate with PennDOT, local municipalities, and farmers to minimize adverse effects on agricultural land. This can be achieved through measures such as minimizing land acquisition, enhancing stormwater management, and ensuring continued access to operational fields.
- The MPO is committed to collaborating with various organizations and agencies at the local, regional, state, and federal levels. This is to ensure that projects on the Transportation Improvement Program (TIP) are carried out in a way that avoids, minimizes, or mitigates any potential impacts. The PennDOT Connects process will be used to achieve this goal.
- Many wetlands and floodplains are within the buffer zones, therefore, at risk of impact from projects. The MPO will work alongside PennDOT to monitor bridges and roads that are susceptible to flooding and oversee infrastructure projects that are crucial for connecting communities.
- The MPO understands the value of network connectivity and is committed to projects that close trail gaps. This will not only strengthen existing trails but also increase the likelihood of gaining additional funding in the future.
- The MPO has discussed opportunities for identifying a wetland reserve line item as part of its program to help promote the preservation and protection of wetlands, which are vital for biodiversity, water quality, and flood control.
- In September 2023, the MPO consulted with the Agency Coordination Meeting (ACM) to review environmental resources within the region and impacts of the transportation network. The outcomes of this coordination helped shape and/or refine the LRTP's action strategies and initiatives.

Environmental Resources Impacted by TIP Projects



Beyond the Borders

The NEPA MPO region shares a border with several MPO regions, including Berks County, SEDA-COG, Lackawanna/Luzerne, the Lehigh Valley, and the North Jersey Transportation Planning Authority (NJTPA). As transportation transcends political boundaries, this section of the LRTP provides a discussion on the major transportation issues that the NEPA MPO region shares with its counterparts. It also offers a look into opportunities where there could be shared collaboration in addressing mutual transportation concerns. NEPA MPO staff interviewed their counterparts from surrounding planning regions in identifying possible areas for future collaboration.

Berks County

- The county is experiencing more workers commuting from the NEPA region to new warehousing jobs in Berks County. Much of this has occurred along PA 61, a main connection linking the two regions.
- There are opportunities to continue to explore transit connections between the regions, specifically transit transfer connections in the Hamburg area between STS and the South Central Transit Authority (nee BARTA).
- The location of the Appalachian Trail running along the northern border of Berks County is an opportunity for trail planning; Schuylkill River Greenway connection parallel to Route 61.
- Both NEPA and Berks County receive rail freight services from RBMN.

Lackawanna/Luzerne

- The NEPA MPO region shares its longest border with that of the Lackawanna/Luzerne MPO (LLTS) region. MPO staff noted several areas of potential joint collaboration activity, including major trail connections, active transportation planning, and warehousing and freight-related development.
- There are high worker commuter flows being observed between the two regions to destinations at Tobyhanna Army Depot. There are heavily used shuttle vans that meet at park and ride locations, some of which have capacity issues. There is an expansion planned at the Jessup and Tide Street park and ride, although that project has been impacted by the reduction in the MPO's available CMAQ funding.
- LLTS works with the NEPA MPO and PennDOT District 4-0 on TIP development. There has been a desire expressed for all entities to begin collaborating earlier in the process with the District, particularly on projects that cross county/MPO lines.
- Perhaps the most notable area for cross-MPO collaboration involves the status of the potential Scranton to NYC Amtrak connection. Such collaboration can lead to more efficient use of resources, shared expertise, and a broader perspective of the project's potential impacts.

Lehigh Valley

- Planners from the Lehigh Valley MPO have noted PA 33 as a major commuter corridor linking the two regions and the future potential need for a cross-region study of the corridor at some point in the future.
- PA 309 continues to be a growing corridor for commercial truck traffic. Safety concerns have been raised for hikers using the Appalachian Trail.
- The MPO is experiencing an increase in the number of workers commuting into the Lehigh Valley region for employment at destinations such as St. Lukes, LVHN, and new warehousing activity along the interchanges with Interstate 78.
- There is also a large, growing industrial area on PA 611 near Mt. Bethel. There are concerns with truck drivers traveling in and out New Jersey avoiding the bridge tolls on Interstate 80 in addition to workers in general traveling further to employment destinations.
- There are ongoing opportunities for data sharing and cross-MPO collaboration on multi-region analyses. The multi-MPO regional freight plan is a current example of this. The MPO's participation in the MAP Forum is also a source that could be of interest to the NEPA MPO.

NJTPA

- As in the Lehigh Valley, the NJTPA region has been experiencing significant growth in freight movement. The regions are located adjacent to the Port of New York and New Jersey, a major gateway to the global economy, and are traversed by Interstate 78, a major link to and from the port.
- Along with the Lehigh Valley MPO, NJTPA participates in the MAP Forum, which commissions plans and studies of mutual interest to a series of MPO agencies from Pennsylvania's Lehigh Valley region north into Connecticut.
- Planners have cited the opportunity to work together with NEPA on transit opportunities linking the two regions. Travel and tourism are priorities for both MPO agencies.
- NJTPA is pursuing a $1 million grant for planning work related to light duty vehicles, carbon reduction, and pollution reduction.

SEDA-COG

- Like the NEPA MPO, the SEDA-COG MPO is grappling with the implications of the Census Bureau's decision to redefine urban areas (affecting the Bloomsburg-Berwick MSA). Consequences could include loss of investment, eligibility for funding, and regional competitiveness.
- SEDA-COG is collaborating with NEPA MPO on certain changes to functional classification, such as on PA 54.
- The region is experiencing industrial development pressure along PA 901 and PA 54 in southern Northumberland County, which may be issues for planners within the NEPA MPO region to monitor.
- The SEDA-COG MPO is currently conducting a regionwide study of electric vehicle charging stations in 2023-24. The process could be a model for the NEPA MPO, should it decide to conduct its own analysis.
- There is currently no fixed route public transportation service available in western Schuylkill County, which borders Northumberland County in the SEDA-COG region. With the industrial developments being proposed or constructed along routes that traverse this boundary (e.g., PA 54, PA 901), there may be opportunities for NEPA, SEDA-COG, and transit providers such as Schuylkill Transportation System (STS) to explore alternative transportation options for workers at these industrial sites.

Strategic Directions

Introduction

The NEPA MPO Long Range Transportation Plan will be executed based on several essential values that serve as a guide for its implementation. These themes are directly linked to transportation issues in the region and are listed below as general topic areas:

SAFETY

ACTIVE TRANSPORTATION

ENVIRONMENTAL

ECONOMIC DEVELOPMENT

HIGHWAY/BRIDGE

PUBLIC TRANSPORTATION

TRAVEL AND TOURISM

The strategies outlined in this section complement and expand upon those already established in previous county plans. The MPO, in conjunction with its partners at the local, county, state, and federal levels, as well as the public, will be guided by the long-range transportation plan when implementing these strategies.

Safety

Introduction

Improving safety initiatives across the region is the MPO's top priority. For the five-year period ending 2021, the region registered an average of 4,869 crashes each year and 60 fatalities annually. The total number of crashes has been decreasing, while the number of fatalities has remained relatively steady. The MPO will continue to address safety issues while enhancing transportation modes by continuing to collaborate with PennDOT and other relevant organizations that oversee and enhance transportation safety.

Increase cameras and message boards around interchanges along Interstate 81 and 84.

Cameras and message boards provide critical, real-time visual information to traffic management centers, allowing PennDOT to be able to quickly detect accidents, congestion, or other incidents and respond accordingly. This enables faster incident management and reduced response times for emergency services. Installation of cameras and message boards on I-84 was mentioned many times in the STC survey and in multiple stakeholder interviews.

Address roadway hazards such as rockslides to improve safety and road closures.

Rockslides can pose a significant threat to the safety of motorists and freight with sudden and unexpected obstructions on the roadway. By addressing these hazards, the risk of incidents is reduced and disruptions to the economy and emergency response minimized. Stakeholder interviews with the National Park Service, Lehigh Valley MPO, and Monroe County all revealed concerns regarding rockslides. Future projects on roadways such as PA 611 will be helpful in reducing those hazards.

Assist in the implementation of safety-related action strategies from the MPO's recent special studies in Milford and Jim Thorpe.

Two of the MPO's most recent special studies in these small county seats identified an array of implementation strategies to improve safety. In the case of Milford, the Borough in January 2023 obtained funding through the ARLE funding program to place four electronic speed display signs for $19,000 at the borough's major entrances to alert motorists of their speed. Other action items from the two studies should receive the MPO's support as the boroughs continue the work of implementation.

Support the region's railroads in addressing rail crossing safety.

Pennsylvania receives an average of $7 million annually in support of rail crossing safety. PennDOT has centralized safety planning for these crossings to allow for a formalized selection process, promote higher utilization of funding, and the ability to initiate higher-cost projects.

The NEPA MPO encourages rail freight industry representatives' participation in the regional transportation planning process to outline mutual commitments, responsibilities, and expectations and create more transparency in the decision-making process.

Active Transportation

Introduction

The COVID-19 pandemic has affected nearly all aspects of daily living, such as how the region's residents live, work, and travel. One consequence of the pandemic has been a rise in interest in the use of bicycle and pedestrian networks as a means of transportation and recreation. The MPO aims to promote the use of bicycle and pedestrian facilities as a preferred mode of travel while reducing the region's reliance on personal vehicles.

Increase route signage/wayfinding/ mapping to improve safety and awareness for bicyclists.

Installation of signs would increase public awareness of the numerous trails available, promoting the region's many outdoor opportunities.

Support municipalities in their downtown complete street evaluations.

Evaluations of downtown areas in municipalities can help identify the community's specific needs. By improving bicycle and pedestrian accessibility, regular activities become more convenient and safer. An example of this is the Complete Streets evaluation recently completed in downtown Jim Thorpe, which will serve as a model for similar areas to improve their downtown networks.

Encourage connectivity and accessibility of pedestrian and bicycle equipment such as bicycle racks.

To promote safe and convenient biking and walking as viable modes of travel, it's essential to expand and improve bicycle and pedestrian infrastructure. Installing bicycle racks on buses allow for improved integration between modes and increase access to areas that might be difficult to access sole by cycling, such as distant or less bicycle-friendly destinations. This promotes multimodal travel and expands transportation options for bicyclists.

Develop an Active Transportation Plan (ATP) for the region.

The completion of such a plan during FFY2024 would provide the MPO with the opportunity to identify network gaps and continuity needs within the region. Other benefits to plan development would be improved connectivity and accessibility, tourism and recreation opportunities, and an opportunity to foster improved public health.

Maintain safety and maintenance of the PA Bicycle Route Network through the region.

The NEPA MPO will give priority to planning for improvements on the three BicyclePA routes that traverse the region. This will be an area of consideration as the MPO seeks to develop an active transportation plan in 2024. The planning process will involve bicyclists, local communities, and advocacy groups to better understand needs and preferences for how the BicyclePA network supports the region's larger bicycle/pedestrian network.

Environmental

Introduction

Transportation policies and modes have a significant impact on the environment. The MPO is dedicated to implementing strategies that lessen the impact of transportation projects and activities on the environment. The MPO's work with PennDOT will continue while also engaging with other agencies throughout the process of project delivery to identify potential negative impacts.

Evaluate priority locations for electric vehicle (EV) charging stations.

PennDOT's NEVI Plan was approved by FHWA in 2022. Over the first five years of the NEVI Formula Program, Pennsylvania will receive $171.5 million in dedicated formula funding. Several organizations, including PennDOT, have identified Interstate 84 as a primary interstate highway or alternative fuels corridor (AFC) for installing electric vehicle charging stations. Other AFCs I-80 and I-81 through Monroe/Carbon and Schuylkill counties are also priorities.

Collaborate with environmental resource agencies to incorporate best management practices into transportation projects and planning.

Effective coordination with federal, state, and local environmental agencies is essential in minimizing the adverse impacts of projects. The MPO is committed to collaborating with local municipalities to identify and prioritize high-risk roadways that are susceptible to stormwater and other natural processes. By improving these roadways, vulnerabilities can be reduced, thus minimizing the need for emergency action and repair.

Evaluating and addressing roadway vulnerabilities is helpful in reducing disruptions or roadway hazards. The PROTECT program provides funding in support of planning activities such as resilience improvements.

Integrating the directions of the counties' hazard mitigation plans ultimately can help create more resilient transportation systems, contributing to its long-term sustainability.

Promote use of wetland banking.

The NEPA MPO will work with PennDOT, FHWA, and DEP to create an inventory of wetlands to be the basis for a regional wetland bank. The wetland bank will assist with efforts to address wetland mitigation using suitable locations. Partnerships will be pursued with local Land trusts and the William Penn Foundation for both expertise and funding.

Economic Development

Introduction

Ensuring mobility and access is crucial for enhancing economic competitiveness, and transportation plays a significant role in achieving this goal. The LRTP recognizes the importance of transportation in connecting workers within and beyond the region.

Give funding priority to burgeoning freight corridors (e.g., PA 611, PA 33, PA 61, US 309, I-380, I-81 and I-80).

- The MPO has joined with four other eastern Pennsylvania MPOs to address freight movement as part of a coordinated, multi-regional planning effort. The execution of the planning process is timely, given the growth of e-commerce and warehousing and distribution center activity in unexpected locations, causing disruptions on roadways.
- Additionally, the passage of BIL in November 2021 allowed the States to add additional mileage to their share of the National Highway Freight Network, or NHFN. The provisions of the new law (particularly new mileage caps) should allow MPOs such as NEPA to be able to add additional roadway segments through the designation of additional Critical Urban and Critical Rural Freight Corridors (CUFCs and CRFCs). The new multi-regional freight plan should inform any initiatives regarding this.

Continue to support the Pennsylvania Northeast Regional Railroad Authority's (PNRRA) application for a newly funded corridor under Amtrak from Scranton to New York City.

The implementation of the new line can bring significant benefits to many counties and organizations. Recently, the PNRRA contracted Amtrak to conduct a study analyzing the potential passenger service on the corridor. The evaluation revealed that there could be an annual economic benefit of $400 million and a one-time capital investment of $1 billion. Proposed stations in Monroe County would greatly enhance transportation, tourism, and local economies across borders.

Collaborate with the National Park Service (NPS) as it develops a transportation plan.

Effective communication plays a vital role in the transportation planning and project development process, particularly when it comes to environmental and cultural resource impacts, as identified by the NPS. The national park at the Delaware Water Gap is the 14th most visited recreation area in the country with an increase in visitors after the pandemic to a currently-day estimated total of 5 million...a 27 percent increase over the past five years generating an estimated $163 million in visitor spending. Planning efforts by the NPS will address areas such as staffing, shuttle parking, and trail networks. The plan will also need to address commercial vehicles and a visitor use management plan with the overall increase in the number of visitors.

Support the region's airports as economic generators and providers of transportation.

The Schuylkill County Airport is outgrowing its terminal building and needs to expand to keep up with larger aircraft sizes and its growing customer base. Adjacent businesses at the High Ridge Business Park all use the airport for corporate travel and other needs. Other major customers include Geisinger, Life Lion, the Army National Guard, and the PSP, which uses the airport's 24-hour fueling service. Other airports such as Pocono Mountain are seeking to draw more business through construction of a pilot lounge, fuel farm, and T-hangars.

Highway/Bridge

Introduction

The NEPA MPO has an expansive inventory of transportation assets to maintain, including 4,878 linear miles of roadway, and just over 1,000 (1,031) state-owned bridges greater than eight feet in length. Addressing maintenance concerns early on will help reduce larger payouts on projects in the future.

Prioritize roadway maintenance.

Through collaboration with PennDOT, the MPO is committed to consistently investing in roadway resurfacing and pavement preservation initiatives. Regular investment in roadway maintenance significantly reduces the need for large investments in roadway projects. Commitment to roadway maintenance will effectively reduce the occurrence of road closures and lengthy detours. The LRTP identifies a regional line item for Preventive Maintenance and Overlays as part of its investment portfolio.

Draw from the LRTP as part of future program development.

The MPO is responsible for a transportation system that has more needs than there are resources to address them. Future programs will require a good balance of preservation and rehabilitation of projects. The MPO will continue to employ Lowest Life-Cycle Cost approaches toward asset management. The adoption of the 2050 LRTP occurred in the middle of the 2025 program update.

Assist local municipalities with building capacity for conducting bridge maintenance.

The share of Poor locally-owned bridges by deck area within the MPO region has remained stubbornly high, at approximately 40 percent. This rate is double the state rate of 20.2 percent. There has been very little change in the number of Poor local bridges over the last five years regionally, a sign that more investments need to be made in addressing them. Two of the region's counties have enacted the Act 89 $5 "Local Use" fee, and while all receive Act 13 dollars, this funding source is typically not enough to do a full bridge replacement. The region's local governments often struggle to provide local match or other funding for bridge repairs. Local governments need to be aware of opportunities such as PennDOT's Multimodal Transportation Fund (MTF) and the Retro-Reimbursement Program for maintaining their bridge stock.

Address truck parking needs on roadways.

There has been a significant increase in warehousing both in and around the MPO region. In Monroe County, there are plans for several million square feet of warehousing to be built near PA 33, PA 611, and PA 715, as well as I-80 and I-380. To address truck parking concerns, many areas have implemented model ordinances to specifically address warehousing and distribution centers. However, truck parking and congestion continue to be problematic on all roadways/truck routes throughout the region.

Public Transportation

Introduction

Transit options are important to maintaining access and mobility, and so the MPO will continue to plan for improved public transportation service, regionwide and strive to examine new ways of implementing public transportation options. The pandemic greatly affected the demand for public transportation service, and while demand is recovering, it still has not returned to pre-pandemic levels. The region continues to invest in public transportation, as evidenced by STS's new Operations and Maintenance Facility, which has improved operating efficiencies.

Update and implement the region's local coordinated plan.

- The existing plan was adopted in November 2016. An updated plan would address many of the transit-related concerns identified within the 2050 LRTP.
- Among the many issues for the updated plan to address includes the rise in cross-county commuter traffic to distribution centers. This requires a review of current bus routes, with the aim of enhancing operational efficiency and increasing ridership. The updated plan should also examine different needs and population groups that may be underserved and better coordinate with transit operators.

Work with local transit authorities to analyze commuter patterns between highly traveled places to improve transit access.

- Providing fixed-route bus services throughout the MPO region is crucial for regional accessibility, mobility, and equity. This aspect of the regional economy enables workers to reach employment, community resources, medical care, and recreational opportunities.
- Health networks such as Lehigh Valley Health Network and St. Luke's University Health Network are expanding their reach into the NEPA region. The Lehigh and Northampton Transit Authority (LANTA) is exploring the possibility of creating a route that includes Penn's Peak and the new St. Luke's Hospital Carbon Campus near Lehighton, subject to necessary road improvements.

Promote the use of technological innovations such as One Pay across all transit systems.

IT and technological innovations continue to evolve, OnePay is a way for fare media to be used across service area boundaries/across services such as shared rides to a fixed route service. Systems like this will benefit riders, allowing them to feel more comfortable with the use of various public transit services.

Evaluate transit routes for buses.

Collaborate with PennDOT and local transit authorities to assess bus routes for potential obstacles. Factors such as bridge height/weight, traffic congestion, and accessibility safety may impede public transportation. The Schuylkill Transportation System (STS) has encountered bridge height barriers during the transition to a new fleet, in some cases requiring the identification of alternative routes.

Support efforts for the region's transit operators to obtain qualified drivers, including both CDL and non-CDL licensing.

Obtaining qualified drivers can help ensure safe, efficient, and reliable transportation services for passengers. Having qualified drivers helps maintain a positive reputation for the region's transit providers and contributes to the overall satisfaction of passengers. Additionally, qualified drivers can help reduce accidents and enhance the overall operational efficiency of the transit system.

Plan for future transportation service along the Lackawanna Cutoff line connecting Scranton and New York City.

Passenger rail service to and from Scranton was discontinued in 1970, just one year before Amtrak was created. An analysis of options for reinstating passenger rail service along the corridor was completed in March 2023. Should intercity rail service come to fruition, the region should be prepared to plan for multimodal transportation services at new stations such as at Mt. Pocono and East Stroudsburg.

Improve inter-city bus service.

Among the many issues the region faces is in connecting its rural areas with intercity bus service. Intercity bus providers such as Fullington, Greyhound, and Martz have been struggling, post-COVID as evidenced by large, underutilized park and ride lots. Their services have traditionally been oriented toward serving commuters. There is interest in seeing PennDOT pursue some alternative models that regional agencies could support. It is an area of need within the region that individual agencies alone cannot achieve.

Travel and Tourism

Introduction

The FAST Act, enacted in 2015, introduced new measures for long-term transportation planning with a focus on improving travel and tourism. The MPO region, being in the "back yard" of major metropolitan areas, is greatly affected by the role that travel and tourism has on the transportation system, and the need for the system to be intuitive and easy to navigate for the county's visitors, and its many tourist destinations. The Arts, Entertainment, and Recreation industry ranks either at or near the top of nearly all of the NEPA MPO counties' industries in importance. Tourism is expected to continue to be a major factor in the region's economy, especially as Baby Boomers continue to transition out of the workforce with more disposable income and a greater degree of mobility compared to previous generations.






Improve signage and alternate route communication in heavy tourist areas.

A method to improve the overall tourism experience is by enhancing access and connectivity to destinations and visitor centers. Accomplishing this can be done by improving the signage and resources available at these facilities throughout the region. Utilizing technology to improve route communication can also be beneficial. Specifically, in areas like the Poconos and Delaware Water Gap (the 14th-busiest recreation area in the nation), implementing cameras and construction alerts can aid in reducing congestion.

Work with the National Park Service to improve early engagement in project development for roadways/transit/ parking facilities.

The MPO will improve communication at an early stage to prevent potential negative consequences in the future. Projects frequently have a ripple effect, and the NPS can more efficiently manage their land if informed and included earlier in the planning process.

Support the installation of traveler amenities around tourism destinations.

As adoption of EV vehicles continues to rise, the MPO will seek to encourage the development of EV charging stations at major tourism destinations like the Pocono Mountains Visitors Bureau. The MPO will take EV charging stations into account to enhance the overall experience of travelers.

Revenue Forecast

Overview

- The Federal Highway Administration (FHWA) requires long-range transportation plans to include an estimate of the amount of revenue the MPO can reasonably expect to receive over the life of the plan. This forecast is through 2050.
- Federal planning regulations require that the financial plan presented in LRTPs be financially constrained, meaning that the estimated cost for all transportation improvements presented in the plan cannot exceed the amount of reasonably expected revenues projected from identified funding sources. This requirement ensures that the plan is based upon realistic assumptions and is not simply a wish list.
- In April 2023, PennDOT released Financial Guidance documentation which offers the most accurate estimates presently obtainable for projecting available funding throughout the 25-year plan duration.

PLANNING PERIOD	REVENUE (000s)
TIP (2023-2026)	$282,945
TYP (2023-2034)	$630,656
LRTP (2023-2050)	$1,438,620

*TIP and TYP revenues reflect actual revenue numbers as of August 15, 2023. In addition to base allocations documented in PennDOT's financial guidance, the MPO has received additional federal funding above and beyond its formula funds through discretionary programs (e.g., INFRA, PROTECT, HSIP) and earmarks on active projects. LRTP revenue (2034 through 2050) are forecasted based on PennDOT's financial guidance documentation and accounts for the TYP value.

Implications

- Recognizing the uncertainty related to future funding, the NEPA MPO has taken a "middle of the road" approach in developing its financial plan. Nevertheless, the MPO will continue to seek out innovative funding options and partnerships with state and local governments, as well as private entities, such as local economic development interest groups.
- The MPO understands that future windfalls may come at any time, and when they do, the MPO can use its prioritized list of projects to quickly recommend which projects should be advanced next.

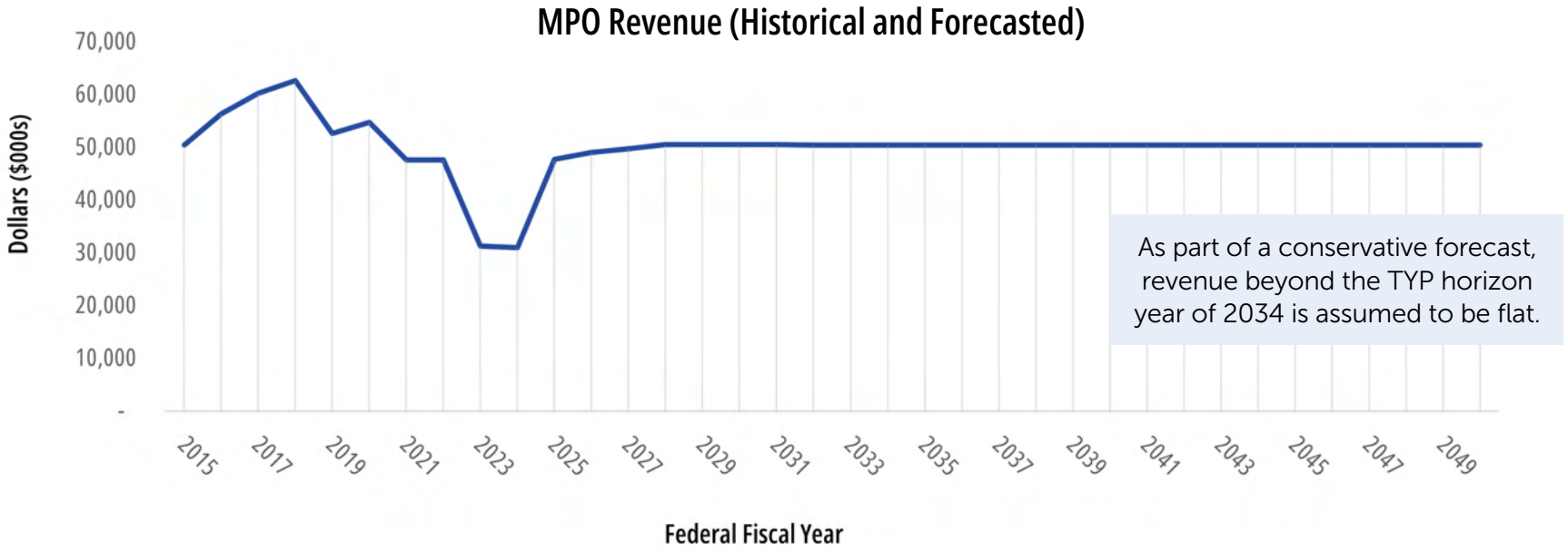
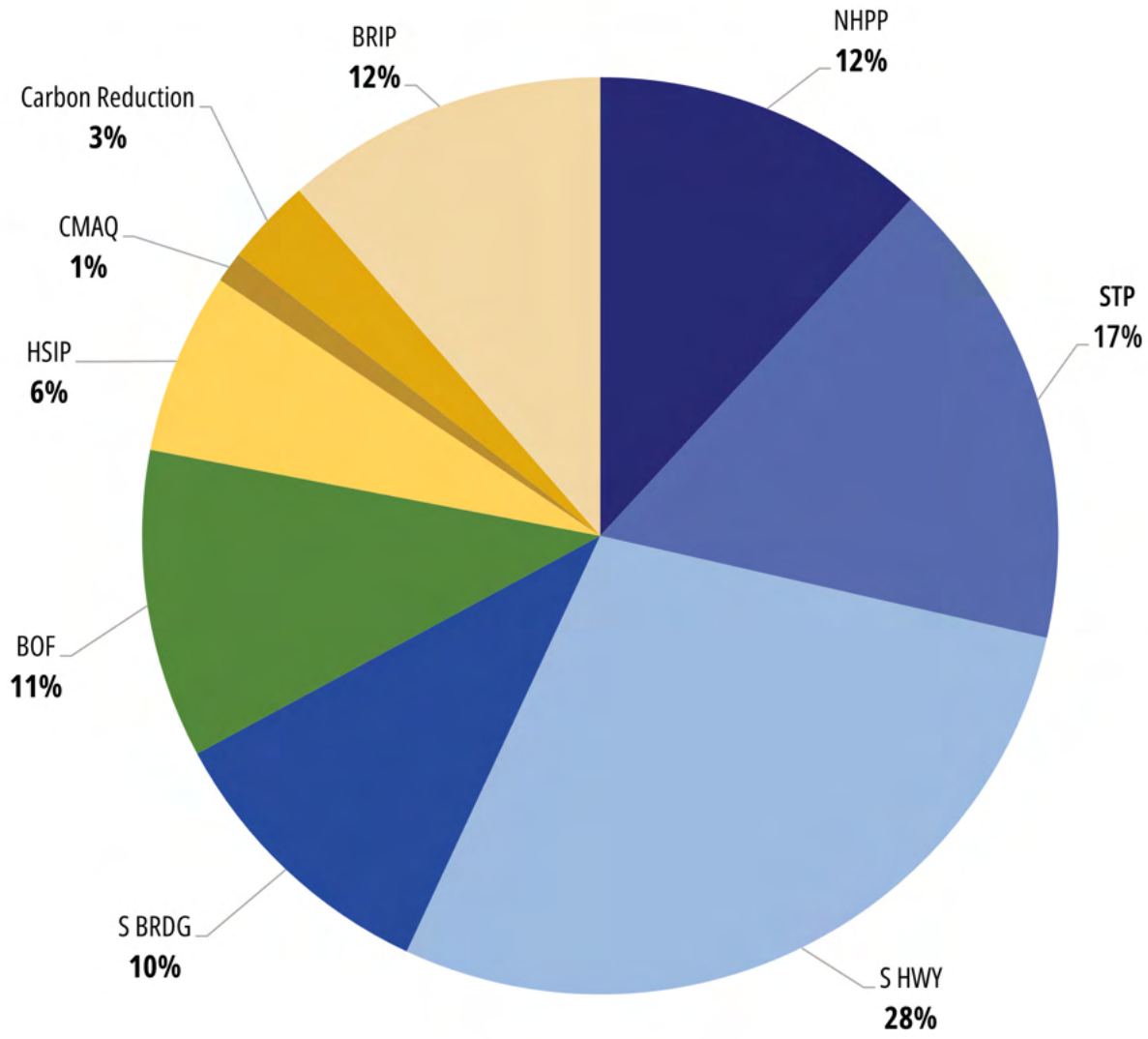

MPO Revenue (Historical and Forecasted)
Dollars ($000s)
70,000
60,000
50,000
40,000
30,000
20,000
10,000
-
2015
2017
2019
2021
2023
2025
2027
2029
2031
2033
2035
2037
2039
2041
2043
2045
2047
2049
Federal Fiscal Year
As part of a conservative forecast, revenue beyond the TYP horizon year of 2034 is assumed to be flat.

Figure 11: 2025 12-Year Program Funding Allocations, NEPA MPO



ACRONYM	PROGRAM NAME	ELIGIBLE PROJECTS
BRIP	Bridge Formula Investment Program	• Replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length
Carbon Reduction	Carbon Reduction Program	• Deployment of alternative fuel vehicles • Public transportation projects • Non-motorized transportation improvements • Traffic management/monitoring/control • Energy efficient alternatives to street lighting and traffic control devices • Projects that reduce environmental/ community impacts of freight movement • Advanced transportation/congestion management technologies, etc.
CMAQ	Congestion Mitigation and Air Quality	• Congestion reduction and traffic flow improvements • Travel demand management activities • Transit improvements • Carpooling/vanpooling • Bicycle/pedestrian facilities and programs • Freight and intermodal initiatives
HSIP	Highway Safety Improvement Program	• Safety improvement projects that correct or improve a hazardous road location or feature, or address a highway safety problem
BOF	Bridge Off-System Funding	• Replacement, rehabilitation, preservation, protection of minor collector and lo-cal functional class bridges over 20 feet in length
S Bridge	State Bridge Funding (Appropriation 185/183)	• State (185) and local (183) bridge capital projects
S Highway	State Highway Funding (Appropriation 581)	• Highway Capital Projects
STP	Surface Transportation Program	• Federal-aid highways and bridges • Transportation enhancements/ alternatives (bicycle, pedestrian, etc.) • Safety improvements • Recreational trail projects • Truck parking facilities, etc.
NHPP	National Highway Performance Program	• Highway and bridge improvement projects on the NHS • Resiliency improvements • Transit/operational improvements • Bicycle and pedestrian projects • Highway safety improvements • Environmental mitigation related to NHPP projects, etc.

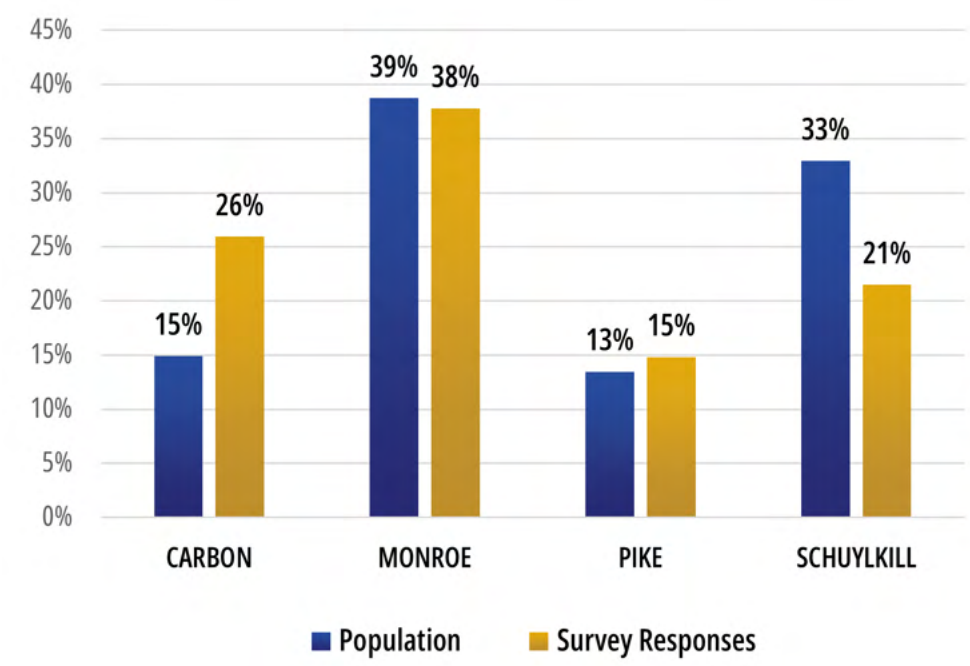
Source: PennDOT Financial Guidance and FHWA

Public Engagement

Overview

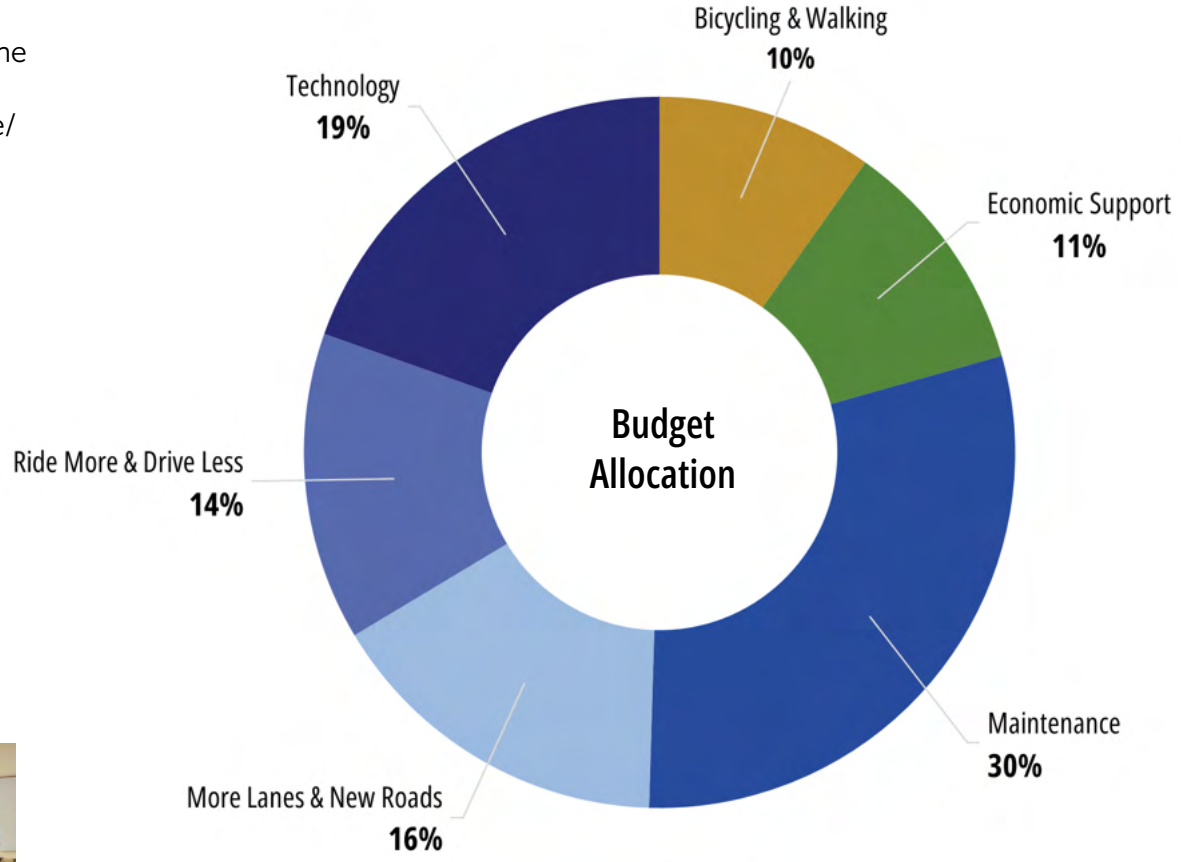
- As part of its work in maintaining and updating the state's 12-Year Program, the State Transportation Commission (STC) and the Transportation Advisory Committee (TAC) partnered with the Pennsylvania Department of Transportation (PennDOT) to administer an online survey gathering input from the public about transportation planning concerns. NEPA MPO planning staff extracted the responses corresponding to the NEPA MPO region for analysis.
- The statewide survey generated a record number of responses (over 10,000), including 148 from the NEPA MPO region.
- The survey included several main sections, including a rating of how individuals travel, priority rankings among select transportation concerns, an interactive map to display or state a transportation issue at an intersection level of detail, a proposed transportation budget, and basic demographic information.
- All of the MPO's counties were well represented in the survey, although respondents from Carbon County were somewhat over-represented as a whole (Figure 12).
- The MPO also conducted a round of regional "listening sessions" (one in each county), where planning staff from the MPO and its member counties engaged the public on transportation issues and concerns. These are reflected in the candidate project listing as shown in Appendix B.

Figure 12: Survey Comparison: Population vs. Survey Responses



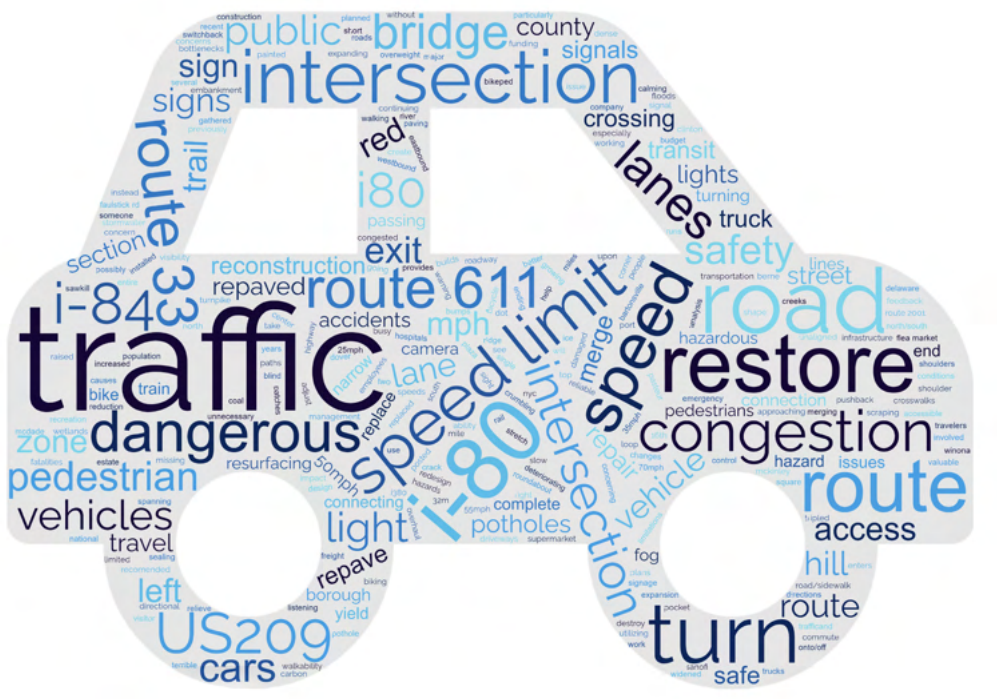
Spending Preferences

- Each survey respondent was asked to allocate one hundred dollars across six categories, including: Preservation, More Lanes/New Roads, Ride More/ Drive Less, Bicycling/Walking, Technology, and Economic Support.
- Survey respondents from the NEPA MPO region generally favor more investment in maintenance and technology, with only 16 percent favoring new capacity.



Transportation Issues

- In the survey's "Issue" section, there were a total of 97 comments received, a majority of which (47) were from Monroe County.
- Comments ranged from a desire for improved road maintenance, intersection hazards, speed concerns, camera installation, and an increase in public transit. Roadways mentioned most frequently included I-80, I-84, I-380, US 209, PA 611, and PA 940.



MOST FREQUENTLY MENTIONED ROADWAYS:

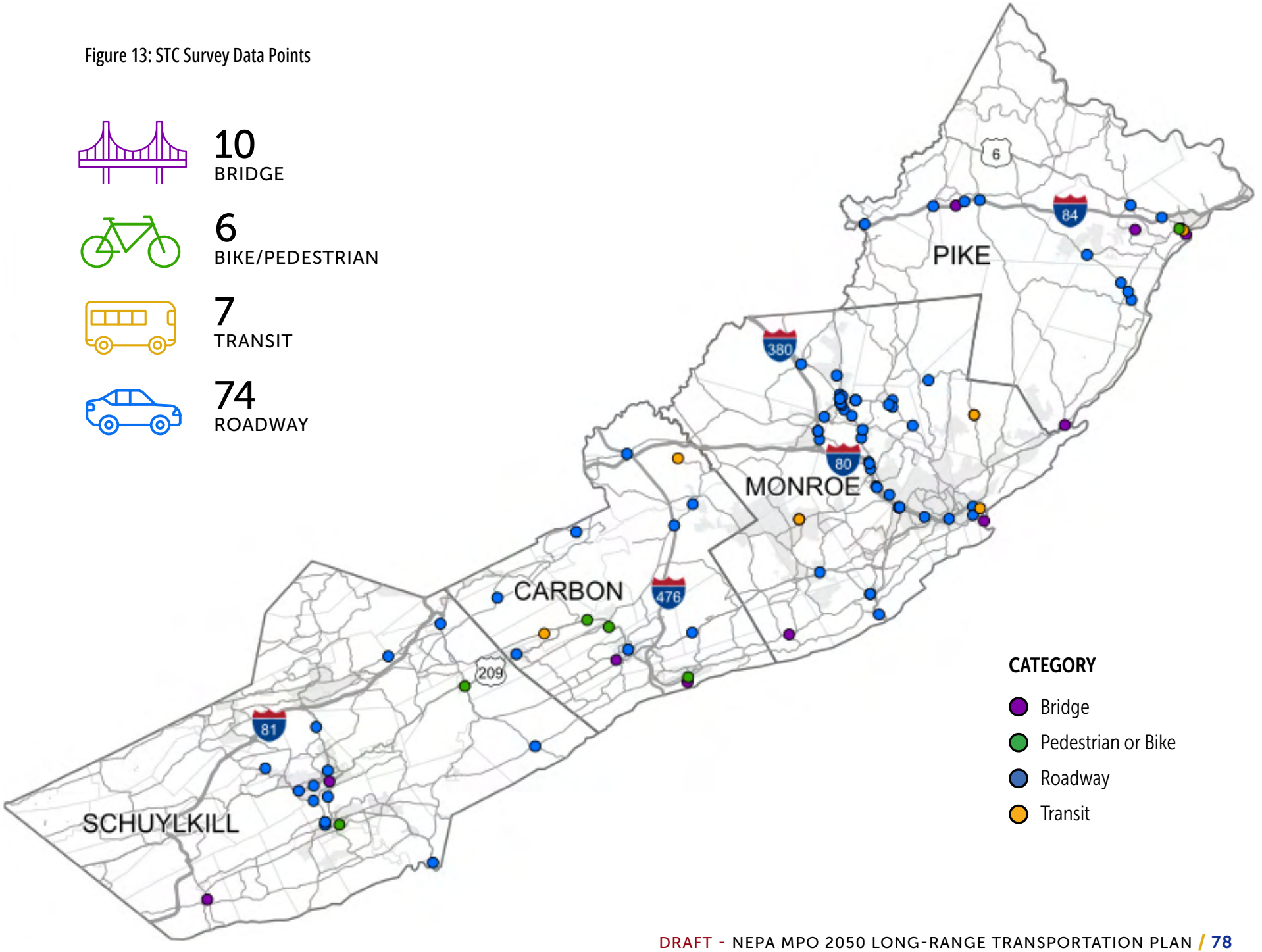
Figure 13: STC Survey Data Points

10
BRIDGE

6
BIKE/PEDESTRIAN

7
TRANSIT

74
ROADWAY



LRTP Stages

The LRTP is organized into three broad stages, or plan periods. Projects included in the LRTP are presented in varying levels of detail, depending upon where they appear in the plan timeline. The following table provides more definition as to how the level of detail varies by plan period.

Table 5: LRTP Stages

FEDERAL FISCAL YEARS	STAGE 1 2023-26	Stage 2 2027-34	STAGE 3 2035-50
Also Known As	TIP – Transportation Improvement Program	Years 5-12 of the 12-Year Program	The "Out Years"
Relationship to 12-Year Program	First Four-year period	Second and Third Four-Year Periods	N/A
Level of Detail	Very detailed; lists all projects	Does not identify minor projects	Identifies large projects; descriptions are often conceptual
Line Items	Includes some investment category line items	Includes some investment category line items	Includes large dollar amounts in category line items as projects to be considered in future TIPs and LRTPs
Funding	Broken down by type and project phase	Shown as total cost or total remaining beyond the TIP	Shown as total conceptual cost

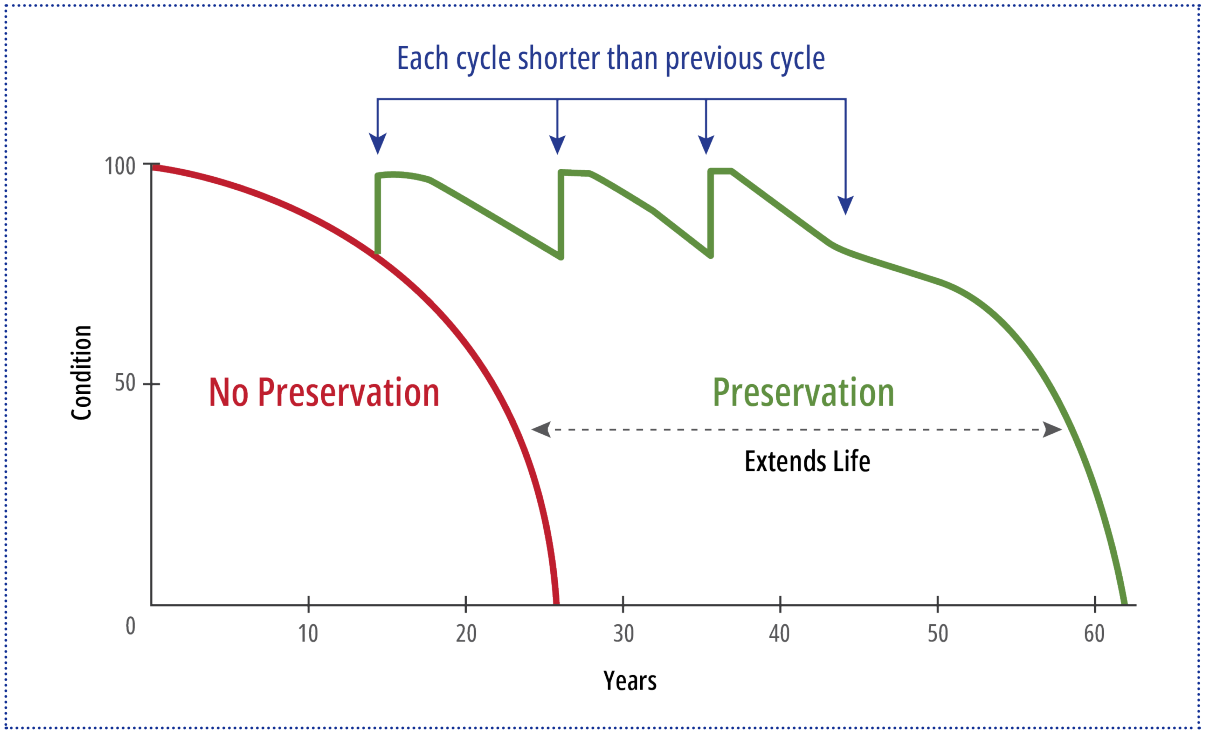
Project Identification and Prioritization

One of the primary functions of the Long-Range Transportation Plan is to identify long-range projects for future programming. The NEPA MPO has typically used the 12-Year Program (TYP) as the basis for its "core" listing of projects.

The MPO works closely with its partners at the State and Federal level in managing this process. At the start of each program update (toward the beginning of odd-numbered years), PennDOT releases procedural and financial guidance governing the process. The Financial Guidance documentation gives planners the dollar amounts available by project type. The Districts analyze state funds to see what has been encumbered and works with the MPO to adjust the TIP to optimize available funding.

MPO staff meet with representatives from the two PennDOT Districts that serve the NEPA MPO region to discuss plan priorities: PennDOT Engineering District 4-0 (which includes Pike County), and Engineering District 5-0 (Carbon, Monroe, and Schuylkill).

Over time, the program update has become more data-driven due to a renewed emphasis on performance measurement, and the availability of new asset management tools such as PAMS (Pavement Asset Management System) and BAMS (Bridge Asset Management System).



Appendices

Appendix A – Project Listing

Appendix B – Illustrative Projects (Eligible, but Unfunded)

Appendix C – Interstate Twelve Year Program (2023-34)

Appendix D – Transit TIP (2023-26)

Appendix E – Air Quality Conformity Analysis

Appendix F – Environmental Justice Analysis

Appendix G – Public Comments on the Draft LRTP

Appendix H – System Performance

Appendix A – Project Listing

Appendix A – Project Listing

RPT# TYP220HB

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Region				Regional Highway Line Item (72%)						**581,734,080**
Region				Regional Bridge Line Item (21.5%)						**173,712,260**
Region				Regional Safety Line Item (6.5%)						**52,517,660**
Carbon			70239	Urban Line Item Reserve	C	HCON	4,993,000			
Carbon			70239	Urban Line Item Reserve	C	HRST	732,752			
Carbon			70239	Urban Line Item Reserve	C	HRST	1,491,413			
Carbon			75578	Safety Line Item Reserve	C	SAMI	904,295	788,512	11,265,652	
Carbon			80074	NEPA In-house Bridge Design Assistance	P	BRDG	200,000	200,000	200,000	
Carbon			82784	CMAQ Line Item Reserve	C	SAMI	110,000	1,868,855	2,311,000	
Carbon			102240	NEPA Hwy & Bridge Reserve	C	HRST	689,104	2,071,692	34,192,875	
Carbon			102240	NEPA Hwy & Bridge Reserve	C	BRDG	35,843	2,323,724	18,075,000	
Carbon			102240	NEPA Hwy & Bridge Reserve	C	HRST		320,160	13,262,470	
Carbon			102240	NEPA Hwy & Bridge Reserve	C	BRDG	3,679,750	1,847,245	20,265,768	
Carbon			102762	NEPA Traffic Review Assist	P	HRST	600,000			
Carbon		CAF	97944	Construction Assistance	+C	HRST	300,000			
Carbon		CAS	97421	Construction Assistance	C	HRST	300,000			
Carbon		DCA	83087	Delivery_Consult Assist	P	HRST	3,885,000			
Carbon		DCA	83087	Delivery_Consult Assist	P	HRST	755,000			
Carbon		EIR	97326	Environmental Impacts Resolution LI	P	HRST	100,000			
Carbon		TEM	89057	Transp Enhance/Alternative Project Mngmt	+P	TENH	100,000			
Carbon	80	DCW	116727	Dynamic Curve Warning Signs - NEPA	C	SAMI	111,763			

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Carbon	80	DCW	116727	Dynamic Curve Warning Signs - NEPA	C	SAMI	111,763			
Carbon	93	0	94235	Hudson Drive (SR 93) over Quakake Ck Br	P	BRDG			521,920	
Carbon	93	0	94235	Hudson Drive (SR 93) over Quakake Ck Br	F	BRDG			391,440	
Carbon	93	0	94235	Hudson Drive (SR 93) over Quakake Ck Br	U	BRDG			32,620	
Carbon	93	0	94235	Hudson Drive (SR 93) over Quakake Ck Br	R	BRDG			32,620	
Carbon	93	0	94235	Hudson Drive (SR 93) over Quakake Ck Br	+C	BRDG			1,957,200	
Carbon	93	0	117253	NEPA Br Preserv. & Repair #10	P	BRDG			1,304,800	
Carbon	93	0	117253	NEPA Br Preserv. & Repair #10	C	BRDG			6,524,000	
Carbon	209	RWR	109540	Jim Thorpe Wall Rehabilitation	F	HRST	297,660			
Carbon	209	RWR	109540	Jim Thorpe Wall Rehabilitation	U	HRST	53,045			
Carbon	209	RWR	109540	Jim Thorpe Wall Rehabilitation	R	HRST	51,500			
Carbon	209	RWR	109540	Jim Thorpe Wall Rehabilitation	C	HRST	8,714,840	674,125		
Carbon	209	VRU	119414	NEPA Vulnerable Road User Project - Tier 1	P	SAMI	94,087			
Carbon	209	VRU	119414	NEPA Vulnerable Road User Project - Tier 1	C	SAMI	331,504			
Carbon	209	13B	91990	US 209 over NRR	P	BRDG	170,752			
Carbon	209	13B	91990	US 209 over NRR	C	BRDG	1,000			
Carbon	248	BOB	117254	NEPA Bridge Overlay Bundle #2	C	BRDG	1,218,484			
Carbon	248	0	96418	PA 248 PM Wall	P	HCON		922,425		
Carbon	248	0	96418	PA 248 PM Wall	F	HCON			554,540	
Carbon	248	0	96418	PA 248 PM Wall	U	HCON			13,050	
Carbon	248	0	96418	PA 248 PM Wall	R	HCON			163,100	
Carbon	248	0	96418	PA 248 PM Wall	C	HCON			8,076,710	
Carbon	309	01M	96419	PA 309 Rehabilitation	P	HRST		57,965		
Carbon	309	01M	96419	PA 309 Rehabilitation	C	HRST		597,050		
Carbon	443	02S	66296	443 Roadway Improvements	+C	SAMI	355,730			

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Carbon	443	02S	66296	443 Roadway Improvements	+C	SAMI	307,477			
Carbon	443	02S	66296	443 Roadway Improvements	+C	SAMI	467,782			
Carbon	903	04B	109967	903 over Mud Run	U	BRDG	112,550			
Carbon	903	04B	109967	903 over Mud Run	C	BRDG	1,700,000	2,351,800		
Carbon	903	05M	113773	SR 903 2nd St to 13th St	U	HRST	22,510			
Carbon	903	05M	113773	SR 903 2nd St to 13th St	R	HRST	21,854			
Carbon	903	05M	113773	SR 903 2nd St to 13th St	C	HRST	562,750			
Carbon	903	06M	96436	903 Resurf. Old Stage Rd. to Lake Harmony Rd.	P	HRST		579,650		
Carbon	903	06M	96436	903 Resurf. Old Stage Rd. to Lake Harmony Rd.	C	HRST		3,935,680		
Carbon	940	0	96437	PA 940 Resurface	P	HRST		579,650		
Carbon	940	0	96437	PA 940 Resurface	C	HRST		2,582,790		
Carbon	2002	GTA	117255	NEPA In-house Geotech Assistance	P	BRDG			50,000	
Carbon	2002	GTA	117255	NEPA In-house Geotech Assistance	P	HRST	200,000	200,000		
Carbon	2002	0	117951	Third Street and Delaware Avenue	C	SAMI	334,398			
Carbon	2002	03B	96416	Hunters Creek Bridge	P	BRDG	280,171			
Carbon	2002	03B	96416	Hunters Creek Bridge	F	BRDG	360,500			
Carbon	2002	03B	96416	Hunters Creek Bridge	U	BRDG	109,270			
Carbon	2002	03B	96416	Hunters Creek Bridge	R	BRDG	40,500			
Carbon	2002	03B	96416	Hunters Creek Bridge	C	BRDG	1,020,700	290,540		
Carbon	2002	04S	116965	Delaware Ave Signal Improvements	P	SAMI	412,000			
Carbon	2002	04S	116965	Delaware Ave Signal Improvements	F	SAMI	265,225			
Carbon	2002	04S	116965	Delaware Ave Signal Improvements	U	SAMI	54,635			
Carbon	2002	04S	116965	Delaware Ave Signal Improvements	R	SAMI	53,045			
Carbon	2002	04S	116965	Delaware Ave Signal Improvements	C	SAMI	977,365	443,145		
Carbon	2004	ODS	117861	NEPA Systemic Safety Improvements	+C	SAMI	1,368,591			

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Carbon	2004	ODS	117861	NEPA Systemic Safety Improvements	+C	SAMI	264,059			
Carbon	3005	01B	11013	Country Club Road over Mahoning Creek	F	BRDG	360,500			
Carbon	3005	01B	11013	Country Club Road over Mahoning Creek	U	BRDG	16,390			
Carbon	3005	01B	11013	Country Club Road over Mahoning Creek	+R	BRDG	37,132			
Carbon	3005	01B	11013	Country Club Road over Mahoning Creek	+C	BRDG	1,639,050			
Carbon	7211	B12	11140	T-516 County Bridge #12	C	BRDG	17,412			
TOTALS FOR CARBON:							**41,394,151**	**22,635,008**	**119,194,765**	
Monroe			117645	Amtrak Passenger Rail Service Line Item	P	HRST	10,000			
Monroe	33	03S	96414	PA 33 Median Barrier SR 115 to SR 2002	C	SAMI	10,000			
Monroe	33	05M	113863	PA 33 Resurfacing	+C	HRST	5,000			
Monroe	80	BRM	109334	NEPA Brg Preserve & Repair 6	C	BRDG	50,000			
Monroe	115	03S	102167	SR 115 Corridor Impr - Effort	+R	SAMI	50,000			
Monroe	115	03S	102167	SR 115 Corridor Impr - Effort	+C	SAMI	962,949			
Monroe	115	03S	102167	SR 115 Corridor Impr - Effort	+C	SAMI	520,000			
Monroe	115	03S	102167	SR 115 Corridor Impr - Effort	+C	SAMI	4,472,051			
Monroe	191	BRM	109826	NEPA Bridge Preservation & Repair 7	P	BRDG	73,498			
Monroe	191	BRM	109826	NEPA Bridge Preservation & Repair 7	C	BRDG	4,950,000	354,500		
Monroe	191	05B	76370	PA 191 Brodhead Cr. Br.	P	BRDG	562,750			
Monroe	191	05B	76370	PA 191 Brodhead Cr. Br.	F	BRDG	312,500	250,250		
Monroe	191	05B	76370	PA 191 Brodhead Cr. Br.	R	BRDG	93,750	18,800		
Monroe	191	05B	76370	PA 191 Brodhead Cr. Br.	+C	BRDG		8,245,678	232,432	
Monroe	196	0	116800	Sterling Rd Safety Improvements Area 2	P	SAMI			1,671,775	
Monroe	196	01S	105966	Sterling Road Safety Improvements Area 1	+P	SAMI	26,609	597,050		
Monroe	196	01S	105966	Sterling Road Safety Improvements Area 1	F	SAMI		614,950		
Monroe	196	01S	105966	Sterling Road Safety Improvements Area 1	U	SAMI		2,280,240		

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Monroe	196	01S	105966	Sterling Road Safety Improvements Area 1	R	SAMI		774,840		
Monroe	196	01S	105966	Sterling Road Safety Improvements Area 1	C	SAMI		1,500,000	2,617,100	
Monroe	209	0	91914	SR 209 over Marshalls Creek	P	BRDG			587,160	
Monroe	209	0	91914	SR 209 over Marshalls Creek	F	BRDG			456,680	
Monroe	209	0	91914	SR 209 over Marshalls Creek	U	BRDG			32,620	
Monroe	209	0	91914	SR 209 over Marshalls Creek	R	BRDG			32,620	
Monroe	209	0	91914	SR 209 over Marshalls Creek	C	BRDG			2,283,400	
Monroe	209	03S	95398	209 Holy Cross Road to Hollow Road	U	SAMI	257,500			
Monroe	209	03S	95398	209 Holy Cross Road to Hollow Road	C	SAMI	800,000			
Monroe	209	03S	95398	209 Holy Cross Road to Hollow Road	C	SAMI	831,500			
Monroe	209	03S	95398	209 Holy Cross Road to Hollow Road	C	SAMI	428,500			
Monroe	209	15M	95574	Hamilton West Resurface-Sciota	F	HRST	958,542			
Monroe	209	15M	95574	Hamilton West Resurface-Sciota	U	HRST	103,000			
Monroe	209	15M	95574	Hamilton West Resurface-Sciota	C	HRST	7,004,000			
Monroe	209	16S	88935	209/115 Int. Imp - Phase2	C	SAMI	208,443			
Monroe	209	17S	104432	209 -Schafer School House	+F	SAMI	42,985			
Monroe	209	17S	104432	209 -Schafer School House	+U	SAMI	50,000			
Monroe	209	17S	104432	209 -Schafer School House	+U	SAMI	60,000			
Monroe	209	17S	104432	209 -Schafer School House	+C	SAMI	967,036			
Monroe	209	17S	104432	209 -Schafer School House	+C	SAMI	854,721			
Monroe	209	17S	104432	209 -Schafer School House	+C	SAMI	5,380,000			
Monroe	209	20B	109964	209 & 33 NB over Appenzell Creek	F	BRDG	25,870			
Monroe	209	20B	109964	209 & 33 NB over Appenzell Creek	U	BRDG	51,500			
Monroe	209	20B	109964	209 & 33 NB over Appenzell Creek	+C	BRDG	4,167,941			
Monroe	209	20B	109964	209 & 33 NB over Appenzell Creek	+C	BRDG	7,056,999			

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Monroe	209	23S	113878	209 Mt Nebo to Holy Cross Road	P	SAMI	477,405			
Monroe	209	23S	113878	209 Mt Nebo to Holy Cross Road	F	SAMI	819,525			
Monroe	209	23S	113878	209 Mt Nebo to Holy Cross Road	U	SAMI	337,650			
Monroe	209	23S	113878	209 Mt Nebo to Holy Cross Road	R	SAMI	1,201,970			
Monroe	209	23S	113878	209 Mt Nebo to Holy Cross Road	C	SAMI	2,475,000	2,336,513		
Monroe	209	24S	113879	209 Municipal to Portuguese Lane	P	SAMI		463,720		
Monroe	209	24S	113879	209 Municipal to Portuguese Lane	F	SAMI		776,165		
Monroe	209	24S	113879	209 Municipal to Portuguese Lane	U	SAMI		316,700		
Monroe	209	24S	113879	209 Municipal to Portuguese Lane	R	SAMI		1,970,265		
Monroe	209	24S	113879	209 Municipal to Portuguese Lane	C	SAMI		4,612,125		
Monroe	209	30M	113865	SR 209 Milford Rd to Municipal Dr Road Resurfacing	+C	HRST	1,600,000			
Monroe	209	31M	117250	209 Betterment SR 33 split to SR 2010 Underpass	C	HRST			3,528,710	
Monroe	380	TOC	91624	TOC Operator - NEPA	+C	SAMI	200,000			
Monroe	423	HFS	116660	NEPA High Friction Surface 2023	+C	SAMI	400,000			
Monroe	423	HFS	116660	NEPA High Friction Surface 2023	+C	SAMI	466,815			
Monroe	447	06B	85859	SR 447 over Goose Pond Run	C	BRDG	90,050			
Monroe	611	ERM	119434	SR 611 Emergency Rock-Slope Mitigation	P	HRST	26,660			
Monroe	611	ERM	119434	SR 611 Emergency Rock-Slope Mitigation	C	HRST	150,000			
Monroe	611	ERM	119434	SR 611 Emergency Rock-Slope Mitigation	C	HRST	3,500,000			
Monroe	611	LRS	118403	SR 611 Learn Road (T-537) Safety Enhance. Project	C	TENH	900,000			
Monroe	611	RWR	96481	PA 611 Retaining Wall Rehab	P	HCON	1,060,900			
Monroe	611	RWR	96481	PA 611 Retaining Wall Rehab	F	HCON	889,960	202,740		
Monroe	611	RWR	96481	PA 611 Retaining Wall Rehab	U	HCON		579,650		
Monroe	611	RWR	96481	PA 611 Retaining Wall Rehab	R	HCON	546,350			
Monroe	611	RWR	96481	PA 611 Retaining Wall Rehab	C	HCON		11,593,000		

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Monroe	611	SWR	114078	PA 611 Retaining Wall Repairs	C	HRST	1,060,900			
Monroe	611	11M	74979	611 /715 Improvements	U	SAMI	1,492,535			
Monroe	611	11M	74979	611 /715 Improvements	C	SAMI	7,267,515			
Monroe	611	11M	74979	611 /715 Improvements	C	SAMI	13,098,854			
Monroe	611	11M	74979	611 /715 Improvements	C	SAMI	5,127,901			
Monroe	715	SBP	116731	NEPA Low Cost Signal Upgrades	P	SAMI	11,330			
Monroe	715	SBP	116731	NEPA Low Cost Signal Upgrades	C	SAMI	80,520			
Monroe	715	SBP	116731	NEPA Low Cost Signal Upgrades	C	SAMI	101,970			
Monroe	715	01B	79163	SR 715 over Pocono Creek	F	BRDG	136,631			
Monroe	715	01B	79163	SR 715 over Pocono Creek	U	BRDG	29,850			
Monroe	715	01B	79163	SR 715 over Pocono Creek	C	BRDG	4,147,439			
Monroe	715	03B	102423	715 over McMichael's Creek II	U	BRDG	103,000			
Monroe	715	03B	102423	715 over McMichael's Creek II	C	BRDG	2,060,000			
Monroe	715	03S	79473	SR 715/ 611 Intersection	U	HRST	604,715			
Monroe	715	03S	79473	SR 715/ 611 Intersection	C	SAMI	7,495,710	1,563,064		
Monroe	715	04B	96434	PA 715 Stone Arch Replace	F	BRDG	424,360			
Monroe	715	04B	96434	PA 715 Stone Arch Replace	U	BRDG	56,275			
Monroe	715	04B	96434	PA 715 Stone Arch Replace	+R	BRDG	54,635			
Monroe	715	04B	96434	PA 715 Stone Arch Replace	+C	BRDG	69,384	1,678,979		
Monroe	940	THB	111446	Tobyhanna Hike & Bike	C	TENH	4,905			
Monroe	940	TPS	119479	Tobyhanna Pocono Summit West	C	HCON	2,985,371			
Monroe	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	P	BRDG		895,575		
Monroe	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	F	BRDG		799,435		
Monroe	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	U	BRDG		38,005		
Monroe	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	R	BRDG		98,390		

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Monroe	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	C	BRDG		3,167,000		
Monroe	1004	02B	79171	Lower Swiftwater Road over Forest Hills Run	+C	BRDG	100			
Monroe	1006	01B	79205	Red Rock Road (T565) over Forest Hill Run	C	BRDG	45			
Monroe	1006	02B	79203	Red Rock Rd (SR 1006) over Paradise Ck	+P	BRDG	450,000			
Monroe	1006	02B	79203	Red Rock Rd (SR 1006) over Paradise Ck	F	BRDG		463,720		
Monroe	1006	02B	79203	Red Rock Rd (SR 1006) over Paradise Ck	U	BRDG		17,915		
Monroe	1006	02B	79203	Red Rock Rd (SR 1006) over Paradise Ck	R	BRDG		57,965		
Monroe	1006	02B	79203	Red Rock Rd (SR 1006) over Paradise Ck	C	BRDG		1,791,150		
Monroe	1017	01B	94363	Golf Drive(SR 1017) Buck Hill Branch Br	+C	BRDG	6,000			
Monroe	2004	IPR	115700	Glenbrook Road Bridge-Isaias PR	U	BRDG	125,000			
Monroe	2012	BRM	113494	NEPA Br Preserv & Repair 8	C	BRDG		5,796,500		
Monroe	2012	02B	85882	209 Business over Kettle Creek	U	BRDG	360,500			
Monroe	2012	02B	85882	209 Business over Kettle Creek	R	BRDG	230,600			
Monroe	2012	02B	85882	209 Business over Kettle Creek	C	BRDG	2,121,800			
Monroe	2015	PM6	92075	King Street (SR 2015) over Sambo Creek	U	BRDG	300,000			
Monroe	2023	01B	47668	Hollow Road Bridge	C	BRDG	5,000			
Monroe	2036	01B	85808	Shiffer Rd (SR 2036) over PA 33	+F	BRDG	530,450			
Monroe	2036	01B	85808	Shiffer Rd (SR 2036) over PA 33	U	BRDG	81,955			
Monroe	2036	01B	85808	Shiffer Rd (SR 2036) over PA 33	R	BRDG	53,045			
Monroe	2036	01B	85808	Shiffer Rd (SR 2036) over PA 33	+C	BRDG	3,700,000	452,260		
Monroe	3002	01B	94301	Upper Smith Gap Rd over Aquashicola Crk Br	P	BRDG		405,755		
Monroe	3002	01B	94301	Upper Smith Gap Rd over Aquashicola Crk Br	F	BRDG		358,230		
Monroe	3002	01B	94301	Upper Smith Gap Rd over Aquashicola Crk Br	U	BRDG		18,450		
Monroe	3002	01B	94301	Upper Smith Gap Rd over Aquashicola Crk Br	R	BRDG		29,855		
Monroe	3002	01B	94301	Upper Smith Gap Rd over Aquashicola Crk Br	C	BRDG		1,045,415		

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Monroe	3004	IDA	118347	Tropical Storm Ida DF Emer Response_Monroe	C	HRST	9,481			
Monroe	3004	01B	109994	Kunkletown Road over Princess Run	U	BRDG	10,300			
Monroe	3004	01B	109994	Kunkletown Road over Princess Run	C	BRDG	824,000			
Monroe	3018	02B	11756	Mutton Hollow Rd over Kettle Creek	U	BRDG	10,927			
Monroe	3018	02B	11756	Mutton Hollow Rd over Kettle Creek	R	BRDG	26,523			
Monroe	3023	02B	93634	Kellersville Historic Structures (SR 3023)	F	BRDG	772,500			
Monroe	3023	02B	93634	Kellersville Historic Structures (SR 3023)	U	BRDG	109,270			
Monroe	3023	02B	93634	Kellersville Historic Structures (SR 3023)	R	BRDG	128,750			
Monroe	3023	02B	93634	Kellersville Historic Structures (SR 3023)	+C	BRDG	2,185,400			
Monroe	3026	02B	79190	Smith Hill Rd over Appenzell Ck	+P	BRDG	350,000			
Monroe	3026	02B	79190	Smith Hill Rd over Appenzell Ck	F	BRDG	281,375			
Monroe	3026	02B	79190	Smith Hill Rd over Appenzell Ck	R	BRDG	28,140			
Monroe	3026	02B	79190	Smith Hill Rd over Appenzell Ck	C	BRDG		637,615		
Monroe	4002	03B	85846	Long Pond Road ov'rTunkhannock Crk	+C	BRDG	438,162			
Monroe	4003	DFB	85851	SR 4003 over Deep Run	C	BRDG	250,951			
Monroe	4007	IDA	113745	Mount Pocono Borough Pipe - Ida Perm Rpr	P	BRDG	224,545			
Monroe	7205	FRB	11728	County Bridge #8 - Foundry Rd (T-231)	C	BRDG	1,185,421			
Monroe	7206	MBB	111812	Municipal Bridge Bundle	+P	BRDG		1,449,125		
Monroe	7206	MBB	111812	Municipal Bridge Bundle	+F	BRDG		1,612,035		
Monroe	7206	MBB	111812	Municipal Bridge Bundle	+U	BRDG		92,243		
Monroe	7206	MBB	111812	Municipal Bridge Bundle	+R	BRDG		59,705		
Monroe	7206	MBB	111812	Municipal Bridge Bundle	+C	BRDG		6,327,836		
Monroe	7214	CRB	118296	Croasdale Road (T-420) over Cherry Creek	P	BRDG	84,000			
Monroe	7214	CRB	118296	Croasdale Road (T-420) over Cherry Creek	U	BRDG	30,000			
Monroe	7214	CRB	118296	Croasdale Road (T-420) over Cherry Creek	R	BRDG	16,000			

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Monroe	7214	CRB	118296	Croasdale Road (T-420) over Cherry Creek	C	BRDG	823,200			
TOTALS FOR MONROE:							**118,657,169**	**66,343,408**	**11,442,497**	
Pike			73295	NEPA 4-0 Highway Line Item	C	SAMI	1,444,782	3,132,000	3,131,348	
Pike			73295	NEPA 4-0 Highway Line Item	C	HRST		83,000	782,000	
Pike			73295	NEPA 4-0 Highway Line Item	C	BRDG	968,000	1,566,000	1,488,000	
Pike			73295	NEPA 4-0 Highway Line Item	C	BRDG	158,000	1,663,500	4,256,000	
Pike			73295	NEPA 4-0 Highway Line Item	C	HRST	315,752	1,643,622	2,423,000	
Pike			73295	NEPA 4-0 Highway Line Item	C	HCON	790,000			
Pike			86916	NEPA 4-0 Project Delivery	P	BRDG	10,000			
Pike			113987	Guiderail Mash Upgrades - NEPA	C	HRST	1,000			
Pike			114072	Asset Management Phase 3	C	BRDG			1,300,000	
Pike			114072	Asset Management Phase 3	C	HRST		945,000	1,255,000	
Pike			114074	Asset Management Phase 4	C	BRDG			1,300,000	
Pike			114074	Asset Management Phase 4	C	HRST		783,000	1,000,000	
Pike			116095	Pike State Game Land Bank Reserve Line Item	P	HCON	10,000			
Pike	6	FP5	114071	SR 6 Paving - Pike	C	HRST	2,937,602			
Pike	6	MS4	113983	MS4 Inspections - NEPA	C	HRST	1,000			
Pike	6	TAP	107968	MEC Phase 14 - Completing the Connection	+C	TENH	514,674			
Pike	6	TAP	107968	MEC Phase 14 - Completing the Connection	+C	TENH	369,455			
Pike	6	451	89017	SR 6 over Delaware River	P	BRDG	400,000			
Pike	6	451	89017	SR 6 over Delaware River	C	BRDG	2,742,122	2,040,000		
Pike	6	451	89017	SR 6 over Delaware River	C	BRDG	8,428,500	3,261,378		
Pike	6	451	89017	SR 6 over Delaware River	C	HRST	250,000			
Pike	6	451	89017	SR 6 over Delaware River	C	BRDG		404,000		
Pike	6	455	116691	SR 6 over Decker Creek	P	BRDG		250,000		

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Pike	6	456	116692	SR 6 over Spring Brook	P	BRDG		250,000		
Pike	6	472	68758	SR 6 over Wallenpaupack Creek and PPand L Flume	P	BRDG	350,000			
Pike	6	472	68758	SR 6 over Wallenpaupack Creek and PPand L Flume	C	BRDG	2,000,378	2,875,000		
Pike	6	472	68758	SR 6 over Wallenpaupack Creek and PPand L Flume	C	BRDG	1,324,622			
Pike	6	474	68790	SR 6 over Sawkill Creek	P	BRDG	350,000			
Pike	84	CMB	117733	I-84 Cable Median Barrier	+F	SAMI	50,000			
Pike	84	CMB	117733	I-84 Cable Median Barrier	+C	SAMI	727,020			
Pike	84	DEL	117994	I-84 Ground Mounted Delineator	C	SAMI	11,750			
Pike	191	AST	117288	Asset Management Phase 2	C	HRST		754,000	246,000	
Pike	209	450	68813	SR 209 over Sawkill Creek	+C	HRST	60,000			
Pike	209	450	68813	SR 209 over Sawkill Creek	+C	BRDG	1,672,000			
Pike	209	450	68813	SR 209 over Sawkill Creek	+C	BRDG	832,500	338,000		
Pike	390	D50	94304	SR 390 over Outlet Promised Land Lake	C	BRDG	471,000			
Pike	390	D50	94304	SR 390 over Outlet Promised Land Lake	C	BRDG	329,000			
Pike	402	D50	67511	SR 402 over Inlet to Pecks Pond	P	BRDG		250,000		
Pike	402	450	116693	SR 402 over Outlet to Porters Lake	P	BRDG		250,000		
Pike	402	451	116694	SR 402 over Indian Cabin Run	P	BRDG		400,000		
Pike	402	472	68837	SR 402 over Shohola Creek	P	BRDG		250,000		
Pike	434	473	68843	SR 434 over Branch Ballard Creek	P	BRDG	250,000			
Pike	447	D51	102029	SR 447 Slide	P	HRST		50,000		
Pike	447	450	79543	SR 447 over Wallenpaupack Creek	P	BRDG		300,000		
Pike	447	450	79543	SR 447 over Wallenpaupack Creek	R	BRDG	70,500			
Pike	507	453	9422	SR 507 over Tributary to Lake Wallenpaupack 2	P	BRDG		250,000		
Pike	590	0	101981	SR 590 Safety Improvements	+C	SAMI	390,468			
Pike	590	401	57769	SR 590 Pipes	R	HCON	75,000			

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Pike	590	401	57769	SR 590 Pipes	C	HRST	1,385,378			
Pike	590	402	108252	Pike SR 590 Paving	C	HRST			300,000	
Pike	739	WID	94686	SR 739 Should / Widening	+C	SAMI	697,393			
Pike	1002	AST	117287	Asset Management Phase 1	C	HRST		1,500,000	500,000	
Pike	1002	451	115820	SR 1002 over Greeley Lake	C	BRDG	125,000			
Pike	1003	451	116695	SR 1003 over Taylortown Creek	P	BRDG		300,000		
Pike	1006	D50	9411	SR 1006 over Shohola Creek	+P	BRDG	285,000			
Pike	1013	PAV	108659	Pike SR 1013 Paving	C	HRST	1,400,000			
Pike	1014	470	68869	SR 1014 over Westcolang Creek	P	BRDG		350,000		
Pike	1017	450	116701	SR 1017 over Trib to Delaware River	P	BRDG			350,000	
Pike	2001	402	9397	Milford - Bushkill #2	U	HRST	358,150			
Pike	2001	405	114547	SR 2001 Section (405) Reconstruct	P	HCON			4,500,000	
Pike	2001	450	67506	SR 2001 over Dingmans Creek	P	BRDG		400,000		
Pike	2001	451	118155	SR 2001 over Dingmans Creek	C	BRDG	729,000			
Pike	2001	452	116734	SR 2001 over Hornbeck Creek	P	BRDG			350,000	
Pike	2002	PAV	102017	Group 4-17-ST 3	P	HRST		100,000		
Pike	2003	454	116696	SR 2003 over Little Bushkill Creek	P	BRDG		300,000		
Pike	2004	D50	85737	SR 2004 over Little Bushkill Creek	P	BRDG		402,500		
Pike	2004	451	116697	SR 2004 over Nichecronk Brook	P	BRDG			350,000	
Pike	3001	470	68878	SR 3001 over East Branch of Wallenpaupack Creek	P	BRDG		250,000		
Pike	3012	450	79548	SR 3012 over Wallenpaupack Creek	+C	BRDG	977,976			
Pike	4003	450	9343	SR 4003 over Masthope Creek	+P	BRDG	285,000			
Pike	4004	450	9354	SR 4004 over Blooming Grove Creek	+P	BRDG	400,000			
Pike	4004	470	68893	SR 4004 over Outlet to Fairview Lake	+P	BRDG	400,000			
Pike	7204	456	116060	Carlton Hill Road over Taylor Creek	P	BRDG	235,000			

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Pike	7204	456	116060	Carlton Hill Road over Taylor Creek	F	BRDG	166,000			
Pike	7204	456	116060	Carlton Hill Road over Taylor Creek	U	BRDG	10,000			
Pike	7204	456	116060	Carlton Hill Road over Taylor Creek	R	BRDG	28,000			
Pike	7204	456	116060	Carlton Hill Road over Taylor Creek	C	BRDG	231,000			
Pike	7210	457	116059	Shohola Falls Road over Balliard Creek	P	BRDG	361,000			
Pike	7210	457	116059	Shohola Falls Road over Balliard Creek	F	BRDG	209,000			
Pike	7210	457	116059	Shohola Falls Road over Balliard Creek	U	BRDG	20,000			
Pike	7210	457	116059	Shohola Falls Road over Balliard Creek	R	BRDG	22,000			
Pike	7210	457	116059	Shohola Falls Road over Balliard Creek	C	BRDG	728,000			
TOTALS FOR PIKE:							**37,358,022**	**25,341,000**	**23,531,348**	
Schuylkill		CAR	115460	Coaldale Hospital Ped Facilities & Klines Hill Rd	C	SPFED	423,442			
Schuylkill		KTR	119207	Repair 9 Critical Deterioration Sections of Rdway	C	HRST	491,787			
Schuylkill		OIP	116252	Orwigsburg Industrial Park Access Road	C	SPFED	819,441			
Schuylkill	54	07B	117599	Centre St over trib Shenandoah Crk	U	BRDG	10,927			
Schuylkill	54	07B	117599	Centre St over trib Shenandoah Crk	R	BRDG	26,523			
Schuylkill	61	13M	91112	Restoration from PSU to St Luke's/Geisenger	+C	HRST	150,000			
Schuylkill	61	14M	96470	St. Clair to Frackville Reconstruction	F	HCON	217,115			
Schuylkill	61	14M	96470	St. Clair to Frackville Reconstruction	U	HCON	6,500,000			
Schuylkill	61	14M	96470	St. Clair to Frackville Reconstruction	C	HCON	5,191,810	17,953,310		
Schuylkill	61	14M	96470	St. Clair to Frackville Reconstruction	C	HCON	21,012,220			
Schuylkill	61	14M	96470	St. Clair to Frackville Reconstruction	C	HCON	23,857,000	22,874,805	7,035,025	
Schuylkill	61	15M	96565	61 Resurf. Walmart Plaza to 1004	U	HRST			13,050	
Schuylkill	61	15M	96565	61 Resurf. Walmart Plaza to 1004	R	HRST		12,300		
Schuylkill	61	15M	96565	61 Resurf. Walmart Plaza to 1004	+C	HCON			652,390	
Schuylkill	61	16M	114399	61 Resurf Pottsville to Schuylkill Haven	C	HRST	70,000			

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Schuylkill	81	31S	115014	Relocate Existing Message Board (78 WB to 81 NB)	+C	SAMI	112,963			
Schuylkill	81	31S	115014	Relocate Existing Message Board (78 WB to 81 NB)	+C	SAMI	112,963			
Schuylkill	125	04B	91993	Tremont Road over Swatara Creek	C	BRDG	3,027,710			
Schuylkill	209	BCB	116811	Box Culvert Bundle - Round 1	F	BRDG	1,326,125			
Schuylkill	209	BCB	116811	Box Culvert Bundle - Round 1	C	BRDG	1,700,000	1,578,100		
Schuylkill	209	09B	92104	US 209 over Eagle Hill Run	U	BRDG	10,927			
Schuylkill	209	09B	92104	US 209 over Eagle Hill Run	R	BRDG	26,523			
Schuylkill	209	10B	81682	US 209 ovr Swatara Creek	R	BRDG	46,500			
Schuylkill	209	10B	81682	US 209 ovr Swatara Creek	C	BRDG	1,287,915			
Schuylkill	209	11B	92053	SR 209 over Tucker Creek	U	BRDG	10,927			
Schuylkill	209	11B	92053	SR 209 over Tucker Creek	R	BRDG	26,523			
Schuylkill	309	AWT	116088	NEPA AWPM 2023	C	SAMI	400,000			
Schuylkill	309	0	96441	309 Betterment_895 to 443	U	HRST			26,095	
Schuylkill	309	0	96441	309 Betterment_895 to 443	R	HRST		24,597		
Schuylkill	309	0	96441	309 Betterment_895 to 443	C	HRST			652,390	
Schuylkill	309	06B	91674	SR 309 over RBMNRR	P	BRDG		922,425		
Schuylkill	309	06B	91674	SR 309 over RBMNRR	F	BRDG			652,400	
Schuylkill	309	06B	91674	SR 309 over RBMNRR	U	BRDG			65,240	
Schuylkill	309	06B	91674	SR 309 over RBMNRR	R	BRDG			326,200	
Schuylkill	309	06B	91674	SR 309 over RBMNRR	C	BRDG			5,871,600	
Schuylkill	309	07M	109993	309 Resurface-Ben Titus Road North	U	HRST	21,855			
Schuylkill	309	07M	109993	309 Resurface-Ben Titus Road North	R	HRST	21,218			
Schuylkill	309	07M	109993	309 Resurface-Ben Titus Road North	C	HRST	3,079,500	2,223,721		
Schuylkill	309	07M	109993	309 Resurface-Ben Titus Road North	C	XRST		1,284		
Schuylkill	339	IDA	117227	Rattlin Run Rd Bridge- Ida Permanent Repair	F	BRDG	177,055			

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Schuylkill	339	IDA	117227	Rattlin Run Rd Bridge- Ida Permanent Repair	U	BRDG	50,000			
Schuylkill	339	IDA	117227	Rattlin Run Rd Bridge- Ida Permanent Repair	R	BRDG	35,800			
Schuylkill	339	IDA	117227	Rattlin Run Rd Bridge- Ida Permanent Repair	C	BRDG	908,980			
Schuylkill	339	0	117609	Catawissa Creek Bridge	U	BRDG	10,927			
Schuylkill	339	0	117609	Catawissa Creek Bridge	R	BRDG	26,523			
Schuylkill	443	01B	85830	Columbia Street Arch Bridge	C	BRDG	1,112,650			
Schuylkill	443	02B	109995	443 over Mill Creek	F	BRDG	702,540			
Schuylkill	443	02B	109995	443 over Mill Creek	U	BRDG	43,710			
Schuylkill	443	02B	109995	443 over Mill Creek	R	BRDG	51,500			
Schuylkill	443	02B	109995	443 over Mill Creek	+C	BRDG	964,645	1,271,117		
Schuylkill	443	03B	85835	PA 443 over Swatara Creek	P	BRDG	886,735			
Schuylkill	443	03B	85835	PA 443 over Swatara Creek	F	BRDG	750,000	150,400		
Schuylkill	443	03B	85835	PA 443 over Swatara Creek	U	BRDG		115,930		
Schuylkill	443	03B	85835	PA 443 over Swatara Creek	R	BRDG	112,550			
Schuylkill	443	03B	85835	PA 443 over Swatara Creek	C	BRDG		5,796,500		
Schuylkill	443	04B	117607	Suedberg Road over trib. to Fishing Creek	U	BRDG	10,927			
Schuylkill	443	04B	117607	Suedberg Road over trib. to Fishing Creek	R	BRDG	26,523			
Schuylkill	895	IDA	118348	Tropical Storm Ida DF Emer Response_Schuylkill	C	HRST	61,024			
Schuylkill	895	0	114329	NEPA Br Pres. & Repair #9	P	BRDG		1,229,900		
Schuylkill	895	0	114329	NEPA Br Pres. & Repair #9	C	BRDG		3,200,000	3,134,000	
Schuylkill	924	06B	85817	Main Blvd over Trib of Catawissa Crk (3)	P	BRDG	89,960			
Schuylkill	924	06B	85817	Main Blvd over Trib of Catawissa Crk (3)	F	BRDG	106,090			
Schuylkill	924	06B	85817	Main Blvd over Trib of Catawissa Crk (3)	U	BRDG	16,390			
Schuylkill	924	06B	85817	Main Blvd over Trib of Catawissa Crk (3)	R	BRDG	42,436			
Schuylkill	924	06B	85817	Main Blvd over Trib of Catawissa Crk (3)	C	BRDG	1,937,500	1,067,425		

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Schuylkill	924	07B	85820	Main Blvd over Trib of Catawissa Crk - 2	R	BRDG	37,450			
Schuylkill	924	08B	85821	PA 924 over Trib to Catawissa Crk - 1	U	BRDG	10,927			
Schuylkill	924	08B	85821	PA 924 over Trib to Catawissa Crk - 1	R	BRDG	26,523			
Schuylkill	1011	01B	12704	Brockton Mountain Drive over Locust Creek	+P	BRDG	253,930			
Schuylkill	1011	01B	12704	Brockton Mountain Drive over Locust Creek	+F	BRDG	320,000			
Schuylkill	1011	01B	12704	Brockton Mountain Drive over Locust Creek	U	BRDG	5,630			
Schuylkill	1011	01B	12704	Brockton Mountain Drive over Locust Creek	R	BRDG	65,560			
Schuylkill	1011	01B	12704	Brockton Mountain Drive over Locust Creek	C	BRDG	625,000	500,500		
Schuylkill	1021	01B	85750	SR 1021 (Lincoln Drive) over RBM&N Railroad	+F	BRDG	515,000			
Schuylkill	1021	01B	85750	SR 1021 (Lincoln Drive) over RBM&N Railroad	U	BRDG	212,180			
Schuylkill	1021	01B	85750	SR 1021 (Lincoln Drive) over RBM&N Railroad	R	BRDG	103,000			
Schuylkill	1021	01B	85750	SR 1021 (Lincoln Drive) over RBM&N Railroad	+C	BRDG	1,697,440			
Schuylkill	2009	01B	94305	Berne Drive over Red Creek Bridge	+C	BRDG	1,426,975			
Schuylkill	3002	01B	117330	Paradise Rd over Upper Little Swatara Crk	+P	BRDG	400,000			
Schuylkill	3002	01B	117330	Paradise Rd over Upper Little Swatara Crk	F	BRDG	337,650			
Schuylkill	3002	01B	117330	Paradise Rd over Upper Little Swatara Crk	R	BRDG	28,140			
Schuylkill	3002	01B	117330	Paradise Rd over Upper Little Swatara Crk	C	BRDG		869,475		
Schuylkill	4017	01B	85721	Honeymoon Trail Rd over Pine Creek	U	BRDG	5,628			
Schuylkill	4017	01B	85721	Honeymoon Trail Rd over Pine Creek	R	BRDG	10,927			
Schuylkill	4024	0	117256	NEPA BPN-4 Guide Rail Upgrades Line Item	C	HRST	200,000			
Schuylkill	4026	0	85718	Dutchtown Rd (SR 4026) over Mahanoy Ck	U	BRDG	5,628			
Schuylkill	4026	0	85718	Dutchtown Rd (SR 4026) over Mahanoy Ck	R	BRDG	10,927			
Schuylkill	4031	01B	117478	Raven Run Road (SR 4031) over Shenandoah Creek	+P	BRDG	222,985			
Schuylkill	4031	01B	117478	Raven Run Road (SR 4031) over Shenandoah Creek	F	BRDG	337,650			
Schuylkill	4031	01B	117478	Raven Run Road (SR 4031) over Shenandoah Creek	U	BRDG		17,390		

COUNTY	S.R.	SECTION	PROJECT	PROJECT TITLE	PHASE	AREA	2023-2026 TOTAL	2027-2030 TOTAL	2031-2034 TOTAL	2035-2050 TOTAL
Schuylkill	4031	01B	117478	Raven Run Road (SR 4031) over Shenandoah Creek	R	BRDG	28,140			
Schuylkill	4031	01B	117478	Raven Run Road (SR 4031) over Shenandoah Creek	C	BRDG		985,405		
Schuylkill	4042	0	12611	Minersville Arch Bridge	U	BRDG	5,628			
Schuylkill	4042	0	12611	Minersville Arch Bridge	R	BRDG	10,927			
Schuylkill	7233	ZRB	110329	Co. Br. 114 (Zimmerman Br) over L. L. Swatara Crk.	+C	BRDG	525,593			
TOTALS FOR SCHUYLKILL:							**85,535,817**	**60,794,584**	**18,428,390**	
OVERALL TOTALS:							**282,945,159**	**175,114,000**	**172,597,000**	**$807,964,000**

Appendix B – Illustrative Projects (Eligible, but Unfunded)

Appendix B – Illustrative Projects (Eligible, but Unfunded)

The following table identifies either projects or concerns raised by the public through the STC's biennial program update, or during the MPO's round of "listening sessions" conducted in summer 2023. Projects may be eligible and considered for future programming but are unfunded as of this plan's adoption date.

PROJECT NAME/LOCATION	PROJECT DESCRIPTION	MUNICIPALITY	COUNTY	SOURCE	TYPE	PRIORITY
PA 903 and Old Stage Rd (T-516) Intersection Safety Improvement	Needs a traffic light. The intersection has unaligned roads and the population is growing making the roadway more hazardous.	Penn Forest Township	Carbon	STC Public Survey	Project	High
PA 902 and E. White Bear Drive (SR 3012) Intersection improvements	Intersection improvements - safety and congestion	Summit Hill Borough	Carbon	Email Comment	Project	High
Grist Mill Road County Bridge #4 Replacement	Bridge replacement - Grist Mill Road	Packer Township	Carbon	County staff	Project	High
Five Points: PA 611, PA 940, and PA 196 Intersections Safety Improvements	Work on intersection lights. Install NO TURN ON RED sign on Route 611 northbound for PA 196. Adjust traffic signals so green arrows stay lit while signal changes from red to green. Have green turn arrows lit on west Route 940 when green arrow lit on PA 611 for turn to East Rt 940.	Mount Pocono Borough	Monroe	STC Public Survey, 2045 LRTP	Project	High
Pine Hill Rd and PA 196 Intersection Safety Improvements	Install flashing beacon at this intersection due to dense fog and limited visibility	Mount Pocono Borough	Monroe	STC Public Survey; 2045 LRTP	Project	High
PA 115 and Weir Lake Road Intersection	Field observations indicate that southbound motorists making a right turn from Route 115 to Weir Lake Road often use the paved shoulder as right turn lane during times of heavy traffic. Northbound motorists making a left turn onto Weir Lake Road are often blocked from seeing these vehicles by properly positioned southbound traffic. This situation creates a potential for collisions.	Chestnuthill Township	Monroe	2045 LRTP	Project	High
PA 611 and SR 2030 Roadway Improvements	SR 611/ SR 2030 Concrete road from Martz Bus Terminal to bridge across I-80 on Foxtown Hill Road. Road is heaving, potholed, steel sticking out.	Delaware Water Gap Borough	Monroe	2045 LRTP	Project	High
Carlton Road (SR1011) and Woodland Road (T-700) Intersection	Y Intersection should be a T intersections	Paradise Township	Monroe	2045 LRTP	Project	High

PROJECT NAME/LOCATION	PROJECT DESCRIPTION	MUNICIPALITY	COUNTY	SOURCE	TYPE	PRIORITY
Milford Rd (SR 2001) Reconstruct	SR 2001 from route 739 to Little Egypt Rd. 32M funding needed to complete this road. Last and worst section of Route 2001.	Delaware Township	Pike	STC Public Survey, 2045 LRTP	Project	High
Milford Rd and Water St Intersection Safety Improvement	Cars drive over 25mph. Need pedestrian light for crossing.	Milford Borough	Pike	STC Public Survey	Project	High
US 6 and PA 434 Intersection Safety Improvements	US 6 / Route 434 intersection safety improvements. Multiple crashes.	Blooming Grove Township	Pike	Listening Sessions	Project	High
PA 739 Reconstruction	Route 739 full reconstruction. Corridor from I-84 to route 2001.	Delaware Township	Pike	STC Public Survey, Listening Sessions	Project	High
6th and Harford Streets Intersection Safety Improvement	Needs traffic light or 4-way stop. The intersection of 6th/Mill St and W Harford St.	Milford Borough	Pike	STC Public Survey	Project	High
Log Tavern Rd (SR 2006) Stormwater Management	Drainage Issues	Dingman Township	Pike	Listening Sessions	Project	High
Milford Rd (SR2001) Bridge Repair	Milford Rd bridge repair over Dingman's Creek	Delaware Township	Pike	Listening Sessions	Project	High
Silver Lake Rd (SR2004) Stormwater Management	Flooding on SR 2004 (Silver Lake Rd)	Delaware Township	Pike	Listening Sessions	Project	High
Cressona Borough - Congestion Mitigation and Safety Improvements	Safety improvements on route 901 between Pottsville St Cressona Borough. Pottsville roadways have safety and congestion issue.	Cressona Borough	Schuylkill	2045 LRTP, STC Public Survey, Listening Session	Project	High
PA 54 Roadway Improvements	PA 54 from US 309 to bottom of the Vulcan/I81	Rush Township, Ryan Township	Schuylkill	2045 LRTP	Project	High
Rail Crossing Improvements	Railroad crossing at intersection of route 895 and 443	New Ringgold Borough	Schuylkill	Listening Sessions	Project	High
Antique Lane Bridge Replacement/ Adamsdale Road Realignment	Replace closed Antique Lane Bridge over Mahannon Creek. Realign Adamsdale Road using Antique Lane.	North Manheim Township	Schuylkill	Email Comment	Project	High

PROJECT NAME/LOCATION	PROJECT DESCRIPTION	MUNICIPALITY	COUNTY	SOURCE	TYPE	PRIORITY
US 209 Resurface - Pine Top Dr. to Firehouse Rd.	US 209 roadway needs resurfacing, Pine Top Dr. to Firehouse Rd. Lack of budget in 2019.	Lehighton Borough	Carbon	STC Public Survey	Project	Medium
US 209/PA 443 Congestion	Significant congestion in Lehighton at the US 209/PA 443 intersection, especially during rush hour	Lehighton Borough	Carbon	Listening Session, Email Comment	Project	Medium
Owl Creek Road (SR 3012) Sight Distance & Signage Improvements	Drivers use Owl Creek Road to reach Jim Thorpe and Tamaqua destinations, creating concerns with blind spots for people unfamiliar with residential area. There are also blind spots at along this roadway near Pisgah Mountain.	Summit Hill Borough	Carbon	Listening Session	Project	Medium
Delaware Ave Safety improvements	Need traffic calming and better pedestrian and bike infrastructure	Palmerton Borough	Carbon	STC Public Survey	Project	Medium
US 209 and PA 248 Intersection Improvement	Confusing and congested intersection of US 209 and PA 248	Franklin Township	Carbon	Email Comment	Project	Medium
SR 1004 Lower Swiftwater Road Intersection Improvement	SR 1004 (Lower Swiftwater Rd) and Olde Schoolhouse Rd (T-586) intersection is a confusing triangle intersection.	Paradise Township	Monroe	2045 LRTP	Project	Medium
PA 940, PA 191, TR635 Intersection Realignment	Multiple accidents at mis-aligned intersection of SR191, SR940 and Red Rock Road.	Paradise Township	Monroe	2045 LRTP	Project	Medium
PA 611 and PA 191 Intersection Safety Improvements	Route 611 and PA 191 needs traffic signal	Stroudsburg Borough	Monroe	Listening Sessions	Project	Medium
PA 434 and PA 590 Intersection Safety Improvements	Routes 434 and 590	Lackawaxen Township	Pike	Listening Sessions	Project	Medium
Raymondskill Rd (SR 2009) Stormwater Management	Drainage Issues	Dingman Township	Pike	Listening Sessions	Project	Medium
Hemlock Grove Road (SR 3001) Repair	Road is in need of repairs – pipe, drainage and surface	Greene Township	Pike	2045 LRTP	Project	Medium
Resurface Route 309	Repave section of Route 309 from Lofty Rd to McKinley carpet	Kline Township	Schuylkill	STC Public Survey	Project	Medium
PA 901 and US 209 Intersection Safety Improvements	Many Vehicle accidents fatalities	Pottsville City	Schuylkill	STC Public Survey	Project	Medium
Replace US 209/McDade Trail Bridge	Replace bridge with one that is bike/ped accessible to complete the McDade trail connection	Lehman Township	Pike	STC Public Survey	Project	Medium

PROJECT NAME/LOCATION	PROJECT DESCRIPTION	MUNICIPALITY	COUNTY	SOURCE	TYPE	PRIORITY
Miller Dr (SR 4006) Bike Route Safety Improvements	Parking/shoulders for biking route	Lackawaxen Township	Pike	Listening Sessions	Project	Medium
PA 248 Resurface Bridge	Mile marker 121, there are two large bumps spanning both lanes	Palmerton Borough	Carbon	STC Public Survey	Project	Low
PA 940 Safety Improvements	PA 940, hazardous merge lane. The merge ending the right lane should be switched to end the left lane.	Kidder Township	Carbon	STC Public Survey	Project	Low
US 209 Stormwater Management - Between Jim Thorpe and Nesquehoning	Increase in rain received in the area increasing likelihood of rock slides	Nesquehoning	Carbon	Listening Session	Project	Low
US 209 Resurface - Carbon County border to Tamaqua	Resurface US 209 from Carbon County border to Tamaqua	Lansford Borough	Carbon	STC Public Survey	Project	Low
I-476 and PA 940 Interchange Improvements	Congestion and merging concerns at the interchange of I-476 and PA 940	Kidder Township	Carbon	Email Comment, Listening Session, STC Public Survey	Project	Low
PA 903 and I-476 Intersection Noise Abatement	A slip ramp was installed on the Turnpike creating noise and quality of life concerns for nearby residents	Penn Forest Township	Carbon	Listening Session	Project	Low
Truck Traffic Detour PA 93, PA 54, Ben Titus Rd, Owl Creek Rd	Truck traffic is heavy on PA 93, PA 54, Owl Creek Rd through Beaver Meadows, Nesquehoning, and Hometown detouring from the interstate and Humboldt Industrial Park. Safety concerns with speeds, elevations, and school buses	Western Carbon County	Carbon	Listening Session	Project	Low
Ashtown Drive Bridge Repair	Construction on PA 443 has forced traffic onto Ashtown Dr. bridge repair needed	Lehighton Borough	Carbon	STC Public Survey	Project	Low
Camelback Road Widening	Increased economic development along the Camelback Road corridor servicing Camelback Mountain Resort – including the ski mountain, outdoor waterpark, and new 400-room hotel and indoor waterpark – traffic congestion and emergency service issues are of increased concern	Pocono Township	Monroe	2045 LRTP	Project	Low
PA 715 and Sugar Hollow Road Intersection Improvements	The intersection of PA Route 715 and SR 3011 Sugar Hollow Road is a skewed "T" intersection. The intersection of Route 715 & Hypsie Gap Road is approximately 350 feet east of this intersection. There is a significant horizontal curve between these 2 intersections and sight distances are limited by vegetation on the inside of the curve.	Chestnuthill Township	Monroe	2045 LRTP	Project	Low

PROJECT NAME/LOCATION	PROJECT DESCRIPTION	MUNICIPALITY	COUNTY	SOURCE	TYPE	PRIORITY
PA 191/Chipperfield Drive/ Mill Creek Rd. Signalization and Intersection Alignment	Chipperfield Drive (SR 2011) and Mill Creek Road (SR2022) are offset intersections to Rt. 191 and are all state roads. These busy intersections create confusion and hazardous conditions because they are offset and not signalized. Both intersections see heavy truck traffic from Pocono Profoods off Chipperfield Drive and the Industrial Park off Mill Creek Rd.	Stroud Township	Monroe	2045 LRTP	Project	Low
PA 447/Mill Creek Rd Turning Lanes	Dangerous Intersection with numerous accidents from turning movements. Large volume of traffic. Truck traffic from both roads due to local industrial parks.	Stroud Township	Monroe	2045 LRTP	Project	Low
PA 611 Fourth Lane Expansion Through Mt Pocono	North/South bound Route 611 needs to be four travel lanes	Mount Pocono Borough	Monroe	STC Public Survey	Project	Low
PA 611 Restore 4th Lane	Restore four lanes install turn jug handles and increase speed limit to 50 mph.	Pocono Township	Monroe	STC Public Survey	Project	Low
Faulstick Rd Intersection Improvements	Cars speed down route 115. Unable to turn onto/off Faulstick Rd.	Saylorsburg	Monroe	STC Public Survey	Project	Low
PA 611 and SR 2022 Intersection Safety Improvements	Multiple crashes are intersection, needs safety improvements	Stroud Township	Monroe	Listening Sessions	Project	Low
Chipperfield Dr and PA 611 Intersection Safety Improvements	Multiple crashes are intersection, needs safety improvements	Stroud Township	Monroe	Listening Sessions	Project	Low
MCTA Dr. and PA 611 Intersection Safety Improvements	MCTA Dr. and Route 611 intersection needs a traffic signal	Pocono Township	Monroe	Listening Sessions	Project	Low
PA 940 Safe Passing Zone	Restore prior safe passing zone	Mount Pocono Borough	Monroe	STC Public Survey	Project	Low
PA 611 Widen and Repair	611 needs complete overhaul, possibly widened.	Delaware Water Gap	Monroe	STC Public Survey	Project	Low
Intersection of PA 191 and Cranberry Creek Road	Needs to be a 3 way stop. It is an intersection on the top of a blind hill, cars speed up the hill and cannot see if someone is turning out onto the road.	Paradise Township	Monroe	STC Public Survey	Project	Low
PA 191 Safe Passing Zone	Restore prior safe passing zone	Paradise Valley	Monroe	STC Public Survey	Project	Low
PA 611 Corridor Repair	Route 611 corridor repair and needs to be opened	Delaware Water Gap	Monroe	Listening Sessions	Project	Low

PROJECT NAME/LOCATION	PROJECT DESCRIPTION	MUNICIPALITY	COUNTY	SOURCE	TYPE	PRIORITY
Intersection Hazards along Route 196	Dangerous along stretch of roadway	Tobyhanna Township	Monroe	Listening Sessions	Project	Low
PA 434 Slides	Slides on Route 434	Shohola Township	Pike	Listening Sessions	Project	Low
Welcome Lake Rd (SR 4003) Reclamation	Pavement improvement on SR 4003	Lackawaxen Township	Pike	2045 LRTP	Project	Low
Blooming Grove Rd (SR 4004) and PA 402 Intersection Safety Improvement	Bad sightline to south. (On SR 4004 looking south onto Route 402)	Blooming Grove Township	Pike	Listening Sessions	Project	Low
US 6 onto Owego Turnpike Intersection Improvement	Needs turn lane	Dingman Township	Pike	STC Public Survey	Project	Low
US 6 Repair Shohola Creek Bridge	Shohola Creek bridge on US 6	Shohola Township	Pike	Listening Sessions	Project	Low
PA 61 and Mill Creek Avenue Intersection Safety Improvements	Need turn signals installed at every traffic light, safety hazard.	Pottsville City	Schuylkill	STC Public Survey	Project	Low
Collins Street Bridge	Bridge needs to be replaced so residents of Palo Alto do not have to go out on RT61 to leave Palo Alto at the west end. Three-way ownership.	Pottsville City	Schuylkill	STC Public Survey	Project	Low
PA 924 Congestion	SR 924 congestion issues	East Union Township	Schuylkill	2045 LRTP	Project	Low
PA 901 Truck Lane Installation	Trucks on route 901 within Keystone Industrial Park has more than tripled in the last 3 years needs light truck lane.	Cass Township	Schuylkill	STC Public Survey	Project	Low
PLANS AND STUDIES						
US 6 Add Truck Lane	Add truck lane	Shohola Township	Pike	Listening Sessions	Study	--
4th St and US 6 Intersection Safety Improvements	Traffic signal warrant analysis	Matamoras Borough	Pike	Listening Sessions	Study	--
Traffic Incident Management Study	Traffic incident management measures are needed particularly on Interstate 81 as incidents can cripple major routes and downtown areas. Intersections in downtown areas cannot handle that traffic following incidents - especially in Tamaqua, Minersville, Pottsville, Tower City, Pine Grove, and Manahoy City. There are also concerns of hazardous materials traveling through downtowns.	Schuylkill County	Schuylkill	Listening Session	Study	--

PROJECT NAME/LOCATION	PROJECT DESCRIPTION	MUNICIPALITY	COUNTY	SOURCE	TYPE	PRIORITY
Jim Thorpe Parking and Complete Streets Analysis - Implementation of Recommendations	Traffic analysis and redesign for vehicle, pedestrian, and bicycle traffic in the Jim Thorpe Visitor Center and Hazard Square.	Jim Thorpe Borough	Carbon	STC Public Survey, Listening Session	Study	--
Raymondskill Rd Bridge Safety Improvements	Dangerous conditions when ice builds up and causes accidents	Milford Borough	Pike	STC Public Survey	Study	--
PA 309 and PA443 Intersection	SR 309 (West Penn Pk) @ SR 443 (Penn Dr) intersection improvements	West Penn Township	Schuylkill	2045 LRTP	SR 309 Corridor Study	--
PA 309 Congestion	Improve congestion on SR 309 in Tamaqua	Tamaqua Borough	Schuylkill	2045 LRTP	SR 309 Corridor Study	--
PA 309 and Spruce Street Intersection Safety Improvement	Dangerous Pedestrian crossing due from truck traffic and road/sidewalk design	Tamaqua Borough	Schuylkill	STC Public Survey	SR 309 Corridor Study	--
PA 309 and Ben Titus Road Intersection Improvement	Intersection improvements at PA 309 and SR 1020 (Ben Titus Road)	Rush Township	Schuylkill	Email Comment	SR 309 Corridor Study	--
US 209 Add Walking/Biking Trail	Make walking and biking loop trail connecting Lansford to the Jim Thorpe DL trail. Route 209 connecting Lansford to Nesquehoning to Jim Thorpe and back to Summit Hill utilizing the Switchback trail.	Lansford	Carbon	STC Public Survey	Active Transportation Plan	--
County-Wide Stormwater Management Study	"Rock slides and runoff are a county-wide concern. Along state highways - runoff catch basins were maintained by PennDOT in the past. PennDOT is no longer maintaining the grates - this put hardship on municipalities. There needs to be funding to maintain these as Liquid Fuel is not enough. Stormwater systems are in place but municipalities are unsure who is maintaining them or how to fund maintanence, perpetuating run off issues."	Carbon County	Carbon	Listening Session	Coordinated Transit Plan	--
Lehighton 1st Street Corridor Study	A US 209 bypass was constructed (Sgt Stanley Hoffman Blvd) that has had economic impacts on Lehighton's main street corridor, diverting traffic from commercial businesses	Lehighton Borough	Carbon	Listening Session	Study	--
PA 611 Congestion	Traffic congestion on route 611 between Sanofi Pasteur and Giant in Bartonsville, Tannersville area	Pocono Township	Monroe	STC Public Survey	611 Corridor Study	--
Bike/Ped Network Improvement	Bike and Pedestrian paths are needed	Eldred Township	Monroe	STC Public Survey	Active Transportation Plan	--

PROJECT NAME/LOCATION	PROJECT DESCRIPTION	MUNICIPALITY	COUNTY	SOURCE	TYPE	PRIORITY
PA 739 near PA 434 Widen Bridge	Bridge needs to be widened for trucks	Blooming Grove Township	Pike	Listening Sessions	Study	--
Pike County Public Transportation or Rideshare Programs	Incorporate pay-to-ride or rideshare public transportation into Pike County.	Milford Borough	Pike	STC Public Survey	Coordinated Transit Plan	--
PA 309 and Blue Mountain Drive Intersection	SR 309 (West Penn Pk) at SR T-761 (Blue Mountain Dr) intersection improvements.	West Penn Township	Schuylkill	2045 LRTP	SR 309 Corridor Study	--
PA 895 and PA 309 Intersection Safety Improvement	Safety issue, poor sight lines and adjacent driveways. Roundabout recommended to help vehicles on SR 895.	New Ringgold Borough	Schuylkill	STC Public Survey	SR 309 Corridor Study	--
PA 443 Walkability and Safety Issues	Walkability issues in the county. The entire PA 443 stretch runs through Borough without stop signs or lights between Berne Street and PA 61. Trucks and vehicles travel at high speeds in borough and rarely yield to pedestrians in crosswalks.	Schuylkill Haven Borough	Schuylkill	STC Public Survey	Active Transportation Plan	--
Pine Grove Trail Connections	Several Appalachian Trail Heads are located near Pine Grove. Connections are needed to bring hikers to the borough and residents to the trails.	Pine Grove Township	Schuylkill	Listening Session	Active Transportation Plan	--
Little Schuylkill River Walkway Improvements	Little Schuylkill River Walkway in Tamaqua is in poor condition.	Tamaqua Borough	Schuylkill	Listening Session	Active Transportation Plan	--
AOAA & Rausch Creek Off Road Park Gap Closure	Connections needed between ATV and bicycle trails in AOAA and Rausch Creek Off Road Park.	Western Schuylkill County	Schuylkill	Listening Session	Active Transportation Plan	--
Tamaqua Trail Gap Closure	Trail gaps connecting Tamaqua to the Schuylkill Valley Heritage Trail and Lehigh and New England Trail.	Tamaqua Borough	Schuylkill	Listening Session	Active Transportation Plan	--
Schuylkill River Trail Gap Closures	Trail gap closures needed on the Schuylkill River Trail throughout Schuylkill County.	Schuylkill County	Schuylkill	Listening Session	Active Transportation Plan	--
County-Wide Trail Network Feasibility Study	Strategically developing trail network to reestablish connections between downtowns, specifically targeting low-income, elderly, zero-vehicle households. Connections include Tamaqua and Mahanoy City, Tamaqua and the Schuylkill River Trail.	Schuylkill County	Schuylkill	Listening Session	Active Transportation Plan	--

PROJECT NAME/LOCATION	PROJECT DESCRIPTION	MUNICIPALITY	COUNTY	SOURCE	TYPE	PRIORITY
Schuylkill County Fixed-Route Bus Service & Stops	Access to reliable fixed-route public transportation in particularly in the western portion of the county, Manahoy City, industrial parks. Bus stops are not present or are not covered. Transit access to nearby hospitals and medical centers are also needed.	Schuylkill County	Schuylkill	Listening Session	Coordinated Transit Plan	--
STS Agency Communications	Finding information for transit services offered through STS is difficult. Websites are difficult to navigate, maps are not readable.	Schuylkill County	Schuylkill	Listening Session	Coordinated Transit Plan	--
I-81 Detour through Pine Grove	Trucks detour on PA-443 into Pine Grove and on Gold Mine Road. Study needed from Lebanon County line to Tremont, there are issues with trucks trying to get up the mountain in the winter months.	Pine Grove Township	Schuylkill	Listening Session	Study	--
Passenger Rail Feasibility Study	Regional strategies should be developed to retain linear space in preparation for the return of passenger rail service.	Schuylkill County	Schuylkill	Listening Session	Study	--
Borough of Minersville ATV Study	Encourage ATV for tourism and economic development, increased property value and tourism will contribute to improvement of blight.	Minersville Borough	Schuylkill	Listening Session	Study	--
PROJECTS NOT ADDRESSED THOUGH LRTP						
Regional Transit Agency Communications	Finding information for transit services offered in the region is difficult. Websites are difficult to navigate, advertising is not present, contact information is not readily available.	Carbon County	Carbon	Listening Session	Not LRTP Project	--
Taxi/Uber Safety	Improve safety near Uber/Lyft pick-up locations.	Kidder Township	Carbon	STC Public Survey	Not LRTP Project	--
Lack of Public Transit	Lack of public transit for those who cannot drive (Route 115).	Effort	Monroe	STC Public Survey	Not LRTP Project	--
Rail Transportation	Having the ability to commute via rail would be very beneficial for employees working in NYC.	Stroudsburg Borough	Monroe	STC Public Survey	Not LRTP Project	--
I-380 Speed Limit	Increase speed limit on I-380 from Exit 3 to I-80 to 70mph or remove the unnecessary speed reduction to 55mph.	Tobyhanna Township	Monroe	STC Public Survey	Not LRTP Project	--
PA 611 Speed Limit	Restore speed limit from Mount Pocono to Scotrun to 55 mph or increase to at least 50 mph.	Mount Pocono Borough	Monroe	STC Public Survey	Not LRTP Project	--
PA 940 Safe Passing Zone and Speed Limit	Restore prior passing zone, and 50 mph speed limit.	Paradise Valley	Monroe	STC Public Survey	Not LRTP Project	--

PROJECT NAME/LOCATION	PROJECT DESCRIPTION	MUNICIPALITY	COUNTY	SOURCE	TYPE	PRIORITY
PA 611 Speed Limit	Restore prior speed limit or raise limit to 50 mph.	Swiftwater	Monroe	STC Public Survey	Not LRTP Project	--
PA 314 Speed Limit	Restore prior speed limit or raise limit to 50 mph.	Swiftwater	Monroe	STC Public Survey	Not LRTP Project	--
PA 611 and PA 940 Repave	Needs repaved, corner has pothole on 940.	Mount Pocono Borough	Monroe	STC Public Survey	Not LRTP Project	--
Toll Complaint	Outrage residents pay a toll	Smithfield Township	Monroe	STC Public Survey	Not LRTP Project	--
Cedar and Winona Rd Intersection Improvement	Remove STOP signs posted on Winona Road at this intersection. They increased hazards at the previously safe single stop sign three-way intersection.	Mount Pocono Borough	Monroe	STC Public Survey	Not LRTP Project	--
I-84 Install Camera	Install camera I-84/Route 390	Palmyra Township	Pike	STC Public Survey	Not LRTP Project	--
I-84 Noise Abatement	Noise abatement along I-84; Rivers Edge Drive	Matamoras Borough/Westfall Township	Pike	Email Comment	Not LRTP Project	--
US 209 N Vehicle Restrictions	US 209 N out of Bushkill. Perform study for alternative route.	Lehman Township		Listening Sessions	Not LRTP Project	--
I-84 Trucks Parking	Trucks parking on I 84 ramp. Do a study of alternative truck parking locations.	Blooming Grove Township	Pike	Listening Sessions	Not LRTP Project	--
I-84 Trucks Parking in Rest Area	Truck overflow in the Rest Area on I 84 near Route 390 intersection. Lot is full at night.	Palmyra Borough	Pike	Listening Sessions	Not LRTP Project	--
I-84 Install Camera	Install camera I-84/US 6	Milford Borough	Pike	STC Public Survey	Not LRTP Project	--
I-84 Install Camera	Install camera I-84/PA 402	Hawley Borough	Pike	STC Public Survey	Not LRTP Project	--
I-84 Install Camera	Install camera I-84/PA 507	Greene Township	Pike	STC Public Survey	Not LRTP Project	--
Milford City Hall Pedestrian Connections	Pedestrian connections near Milford City Hall	Milford Borough	Pike	Listening Sessions	Not LRTP Project	--

PROJECT NAME/LOCATION	PROJECT DESCRIPTION	MUNICIPALITY	COUNTY	SOURCE	TYPE	PRIORITY
Pine Hill Farms Rd Widen	Local road needs to be widened for future traffic from new residents	Westfall Township	Pike	Listening Sessions	Not LRTP Project	--
PA 61 Speed Limit Through Port Clinton	Speed limit concerns, vehicles often exceed the speed limit (35mph) through RT 61 Port Clinton PA	Port Clinton Borough	Schuylkill	STC Public Survey	Not LRTP Project	--
Schuylkill County Bridge Improvement Line Item	A regional line item for bridge improvements is needed for poor conditioned local bridges	Schuylkill County	Schuylkill	Listening Session	Not LRTP Project	--
Schuylkill County Maintenance Line Item	A regional line item for maintenance and resurfacing is needed	Schuylkill County	Schuylkill	Listening Session	Not LRTP Project	--
Winter Maintenance Plan	Winter maintenance is needed in the western portion of the county, specifically Pine Grove and Tower City	Schuylkill County	Schuylkill	Listening Session	Not LRTP Project	--
County-Wide Ordinance Updates	Updated model ordinances are needed throughout municipalities and townships in the county. Specific ordinances are needed to address truck parking.	Schuylkill County	Schuylkill	Listening Session	Not LRTP Project	--
Municipality Technical Assistance	Municipalities need assistance in applying for and managing grants and securing local match. There is underutilized funding that needs to be taken advantage (ex. Appalachian Regional Commission – rural access road programs). LTAP training for policies related to local bridges.	Schuylkill County	Schuylkill	Listening Session	Not LRTP Project	--
PA 903 Guiderails in Jim Thorpe and Penn Forest Township	Guiderails are damaged and need improvement	Jim Thorpe Borough	Carbon	Listening Session	Not LRTP Project	--
PA 447 Repave Creek Road	Repave road	East Stroudsburg Borough	Monroe	STC Public Survey	Not LRTP Project	--
PA 196 and Edgewood Road Intersection	Replace missing Intersection Warning signs or install campground directional signs in both directions.	Mount Pocono Borough	Monroe	STC Public Survey	Not LRTP Project	--
US 209 Congestion	Traffic	Brodheadsville	Monroe	STC Public Survey	Not LRTP Project	--
PA 191 Speed Limit	Restore prior speed limit or raise limit to 50 mph on route 191 from routes 940 to 423	Henryville	Monroe	STC Public Survey	Not LRTP Project	--
US 209 Congestion in Milford	Congestion around US 209 and 2nd St	Milford Borough	Pike	Listening Sessions	Not LRTP Project	--
US 209 Guiderails in Jim Thorpe	Guiderails are damaged and need improvement	Jim Thorpe Borough	Carbon	Listening Session	Not LRTP Project	--

PROJECT NAME/LOCATION	PROJECT DESCRIPTION	MUNICIPALITY	COUNTY	SOURCE	TYPE	PRIORITY
PA 903 Truck Congestion	Increasing truck traffic to avoid tolls	Jim Thorpe Borough	Carbon	Email Comment	Not LRTP Project	--
I-80 Add Lane	Another lane	Pocono Township	Monroe	STC Public Survey	Not LRTP Project	--
Snow Hill Road Repair and Widen	Road is narrow with potholes and deteriorating shoulders, making it dangerous.	Price Township	Monroe	STC Public Survey	Not LRTP Project	--
PA 611 Maintenance	Lines need repainted, this road is a high fog area and is dangerous	Tobyhanna Township	Monroe	STC Public Survey	Not LRTP Project	--
Repave PA 33	Repave the slow lane road of route 33 instead of crack sealing it. From Blue Ridge Flea Market to Wind Gap.	Saylorsburg	Monroe	STC Public Survey	Not LRTP Project	--
Repave I-380	Northbound travel lanes need repaved	Tobyhanna Township	Monroe	STC Public Survey	Not LRTP Project	--
I-80 Through Stroudsburg Cancel 3rd Lane Expansion	Planned expansion of I-80 to 3 lanes for only several miles is a terrible plan. It will create bottlenecks take away valuable real estate and impact creeks and wetlands. Even after continuing community pushback against this plan DOT is not listening.	Stroudsburg Borough	Monroe	STC Public Survey	Not LRTP Project	--
Stroudsburg PA to Dover, NJ Public Transit	Need train public transit from PA to NJ (train connection from Stroudsburg to Dover, NJ)	East Stroudsburg Borough	Monroe	STC Public Survey	Not LRTP Project	--
I-80 Speed limit	Speed limit needs to be raised to 60 or 65 mph on I-80 from US 209 to I-380	Tannersville Village	Monroe	STC Public Survey	Not LRTP Project	--
I-84 Repave	Needs repaved	Blooming Grove Township	Pike	STC Public Survey	Not LRTP Project	--
I-84 Resurface	Awful potholes on exit's 26 and 30 of I 84	Blooming Grove Township	Pike	STC Public Survey	Not LRTP Project	--
Bee Hollow Rd (SR1008)	Bee Hollow Rd (SR1008) needs fixed/repaved	Shohola Township	Pike	Listening Sessions	Not LRTP Project	--
Hazel St (SR 1012) onto Trenton Rd (SR 1014) Intersection Safety Improvement	Needs signage noting where to turn	Delano Township	Schuylkill	STC Public Survey	Not LRTP Project	--

Appendix C – Interstate Twelve Year Program (2023-34)

Appendix C – Interstate Twelve Year Program (2023-34)

Numbers in $000s

COUNTY	PROJECT	SR	TITLE	PROJECT TYPE	PERIOD	PE	FD	UTIL	ROW	CON	TOTAL
Carbon	99552	80	Lehigh River Bridges	Brdg Impr	1st					57,010	**57,010**
Monroe	57921	80	Exit 308 Realignment	Int Impr	1st					32,779	**32,779**
Monroe	72746	80	Bridge Impr	Brdg Presvtn	1st	1,655	828	331	497	13,243	**16,554**
Monroe	76357	80	Recon	Reconstruct	1st			5,000	35,000	60,000	**100,000**
					2nd				14,000	120,000	**134,000**
					3rd					460,000	**460,000**
Monroe	87469	80	I-380 to Tannersville Resurface	Resurface	1st					9,027	**9,027**
Monroe	112351	80	Recon	Reconstruct	1st		8,000				**8,000**
					2nd		8,391	3,377	13,911	80,000	**105,679**
					3rd					240,000	**240,000**
Monroe	112355	80	Brdg Impr	Brdg Replace	1st	681	340	136	204	5,445	**6,806**
Pike	85766	84	I-4R	Recon	1st					78,065	**78,065**
Pike	87795	84	I-4R	Recon	1st					80,000	**80,000**
					2nd					17,000	**17,000**
Pike	112345	84	Mill/Fill Milford to NYS Line	Resurface	1st					11,400	**11,400**
Schuylkill	85911	81	Resurface	Resurface	1st					15,845	**15,845**

Appendix D – FFY 2023-26 NEPA MPO Transit TIP

Appendix D – FFY 2023-26 NEPA MPO Transit TIP

PROJECT	PROJECT TITLE	SPONSOR	FFY 2023	FFY 2024	FFY 2025	FFY 2026	TOTAL
118202	Van/Minibus Purchase	LCC	549,900	733,200			1,283,100
118203	Computer System Update	LCC	15,000	40,000			55,000
Totals for LANTA - Carbon County:			**564,900**	**773,200**			**1,338,100**
93601	Traffic Signal (MCTA)	MCTA		250,000			250,000
95350	LDP 1: Park and Ride	MCTA		2,000,000			2,000,000
95352	LDP 2: Maint Facility	MCTA	3,000,000				3,000,000
98067	LD Planning (Phase II)	MCTA			120,000		120,000
106927	Surveillance Cameras	MCTA	50,000				50,000
106950	Garage Skid Steer Rep	MCTA	70,000				70,000
106953	MCTA Operating Assistance	MCTA	2,646,022				2,646,022
114346	Bus Access & Transit Imp	MCTA	278,756				278,756
114347	Small Transit Veh & Comm	MCTA	425,000				425,000
114348	MCTA Operating Assistance	MCTA		1,845,156			1,845,156
116466	SR Bus Replacements	MCTA	255,000				255,000
116485	Shop Equipment Rpl	MCTA	145,000				145,000
116487	Exterior Door Rpl	MCTA	45,000				45,000
116489	Facility Pavement Repairs	MCTA	25,000				25,000
117989	Digital Radio Sys Upgrade	MCTA	250,000				250,000
118470	SR Small Vehicle Rpl	MCTA		320,000			320,000
118471	Comp Equip Upg/Rpl	MCTA	40,000				40,000
118472	Misc Shop Equipment	MCTA	40,000				40,000
118476	Mobile Column Lifts	MCTA	40,000				40,000
118546	Misc. Shop Equip	MCTA	36,000				36,000
Totals for Monroe County Transportation Authority:			**7,345,778**	**4,415,156**	**120,000**		**11,880,934**

PROJECT	PROJECT TITLE	SPONSOR	FFY 2023	FFY 2024	FFY 2025	FFY 2026	TOTAL
110817	(2) CNG Bus Purchase	STS	1,200,000				1,200,000
113892	Replace Support Vehicle	STS	49,977				49,977
113925	Replace Support Vehicle	STS	49,977				49,977
114336	Small Transit Vehicle (4)	STS	291,517				291,517
114337	One CNG Bus	STS			750,000		750,000
114338	Small Tran Vehicle (10)	STS		173,776	608,222		781,998
117974	Replace Office Equipment	STS	6,912				6,912
118012	Replace Support Vehicle	STS	49,977				49,977
Totals for Schuylkill Transportation System:			**1,648,360**	**173,776**	**1,358,222**		**3,180,358**
OVERALL TOTALS:			**9,559,038**	**5,362,132**	**1,478,222**		**16,399,392**

Appendix E – Air Quality Conformity Analysis

Air Quality Conformity Analysis Report

NEPA MPO 2050 Long Range Transportation Plan

National Ambient Air Quality Standards (NAAQS) Addressed:

- 2008 8-Hour Ozone (Nonattainment)

Prepared By:

NEPA MPO
and
Pennsylvania Department of Transportation

Adopted January 3, 2024

Table of Contents

Table of Exhibits

Summary of Attachments

Attachment A: Project List
Attachment B: Detailed Emission Results
Attachment C: Sample MOVES Input Files

Overview

This report provides an analysis of the air quality implications of the Carbon County portion of the Northeastern Pennsylvania Alliance (NEPA) Metropolitan Planning Organization 2050 Long Range Transportation Plan (LRTP). The analysis demonstrates transportation conformity under the 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS). This report documents that the current Transportation Improvement Program (TIP) and LRTP meet the federal transportation conformity requirements in 40 CFR Part 93. Note that conformity for the TIP is being reaffirmed as part of the LRTP process.

Background on Transportation Conformity

Transportation conformity is a way to ensure that federal funding and approval are awarded to transportation activities that are consistent with air quality goals. Under the Clean Air Act (CAA), transportation and air quality modeling procedures must be coordinated to ensure that the TIP and the LRTP are consistent with the area's applicable State Implementation Plan (SIP). The SIP is a federally approved and enforceable plan by which each area identifies how it will attain and/or maintain the health-related primary and welfare-related secondary NAAQS.

In order to receive transportation funding and approvals from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), state and local transportation agencies must demonstrate that the plans, programs, or projects meet the transportation conformity requirements of the CAA as set forth in the transportation conformity rule. Under the transportation conformity rule, transportation plans are expected to conform to the applicable SIP in nonattainment or maintenance areas. The integration of transportation and air quality planning is intended to ensure that transportation plans, programs, and projects will not:

- Cause or contribute to any new violation of any applicable NAAQS.
- Increase the frequency or severity of any existing violation of any applicable NAAQS.
- Delay timely attainment of any applicable NAAQS, any required interim emissions reductions, or other NAAQS milestones.

The transportation conformity determination includes an assessment of future highway emissions for defined analysis years. Emissions are estimated using the latest available planning assumptions and available analytical tools, including EPA's latest approved on-highway mobile sources emissions model, the Motor Vehicle Emission Simulator (MOVES). The conformity determination provides a tabulation of the analysis results for applicable precursor pollutants, showing that the required conformity test was met for each analysis year.

Report Contents

This document includes a summary of the methodology and data assumptions used for the conformity analysis. As shown in **Exhibit 1**, attachments containing additional detail have been provided with the

document. In addition, modeling input and output files have been reviewed by EPA Region III and the Pennsylvania Department of Environmental Protection (DEP).

EXHIBIT 1: SUMMARY OF ATTACHMENTS

Attachment	Title	Description
A	Project List	Provides a list of regionally significant highway projects for the TIP and LRTP.
B	Detailed Emission Results	Provides a detailed summary of emissions by roadway type.
C	MOVES Sample Run Specification	Provides example MOVES data importer (XML) and run specification (MRS) files.

National Ambient Air Quality Standard Designations

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

Carbon County is currently designated as part of the Allentown-Bethlehem-Easton, PA nonattainment area under the 2008 8-hour ozone NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

Ozone

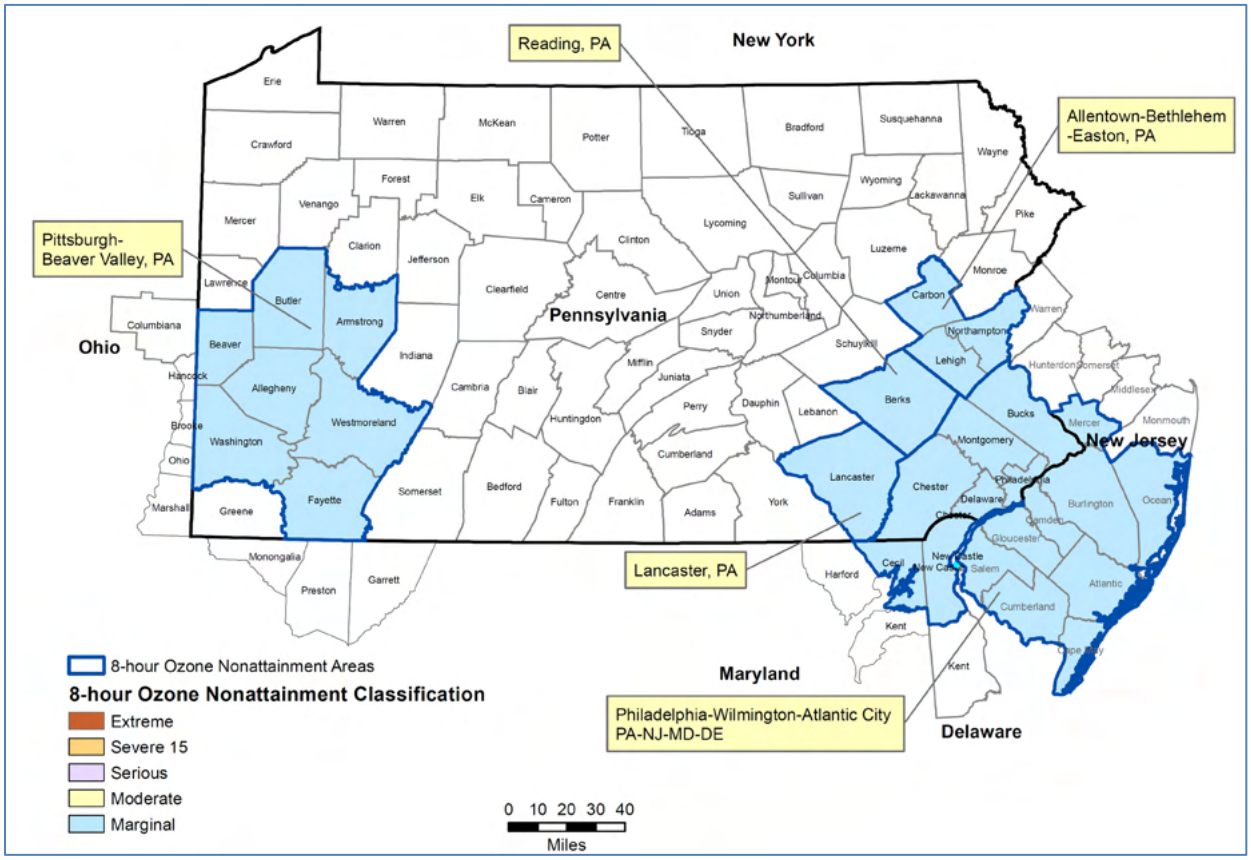
Ozone is formed by chemical reactions occurring under specific atmospheric conditions. Precursor pollutants that contribute to the formation of ozone include volatile organic compounds (VOC) and oxides of nitrogen (NO_X), both of which are components of vehicle exhaust. VOCs may also be produced through the evaporation of vehicle fuel, as well as by displacement of vapors in the gas tank during refueling. By controlling VOC and NO_X emissions, ozone formation can be mitigated. Both precursor pollutants are analyzed in the transportation conformity process.

1997 and 2008 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160). As of July 20, 2013, Carbon County no longer needs to demonstrate conformity to the 1997 8-hour ozone NAAQS. However, future SIP revisions must address EPA's anti-backsliding requirements.

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Carbon County was designated as part of a nonattainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088). **Exhibit 2** illustrates the statewide designations under the 2008 8-Hour ozone NAAQS in Pennsylvania.

EXHIBIT 2: 2008 8-HR OZONE NAAQS AREA DESIGNATIONS



2015 8-hour Ozone NAAQS

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Carbon County is in attainment of the 2015 8-hour ozone NAAQS per EPA's final designations as finalized on June 4, 2018 (83 FR 25776).

Interagency Consultation

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state).

Meeting and conference calls were conducted with the Pennsylvania Transportation-Air Quality Work Group to review all planning assumptions and to discuss the template and content for transportation conformity analyses in maintenance and nonattainment areas.

Analysis Methodology and Data

This transportation conformity analysis was conducted using EPA's MOVES model, which is the official model for estimating emissions from highway vehicles for SIP emission inventories and transportation conformity (75 FR 9411), effective March 2, 2010. This transportation conformity analysis was conducted using EPA's MOVES3.1 model.

Planning assumptions are updated following EPA and FHWA joint guidance (EPA420-B-08-901) that clarifies the implementation of the latest planning assumption requirements in 40 CFR 93.110. This analysis utilizes the best available latest traffic, vehicle fleet and environmental data to estimate regional highway emissions.

PennDOT updates many of the key planning assumptions on a triennial basis to support EPA's National Emissions Inventory (NEI) and FHWA's latest planning assumption requirements for transportation conformity. The PennDOT triennial data update is typically used to inform the planning assumptions for the future analysis years used for transportation conformity.

Due to the impacts that COVID has had on the latest 2020 triennial data update, PennDOT has determined that these estimates of vehicle miles of travel (VMT), vehicle mix percentages, travel time-of-day patterns, transit ridership, and vehicle fleet age may not be reflective of future conditions or longer term trends. The 2020 information indicates significant reductions in passenger vehicle travel and transit ridership. In addition, vehicle registration data shows very low vehicle sales and older vehicle scrappage. The 2020

information is not reflective of other historic data collected over the last 15-20 years, other than in 2010 during the recession. PennDOT, in coordination with the Pennsylvania Air Quality Workgroup, decided not to use the 2020 VMT, traffic and transit data to inform future VMT projections for conformity. In addition, PennDOT, in consultation with the Workgroup, decided not to use the 2020 vehicle age data to inform future age distributions and vehicle sales as this information is not reflective of historic trends. For both cases, the VMT growth and vehicle age assumptions relied on previous planning assumptions used for past conformity analyses.

All other data assumptions for the conformity analysis relied on the latest available planning assumptions or national/local defaults consistent with methods used for past conformity analyses and EPA's technical guidance. This includes information and characteristics related to fuels, inspection maintenance (I/M) program parameters, electric vehicle projections, heavy-truck long duration idling, and environmental data (e.g., temperatures and humidity).

The analysis methodology and data inputs for this analysis were developed through interagency consultation and used available EPA guidance documents that included:

- *Policy Guidance on the Use of MOVES3 for State Implementation Plan Development, Transportation Conformity, and Other Purposes, US EPA Office of Transportation and Air Quality, EPA-420-B-20-044, November 2020.*
- *MOVES3 Technical Guidance: Using MOVES to Prepare Emission Inventories in State Implementation Plans and Transportation Conformity. US EPA Office of Transportation and Air Quality, EPA-420-B-20-052, November 2020.*

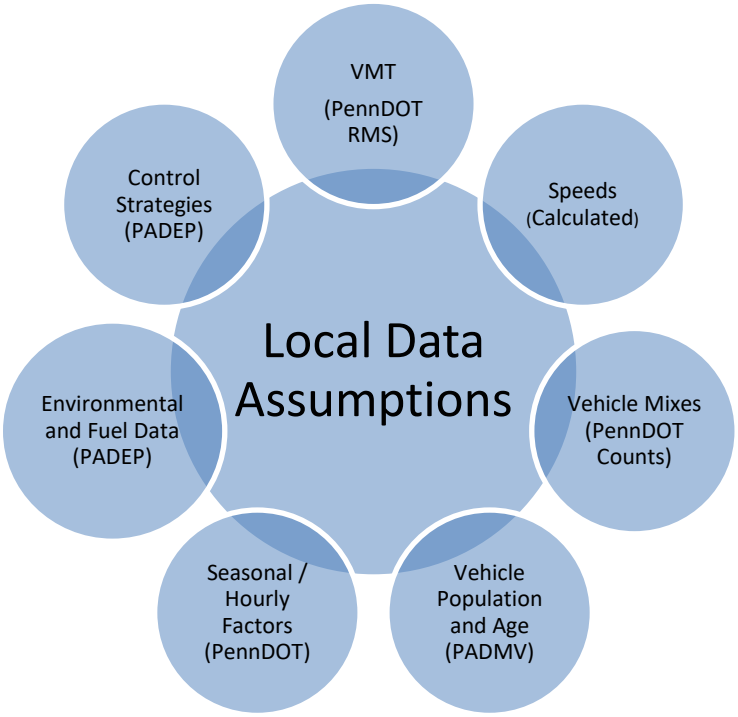
A mix of local and national default (internal to MOVES) data is used in the analysis. As illustrated in **Exhibit 3**, local data has been used for data items that have a significant impact on emissions, including: vehicle miles of travel (VMT), vehicle population, congested speeds, and vehicle type mix, as well as environmental and fuel assumptions. Local data inputs to the analysis process reflect the latest available planning assumptions using information obtained from PennDOT, DEP and other local/national sources.

The methodology used for this analysis is consistent with the methodology used to develop SIP inventories. This includes the use of the traffic data from PennDOT's Roadway Management System (RMS) and custom post-processing software (PPSUITE) to calculate hourly speeds and prepare key traffic input files to the MOVES emission model.

PPSUITE consists of a set of programs that perform the following functions:

- Analyzes highway operating conditions.
- Calculates highway speeds.
- Compiles VMT and vehicle type mix data.
- Prepares MOVES runs and processes MOVES outputs.

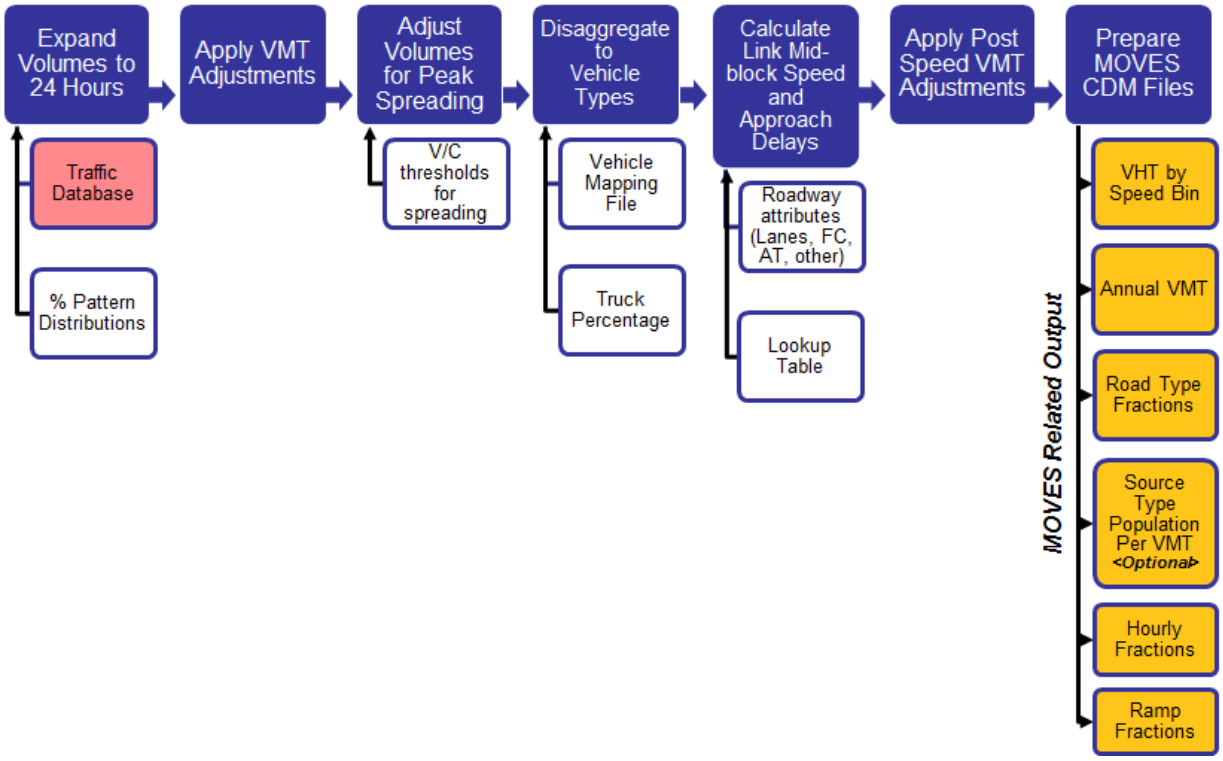
EXHIBIT 3: LOCAL DATA INPUTS USED FOR CONFORMITY RUNS



PPSUITE is a widely used and accepted tool for estimating speeds and processing emissions rates. The PPSUITE tool has been used for developing on-highway mobile source inventories in SIP revisions, control strategy analyses, and conformity analyses in other states. The software was developed to utilize accepted transportation engineering methodologies. The PPSUITE process is integral to producing traffic-related input files to the MOVES emission model. **Exhibit 4** summarizes the key functions of PPSUITE within the emission calculation process. Other MOVES input files are prepared externally to the PPSUITE software, including vehicle population, vehicle age, environmental and fuel input files.

The CENTRAL software is also used in this analysis. CENTRAL is a menu-driven software platform that executes the PPSUITE and MOVES processes in batch mode. The CENTRAL software allows users to execute runs for a variety of input options and integrates custom MySQL steps into the process. CENTRAL provides important quality control and assurance steps, including file naming and storage automation.

EXHIBIT 4: EMISSION CALCULATION PROCESS



Key MOVES Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These inputs include traffic flow characteristics, vehicle descriptions, fuel parameters, I/M program parameters and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, fuel and emission control program data for every county; EPA, however, cannot certify that the default data is the most current or best available information for any specific area. As a result, local data, where available, is recommended for use when conducting a regional conformity analysis. A mix of local and default data is used for this analysis. These data items are discussed in the following sections.

Roadway Data

The roadway data inputs to emissions calculations for this conformity analysis are based on information from the RMS database maintained by PennDOT's Bureau of Planning and Research (BPR). PennDOT obtains this information from periodic visual and electronic traffic counts. RMS data is dynamic, since it is continually reviewed and updated from new traffic counts and field visits conducted by PennDOT. Information on roadways included in the USDOT National Highway System is reviewed, at minimum, on an annual basis, while information on other roadways is reviewed at least biennially. On a triennial basis, a current "snapshot" of the RMS database is taken and downloaded to provide an updated record of the Commonwealth's highway system for estimating emissions. The RMS database contains all state

highways, including the Pennsylvania Turnpike, divided into segments approximately 0.5 miles in length. These segments are usually divided at important intersections or locations where there is a change in the physical characteristics of the roadway (e.g. the number of lanes changes). There are approximately 82,000 state highway segments across all 67 Pennsylvania counties. The following information is extracted from RMS for emission calculations:

- Lanes.
- Distances.
- Volumes representing Average Annual Daily Traffic (AADT).
- Truck percentages.
- PennDOT urban/rural classifications.
- PennDOT functional class codes.
- Number of signals (based on linkage to PennDOT's Geographic Information System (GIS) signal location data).

RMS volumes and distances are used in calculating highway VMT totals for each county. As discussed in the next section, adjustments are needed to convert the volumes to an average summer weekday, winter weekday, and monthly day (including weekends and weekdays), as applicable to the pollutant/precursor being analyzed. In addition, the traffic volumes must be forecast to support future years. Lane values and traffic signals are important inputs for determining the congestion and speeds for individual highway segments. Truck percentages are used in the speed determination process in order to split volumes to individual vehicle types used by MOVES software. Road segments are classified not only by function, but also by whether it is located in an urban, small urban or rural area. The PennDOT urban/rural (UR) and functional classes (FC) designations are important indicators of the type and function of each roadway segment. These variables provide valuable insights into other characteristics not contained in the RMS data, which are used for speed and emission calculations.

VMT forecast growth rates are based on PennDOT's VMT forecasting system, as documented in the report "*Statistical Evaluation of Projected Traffic Growth, Traffic Growth Forecasting System: Final Report, March 14, 2005*". The PennDOT forecasting system includes the development of VMT forecasts and growth rates for four functional classifications in each Pennsylvania county: urban interstate, urban non-interstate, rural interstate, and rural non-interstate. The forecasts use statistical relationships based on historic Highway Performance Monitoring System (HPMS) VMT trends and future county socioeconomic projections based on the Woods and Poole Economics, Inc. State Profile (http://www.woodsandpoole.com/). The statistical models incorporate historical VMT trends, socioeconomic data (households, mean household income), and a relative measure of transportation capacity (lane miles per capita). PennDOT's BPR maintains and updates these growth rates on a periodic basis based on new demographic projections and updated information on HPMS VMT. The results of the updated VMT forecasts have been shared with the participants in the Pennsylvania Transportation-Air Quality Working Group.

Other Supporting Traffic Data

Other traffic data is used to adjust and disaggregate traffic volumes. Key sources used in these processes include the following:

- *Highway Performance Monitoring System (HPMS VMT)*: According to EPA guidance, baseline inventory VMT computed from the RMS highway segment volumes must be adjusted to be consistent with HPMS VMT totals. The VMT contained in the HPMS reports are considered to represent average annual daily traffic (AADT), an average of all days in the year, including weekends and holidays. Adjustment factors are used to adjust roadway data VMT to be consistent with the reported HPMS totals and are applied to all county and facility group combinations within the region. These adjustments are important to account for local roadway VMT not represented within the RMS.
- *Seasonal Factors*: The traffic volumes estimated from the RMS are adjusted to summer or average monthly conditions (as needed for annual processing), using seasonal adjustment factors prepared by PennDOT's BPR in their annual traffic data report published on the BPR website (http://www.dot.state.pa.us/ Search: Research and Planning). The seasonal factors are also used to develop MOVES daily and monthly VMT fraction files, allowing MOVES to determine the portion of annual VMT that occurs in each month of the year.
- *Hourly Patterns*: Speeds and emissions vary considerably depending on the time of day. In order to produce accurate emission estimates, it is important to estimate the pattern by which roadway volume varies by breaking the data down into hourly increments. Pattern data is in the form of a percentage of the daily volumes for each hour. Distributions are provided for all the counties within the region and by each facility type grouping. The hourly pattern data has been developed from 24-hour vehicle count data compiled by PennDOT's BPR, using the process identified in PennDOT's annual traffic data report. The same factors are also used to develop the MOVES hourly fraction file.

Vehicle Class

Emission rates within MOVES also vary significantly by vehicle type. MOVES produces emission rates for thirteen MOVES vehicle source input types. VMT, however, is input to MOVES by six HPMS vehicle groups (note that passenger cars and light trucks are grouped for input to MOVES2014). **Exhibit 5** summarizes the distinction between each classification scheme.

EXHIBIT 5: MOVES SOURCE TYPES AND HPMS VEHICLE GROUPS

SOURCE TYPES		HPMS Class Groups	
11	Motorcycle	10	Motorcycle
21	Passenger Car	25	Passenger Car
31	Passenger Truck	25	Passenger/Light Truck
32	Light Commercial Truck	40	Buses
41	Intercity Bus	50	Single Unit Trucks
42	Transit Bus	60	Combination Trucks
43	School bus		
51	Refuse Truck		
52	Single Unit Short-haul Truck		
53	Single Unit Long-haul Truck		
54	Motor Home		
61	Combination Short-haul Truck		
62	Combination Long-haul Truck		

The emissions estimation process includes a method to disaggregate the traffic volumes to the thirteen source types and then to recombine the estimates to the six HPMS vehicle classes. Vehicle type pattern data is used by PPSUITE to distribute the hourly roadway segment volumes among the thirteen MOVES source types. Similar to the 24-hour pattern data, this data contains percentage splits to each source type for every hour of the day. The vehicle type pattern data is developed from several sources of information:

- PennDOT truck percentages from the RMS database.
- Hourly distributions for trucks and total traffic compiled by PennDOT's BPR.
- Transit data from PennDOT and the National Transit Database Transit Profiles (https://www.ntdprogram.gov).
- School bus registration data from PennDOT's Bureau of Motor Vehicles Registration Database.

Vehicle type percentages are also input into the capacity analysis section of PPSUITE to adjust the speeds in response to truck volume. Larger trucks take up more roadway space compared to an equal number of cars and light trucks, which is accounted for in the speed estimation process by adjusting capacity using information from the Transportation Research Board's fifth edition of the *Highway Capacity Manual*. (http://hcm.trb.org/).

Vehicle Ages

Vehicle age distributions are input to MOVES for each of the thirteen source types. These distributions reflect the percentage of the vehicle fleet falling under each vehicle model year (MY), to a maximum age of 31 years. The vehicle age distributions were prepared from the most recently available registration download from PennDOT's Bureau of Motor Vehicles Registration Database. Due to data limitations, information for light duty vehicles (including source types 11, 21, 31 and 32) was used as local data for

MOVES inputs, while heavy-duty vehicles (including source types 41, 42, 43, 51, 52, 53, 54, 61, and 62) used the internal MOVES national default data. The registration data download is based on MOBILE6.2 vehicle categories. The data was converted to source types using the EPA convertor spreadsheets provided with the MOVES emission model.

Vehicle Population

The vehicle population information, including the number and age of vehicles, impacts forecasted start and evaporative emissions within MOVES. Similar to vehicle ages, MOVES requires vehicle populations for each of the thirteen source type categories. County vehicle registration data was used to estimate vehicle population for light-duty vehicles, transit buses, and school buses. Other heavy-duty vehicle population values were based on VMT for each source type using the vehicle mix and pattern data discussed previously. PPSUITE automatically applies MOVES default ratios of VMT and source type population (e.g. the number of miles per vehicle by source type) to the local VMT estimates to produce vehicle population.

For the preparation of source type population for other required conformity analysis years, base values were adjusted using forecast population and household data for the area. Growth rates were limited so as to not exceed the VMT growth assumptions.

Meteorology Data

Average monthly minimum temperatures, maximum temperatures, and humidity values are consistent with the regional State Implementation Plan (SIP) modeling conducted by DEP. The data was obtained from WeatherBank, Inc. EPA's MOBILE6.2-MOVES meteorological data convertor spreadsheet (http://www.epa.gov/oms/models/moves/tools.htm) was used to prepare the hourly temperature inputs needed for the MOVES model, based on the available data.

Fuel Parameters

The MOVES default fuel formulation and fuel supply data were reviewed and updated based on available local volumetric fuel property information. The gasohol market penetration and Reid Vapor Pressure (RVP) values were updated. MOVES default data was used for the remaining parameters. Key assumptions include:

- 10.0 RVP used for summer months [Local data].
- 10% ethanol used throughout the year [MOVES defaults].

I/M Program Parameters

The inspection maintenance (I/M) program inputs to the MOVES model are based on previous and current programs within each county (all PA I/M programs are based on county boundaries). All analysis years include Pennsylvania's statewide I/M program. The default I/M program parameters included in MOVES were examined for each county and necessary changes were made to the default parameters to match the actual local program.

The I/M program requirements vary by region (five regions) and include on-board diagnostics (OBD) technology that uses the vehicle's computer for model years 1996 and newer to identify potential engine and exhaust system problems that could affect emissions. The program, named PAOBDII, is implemented by region as follows:

- *Philadelphia Region* - Bucks, Chester, Delaware, Montgomery and Philadelphia Counties
  [Includes tailpipe exhaust testing using ASM2015 or equipment for pre-1996 vehicles up to 25 years old]
- *Pittsburgh Region* - Allegheny, Beaver, Washington and Westmoreland Counties.
  [Includes tailpipe exhaust testing using PA 97 equipment for pre-1996 vehicles up to 25 years old]
- *South Central and Lehigh Valley Region* - Berks, Cumberland, Dauphin, Lancaster, Lebanon, Lehigh, Northampton and York Counties.
  [Gas cap and visual inspection only]
- *North Region* - Blair, Cambria, Centre, Erie, Lackawanna, Luzerne, Lycoming, and Mercer Counties.
  [Gas cap and visual inspection only]
- *Other 42 Counties* – Includes the remaining 42 counties not included above.
  [Visual inspection only]

The I/M program inputs to the MOVES model are based on past and current programs within each county (all Pennsylvania I/M programs are based on county boundaries). All analysis years include Pennsylvania's statewide program. The default I/M program parameters included in MOVES model were examined for each county and necessary changes made to the defaults to match the actual local program. The compliance factors were updated based on data provided by PaDEP and actual 2019 I/M program performance.

Other Vehicle Technology and Control Strategy Data

Federal Programs

Current federal vehicle emissions control and fuel programs are incorporated into the MOVES3 software. In addition to the Federal emission standards included in the previous versions of MOVES (including National Program standards covering light duty vehicles through model year 2026, heavy duty greenhouse gas standards for model year 2014-2018 vehicles, and Tier 3 standards), MOVES3 incorporates the following new federal emission standard rules:

- Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles – Phase 2 (HD GHG2) Rule: MOVES3 accounts for the HD GHG2 rule published in 2016. The rule set stricter fuel economy standards for HD vehicles which reduce CO2 emissions, but also impact other pollutants through changes in glider sales, hoteling activity, vehicle mass and road load coefficients.

- Safe Affordable Fuel Efficient (SAFE) Vehicles Rule: MOVES3 also accounts for the March 2020 SAFE standards for light-duty vehicles. These standards were less stringent than the preceding fuel economy standards, and thus increased fuel consumption and CO2 emissions.

Modifications of default emission rates are required to reflect the early implementation of the National Low Emission Vehicle (NLEV) program in Pennsylvania. To reflect these impacts, EPA has released instructions and input files that can be used to model these impacts. The NLEV input database was created for Pennsylvania per EPA's instructions and was used for this inventory.

State Programs

The Pennsylvania Clean Vehicles (PCV) Program, adopted in 1998, incorporated the California Low Emission Vehicle Regulations (CA LEV II) by reference. The PCV Program allowed automakers to comply with the NLEV program as an alternative to this Pennsylvania program until MY2006. Beginning with MY2008, all "new" passenger cars and light-duty trucks with a gross vehicle weight rating (GVWR) of 8,500 pounds or less sold/leased and titled in Pennsylvania must be certified by the California Air Resources Board (CARB) or be certified for sale in all 50 states. For this program, a "new" vehicle is a qualified vehicle with an odometer reading less than 7,500 miles. DEP and PennDOT both work with the public, including manufacturers, vehicle dealers and consumers, to ensure that vehicles sold and purchased in Pennsylvania or vehicles purchased from other states by Pennsylvania residents comply with the requirements of the PCV Program, in order to be titled in Pennsylvania. Additionally, PennDOT ensures that paperwork for title and registration includes proof of CARB- or 50-state emission certification or that the vehicle owner qualifies for an exemption to the requirements, as listed on PennDOT's MV-9 form and in the PCV Program regulation. When necessary, information from PennDOT's title and registration process may be used to audit vehicle title transactions to determine program compliance.

The impacts of this program are modeled for all analysis years beyond 2008 using the same instructions and tools downloaded for the early NLEV analysis. EPA provided input files to reflect state programs similar to the CA LEV program. Modifications to those files were made to reflect a 2008 program start date for Pennsylvania.

Analysis Process Details

The previous sections have summarized the input data used for computing speeds and emission rates for this conformity analysis. This section explains how PPSUITE and MOVES use that input data to produce emission estimates. **Exhibit 6** provides a more detailed overview of the PPSUITE analysis procedure using the available traffic data information described in the previous sections.

VMT Preparation

Producing an emissions inventory with PPSUITE requires a process of disaggregation and aggregation. Data is available and used on a very detailed scale – individual roadway segments for each of the 24 hours of the day. This data needs to be processed individually to determine the distribution of vehicle hours of

travel (VHT) by speed and then aggregated by vehicle class to determine the input VMT to the MOVES emission model. Key steps in the preparation of VMT include:

- *Assemble VMT* - The RMS database contains the roadway segments, distances and travel volumes needed to estimate VMT. PPSUITE processes each segment by simply multiplying the assigned travel volume by the distance to obtain VMT.
- *Apply Seasonal Adjustments* – PPSUITE adjusts the traffic volumes to the appropriate analysis season. These traffic volumes are assembled by PPSUITE and extrapolated over the course of a year to produce the annual VMT file input to MOVES.
- *Disaggregate to Hours* - After seasonal adjustments are applied, the traffic volumes are distributed to each hour of the day. This allows for more accurate speed calculations (effects of congested hours) and allows PPSUITE to prepare the hourly VMT and speeds for input to MOVES.
- *Peak Spreading* - After distributing the daily volumes to each hour of the day, PPSUITE identifies hours that are unreasonably congested. For those hours, PPSUITE then spreads a portion of the volume to other hours within the same peak period, thereby approximating the "peak spreading" that normally occurs in such over-capacity conditions. This process also helps prevent hours with unreasonably congested speeds from disproportionately impacting emission calculations.
- *Disaggregation to Vehicle Types* - EPA requires VMT estimates to be prepared by the six HPMS vehicle groups, reflecting specific local characteristics. As described in the previous section, the hourly volumes are disaggregated into thirteen MOVES source types based on data from PennDOT and NTD, in combination with MOVES defaults. The thirteen MOVES source types are then recombined into six HPMS vehicle classes.
- *Apply HPMS VMT Adjustments* - Volumes must also be adjusted to account for differences with the HPMS VMT totals, as described in previous sections. VMT adjustment factors are provided as inputs to PPSUITE and are applied to each of the roadway segment volumes. VMT adjustment factors are also applied to runs for future years.
- *Apply VMT Growth Adjustments* - Volumes must also be adjusted to estimate future year VMT. VMT growth factors are provided as inputs to PPSUITE and are applied to each of the roadway segment volumes. The VMT growth factors were developed from the PennDOT BPR Growth Rate forecasting system.

Speed Estimation

Emissions for many pollutants (including VOC and NO_X) vary significantly with travel speed. VOC emissions generally decrease as speed increases, while NO_X emissions decrease at low speeds and increases at higher speeds, as illustrated in **Exhibit 7**. Because emissions are so sensitive to speed changes, EPA recommends special attention be given to developing reasonable and consistent speed estimates. EPA also recommends that VMT be disaggregated into subsets that have roughly equal speeds, with separate emission factors for each subset. At a minimum, speeds should be estimated separately by road type.

The computational framework used for this analysis meets and exceeds the recommendation above relating to speed estimates. Speeds are individually calculated for each roadway segment and hour. Rather than accumulating the roadway segments into a particular road type and calculating an average speed, each individual link hourly speed is represented in the MOVES vehicle hours of travel (VHT) by a speed bin file. This MOVES input file allows the specification of a distribution of hourly speeds. For example, if 5% of a county's arterial VHT operates at 5 mph during the AM peak hour and the remaining 95% operates at 65 mph, this can be represented in the MOVES speed input file. For the roadway vehicle emissions calculations, speed distributions are input to MOVES by road type and source type for each hour of the day.

To calculate speeds, PPSUITE first obtains initial capacities (i.e., how much volume the roadway can serve before heavy congestion) and free-flow speeds (speeds assuming no congestion) from a speed/capacity lookup table. As described previously, this data contains default roadway information indexed by the area and facility type codes. For areas with known characteristics, values can be directly coded to the database and the speed/capacity default values can be overridden. For most areas where known information is unavailable, the speed/capacity lookup tables provide valuable default information regarding speeds, capacities, signal characteristics, and other capacity adjustment information used for calculating congested delays and speeds. The result of this process is an estimated average travel time for each hour of the day for each highway segment. The average travel time multiplied by traffic volume produces vehicle hours of travel (VHT).

EXHIBIT 6: PPSUITE SPEED/EMISSION ESTIMATION PROCEDURE

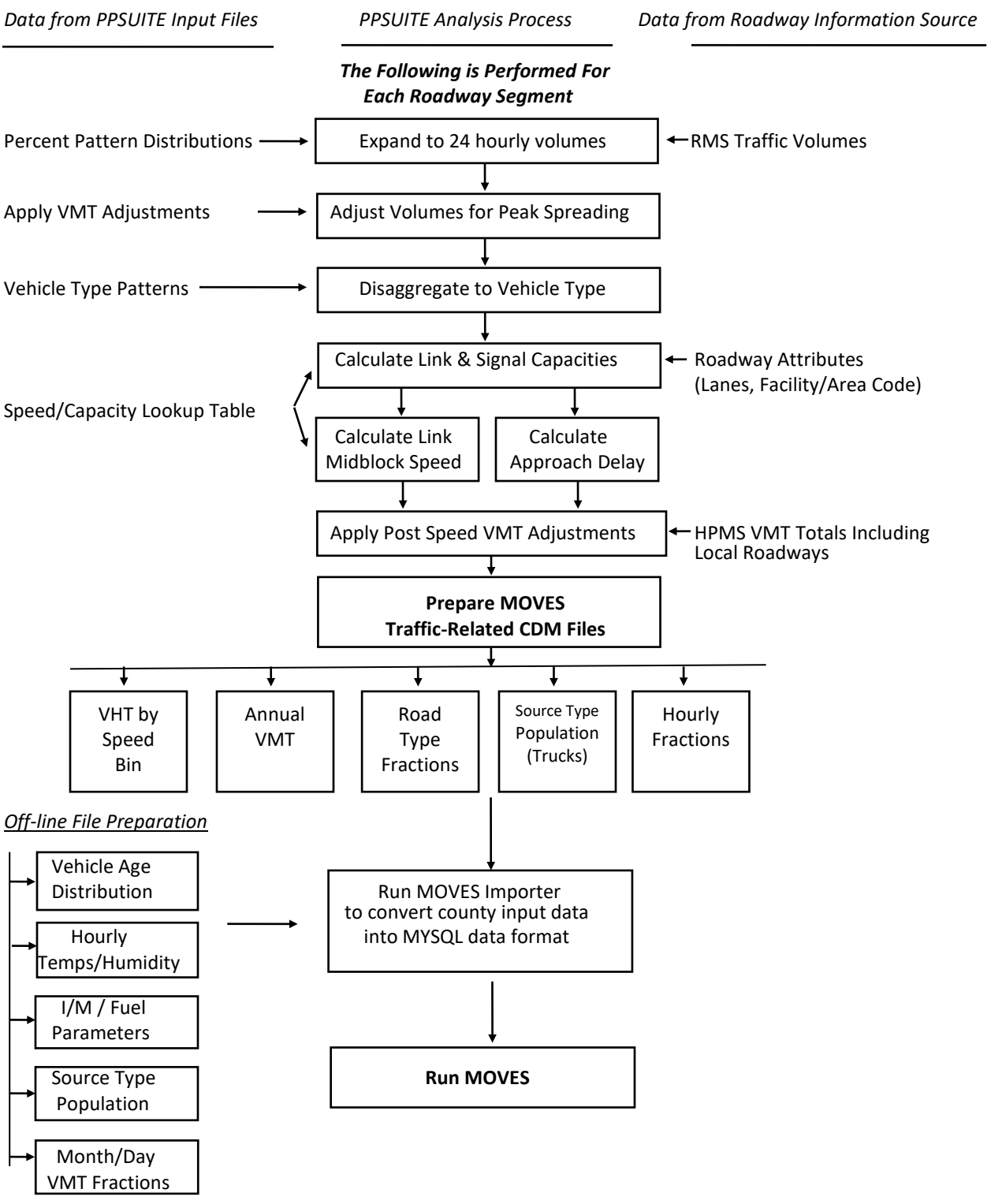
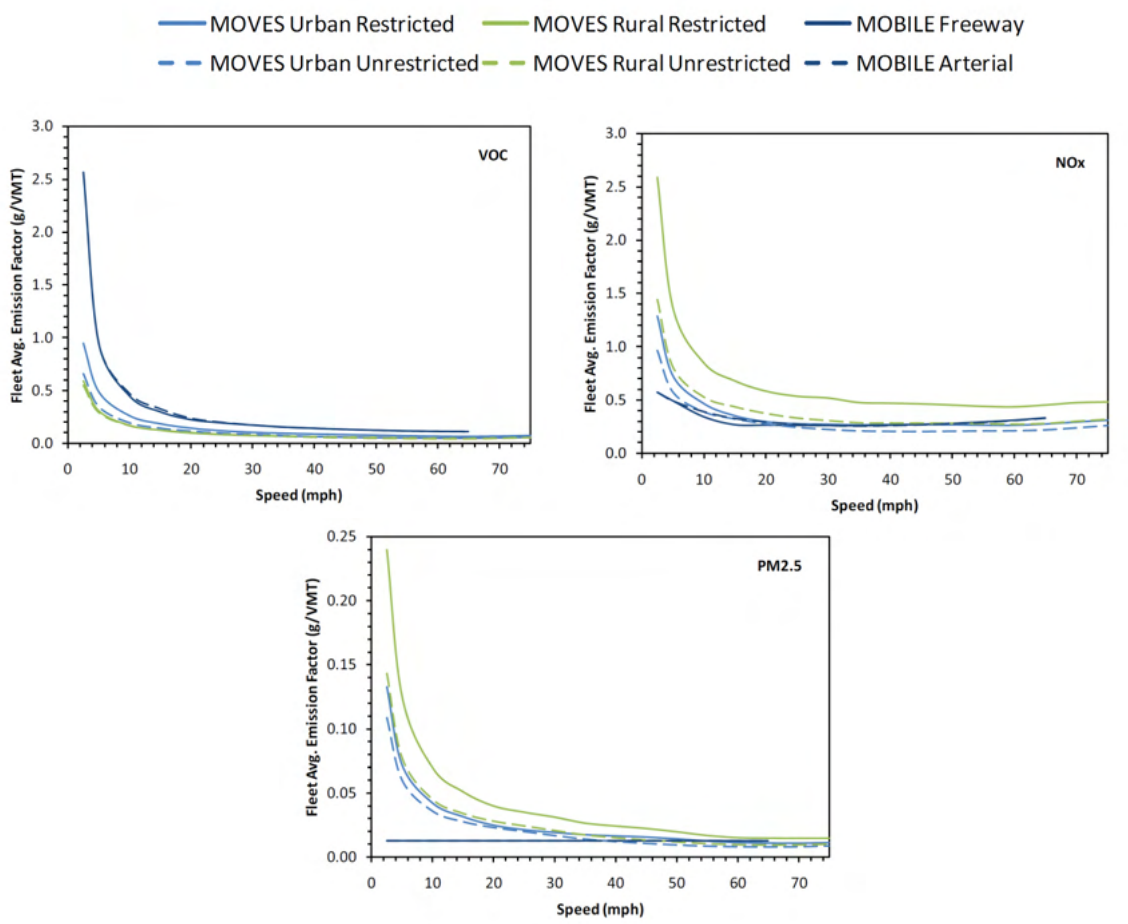


EXHIBIT 7: EMISSION FACTOR VS. SPEED VARIANCES (VOC, NOX, AND $PM_{2.5}$)



Source: Figure 3 from Implications of the MOVES2010 Model on Mobile Source Emission Estimates, Air & Waste Management Association, July 2010.

Developing the MOVES Traffic Input Files

The PPSUITE software is responsible for producing the following MOVES input files during any analysis run:

- VMT by HPMS vehicle class.
- VHT by speed bin.
- Road type distributions.
- Hourly VMT fractions.
- Ramp fractions.

These files are text formatted files with a *.csv extension. The files are provided as inputs within the MOVES County Data Manager (CDM) and are described below:

- *VMT Input File*: VMT is the primary traffic input affecting emission results. The roadway segment distances and traffic volumes are used to prepare estimates of VMT. PPSUITE performs these calculations and outputs the MOVES annual VMT input file to the County Data Manager (CDM). The annual VMT is computed by multiplying the RMS adjusted VMT by 365 days (366 days in a leap year).
- *VHT by Speed Bin File*: As described in the previous section, the PPSUITE software prepares the MOVES VHT by speed bin file, which summarizes the distribution of speeds across all links into each of the 16 MOVES speed bins for each hour of the day by road type. This robust process is consistent with the methods and recommendations provided in EPA's technical guidance for the MOVES2014 model (http://www.epa.gov/otaq/models/moves/) and ensures that MOVES emission rates are used to the fullest extent.
- *Road Type Distributions*: Within MOVES, typical drive cycles and associated operating conditions vary by roadway type. MOVES defines five different roadway types as follows:

  1 Off-Network.
  2 Rural Restricted Access.
  3 Rural Unrestricted Access.
  4 Urban Restricted Access.
  5 Urban Unrestricted Access.

  For this analysis, the MOVES road type distribution file is automatically generated by PPSUITE using defined equivalencies. The off-network road type includes emissions from vehicle starts, extended idling, and evaporative emissions. Off-network activity in MOVES is primarily determined by the Source Type Population input.
- *Ramp Fractions*: Since ramps are not directly represented within the RMS database, the assumption is that 8% of total Freeway VHT is Ramp VHT, consistent with EPA's technical guidance.

MOVES Runs

After computing speeds and aggregating VMT and VHT, PPSUITE prepares traffic-related inputs needed to run EPA's MOVES software. Additional required MOVES inputs are prepared externally from the processing software and include temperatures, I/M program parameters, fuel characteristics, vehicle fleet age distributions, and source type population. The MOVES county importer is run in batch mode. This program converts all data files into the MySQL format used by the MOVES model. At that point, a MOVES run specification file (*.mrs) is created which specifies options and key data locations for the run. The MOVES run is then executed in batch mode. A summary of key MOVES run specification settings is shown in **Exhibit 8**. MOVES can be executed using either an inventory or rate-based approach. For this analysis, MOVES is applied using the *inventory-based* approach. Using this approach, actual VMT and population are provided as inputs to the model; MOVES is responsible for producing the total emissions for the region.

EXHIBIT 8: MOVES RUN SPECIFICATION FILE PARAMETER SETTINGS

Parameter	Setting
MOVES Version	MOVES3.1
MOVES Default Database Version	movesdb20221007
Scale	COUNTY
Analysis Mode	Inventory
Time Span	**July Weekday Runs:** July month, Weekday, 24 hours
Time Aggregation	Hour
Geographic Selection	County [FIPS]
Vehicle Selection	All source types Gasoline, Diesel, CNG, E85
Road Type	All road types including off-network
Pollutants and Processes	NO_X, and VOC
Database selection	Early NLEV database PA-Specific CA LEV program database
General Output	Units: Emission = grams; Distance = miles; Time = hours; Energy = Million BTU
Output Emissions	Time = Hour, Emissions by Process ID, Source Type and Road Type

Conformity Analysis Results

A transportation conformity analysis of the current TIP and LRTP has been completed for Carbon County. The analyses were performed according to the requirements of the Federal transportation conformity rule at 40 CFR Part 93, Subpart A. The analyses utilized the methodologies, assumptions and data as presented in previous sections. Interagency consultation has been used to determine applicable emission models, analysis years and emission tests.

Emission Tests

There are currently no approved SIP MVEBs for Carbon County under 2008 8-hour ozone NAAQS. However, an approved SIP revision has established MVEBs under the 1997 8-hour ozone NAAQS using MOVES. On May 16, 2014, EPA issued a direct final action to update the 1997 8-hour ozone MVEBs for the Allentown-Bethlehem-Easton maintenance area (79 FR 28435). Separate emission budgets were established for Carbon County. The ozone conformity analysis has been conducted to evaluate emissions in comparison to the applicable ozone MVEBs summarized in **Exhibit 9**.

EXHIBIT 9: 8-HOUR OZONE MOTOR VEHICLE EMISSION BUDGETS

County / Pollutant	2009 Budget (tons/day)	2018 Budget (tons/day)
VOC	3.44	2.26
NOx	6.90	3.54

Analysis Years

Section 93.119(g) of the Federal Transportation Conformity Regulations requires that emissions analyses be conducted for specific analysis years as follows:

- The last year of the LRTP's forecast period.
- The attainment year of the standard if within timeframe of TIP and LRTP.
- An intermediate year or years such that if there are two years in which analysis is performed, the two analysis years are no more than ten years apart.

All analysis years were determined through the interagency consultation process. **Exhibit 10** provides the analysis years used for this conformity analysis.

EXHIBIT 10: TRANSPORTATION CONFORMITY ANALYSIS YEARS

Analysis Year	Description
2025	Interim Year
2035	Interim Year
2045	Interim Year
2050	Last Year of LRTP

Regionally Significant Highway Projects

For the purposes of conformity analysis, highway networks are created for each analysis year. For the horizon years, regionally significant projects from the LRTP were coded onto the networks. Detailed assessments were only performed for those new projects which may have a significant effect on emissions in accordance with 40 CFR Parts 51 and 93. Only those projects which would increase capacity or significantly impact vehicular speeds were considered. Projects such as bridge replacements and roadway restoration projects, which constitute the majority of the TIP and LRTP list, have been excluded from consideration since they are considered exempt under 40 CFR 93.126-127. A list of highway projects is shown in **Attachment A**.

Analysis Results

An emissions analysis has been completed for the 2008 8-hour ozone NAAQS. **Exhibit 11** summarizes the Carbon County ozone emission results for a summer weekday in each analysis year. All years are lower than the applicable conformity budgets established in the regional maintenance plan for the 1997 ozone NAAQS. A detailed emission summary is also provided in **Attachment B**. Example MOVES importer (XML) and run specification (MRS) files are provided in **Attachment C**.

EXHIBIT 11: OZONE EMISSION ANALYSIS RESULTS AND CONFORMITY TEST
(Summer Weekday)

Pollutant	*2018 BUDGET (tons/day)*	*2025 (tons/day)*	*2035 (tons/day)*	*2045 (tons/day)*	*2050 (tons/day)*
VOC	***2.26***	*0.58*	*0.42*	*0.37*	*0.38*
NO_X	***3.54***	*1.60*	*1.03*	*1.10*	*1.18*
Conformity Result		**Pass**	**Pass**	**Pass**	**Pass**

Conformity Determination

Financial Constraint

The planning regulations, Sections 450.322(b)(11) and 450.324(e), require the transportation plan to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The NEPA MPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in Carbon County and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The TIP and LRTP have been determined to be financially constrained.

Public Participation

The TIP and LRTP have undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, NEPA's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period (November 17 through December 18, 2023), which included a public meeting on December 5, 2023.

Conformity Statement

The conformity rule requires that the TIP and LRTP conform to the applicable SIP(s) and be adopted by the MPO/RPO before any federal agency may approve, accept, or fund projects. Conformity is determined by applying criteria outlined in the transportation conformity regulations to the analysis.

The TIP and LRTP for the NEPA MPO area are found to conform to the applicable air quality SIP(s) or EPA conformity requirements. This finding of conformity positively reflects on the efforts of the NEPA MPO and its partners in meeting the regional air quality goals, while maintaining and building an effective transportation system.

Resources

MOVES Model

Modeling Page within EPA's Office of Mobile Sources Website contains a downloadable model, MOVES users guide and other information. See (https://www.epa.gov/moves)

Policy Guidance on the Use of MOVES3 for State Implementation Plan Development, Transportation Conformity, and Other Purposes, US EPA Office of Transportation and Air Quality, EPA-420-B-20-044, November 2020.

MOVES3 Technical Guidance: Using MOVES to Prepare Emission Inventories in State Implementation Plans and Transportation Conformity. US EPA Office of Transportation and Air Quality, EPA-420-B-20-052, November 2020.

Traffic Engineering

Highway Capacity Manual, sixth edition (HCM2016), Transportation Research Board, presents current knowledge and techniques for analyzing the transportation system.

Traffic Data Collection and Factor Development Report, 2017 Data, Pennsylvania Department of Transportation, Bureau of Planning and Research.

Traffic Data Collection and Factor Development Report, 2021 Data, Pennsylvania Department of Transportation, Bureau of Planning and Research.

Highway Vehicle Emissions Analysis Glossary

AADT: Average Annual Daily Traffic, average of ALL days.

CAA: Clean Air Act as amended.

CARB: California Air Resources Board.

CFR: Code of Federal Regulations.

County Data Manager (CDM): User interface developed to simplify importing specific local data for a single county or a user-defined custom domain without requiring direct interaction with the underlying MySQL database in the MOVES emission model.

DEP: Department of Environmental Protection.

Emission rate or factor: Expresses the amount of pollution emitted per unit of activity. For highway vehicles, this is usually expressed in grams of pollutant emitted per mile driven.

EPA: Environmental Protection Agency.

FC: Functional code. Applied to road segments to identify their type (freeway, local, etc.).

FHWA: Federal Highway Administration.

FR: Federal Register.

FTA: Federal Transit Administration.

Growth factor: Factor used to convert volumes to future years.

HPMS: Highway Performance Monitoring System.

I/M: Vehicle emissions inspection/maintenance programs are required in certain areas of the country. The programs ensure that vehicle emission controls are in good working order throughout the life of the vehicle. The programs require vehicles to be tested for emissions. Most vehicles that do not pass must be repaired.

LRTP: Long Range Transportation Plan

MOVES: Motor Vehicle Emission Simulator. The latest model EPA has developed to estimate emissions from highway vehicles.

MVEB: motor vehicle emissions budget.

NAAQS: National Ambient Air Quality Standard.

Pattern data: Extrapolations of traffic patterns (such as how traffic volume on road segment types varies by time of day, or what kinds of vehicles tend to use a road segment type) from segments with observed data to similar segments.

PPSUITE: Post-Processor for Air Quality. A set of programs that estimate speeds and prepares MOVES inputs and processes MOVES outputs.

Road Type: Functional code, applied in data management to road segments to identify their type (rural/urban highways, rural/urban arterials, etc.).

RMS: Roadway Management System.

SIP: State Implementation Plan.

Source Type: One of thirteen vehicle types used in MOVES modeling.

VHT: Vehicle hours traveled.

VMT: Vehicle miles traveled. In modeling terms, it is the simulated traffic volumes multiplied by link length.

VOC: volatile organic compound emissions.

ATTACHMENT A

Project List

The following Carbon County FY2023-2026 TIP and 2050 LRTP air quality significant highway projects are included in the conformity analysis:

MPMS #	Project Name	Description
Air Quality Significant Projects on FY2023-2026 TIP		
66296	443 Roadway Improvements	This project involves widening the roadway and installing a center turn lane along East Blakeslee Boulevard (SR 443) from Ashtown Drive to East Bridge Street (US Route 209) at the McCall Memorial Bridge. The project locates the Borough of Lehighton and Mahoning Townships, Carbon County.
Air Quality Significant Projects on NEPA MPO's LRTP (Includes PennDOT's 12-Year Twelve-Year Program)		
116965	Delaware Ave Signal Improvements	This project includes optimization of traffic signals, providing signal coordination, and upgrading signal equipment at three existing signalized intersections along Delaware Avenue (SR 2002) at State Road and the offset Third Street intersections in Palmerton, Carbon County.

ATTACHMENT B

Detailed Emission Results

Detailed Emission Results for Ozone Analysis

Carbon County Ozone Daily Emission Summary

2025 FFY23 TIP Conformity and LRTP (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Carbon	Off-Network	N/A	N/A	0.39	0.28
	Rural Restricted	1,180,307	64.5	0.07	0.76
	Rural UnRestricted	1,228,625	38.9	0.09	0.38
	Urban Restricted	86,162	60.0	0.00	0.04
	Urban UnRestricted	426,391	33.0	0.03	0.14
	Subtotal	*2,921,484*		*0.58*	*1.60*
Off-Model Project Emission Benefits				0.00	0.00
Region Total		**2,921,484**		**0.58**	**1.60**
			(Kg/Day)	**529**	**1,451**

Carbon County Ozone Daily Emission Summary

2025 FFY23 TIP Conformity and LRTP (By Source Type)

County	Source Type	Summer Daily VMT	Emissions (Tons/Day)	
			VOC	NOx
Carbon	Motorcycle	17,304	0.04	0.01
	Passenger Car	1,373,137	0.19	0.08
	Passenger Truck	876,553	0.21	0.23
	Light Commercial Truck	225,726	0.06	0.10
	Intercity Bus	378	0.00	0.00
	Transit Bus	4,227	0.00	0.02
	School Bus	1,312	0.00	0.00
	Refuse Truck	6,383	0.00	0.02
	Single Unit Short-haul Truck	142,046	0.02	0.15
	Single Unit Long-haul Truck	8,672	0.00	0.01
	Motor Home	13,069	0.01	0.03
	Combination Short-haul Truck	61,968	0.01	0.19
	Combination Long-haul Truck	190,709	0.03	0.76
	Subtotal	*2,921,484*	*0.58*	*1.60*
Off-Model Project Emission Benefits			0.00	0.00
Region Total		**2,921,484**	**0.58**	**1.60**
		(Kg/Day)	**529**	**1,451**

Carbon County Ozone Daily Emission Summary

2025 FFY23 TIP Conformity and LRTP (By Emission Process)

County	Emission Process	Emissions (Tons/Day)	
		VOC	NOx
Carbon	Running Exhaust	0.12	1.41
	Start Exhaust	0.09	0.13
	Brakewear	0.00	0.00
	Tirewear	0.00	0.00
	Evap Permeation	0.05	0.00
	Evap Fuel Vapor Venting	0.14	0.00
	Evap Fuel Leaks	0.16	0.00
	Crankcase Running Exhaust	0.01	0.01
	Crankcase Start Exhaust	0.00	0.00
	Crankcase Extended Idle Exhaust	0.00	0.00
	Extended Idle Exhaust	0.00	0.04
	Auxiliary Power Exhaust	0.00	0.00
	Subtotal	*0.58*	*1.60*
Off-Model Project Emission Benefits		0.00	0.00
Region Total		**0.58**	**1.60**
	(Kg/Day)	**529**	**1,451**

Carbon County Ozone Daily Emission Summary

2035 FFY23 TIP Conformity and LRTP (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Carbon	Off-Network	N/A	N/A	0.28	0.23
	Rural Restricted	1,513,826	64.4	0.05	0.49
	Rural UnRestricted	1,305,326	38.8	0.06	0.21
	Urban Restricted	98,033	59.9	0.00	0.02
	Urban UnRestricted	441,936	32.8	0.02	0.08
	Subtotal	*3,359,121*		*0.42*	*1.03*
Off-Model Project Emission Benefits				0.00	0.00
Region Total		**3,359,121**		**0.42**	**1.03**
			(Kg/Day)	**379**	**933**

Carbon County Ozone Daily Emission Summary

2035 FFY23 TIP Conformity and LRTP (By Source Type)

County	Source Type	Summer Daily VMT	Emissions (Tons/Day)	
			VOC	NOx
Carbon	Motorcycle	19,686	0.04	0.01
	Passenger Car	1,562,109	0.13	0.03
	Passenger Truck	997,195	0.16	0.06
	Light Commercial Truck	256,804	0.04	0.02
	Intercity Bus	497	0.00	0.00
	Transit Bus	5,094	0.00	0.01
	School Bus	1,591	0.00	0.00
	Refuse Truck	7,766	0.00	0.01
	Single Unit Short-haul Truck	173,479	0.02	0.13
	Single Unit Long-haul Truck	10,532	0.00	0.01
	Motor Home	15,939	0.01	0.02
	Combination Short-haul Truck	74,825	0.01	0.17
	Combination Long-haul Truck	233,604	0.02	0.55
	Subtotal	*3,359,121*	*0.42*	*1.03*
Off-Model Project Emission Benefits			0.00	0.00
Region Total		**3,359,121 (Kg/Day)**	**0.42 379**	**1.03 933**

Carbon County Ozone Daily Emission Summary

2035 FFY23 TIP Conformity and LRTP (By Emission Process)

County	Emission Process	Emissions (Tons/Day)	
		VOC	NOx
Carbon	Running Exhaust	0.06	0.89
	Start Exhaust	0.05	0.09
	Brakewear	0.00	0.00
	Tirewear	0.00	0.00
	Evap Permeation	0.02	0.00
	Evap Fuel Vapor Venting	0.10	0.00
	Evap Fuel Leaks	0.17	0.00
	Crankcase Running Exhaust	0.01	0.01
	Crankcase Start Exhaust	0.00	0.00
	Crankcase Extended Idle Exhaust	0.00	0.00
	Extended Idle Exhaust	0.00	0.03
	Auxiliary Power Exhaust	0.00	0.01
	Subtotal	*0.42*	*1.03*
Off-Model Project Emission Benefits		0.00	0.00
Region Total	**(Kg/Day)**	**0.42 379**	**1.03 933**

Carbon County Ozone Daily Emission Summary

2045 FFY23 TIP Conformity and LRTP (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Carbon	Off-Network	N/A	N/A	0.24	0.25
	Rural Restricted	1,941,531	64.0	0.06	0.55
	Rural UnRestricted	1,387,181	38.7	0.05	0.20
	Urban Restricted	111,541	59.8	0.00	0.02
	Urban UnRestricted	458,133	32.6	0.02	0.07
	Subtotal	*3,898,386*		*0.37*	*1.10*
Off-Model Project Emission Benefits				0.00	0.00
Region Total		**3,898,386**		**0.37**	**1.10**
			(Kg/Day)	**339**	**995**

Carbon County Ozone Daily Emission Summary

2045 FFY23 TIP Conformity and LRTP (By Source Type)

County	Source Type	Summer Daily VMT	Emissions (Tons/Day)	
			VOC	NOx
Carbon	Motorcycle	22,593	0.04	0.02
	Passenger Car	1,792,760	0.12	0.02
	Passenger Truck	1,144,424	0.12	0.04
	Light Commercial Truck	294,726	0.03	0.01
	Intercity Bus	751	0.00	0.00
	Transit Bus	6,160	0.00	0.01
	School Bus	1,916	0.00	0.00
	Refuse Truck	9,583	0.00	0.02
	Single Unit Short-haul Truck	213,393	0.02	0.15
	Single Unit Long-haul Truck	12,998	0.00	0.01
	Motor Home	19,597	0.01	0.01
	Combination Short-haul Truck	92,197	0.01	0.20
	Combination Long-haul Truck	287,288	0.02	0.61
	Subtotal	*3,898,386*	*0.37*	*1.10*
Off-Model Project Emission Benefits			0.00	0.00
Region Total		**3,898,386**	**0.37**	**1.10**
		(Kg/Day)	**339**	**995**

Carbon County Ozone Daily Emission Summary

2045 FFY23 TIP Conformity and LRTP (By Emission Process)

County	Emission Process	Emissions (Tons/Day)	
		VOC	NOx
Carbon	Running Exhaust	0.06	0.95
	Start Exhaust	0.05	0.10
	Brakewear	0.00	0.00
	Tirewear	0.00	0.00
	Evap Permeation	0.01	0.00
	Evap Fuel Vapor Venting	0.09	0.00
	Evap Fuel Leaks	0.15	0.00
	Crankcase Running Exhaust	0.01	0.01
	Crankcase Start Exhaust	0.00	0.00
	Crankcase Extended Idle Exhaust	0.00	0.00
	Extended Idle Exhaust	0.00	0.03
	Auxiliary Power Exhaust	0.00	0.01
	Subtotal	*0.37*	*1.10*
Off-Model Project Emission Benefits		0.00	0.00
Region Total		**0.37**	**1.10**
	(Kg/Day)	**339**	**995**

Carbon County Ozone Daily Emission Summary

2050 FFY23 TIP Conformity and LRTP (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Carbon	Off-Network	N/A	N/A	0.24	0.28
	Rural Restricted	2,198,843	63.3	0.06	0.61
	Rural UnRestricted	1,430,071	38.6	0.05	0.21
	Urban Restricted	118,985	59.7	0.00	0.02
	Urban UnRestricted	466,363	32.5	0.02	0.07
	Subtotal	*4,214,262*		*0.38*	*1.18*
Off-Model Project Emission Benefits				0.00	0.00
Region Total		**4,214,262**		**0.38**	**1.18**
			(Kg/Day)	**344**	**1,075**

Carbon County Ozone Daily Emission Summary

2050 FFY23 TIP Conformity and LRTP (By Source Type)

County	Source Type	Summer Daily VMT	Emissions (Tons/Day)	
			VOC	NOx
Carbon	Motorcycle	24,280	0.04	0.02
	Passenger Car	1,926,649	0.12	0.02
	Passenger Truck	1,229,900	0.12	0.04
	Light Commercial Truck	316,741	0.03	0.01
	Intercity Bus	869	0.00	0.00
	Transit Bus	6,825	0.00	0.01
	School Bus	2,126	0.00	0.00
	Refuse Truck	10,653	0.00	0.02
	Single Unit Short-haul Truck	237,547	0.02	0.17
	Single Unit Long-haul Truck	14,459	0.00	0.01
	Motor Home	21,812	0.01	0.01
	Combination Short-haul Truck	102,708	0.01	0.21
	Combination Long-haul Truck	319,693	0.02	0.66
	Subtotal	*4,214,262*	*0.38*	*1.18*
Off-Model Project Emission Benefits			0.00	0.00
Region Total		**4,214,262 (Kg/Day)**	**0.38 344**	**1.18 1,075**

Carbon County Ozone Daily Emission Summary

2050 FFY23 TIP Conformity and LRTP (By Emission Process)

County	Emission Process	Emissions (Tons/Day)	
		VOC	NOx
Carbon	Running Exhaust	0.07	1.02
	Start Exhaust	0.05	0.10
	Brakewear	0.00	0.00
	Tirewear	0.00	0.00
	Evap Permeation	0.01	0.00
	Evap Fuel Vapor Venting	0.09	0.00
	Evap Fuel Leaks	0.15	0.00
	Crankcase Running Exhaust	0.01	0.02
	Crankcase Start Exhaust	0.00	0.00
	Crankcase Extended Idle Exhaust	0.00	0.00
	Extended Idle Exhaust	0.00	0.03
	Auxiliary Power Exhaust	0.00	0.01
	Subtotal	*0.38*	*1.18*
Off-Model Project Emission Benefits		0.00	0.00
Region Total	**(Kg/Day)**	**0.38 344**	**1.18 1,075**

ATTACHMENT C

Sample MOVES Data Importer (XML) Input File
and
Run Specification (MRS) Input File

(Sample for 2025 July Weekday)

MOVES County Data Manager Importer File – 2025 July Weekday Run (MOVESIMPORTER.XML)

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MOVES Run Specification File – 2025 July Weekday Run (MOVESRUN.MRS)

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Transportation Conformity Determination Report

1997 Ozone NAAQS

Transportation Conformity Determination
Monroe County Portion of the NEPA MPO

2050 Long Range
Transportation Plan (LRTP)

Adopted January 3, 2024

Table of Contents

Executive Summary

As part of its transportation planning process, the Northeastern Pennsylvania Alliance (NEPA) Metropolitan Planning Organization (MPO) completed the transportation conformity process for the Monroe County portion of the 2050 Long Range Transportation Plan (LRTP). This report documents that the current Transportation Improvement Program (TIP) and LRTP meet the federal transportation conformity requirements in 40 CFR Part 93. Note that conformity for the TIP is being reaffirmed as part of the LRTP process.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II*," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Monroe County portion of the NEPA MPO was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with ("conform to") the State's air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 National Ambient Air Quality Standards

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

The Monroe County portion of the NEPA MPO region is currently designated as part of the Scranton-Wilkes-Barre, PA maintenance area under the 1997 8-hour ozone NAAQS. The region is in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour $PM_{2.5}$ and 2012 annual $PM_{2.5}$ NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

1997 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July, 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

On February 16, 2018 the D.C. Circuit reached a decision in South Coast Air Quality Management District v. EPA, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS. By court decision, the Scranton-Wilkes-Barre, PA area was designated as an "orphan" maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 NAAQS in EPS's original designations for this NAAQS (77 FR 30160, May 21, 2012).

2008 and 2015 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Monroe County was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. Monroe County is in attainment of the 2015 8-hour ozone NAAQS.

2.0 NEPA TIP and LRTP

MPOs and Rural Planning Organizations (RPOs) each develop a TIP at the local level, which reflects the first four years of the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP). The Statewide Transportation Improvement Program (STIP) covers the entire state and includes the 24 individual TIPs representing each Planning Partner. Federal Law requires TIPs to

be updated at least every four years. Pennsylvania's MPOs and RPOs update their TIPs every two years during the TYP update process.

The NEPA 2050 regional LRTP serves as a guide that helps elected officials implement transportation projects that move people and goods safely and efficiently, that preserve the current transportation system, and that improve the quality of life to retain and attract people and businesses to the NEPA region. States and MPOs are required to have an LRTP prior to receiving federal transportation funding. NEPA's LRTP integrates the full PennDOT TYP as well as other investment priorities through the plan's horizon.

The February 16, 2018, South Coast vs. EPA Court decision did not vacate EPA's revocation of the 1997 ozone standard and the decision does not change the area's attainment status. Therefore, while such areas might be required to meet conformity requirements as part of anti-backsliding controls, such areas are not considered nonattainment or maintenance areas under the Transportation Planning Rule (23 CFR 450.104). Such areas continue to complete 5-year plan update cycles as described in 23 CFR 450.324(c). The 5-year metropolitan transportation plan update cycle continues to apply from the date of the most recent MPO metropolitan transportation plan adoption (not the most recent FHWA/FTA conformity determination). While these areas have a 5-year plan cycle for transportation planning purposes, as a result of the court decision they must still meet the 4-year frequency requirements for conformity determinations on TIPs and LRTPs as required by 40 CFR 93.104.

Appendix A provides a listing of the regional significant projects that are funded in the TIP and LRTP within Monroe County. Regionally significant projects include transportation projects (other than exempt projects as defined under 40 CFR 93.126-127) that are on a facility which serves regional transportation needs.

3.0 Transportation Conformity Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA[1] for certain transportation activities, including updated or amended TIPs and LRTPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the Monroe County portion of the NEPA 2023-2026 TIP and 2045 LRTP.

[1] The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation .

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**[2] (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests. Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the Scranton-Wilkes-Barre, PA (includes Monroe County) SIP maintenance plan does not include any TCMs.

[2] Available from Policy and Technical Guidance for State and Local Transportation | US EPA

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state).

Meeting and conference calls were conducted with the Pennsylvania Transportation-Air Quality Work Group to review all planning assumptions and to discuss the template and content for transportation conformity analyses in 1997 ozone orphan areas.

The TIP, LRTP and associated conformity determination has undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, NEPA MPO's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period (November 17 through December 18, 2023), which included a public meeting on December 5, 2023.

4.4 Fiscal Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The NEPA MPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the region and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The NEPA MPO TIP and LRTP has been determined to be financially constrained.

5.0 Conclusion

The conformity determination process completed for the Monroe County portion of the NEPA MPO TIP and LRTP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A

Regionally Significant Project List

Monroe County

Project Name	Description	Municipality
FY 2023-2026 Highway-Bridge and Interstate TIP		
I-80/Exit 308 Realignment (MPMS 57921)	Interchange realignment and intersection improvements. Proposed improvements include construction of two roundabouts, one at I-80 and SR 2017 (Prospect Street) interchange, and second on the eastern side of I-80 at Green Tree Drive.	East Stroudsburg Borough
I-380 Tobyhanna Ramps and I/C (MPMS 112292)	Interchange restoration of Tobyhanna ramps with I-380 including acceleration and deceleration lanes between Milepost 8 and 9 on I-380.	Monroe County
SR 209/115 Intersection Improvement – Phase 2 (MPMS 88935)	Provides improvements to the intersection of US Route 209 and SR 115 in Brodheadsville and the corresponding approaches to the intersection. Roundabouts will be constructed at the US Route 209 / SR 115 intersection and the US Route 209 / Pleasant Valley Lane / Pleasant Valley School District entrance intersection. The SR 209 and SR 115 approaches will be widened and reconstructed. Pedestrian accommodations will be provided at select locations	Chestnuthill Township
PA 611/715 Improvements (MPMS 74979)	Focuses on congestion reduction on I-80 at Exit 298 and Exit 299. This includes widening of the entrance ramps to merge traffic and widening of exit rams to add through and turning lanes. The project includes intersection realignment with T-634 and SR 4004. Safety and traffic operational improvements will be through the addition of through and turn lanes and new traffic signals along SR 715, SR 611 and SR 4004.	Tannersville and Pocono Township

209 Schafer School House (MPMS 104432)	Median closure and removal of traffic signal at US Route 209 and Schafer School House Road intersection.	Hamilton Township
Tobyhanna Pocono Summit West (MPMS 119479)	This project includes widening and signalization upgrades along State Route 940, concrete curbing, and realignment of the Interstate 380 southbound ramp.	Tobyhanna Township
FY 2023-2026 Transit TIP		
LDP 1: Park and Ride Lot (MPMS 95350)	Construct a Park and Ride facility on Route 611 for commuter and employee parking, ride-share and van-pool services, and fixed route and shared ride bus service.	Monroe County
NEPA LRTP (Incorporates PennDOT 12-Year Program and Interstate 12-Year Program)		
I-80 Reconstruction (MPMS 76357)	The I-80 Reconstruction Project includes 3.5 miles of full roadway reconstruction, widening, and interchange reconfiguration from just west of the 303 interchange to east of exit 307 and the Brodhead Creek bridge.	Stroud Township, East Stroudsburg Borough, Stroudsburg Borough
I-80 Reconstruction (Phase II) (MPMS 112351)	The project involves the reconstruction of Interstate 80 from the State Route 4012 (Warner Street) Bridge over Interstate 80, milepost 299.00 to 303.50 beyond the State Route 33 Interchange. All Bridges on and over Interstate 80 will be rehabilitated or reconstructed to accommodate Interstate 80 widening. Interstate 80 will be widened to match the improvements planned in Stroudsburg and East Stroudsburg for a total project length of 11.41 miles.	Pocono, Hamilton and Stroud Townships
PA 715/611 Intersection (MPMS 79473)	This project involves the reconstruction and widening of approximately 2150 feet of SR 611 at its intersection with SR 715 and the realignment of approximately 1250 feet of SR 715 to the east of SR 611. Reconfiguring the current two offsetting SR 715 approaches along SR 611 will create a 4-legged intersection. Thru and turn lanes on both SR 611 and SR 715 will be added along with a new traffic signal at the updated intersection to improve corridor safety and traffic operations.	Pocono Township

Appendix F – Environmental Justice Analysis

Northeastern Pennsylvania Metropolitan Planning Organization 2050 Long Range Transportation Plan Environmental Justice Analysis

NEPA MPO Environmental Justice Policy

The Northeastern Pennsylvania Alliance (NEPA), in conjunction with the Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) Technical Planning Committee and Policy Board, has developed an Environmental Justice (EJ) policy as part of its Long Range Transportation Plan (LRTP).

It is the NEPA MPO's objective to:

- Ensure that the level and quality of transportation planning and related activities are conducted without regard to race, color, disability, gender, age, low income, national origin, language or limited-English proficiency;
- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of the MPO's programs and activities on minority populations and low-income populations;
- Promote the full and fair participation of all affected populations in transportation decision- making;
- Prevent the denial, reduction or delay in benefits related to programs and activities that benefit minority populations or low-income populations;
- Ensure meaningful access to programs and activities by persons with Limited-English Proficiency (LEP).

LONG RANGE TRANSPORTATION PLAN ENVIRONMENTAL JUSTICE ASSESSMENT

The public involvement efforts for MPO/RPOs are guided by several federal mandates to ensure nondiscrimination in federally funded activities. These mandates are designed so that planning and public involvement activities are conducted equitably and in consideration of all citizens, regardless of race, nationality, sex, age, ability, language spoken, or economic status. These mandates include:

- **Title VI of the Civil Rights Act of 1964** - Title VI of the Civil Rights Act states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance." MPOs are committed to providing open and inclusive access to the transportation decision-making process for all persons, regardless of race, color, or national origin.
- **Executive Order on Environmental Justice (Executive Order 12898 February 11, 1994)** - Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. MPOs/RPOs are committed to providing opportunities for full and fair participation by

minority and low- income communities in the transportation decision-making process.

- **Americans with Disabilities Act (ADA)** - The Americans with Disabilities Act of 1990 stipulates involving persons with disabilities in the development and improvement of services. Sites of public involvement activities as well as the information presented must be accessible to persons with disabilities. MPOs/RPOs are committed to providing full access to public involvement programs and information for persons with disabilities. All public meetings are held in ADA-accessible locations. With advance notice, special provisions can be made for hearing-impaired or visually impaired participants.
- **Executive Order on Limited English Proficiency** - Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," was signed on August 11, 2000. Recipients of federal funding "are required to take reasonable steps to ensure meaningful access to programs and activities by LEP person." MPOs/RPOs will make special arrangements for the provision of interpretative services upon request.

FHWA recently introduced the Environmental Justice Core Elements Methodology to ensure an MPO/RPO can meaningfully assess the benefits and burdens of plans and programs. NEPA MPO is committed to following the Core Elements approach, which includes efforts to:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

By integrating the Core Elements into the planning process, state and local agencies are better equipped to carry out the investment strategy and project selection. The EJ process should be comprehensive and continuous with each task informing and cycling back to influence the next step.

IDENTIFYING MINORITY AND LOW-INCOME POPULATIONS

The environmental justice evaluation process begins with developing an understanding of the geographic concentrations of minority and low-income populations. During the development of the 2050 LRTP, the statewide methodology developed by Williamsport MPO, in consultation with PennDOT Central Office was utilized. Census block groups were classified into intervals based on the *ratio* of census block group minority/low income percentage to county or region overall minority/low income percentage rather than the actual percentages, resulting in a uniform scale usable across all counties or regions in the state. The chart below identifies the intervals of minority populations.

Minority Intervals	Ratio of Minority Population Percentage in Census Block Group to County or Planning Partner Minority Population Percentage
1	Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage <= 0.5 (Census block group minority population percentage less than or equal to half of countywide or regional minority population percentage)
2	Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage > 0.5 and <= 1 (Census block group minority population percentage greater than half and less than or equal to countywide or regional minority population percentage)
3	Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage > 1 and <= 2 (Census block group minority population percentage greater than County Minority Population Percentage and less than or equal to twice the countywide or regional minority population percentage)
4	Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage > 2 and <= 4 (Census block group minority population percentage greater than twice and less than or equal to four times the countywide or regional minority population percentage)
5	Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage > 4 (Census block group minority population percentage greater than four times the countywide or regional minority population percentage)

The identification of these populations is essential to establishing effective strategies for engaging them in the transportation planning process. When meaningful opportunities for interaction are established, the transportation planning process can effectively draw upon the perspectives of communities to identify existing transportation needs, localized deficiencies, and the demand for transportation services. Mapping of these populations not only provides a baseline for assessing impacts of the transportation investment program, but also aids in the development of an effective public involvement program.

Minority population is defined as any readily identifiable group of Black, Hispanic, Asian American, American Indian, and Alaskan Native who live in geographic proximity and who would be similarly affected by a proposed FHWA program, policy, or activity. Low-income population is defined as any readily identifiable group of persons at or below the Department of Health and Human Services poverty guidelines who live in a geographic proximity who would be similarly affected by a proposed FHWA program, policy, or activity.

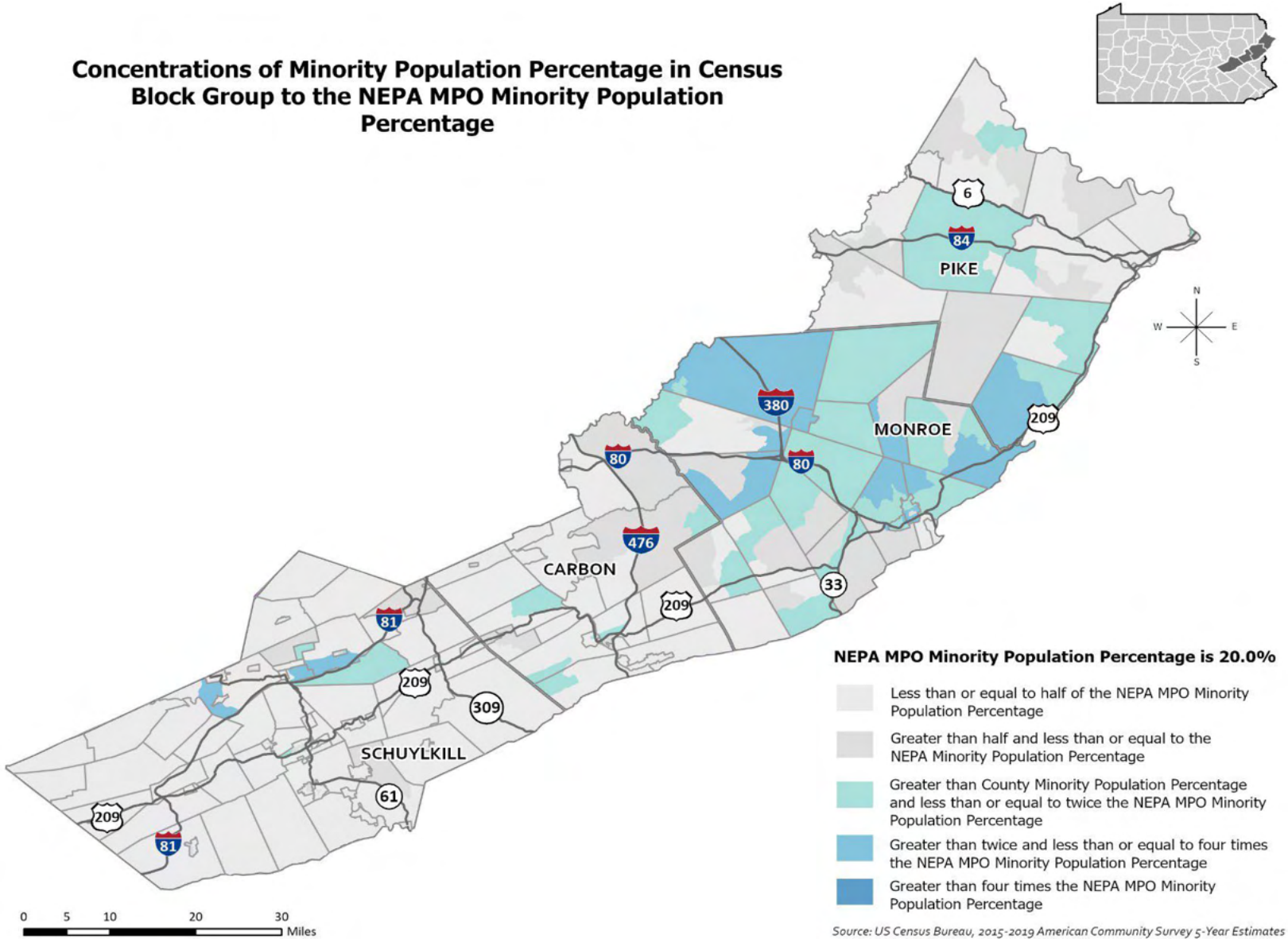
Based on the 2015-2019 American Community Survey (ACS) data, the percentage of minority population is 20.00% in the NEPA MPO. In applying the methodology outlined above, the NEPA MPO region only has four intervals of minority population because no Census blocks have a minority population percentage greater than four times the regional minority population average. Table 1 and Figure 1 show the concentrations of minority populations by census block groups based on 2015-2019 American Community Survey data.

Table 1: Minority Population Intervals

Population	Percent Minority Population Intervals				Total
	Interval 1	Interval 2	Interval 3	Interval 4	
Total Population	190,217	68,501	96,300	75,028	430,046
Total Population (in %)	44.23%	15.93%	22.39%	17.45%	100%
Minority Population	7,096	9,537	28,011	41,378	86,022
Minority Population (in %)	3.73%	13.92%	29.09%	55.15%	20.00%

Source: 2015-2019 ACS

Figure 1: Concentrations of Minority Populations by Census Block Groups



The below table identifies the intervals of low-income populations.

Low Income Intervals	Ratio of Low Income Population Percentage in Census Block Group to County or Planning Partner Low Income Population Percentage
1	Census Block Low Income Population Percentage / County Low Income Population Percentage <= 0.5 (Census block group Low Income population percentage less than or equal to half of countywide or regional Low Income population percentage)
2	Census Block Low Income Population Percentage / County Low Income Population Percentage > 0.5 and <= 1 (Census block group Low Income population percentage greater than half and less than or equal to countywide or regional Low Income population percentage)
3	Census Block Low Income Population Percentage / County Low Income Population Percentage > 1 and <= 2 (Census block group Low Income population percentage greater than County Low Income Population Percentage and less than or equal to twice the countywide or regional Low Income population percentage)
4	Census Block Low Income Population Percentage / County or Planning Partner Low Income Population Percentage > 2 and <= 4 (Census block group Low Income population percentage greater than twice and less than or equal to four times the countywide or regional Low Income population percentage)
5	Census Block Minority Population Percentage / County Minority Population Percentage > 4 (Census block group minority population percentage greater than four times the countywide or regional minority population percentage)

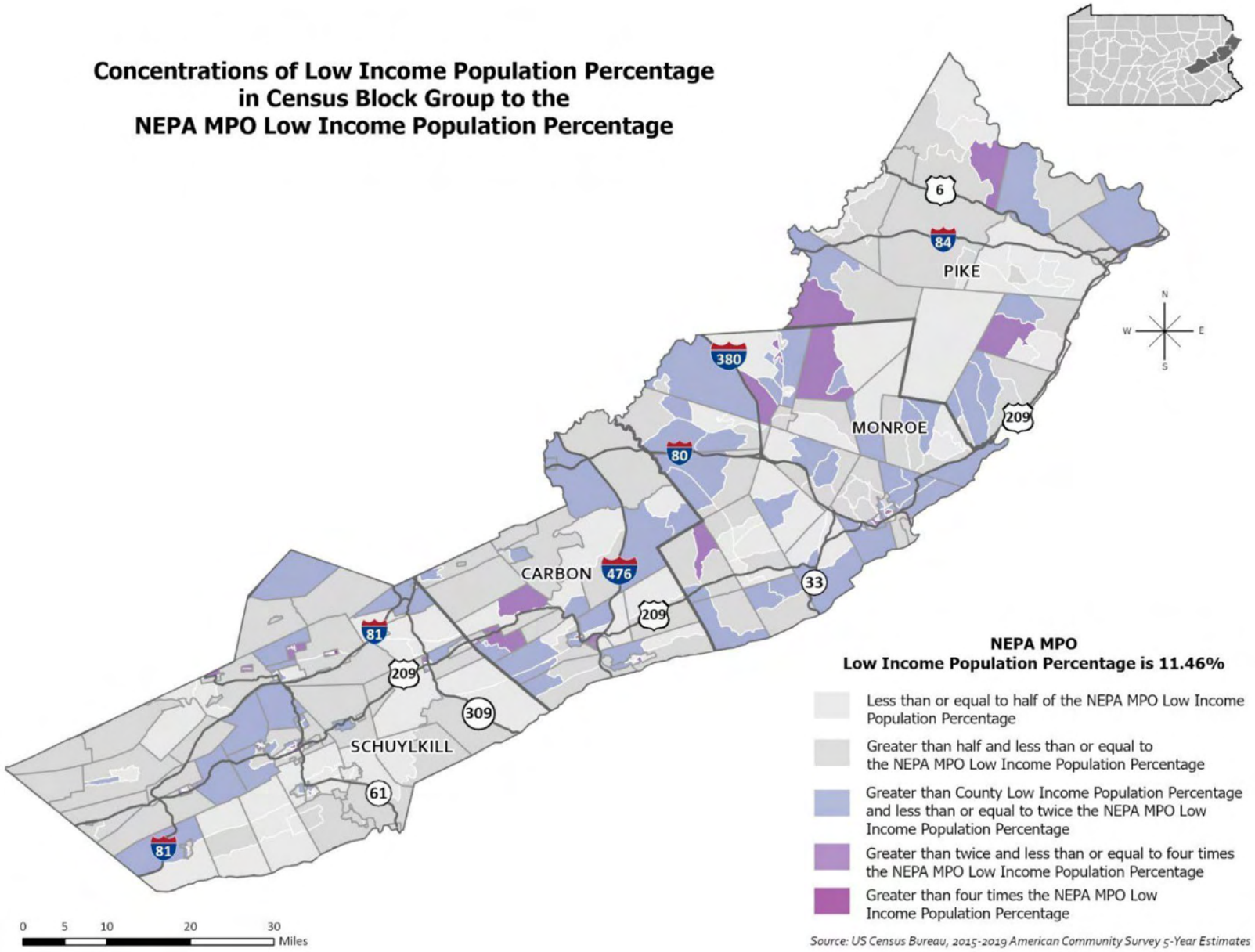
In the NEPA MPO region, the percentage of low income population is 11.46%. Table 2 and Figure 2 show the concentrations of households below the low income threshold by Census block groups, also based on 2015-2019 American Community Survey data.

Table 2: Low Income Population Intervals

Population	Percent Low Income Population Intervals					Total
	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	
Total Population	100,068	146,919	134,900	34,375	2,070	418,332
Total Population (in %)	23.92%	35.12%	32.25%	8.22%	0.49%	100%
Low Income Population	2,676	11,906	21,607	10,746	1,007	86,022
Low Income Population (in %)	2.67%	8.10%	16.02%	31.26%	48.65%	11.46%

Source: 2015-2019 ACS

Figure 2: Concentrations of by Low Income by Census Block Group



CONDITION ASSESSMENT

An assessment of conditions analysis was conducted for components of the transportation system for which statewide datasets are available (namely pavement conditions of the Federal Aid System, bridges, and reportable crashes). All of these data are available from the PennDOT Open Data Portal (https://data-pennshare.opendata.arcgis.com/). To perform the assessment of conditions analysis, two important steps were conducted:

1. A map layer was created from dissolving together block groups of the same interval classification within each county and region for low income and minority concentration. These "interval areas" describe the contiguous areas within a county that fall within the same classification.

2. Transportation assets and crash locations were considered in the analysis of an interval area if located within 50 meters of the boundary of the dissolved interval area. In other words, the dissolved interval areas were buffered 50 meters for the analysis. This would allow the capture of features on the border of block groups or providing access to them.

The following aspects of the transportation system were summarized by low income and minority concentration interval:

- Federal aid segment miles with "excellent," "good," "fair," "poor," or "other" pavement condition
- Number and bridge deck area of poor/not poor bridges
- Reportable crashes occurring 2015-2019. The 5-year totals are provided in the data extract and can be divided by 5 to get the average annual amounts. Crashes of the following types were analyzed:
    - Total Crashes
    - Total Persons Involved in Crashes
    - All Bicycle Crashes
    - Bicycle Crash Fatalities
    - Bicycle Crash Suspected Serious Injuries
    - All Pedestrian Crashes
    - Pedestrian Crash Fatalities
    - Pedestrian Crash Suspected Serious Injuries
    - All Nonmotorized Crashes
    - Nonmotorized Fatalities
    - Nonmotorized Suspected Serious Injuries
    - Total Crash Fatalities
    - Total Crash Suspected Serious Injuries

There may be a slight disparity in the total number of assets and crashes due to their location on the border of Census block groups. In order to analyze benefits and adverse effects, the MPO examined the existing conditions of transportation assets throughout the region, as well as determining their locations in reference to the minority and low income populations. The use

of these maps and tables going forward will allow the MPO to track number of crashes, poor condition bridges, and poor pavement mileage in the region and identify safety gaps and distribution disparities between minority and low income populations and populations that are not minority or low income.

For the purposes of evaluating the distribution of negative asset condition and crashes in among minority, high minority areas will include intervals 3 and 4 because the minority population is greater than the regional average. For the purposes of evaluating the distribution of negative asset condition and crashes in among low income population, high low income areas will include intervals 3, 4 and 5 because the low income population is greater than the regional average.

Bridge Conditions

Overall, there is not a disparity between the condition of bridges and the concentration of minority population. The percentage of bridges in poor condition or worse located in areas with a concentration of minority population (intervals 3 and 4) is lower than the regional average of 13.42%. When considering bridge deck area, the percentage of bridge deck area in poor condition or worse is slightly higher than average in areas with a concentration of minority population.

The same is true for areas with a concentration of low income population. There is not a significant disparity in the percentage of bridges or bridge deck area in poor or worse condition located in areas with a concentration of low income population. Interval 3 has the highest percentage of bridges in poor condition or worse at 16.96%, which is higher than the regional average of 13.72%. In addition, interval 3 has the highest percentage of bridge deck area in poor condition or worse at 11.35%, which is only slightly higher than the regional average of 10.72%

Table 3: Distribution of Poor Condition Bridges by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals				Total
	Interval 1	Interval 2	Interval 3	Interval 4	
Bridges in Poor Condition or Worse	186	65	67	30	348
Percent Bridges in Poor Condition or Worse	13.55%	14.29%	12.57%	12.93%	13.42%
Bridges in Fair Condition or Better	1,187	390	466	202	2,245
Percent Bridges in Fair Condition or Better	86.45%	85.71%	87.43%	87.07%	86.58%
Bridge Deck Area in Poor Condition or Worse (Sq. Feet)	308,028	150,900	146,112	66,733	671,773
Percent Bridge Deck in Poor Condition or Worse	10.07%	11.42%	12.49%	13.69%	11.13%
Bridge Deck Area in Fair Condition or Better (Sq. Feet)	2,751,966	1,170,500	1,023,309	420,612	5,366,387
Percent Bridge Deck Area in Fair Condition or Better	89.93%	88.58%	87.51%	86.31%	88.87%

Source: 2015-2019 ACS, PennDOT

Figure 3: Bridge Conditions and Concentrations of Minority Population Percentages

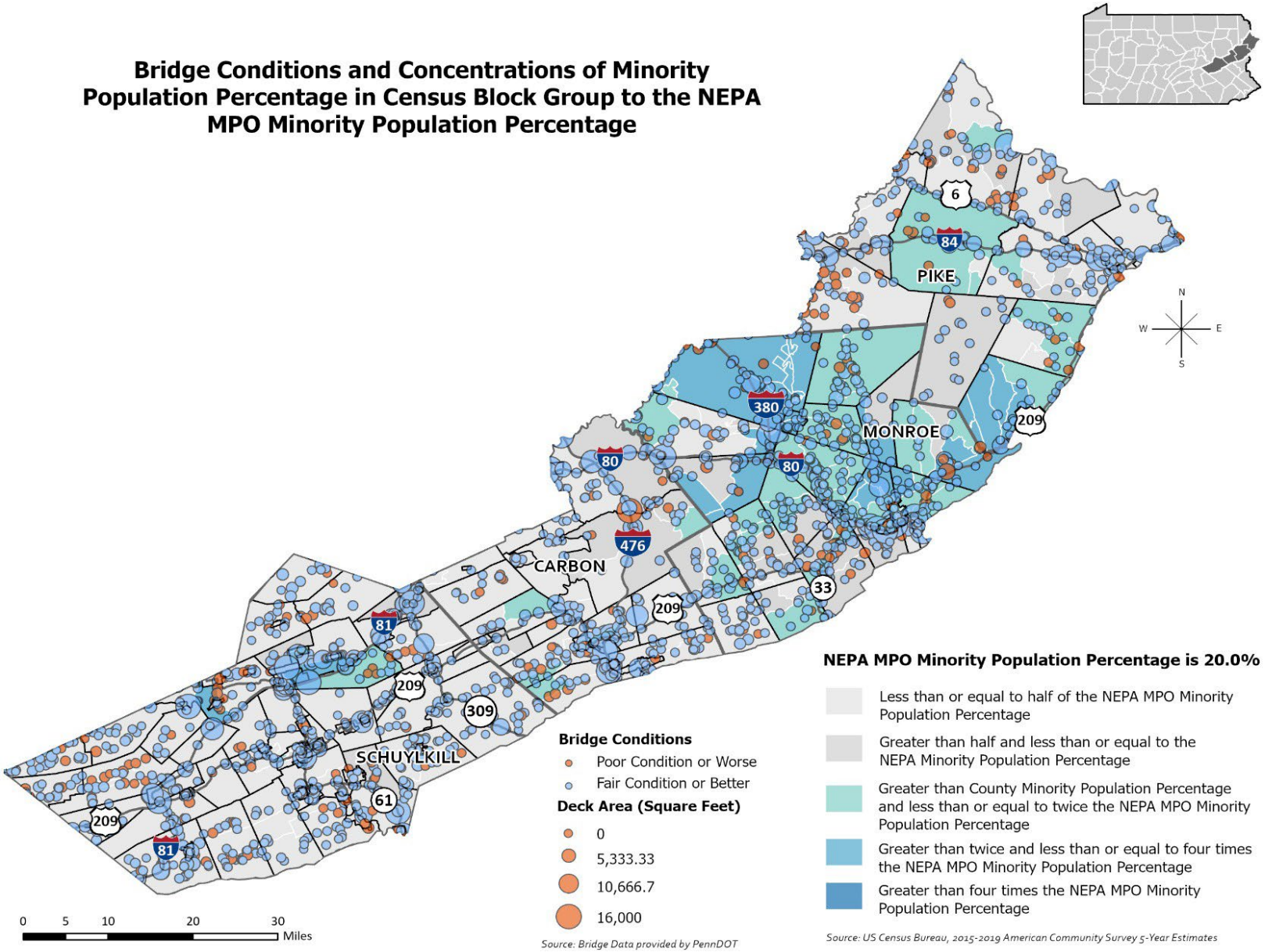
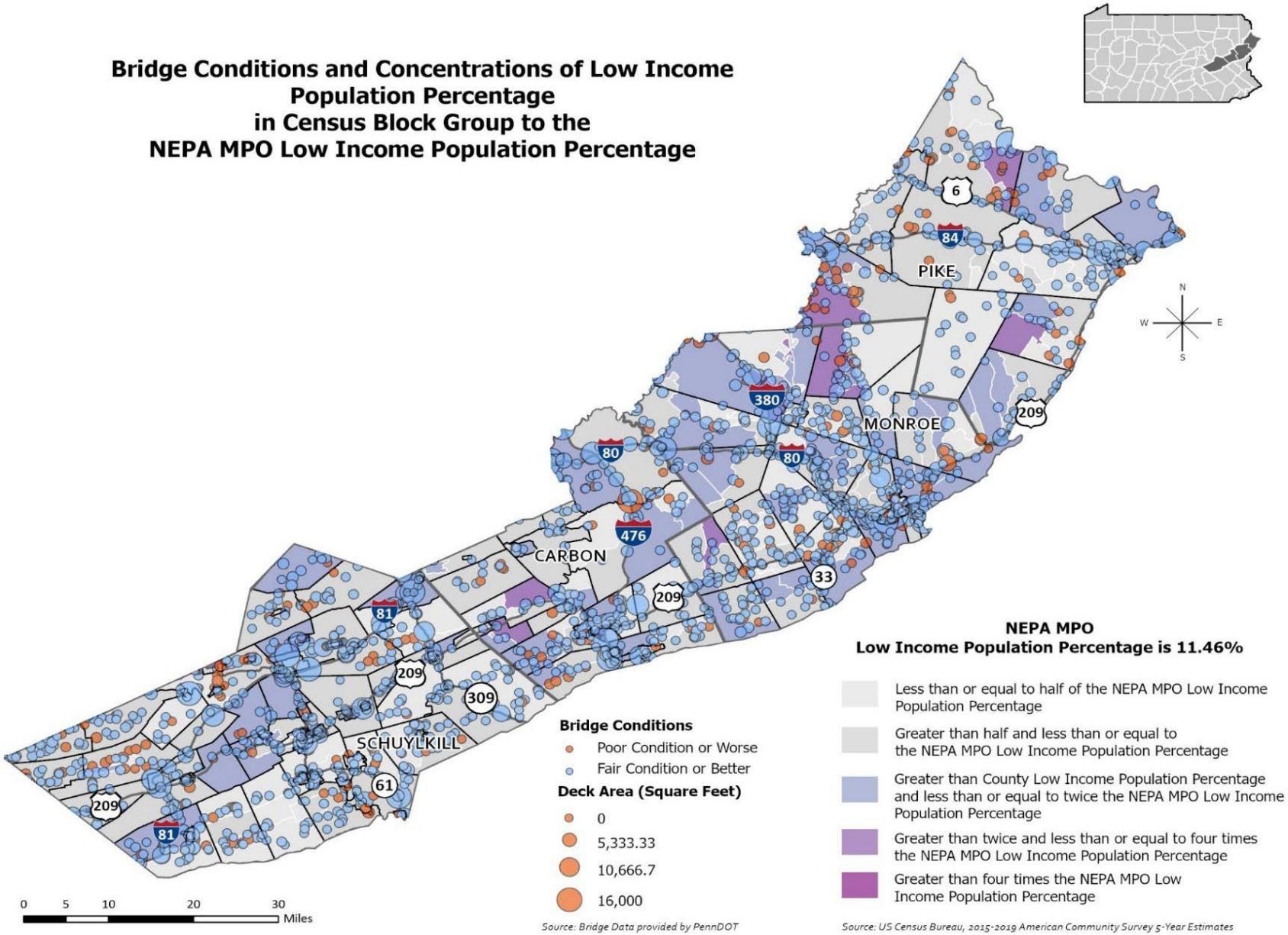


Table 4: Distribution of Poor Condition Bridges by Low Income Population Intervals

Population/Asset	Percent Low Income Population Intervals					Total
	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	
Bridges in Poor Condition or Worse	106	147	97	29	0	379
Percent Bridges in Poor Condition or Worse	14.44%	13.62%	12.63%	16.96%	0.00%	13.72%
Bridges in Fair Condition or Better	628	932	671	142	10	2,383
Percent Bridges in Fair Condition or Better	85.56%	86.38%	87.37%	83.04%	100.00%	86.28%
Bridge Deck Area in Poor Condition or Worse (Sq. Feet)	200,985	240,759	209,008	36,666	0	687,418
Percent Bridge Deck in Poor Condition or Worse	11.81%	10.69%	11.35%	5.96%	0.00%	10.72%
Bridge Deck Area in Fair Condition or Better (Sq. Feet)	1,500,462	2,010,896	1,632,458	578,906	2,086	5,724,808
Percent Bridge Deck Area in Fair Condition or Better	88.19%	89.31%	88.65%	94.04%	100.00%	89.28%

Source: 2015-2019 ACS, PennDOT

Figure 4: Distribution of Poor Condition Bridges by Low Income Population Intervals



Pavement Conditions

Overall, there is not a significant disparity in the pavement condition of federal aid segment miles in areas with a concentration of minority population. In considering federal aid segment miles in poor condition, interval 4 has the highest percentage of miles with poor IRI at 12.68%, which is only slightly higher than the regional average of 12%. In addition, the percentage of federal aid segment miles with excellent IRI in intervals 3 and 4 is slightly lower than the regional average of 26.28%.

For areas with a high concentration of low income population, the percentage of federal aid segment miles with poor IRI is higher than the regional average. In addition, these areas have a lower than average percentage of federal aid segment miles with excellent IRI.

Table 5: Distribution of Pavement Condition by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals				Total
	Interval 1	Interval 2	Interval 3	Interval 4	
Federal Aid Segment Miles with Poor IRI	63.45	27.03	25.4	14.1	129.97
Percent Federal Aid Segment Miles with Poor IRI	12.54%	12.47%	10.19%	12.68%	12.00%
Federal Aid Segment Miles with Fair IRI	93.75	39.21	53.16	30.3	216.42
Percent Federal Aid Segment Miles with Fair IRI	18.53%	18.09%	21.32%	27.26%	19.98%
Federal Aid Segment Miles with Good IRI	177.08	60.16	90.98	32.83	361.05
Percent Federal Aid Segment Miles with Good IRI	34.99%	27.75%	36.49%	29.54%	33.33%
Federal Aid Segment Miles with Excellent IRI	138.58	63.18	61.02	26.82	289.6
Percent Federal Aid Segment Miles with Excellent IRI	27.39%	29.14%	24.47%	24.13%	26.28%
Federal Aid Segment Miles with Other IRI	33.16	27.23	18.78	7.1	86.27
Percent Federal Aid Segment Miles with Other IRI	6.55%	12.56%	7.53%	6.39%	7.96%

Source: 2015-2019 ACS, PennDOT

Figure 5: Distribution of Pavement Condition by Minority Population Intervals

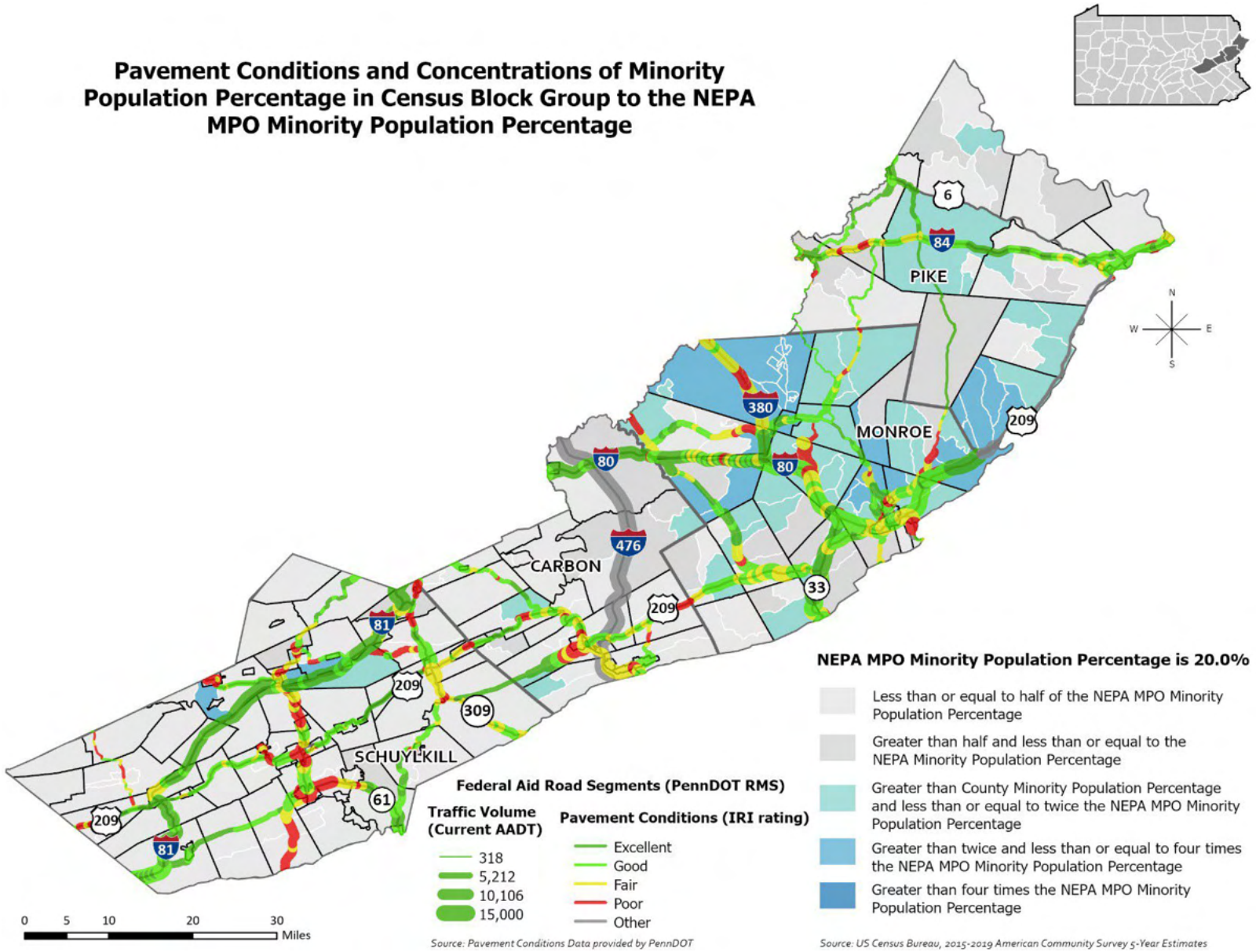
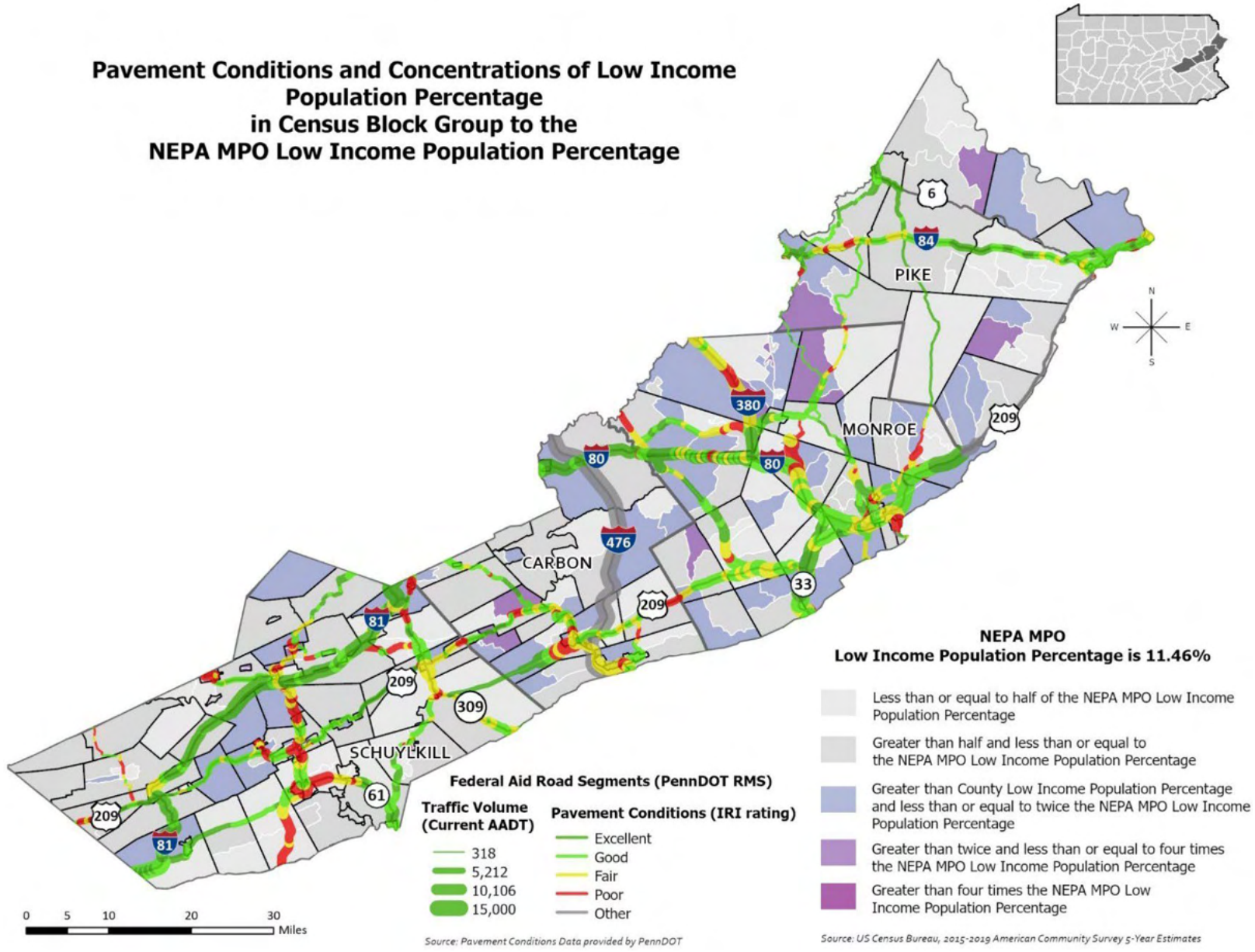


Table 6: Distribution of Pavement Condition by Low Income Population Intervals

Population/Asset	Percent Low Income Population Intervals					Total
	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	
Federal Aid Segment Miles with Poor IRI	39	48	46	20	1	153
Percent Federal Aid Segment Miles with Poor IRI	13.07%	9.82%	13.88%	26.24%	23.74%	17.35%
Federal Aid Segment Miles with Fair IRI	62	91	81	21	0	255
Percent Federal Aid Segment Miles with Fair IRI	20.76%	18.78%	24.46%	27.66%	7.89%	21.39%
Federal Aid Segment Miles with Good IRI	96	164	97	30	2	388
Percent Federal Aid Segment Miles with Good IRI	32.32%	33.68%	29.31%	38.72%	68.37%	32.53%
Federal Aid Segment Miles with Excellent IRI	80	143	76	3	0	302
Percent Federal Aid Segment Miles with Excellent IRI	26.89%	29.41%	23.10%	3.50%	0.00%	25.31%
Federal Aid Segment Miles with Other IRI	21	40	31	3	0	95
Percent Federal Aid Segment Miles with Other IRI	6.96%	8.31%	9.25%	3.88%	0.00%	7.93%

Source: 2015-2019 ACS, PennDOT

Figure 6: Distribution of Pavement Condition by Low Income Population Intervals



Crash Data

Overall, there is not a higher incidence of reportable crashes and fatalities and high minority and low income areas. There are fewer reportable crashes in areas with a higher concentration of minority population, with 12,701 out of 30,396 reportable crashes in intervals 3 and 4. In addition, there are fewer fatalities in these areas, with 124 fatalities, out of 364 across the region. Similarly, there were 12,305 out of 32,607 crashes in areas with a concentration of low income population. In addition, low income intervals 3, 4 and 5 had 155 out of 411 fatalities across the region.

Table 7: Distribution of Crashes by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals				Total
	Interval 1	Interval 2	Interval 3	Interval 4	
Total Reportable Crashes	11,940	5,755	8,263	4,438	30,396
Persons Involved in Crashes	24,280	11,550	17,479	9,800	63,109
Crash Fatalities	175	65	81	43	364
Crash Suspected Serious Injuries	551	219	287	153	1,210
People on Bicycles Involved in Crashes	33	22	19	11	85
People on Bicycles Involved in Crashes, Fatalities	0	2	2	1	5
People on Bicycles Involved in Crashes, Suspected Serious Injuries	8	5	2	1	6
Pedestrians Involved in Crashes	157	101	102	59	419
Pedestrians Involved in Crashes, Fatalities	13	5	6	8	32
Pedestrians Involved in Crashes, Suspected Serious Injuries	39	16	21	11	87
Total Persons Using Nonmotorized Modes Involved in Crashes	245	159	162	91	657
Total Persons Using Nonmotorized Modes Involved in Crashes, Fatalities	13	7	8	9	37
Total Persons Using Nonmotorized Modes Involved in Crashes, Suspected Serious Injuries	47	21	23	12	103

Source: 2015-2019 ACS, PennDOT

Figure 7:Distribution of Crashes by Minority Population Intervals

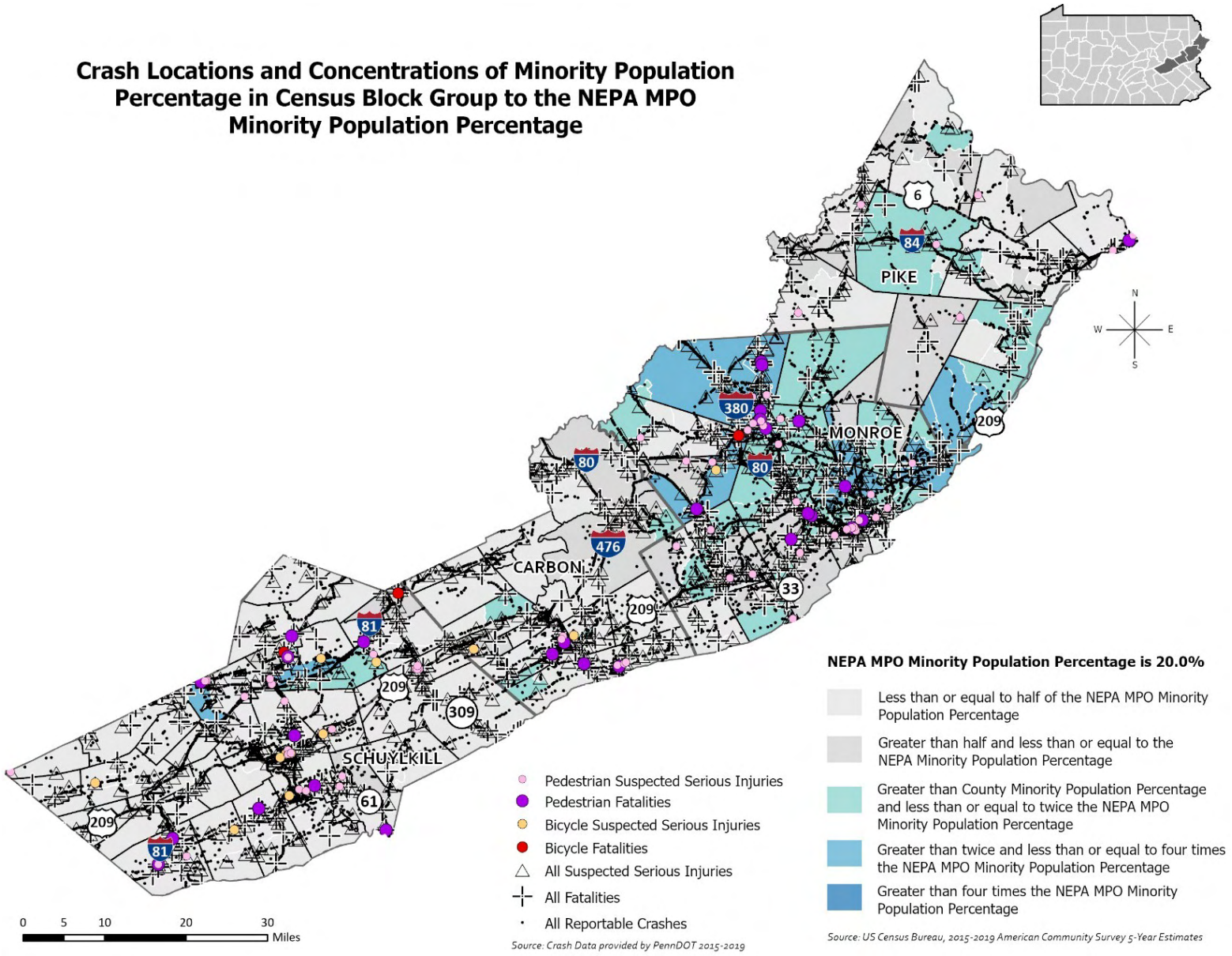
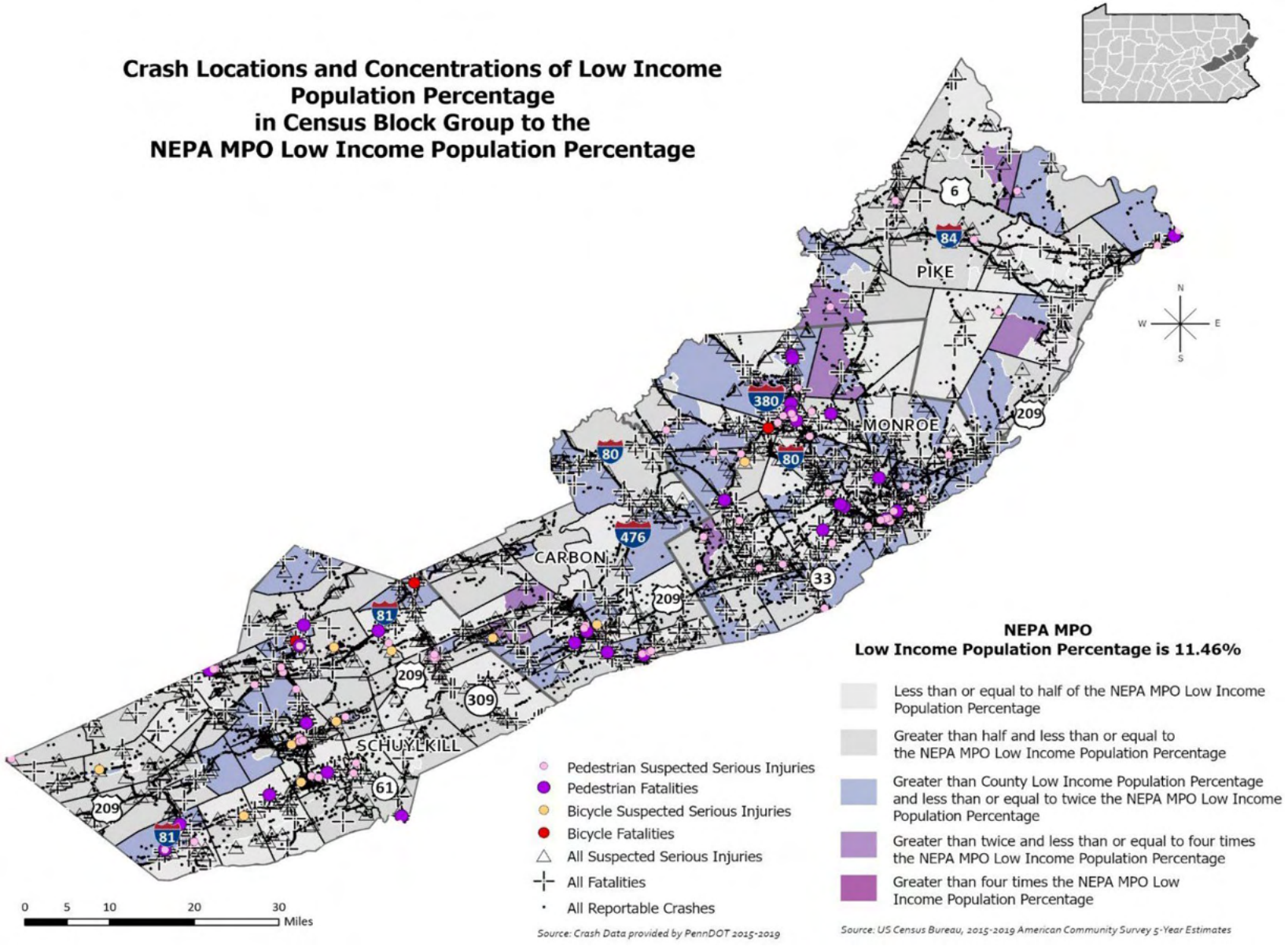


Table 8: Distribution of Pavement Condition by Low Income Population Intervals

Population/Asset	Percent Low Income Population Intervals					Total
	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	
Total Reportable Crashes	8,116	12,186	10,085	2,187	33	32,607
Persons Involved in Crashes	16,455	25,592	21,599	4,824	78	68,548
Crash Fatalities	109	147	121	33	1	411
Crash Suspected Serious Injuries	348	482	357	89	0	1,276
People on Bicycles Involved in Crashes	16	27	24	23	1	91
People on Bicycles Involved in Crashes, Fatalities	1	1	1	2	1	6
People on Bicycles Involved in Crashes, Suspected Serious Injuries	3	8	3	3	0	17
Pedestrians Involved in Crashes	80	133	125	114	3	455
Pedestrians Involved in Crashes, Fatalities	9	12	9	7	0	37
Pedestrians Involved in Crashes, Suspected Serious Injuries	16	22	28	22	0	88
Total Persons Using Nonmotorized Modes Involved in Crashes	140	215	194	161	4	714
Total Persons Using Nonmotorized Modes Involved in Crashes, Fatalities	10	13	10	9	1	43
Total Persons Using Nonmotorized Modes Involved in Crashes, Suspected Serious Injuries	19	30	31	25	0	105

Source: 2015-2019 ACS, PennDOT

Figure 8: Distribution of Pavement Condition by Low Income Population Intervals



BENEFITS & BURDENS OF THE 2045 LONG RANGE TRANSPORTATION PLAN

The NEPA MPO reviewed transportation projects located in areas that were determined to have higher than average minority and low-income levels. When evaluating the potential benefit or burden of a project, it should be noted that each type of project has a unique set of impacts and will affect individual populations differently. For example, maintenance projects tend to cause the least amount of impact on the population since they typically involve highway resurfacing or repaving work on existing roadways. Although these projects can cause delayed travel time and transit service, traffic detours, and work zone noise and debris, the projects are typically shorter in duration and result in improvements to the functionality of the roadway network by providing smoother driving surfaces and new roadway markings. While most bridge projects are identified as either a rehabilitation or replacement, both types of projects can lend itself to significant traffic detours, traffic delay, and noise. However, the benefits of these types of improvements result in safer bridge structures, improved roadway conditions and updated signage.

Capacity projects, which can involve the addition of new lanes to existing roadways, new roadways to the existing network, or at times the realignment of intersections or interchanges, in an effort to provide for more traffic mobility. Special attention needs to be made when planning capacity projects, especially to low-income and minority populations. Not only can these projects result in right-of-way acquisitions to account for the additional capacity, but also construction impacts are normally more severe due to longer construction periods, travel pattern shifts, and delayed travel times among others. The consequences of the completion of capacity projects can involve the loss of property, increased traffic volumes, and decreased air quality, while other benefits can include improved transit service time, decreased travel delay, and safer roadway conditions which will result in improved quality of life for all residents and users of the roadway system.

Of all locatable projects on NEPA MPO's 2050 LRTP, the number of projects in minority or low income areas is lower than the number of projects located in non-minority and non-low-income areas. Tables 10 and 11 depict the types of projects and funding investments in each minority/income interval. Figures 9 and 10 illustrate the geographic proximity between different LRTP projects and the concentrations of minority and low-income populations by Census block groups based on 2015-2019 ACS data. While the number of locatable projects in minority and low income areas is lower than non-minority/low-income areas, the projects may be of high benefits to these communities. Starting with the 2025 program, the NEPA MPO will look more in depth at the benefits of transportation projects in these areas. Additionally, NEPA MPO will continue to evaluate needs and investment opportunities in these areas to ensure all communities share in transportation investment benefits.

Table 9: Distribution of Locatable Projects by Minority Population Intervals

		Ratio of Minority Population Percentage in Census Block Group (where project located) to the NEPA MPO Average Minority Percentage				
		0.0 – 0.5 Very Low Low-income %	0.5 – 1.0 Low Low-income %	1.0 – 2.0 Medium Low-Income %	2.0 – 4.0 High Low-income %	> 4.0 Very High Low-Income %
Bridge	Amount of Funding	$19,925,849.12	$74,237,435.00	$42,237,798.00	$3,325,215.00	$0.00
	Per Capita Funding	$104.75	$1,083.74	$438.61	$44.32	$0.00
	Number of Projects	48	24	24	3	0
Congestion	Amount of Funding	$25,679,678.00	$21,504,430.00	$12,980,553.00	$428,767.00	$0.00
	Per Capita Funding	$135.00	$313.93	$134.79	$5.71	$0.00
	Number of Projects	3	1	1	1	0
Highway/General	Amount of Funding	$122,363,000.00	$11,962,709.00	$59,270,363.00	$26,602,526.00	$0.00
	Per Capita Funding	$643.28	$174.64	$615.48	$354.57	$0.00
	Number of Projects	14	4	4	3	0
Safety	Amount of Funding	$3,469,445.83	$22,240,658.00	$19,412,611.00	$19,356,841.00	$0.00
	Per Capita Funding	$18.24	$324.68	$201.58	$257.99	$0.00
	Number of Projects	9	6	6	9	0
All Projects	Amount of Funding	$171,437,972.95	$129,945,232.00	$133,901,325.00	$49,713,349.00	$0.00
	Per Capita Funding	$398.65	$302.17	$311.37	$115.60	$0.00
	Number of Projects	74	35	35	16	0

Table 10: Distribution of Locatable Projects by Low Income Population Intervals

		Ratio of Low-income Population Percentage in Census Block Group (where project located) to Regional Average Low-income Percentage				
		0.0 – 0.5 Very Low Low-income %	0.5 – 1.0 Low Low-income %	1.0 – 2.0 Medium Low-Income %	2.0 – 4.0 High Low-income %	> 4.0 Very High Low-Income %
Bridge	Amount of Funding	$59,906,685.04	$97,712,604.00	$34,195,153.22	$14,699,462.90	$0.00
	Per Capita Funding	$598.66	$665.08	$253.49	$427.62	$0.00
	Number of Projects	30	35	24	10	0
Congestion	Amount of Funding	$1,300,000.00	$21,933,197.00	$38,660,231.00	$0.00	$0.00
	Per Capita Funding	$12.99	$149.29	$286.58	$0.00	$0.00
	Number of Projects	1	2	3	0	0
Highway/General	Amount of Funding	$34,350,845.00	$94,980,998.00	$133,160,500.00	$287,500.00	$0.00
	Per Capita Funding	$343.28	$646.49	$987.11	$8.36	$0.00
	Number of Projects	8	11	5	1	0
Safety	Amount of Funding	$10,901,641.40	$18,768,082.83	$41,172,828.00	$524,190.00	$0.00
	Per Capita Funding	$108.94	$127.74	$305.21	$15.25	$0.00
	Number of Projects	5	13	10	2	0
All Projects	Amount of Funding	$106,459,171.44	$233,394,881.83	$247,188,712.22	$15,511,152.90	$0.00
	Per Capita Funding	$254.48	$557.92	$590.89	$37.08	$0.00
	Number of Projects	44	61	42	13	0

Figure 9: Concentrations of Minority Populations by Census Block Groups & LRTP Project Locations

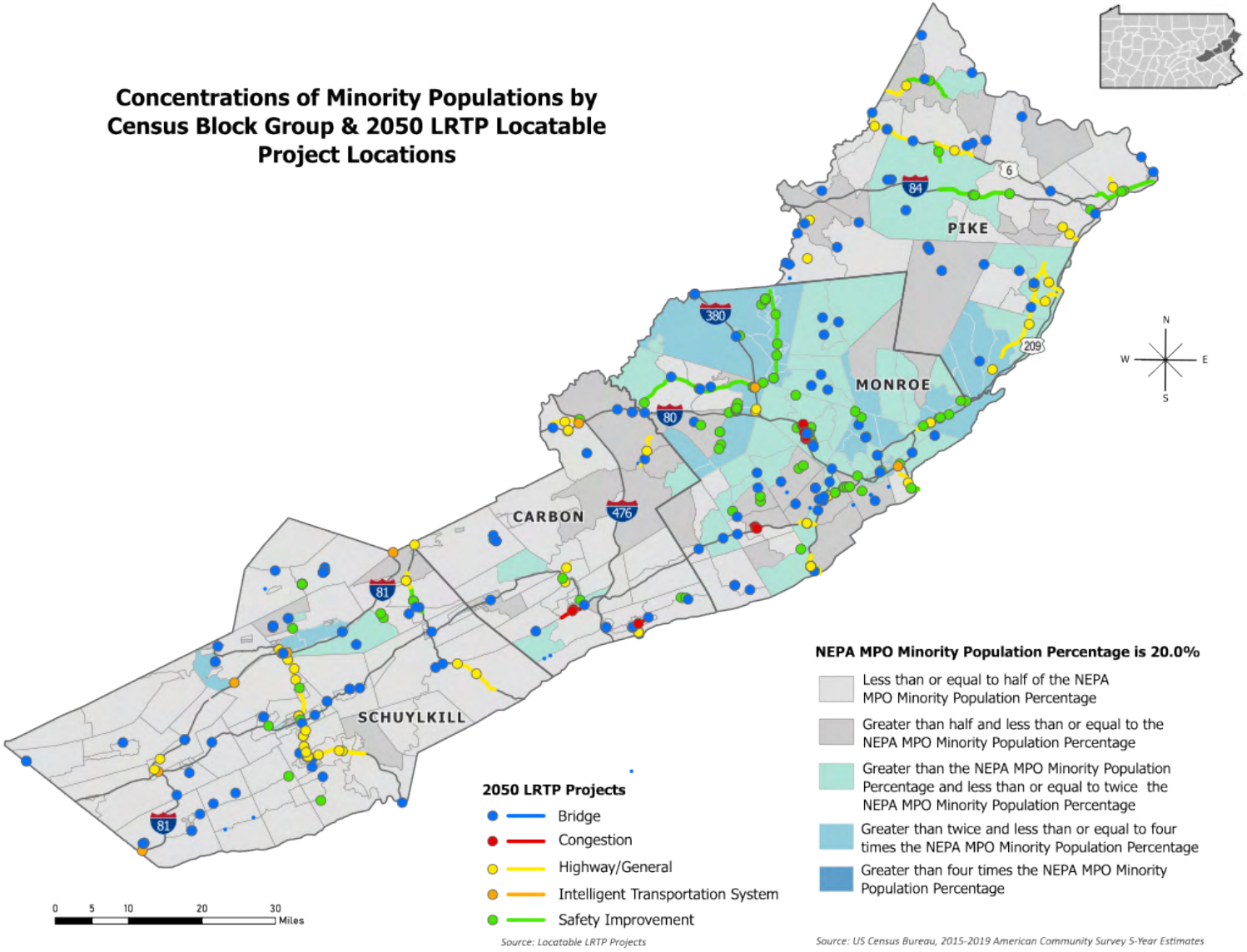
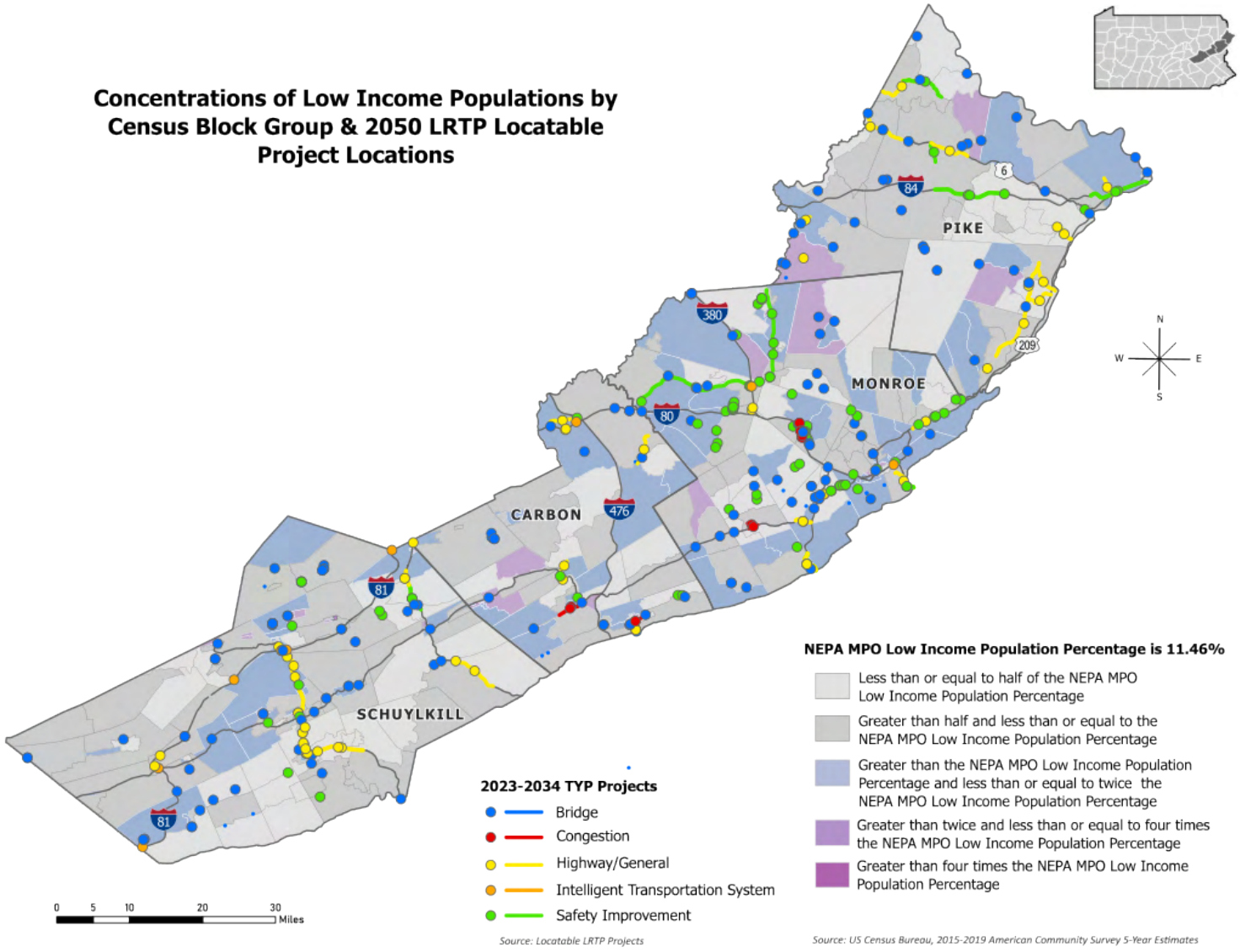


Figure 10: Concentrations of Low Income Populations by Census Block Group & LRTP Locatable Project Locations



Appendix G – Public Comments on the Draft LRTP

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COMMENTER	PAGE/SECTION	COMMENT	RESPONSE
PNRRA	Public Transportation, p. 32	Revise sentence in the Overview section: *The service is estimated to generate $84 million in annual economic benefit for the NEPA region*	This revision has been incorporated into the Public Transportation section of the plan.
PNRRA	Rail Freight, p. 35	Add the following to the Overview narrative: *Delaware-Lackawanna Railroad (DL) is a regional railroad interchanging with NS and CP in the region.* *DL's mainline extends about 100 miles and services 15 major shippers in the region including Ardent Milling Flour Mill in Mt. Pocono, PA, the largest rail shipper in the region.* *DL freight business has grown from 1,000 to close to 10,000 carloads per year with wheat, lumber, sand and plastic being some of the major commodities handled.* *DL shares its lines with the Steamtown National Historic Site which operates excursion trains through the Poconos to East Stroudsburg and Delaware Water Gap and with the Electric City Trolley Station and Museum running excursions out of the Steamtown National Historic Site.*	This information has been added to the Rail Freight section of the plan.
PNRRA	Rail Freight, p. 35	Add the following to the Planning Implications narrative: *The substantive upgrades to this rail system from the federally funded Amtrak Scranton to Mt. Pocono to East Stroudsburg to New York City rail corridor will vastly expand the economic development of Northeastern Pennsylvania to the amount of $84 million per year in economic benefit and impact in the NEPA region.* *The new Amtrak Corridor will attract substantial new industrial and commercial development in NEPA producing many new jobs in the region.*	This information has been incorporated into the Public Transportation section of the plan.
PNRRA	Public Transportation, p. 32	Update the language re: Scranton to New York Amtrak service as the corridor was selected under FRA's Corridor Identification and Development Program on December 5, 2023.	The narrative in the Public Transportation section has been updated to reflect the selection of the Scranton to New York Amtrak service under the FRA Corridor ID program.

COMMENTER	PAGE/SECTION	COMMENT	RESPONSE
Kelly Hansbury, EMD Electronics	Appendix B – Illustrative Projects	The intersection of PA 309 and Ben Titus Road (SR 1020) in Rush Township, Schuylkill County was identified as an area of concern for an electronics manufacturer looking to relocate a manufacturing facility in the vicinity: *This portion of 309 is crucial to us as it is our main route for truck traffic however, it has a high volume of accidents and near misses… there is a visibility issue due to 697 (which is highlighted). There are also major concerns about the traffic signals regarding timing etc. From a safety perspective we are very much concerned due to the volume and potential of the hazardous materials we transport to and from the facility, which I can provide detail and elaborate on. We are limited in our ability to reroute truck traffic, for example we do not transport hazardous materials passed Marian High School. I have been in touch with Bob and understand Rush township would ultimately be responsible for the traffic lights pending PennDOT approval, I'm also aware the Long-Range Planning Review is underway.*	This intersection has been added as a project in Appendix B: Illustrative Projects.
North Manheim Township & PennDOT District 5-0	Appendix B - Illustrative Projects	North Manheim Township, Schuylkill County would like to add the Antique Lane Bridge Replacement project to the LRTP. Although the bridge is small and is located on a low volume road, Antique Lane serves as a safer alternative than Rt. 61 for residents (both North Manheim and West Brunswick) and farmers to access their homes and fields from South Liberty Street. The North Manheim portion of Antique Lane (Township Toad T-967) is .16 miles long and intersects Adamsdale Road (SR 2010) with South Liberty Street (Township Road T-969). The bridge, which crosses the Mahannon Creek, was evaluated by an engineer on August 2, 2021. It was found the bridge is structurally deficient and it was subsequently closed to vehicular traffic on August 4, 2021. Since the bridge closure, the Township has evaluated several options ranging from repair to replacement. Replacement is estimated at around $500K. Early on, an estimate for a temporary repair was quoted around $50K. Based on this, the Township decided to have an engineer prepare bid specifications and a DEP permit application for a repair project. The bids came in higher than expected, with the lowest bid being close to $169K. All bids were rejected. Around the time we were receiving bids, the failing component of the bridge that was to be repaired got worse and was no longer repairable. The Board decided to demolish the bridge before it creates a hazard by impeding the flow of the creek. The Township currently does not have the funds for a new $500,000 bridge… Our roadmaster at that time previously discussed with PennDOT 5-0 personnel a potential solution that involves a state and local partnership to re-align Adamsdale Road using Antique Lane. This would include a new bridge and making a proper and safer Rt. 61/ N. & S. Liberty St. intersection. Citing insufficient crash data and environmental concerns, PennDOT was not interested in this concept.	This intersection has been added as a project in Appendix B: Illustrative Projects.

COMMENTER	PAGE/SECTION	COMMENT	RESPONSE
PA Representative Tara Probst	Appendix C - Interstate Twelve Year Program	During the public meeting on December 5, Rep. Probst provided comments on the I-80 Reconstruction Project in Monroe County. She stated that looking at the goals of the LRTP, one of them is safety. She said PennDOT feels that more lanes equals safety but this is not the case. The project should provide longer ramps and wider shoulders but three lanes will not improve safety. The last study on I-80 was done in 2009. Since then, more people are working from home and we are closer than ever to having Amtrak service to New York City. The LRTP also has a goal of economic development. The borough will lose businesses and homes as a result of the project. Exits are being moved and Dreher Ave is being closed, adding to response time during emergency calls. The project will ruin the county seat. She understands the need to improve freight traffic but there are other ways. Adding lanes will only create a bottleneck. She said PennDOT is not considering the livelihood of the borough and businesses. There are also environmental issues. They are waiting on environmental information from the Brodhead Creek Watershed Association. She said PennDOT does not care. They are meeting with PennDOT Secretary Carroll on December 11th and will raise these issues.	See the attached formal response letter.
Jane Neufeld, Pike County resident	Appendix B - Illustrative Projects	During the public meeting on December 5, Ms. Neufeld provided comments on the SR 2001 Reconstruction Project in Pike County. The project has been discussed for years and it has been "kicked down the road" multiple times. The project is listed in Appendix A as a programmed project but is also in Appendix B since the construction is unfunded. The Delaware Township section is the "last and worst" section of SR 2001. The other sections have already been addressed. It is a huge challenge to get funded. Issues on US 209 through the Park Service have made things worse since it has been closed to large truck traffic. The traffic is not using SR 402 to I-84, they are using SR 2001. It is time for the NEPA MPO to put it on the TIP and get it funded. Ms. Neufeld also provided written comments (see attached).	See the attached formal response letter.
Bob Carl, Schuylkill Chamber of Commerce	Appendix B - Illustrative Projects	During the public meeting on December 5, Mr. Carl provided comments on the Route 61 project in Schuylkill County. He would like to compliment PennDOT, the Chamber Infrastructure Committee and the elected officials for finally getting the project to construction. It is on the precipice of being awarded to a contractor. The project will complete the connection between I-81 and I-78. It is long overdue. The project involves the complete reconstruction of 4.4 miles of roadway and construction will take between 5-6 years. The INFRA grant that was awarded helped get the project moving. Mr. Carl stated that they know other projects in Schuylkill County may be impacted due to the size and scope of the Route 61 project. PennDOT will need to find other ways to generate transportation funding in the future as electric vehicles become more prevalent. We need to move away from the gas tax and find other sources of revenue. Legislative action is needed.	See the attached formal response letter.

COMMENTER	PAGE/SECTION	COMMENT	RESPONSE
Calais Lovett	Appendix B – Illustrative Projects	I am a resident in Portland, PA and I was a frequent user of Route 611. Since its closure, I have seen our town go from lively and thriving to struggling and run down. Our businesses not only here in town as well as in Delaware Water Gap are suffering due to the lack of urgency to fix Route 6/11. Not only is this an issue, 6/11 is a major way to direct traffic when there are issues on Route 80. Since its closure, 80 has been a mess and there's no way to solve this issue without reopening 6/11. I also have to pay numerous tolls to get my groceries in Stroudsburg every week, which us residents should be reimbursed for. The fixing of the issue on 6/11 should be a high priority or two towns will see their businesses close permanently, tourism come to a hault, and small business owners lose all the money invested in their business as well as their dreams. So please, move the reconstruction of 6/11 up so our two small towns don't see their demise.	See attached response.
Amy Scott	Appendix B – Illustrative Projects	I am writing you to implore you to move the opening of 611 to a high priority. The closure of the road has impacted us financially. My husband travels to Lake Naomi for work, our daughter participates in dance in Stroudsburg and our close friends live in East Stroudsburg. We are now forced to pay a toll both coming and going anywhere to the west or be forced to take a route that adds an additional 30 minutes to our commute. That is a $3 total (Easy Pass) toll that both me and my husband pay multiple times each day!! On average we are spending $30-$50 in tolls each week just to live our normal life!!! Further, I invite you and others who consider this a low priority to travel on Route 80 through the gap anytime during the weekend in the summer. As you will quickly find out traffic is a nightmare with tourists from NJ and NY coming to the Poconos. Often times we feel trapped knowing if we choose to travel west we will be forced to deal with standstill traffic. The high rate of accidents and construction through the S turns has impacted towns as far as Bangor and Pen Argyle. With 611 not being open to reroute traffic, now 191 has been impacted and one day it took my husband THREE HOURS to return from a shopping trip to Weis in Pen Argyle because 80 was closed. How anyone can think this is a low priority is unimaginable. For the sake of everyone in this community and the businesses that are all slowly dying because of this, PLEASE make this a priority NOW!!	See attached response.
Katie Treloar	Appendix B – Illustrative Projects	I'm sending off a quick email to let you know how this extended closure of Route 611 has impacted my life. As a resident of Portland, 611 North is a vital roadway for me, as I work in Stroudsburg 4-5 days a week, as well, I am a student in a teacher training program that brings me to Stroudsburg a minimum of 2x per week. (Not to mention doctor's appointment, errands, etc). Forgetting about the inconvenience, I am a single mom whom has now taken a $100+ EZ Pass bill for the past 12+ months. The suggested 'detour' is an absurd option, as it more than doubles my commute and the mountain over 191 is a less than ideal daily commuter road. I need to see this project prioritized so I can go back to my regular commute without having to cross into NJ then back into PA, 2-6 times per day.	See attached response.

COMMENTER	PAGE/SECTION	COMMENT	RESPONSE
Jennifer Wright, Shady Acres Campground	Appendix B – Illustrative Projects	611 needs to be a High Priority! I am a business owner in Mount Bethel, Shady Acres Campground, and having this road closure affects our business. Our potential and existing customers do not want to go out of there way to get here and pay the extra tolls. It is inconvenient and costly for them. Please Re-open 611!	See attached response.
Loraine De Young	Appendix B – Illustrative Projects	The project to reopen route 611 must be a high priority. Biggest reason is that Interstate 80 through Delaware Water Gap has a notorious reputation for serious accidents where the roadway is shut down for hours at a time. With 611 being shut down for over a year already, this causes massive traffic delays and delays for 1st responders to reach an accident site. The 1 year delay in reopening 611 is also causing financial hardships on many residents who rely on 611 to travel to/from work, forcing an additional toll to be paid every day by having to cross into New Jersey only to cross back into Pennsylvania twice per day. It is also wreaking havoc with two tiny towns businesses. People are no longer able to move freely from Delaware Water Gap to Portland. We have lost several businesses in these two communities due to 611 being shut down. Let's make this reopening of 611 a top priority.	See attached response.
Peggy Conklin	Appendix B – Illustrative Projects	I am strongly advocating for you to consider putting 611N, between DWG & Portland, on the high priority list, for the long overdue restoration and repairs. I realize that the beauty of the area must be maintained, as well as, the safety of those traveling that stretch of road. The financial hardship of businesses at both ends and... of local residents that must now pay a $3 cash toll (some traveling back & forth a few times a day), should be a prime concern in decisions made. Thank you for your consideration.	See attached response.
Margie Kelly	Appendix B – Illustrative Projects	The closure of Rt 611 is an unexpected expense that I am occurring monthly! The closure of 611 brings me from PA to NJ and back into PA by way of Rt 80 causing the unforeseen expense! The closure of 611 is a traffic hazard for all the surrounding areas! It has brought horrendous traffic and accidents to surrounding streets, neighborhoods and Rt 80 as the biggest factor. Rt 611 has to become a HIGH PRIORITY to elevate the traffic and congestion. The closure of Rt 611 has basically made the town of Portland PA come to a standstill! The store owners are losing their livelihood and are forcing to close. The closure of 611 needs to end!!	See attached response.
Chase Torre	Appendix B – Illustrative Projects	I am a recently past Portland Borough resident within the last year and live in Bangor now. The 611 road construction through the Water Gap should be a high priority project. I know this project falls within two counties because of its unique location...but the longer this road is closed the longer it will be the slow death of 2 beautiful towns. Portland Borough on the south end and Delaware on the north side. The inconvenience this has caused for me alone makes me no longer go through Delaware and enjoy the local shops. The people really feel like no one cares anymore. Maybe we the people should get together and start fixing things ourselves.	See attached response.

COMMENTER	PAGE/SECTION	COMMENT	RESPONSE
Michael Jankowski	Appendix B – Illustrative Projects	It is now over one year since Route 611 has been closed through the Delaware Water Gap due to a rockslide. This is a State highway and the delay in re-opening it is inexcusable. Many of us who depend on this important artery are dismayed by the lack of progress. We can not depend on 1-80 due to its constant construction work and auto/ truck accidents. In addition, first responders and emergency equipment are in the same boat, so to speak. When responding to a fire or accident, minutes lost can mean a life lost. Many local businesses in Portland and Delaware Water Gap are hanging on by a thread due to loss of traffic and others have shut their doors. These businesses are livelihoods for residents of NEPA. Customers don't want to spend TWO tolls to go from the Stroudsburg area to the Portland/Mt. Bethel area and patronage is being lost. This project needs to be a top priority! We are tired of having to do an extra ten mile detour to get to our doctors and businesses we use in the Stroudsburg area.	See attached response.
Lynn Beck	Appendix B – Illustrative Projects	The closure of Rt 611 thru Delaware Water Gap has caused many hardships for the communities living around this closure. The added expense going over the Mountain via Rt 191 or traveling Rt 80 in NJ and having to pay a toll each way, is considerable. Because of the closure I rarely travel to Stroudsburg anymore. There are businesses in Portland who are struggling because no one goes into the town anymore. I like to support the businesses in Delaware Water Gap, but it's just so inconvenient. Then add on the almost daily traffic jams and accidents on Rt 80 between exit 4 in NJ and DWG it is almost impossible to get to those PA exits north of the Gap. Please change the Rt 611 project to a high priority status before Portland and Delaware Water Gap become a casualty of this closure.	See attached response.
Kristine Paff	Appendix B – Illustrative Projects	It has now been over a year since Rt 611 has been closed. I don't know if you realize the danger this presents to many of our residents in The Portland/ Mount Bethel area. Many of our elderly residents use the hospitals and doctors in Monroe County because they are closer than going to Easton or Bethlehem. These elderly people, many on limited incomes now are placed in a position of either crossing into New Jersey to access Rt. 80 and paying $1.50 if they have EZPass or $3.00 if they do not so they can cross the Delaware Water Gap Toll Bridge. When returning home, they again have to pay the toll to cross the Portland Toll Bridge. To avoid these extra costs many of the elderly are taking detours through narrow and windy back roads to head down Rt 191 into Stroudsburg. These roads are scary for healthy able-bodied adults let alone some of our Senior Citizens. We are coming up on winter where the hazards will only increase. My above comments don't even take into account that there are copious amounts of accidents in the S curves on Rt. 80. This presents a threat to public safety as emergency vehicles must travel miles out of their way if a resident of Portland or Mount Bethel needs to get to a hospital. The idea that this project is considered Low Priority is deplorable considering having this road open could be a matter of getting to the hospital in time to save a life or dying while waiting for the emergency vehicle to arrive and transport our citizens to the hospital. I sincerely hope you do the right thing and make this a top priority.	See attached response.

COMMENTER	PAGE/SECTION	COMMENT	RESPONSE
Lauren Chamberlain, Asparagus Sunshine	Appendix B – Illustrative Projects	I am the owner of Asparagus Sunshine and long time resident of Delaware Water Gap. I am closing the doors of my business on December 30th because of this road closure. The through traffic loss of over 50% is too much burden for the business to bear for this length of time. I have had to let go two employees and not hired any potential ones. There will be two spaces in Delaware Water Gap now empty and most likely will stay that way. This closing will also affect other businesses because my followers will no longer have the reason to come to Delaware Water Gap. The domino effect of one business closing can ripple through a small town quickly and detrimentally. As a resident I see all the damage being done to our roads as trucks try to turn around at the detour and literally tear up the roads. The corner of the Mountain Road and 611 where the Deer Head is located was destroyed by a vehicle turning around. The non-existence of traffic in a small town opens us up to vandalism and crime. It is the type of thing that can destroy a small town over time and it is doing just that on both sides of the closure. Beyond our own towns is has raised the price of a once small commute to an expensive addition to our locals that live on one side and work on the other. It has stopped emergency services from being able to help on the other side. It has pushed traffic onto an already unsafe route 80 in the S curves on the New Jersey side. It has pushed work trucks onto Route 191 which is not safe for trucks with air brakes and not ideal for the road. The number of accidents on both of those roads has grown. Why this is not a priority is appalling and naive by Penndot. They are causing a loss of capitol to Pennsylvania and putting lives and livelihoods at risk.	See attached response.
Lauren Bradford	Appendix B – Illustrative Projects	My name is Lauren Bradford. I've been a resident of the Bangor area for a dozen years or so with most of that time working in Stroudsburg. I'm simply dumbfounded that the 611 closure from Portland Pa to DWG has made no headway in getting fixed. You have people struggling to make ends meet and now they are paying a toll when they don't have to, spending more on gas, more time on the road (especially with the many accidents on route 80 daily) the businesses that relied on the traffic are suffering and I truly think that something needs to be done about it. A year is long enough. You people have had more than enough time.	See attached response.

COMMENTER	PAGE/SECTION	COMMENT	RESPONSE
Colleen Jones	Appendix B – Illustrative Projects	I am reaching out to NEPA to get your support to fund the repairs. This needs to be a HIGH PRIORITY!! The impact this road closure has had on not only Portland & DWG but all the surrounding areas is immense. I honestly can't believe that we have to be emailing anyone about a major YES, MAJOR HIGHWAY!! ROUTE 611 is a scenic and safe route to Philadelphia and a bus route as well and has been since I have lived in the Pocono Mountains since 1955!! With the Delaware Water Gap to Portland section of highway closed what happens if an accident occurs or congestion on ROUTE 80 in New Jersey where are we supposed to go? How do people get to their families & to the elderly? How to Emergency vehicles get through to the quickest route? Lives are at stake here & so are these communities!! We are all FAMILY & We care what happens in these towns. Why must we pay a toll to visit a friend only 5 miles away? Why must people pay tolls to go to work when they never had to before. Why are all the businesses suffering & small Mom & Pop stores closing their doors? Wasn't Covid bad enough for the economy? Now this road closure has been put on the back burner and passed over for other projects? WHY? N.E.P. Authority please fund this project now!! Please get the funding and get this highway opened. Thank you for listening to us. Please do the right thing.	See attached response.
Don Dorflinger	Appendix B – Illustrative Projects	It is now over one year since Route 611 has been closed through the Delaware Water Gap due to a rockslide. This is a State highway and the delay in re-opening it is inexcusable. Many of us who depend on this important artery are dismayed by the lack of progress. We can not depend on I-80 due to its constant construction work and auto/ truck accidents. In addition, first responders and emergency equipment are in the same boat, so to speak. When responding to a fire or accident, minutes lost can mean a life lost. Many local businesses in Portland and Delaware Water Gap are hanging on by a thread due to loss of traffic and others have shut their doors. These businesses are livelihoods for residents of NEPA. Customers don’t want to spend TWO tolls to go from the Stroudsburg area to the Portland/Mt.Bethel area and patronage is being lost. This project needs to be a top priority! We are tired of having to do an extra ten mile detour to get to our doctors and businesses we use in the Stroudsburg area.	See attached response.
	Appendix B – Illustrative Projects	Regarding the closing of 611 my family has been greatly affected. My husband and I are in our 80's. Monroe Hospital and Monroe doctors are who we go to for our healthcare needs. Since 611 has been closed I've been a patient 3 separate times at St. Lukes Monroe campus. The hospital bill along with the tolls on route 80 have been an added burden to our social security. If we need an ambulance we run the added risk of there being perhaps life saving problems because of traffic or backed up traffic due to an accident. The fixing of 611 has to become a top priority. Lives matter.....Would you want your parents to have to worry about getting help when it's needed.	See attached response.

COMMENTER	PAGE/SECTION	COMMENT	RESPONSE
Lisa Shucavage	Appendix B – Illustrative Projects	The closure of Rt 611 though the Delaware Water Gap is an important issue that needs to be addressed. It causes significant disruption to the surrounding area. Travel on Rt 80 has always been problematic and having 611 closed causes major delays for travelers. It makes it nearly impossible to commute to and from the area. Unfortunately, someone is going to suffer a major loss due to the inability to travel safely through alternate routes. The financial burden on the small businesses is of Portland and Water Gap will force them to shut down. I pray for some forward progress on this matter.	See attached response.
Rich Scott	Appendix B – Illustrative Projects	As a new business owner in Portland I would very much expect to see the re-opening of a very important and strategic US Route be made a top priority. In addition to the economic impact of this closure, what about the safety aspect? Apparently, I-80 is too small to accommodate the traffic flowing through the Poconos ... so it's being widened to 3 lanes. And at the same time we're diverting every vehicle from the Lehigh Valley that wants to go to The Delaware Water Gap or Stroudsburg onto the most dangerous part of 80 in the area ... the "S" turns?? Please re-consider the low priority status currently given to this project.	See attached response.
Donna Peteja	Appendix B – Illustrative Projects	I have a family member losing a business because of the shut down. My best friend is losing her job because of the shutdown. Anytime there is a problem on Rt 80 there is no option to get around- and it brings extreme traffic to local streets- this must be considered urgent and top priority. I urge you to prioritize this issue for the sake of local	See attached response.
Al Imparato	Appendix B – Illustrative Projects	This road [611] is way past opening. This is a high priority for our town. please open asap	See attached response.
Stephanie Marcial	Appendix B – Illustrative Projects	We are writing to express our interest in Route 611 washout between Portland and Stroudsburg be identified as a priority. We use that route frequently and besides the inconvenience and higher cost to many including tolls and businesses without traffic, there simply are more accidents it has seemed on that stretch of route 80. We would like consideration for it to be prioritized. That is our preferred route of travel. Thank you for your consideration.	See attached response.

COMMENTER	PAGE/SECTION	COMMENT	RESPONSE
Melanie McMahon	Appendix B – Illustrative Projects	Please realize how detrimental it has been to not have Rt 611 open through the Delaware Water Gap for so many months. Had we not been able to use this route several years ago when my dad nearly died on the way to the hospital, our lives would be drastically different. We live in New Jersey off Exit 4 in Columbia, NJ. When Rt 80 comes to a halt, Rt 611 is our recourse to get to hospitals in the Stroudsburg, PA area. 611 is a major artery and always has been. I am not sure that anyone who does not live in this area can understand that. Martz bus lines relies on 611 to get commuters like I was into NYC when 80 is not viable. Businesses in Portland and the Gap have closed due to the fact that customers cannot access them. To not make the re-opening of 611 a priority is unconscionable and unacceptable to area residents. Please make this top of the list. Thank you.	See attached response.
Carol Khela	Appendix B – Illustrative Projects	I understand that you are the contact for the project regarding Route 611. This road being closed for one year and not having any work done on it is crippling this area. The businesses are feeling it. The residents are feeling it. I live a few minutes from the Portland area and used that road almost exclusively. Not having it is a major problem. I don't like to use Route 80 and it isn't fair anyway to have to pay 2 tolls so we use Route 191 which is all hills and turns. That road is extremely dangerous, foggy and icy. That is not an option. Also, not having access to DWG and Marshall's Creek along with easy access to the Hospital in case of emergencies is very difficult. My husband has so many health challenges and this is a major concern. We are all feeling it here. Please make this a priority. After one year without any work even started, this is becoming very upsetting. They say that we can have one lane open after the first phase. We need to move this along. We need timeframes and hope that at least we would get to the point of utilizing one lane asap until the entire road is completed. Please keep me posted and let me know if there are any status updates.	See attached response.
Tara Mezzanotte, I-80 Rockfall Fence and Safety Concerns at the Delaware Water Gap Coalition	Appendix B – Illustrative Projects	See attached comment letter.	See the attached formal response letter.

To: Northeastern Pennsylvania Metropolitan Planning Organization

From: Jane E. Neufeld

Date: December 5, 2023

Comments re: Draft Long Range Transportation Plan

To NEPA MPO,

After a number of years of attending these public comment sessions and providing you with information re: finishing SR 2001's last/middle section here in Delaware Township, this year I am sorry to be writing of my concern at your apparent abandonment of seriously seeking ways to finish this last section.

In 2009, almost 15 years ago, major reconstruction of SR 2001 began. As NEPA MPO TIP and TYP plans have unfolded, Delaware Township's "last and worst section of 2001" has continuously been kicked down the road from 2015 to 2017 to 2024 to 2027 to its current 2031 and most likely further down the road at this point in your "planning". But, the need for this "last and worst" section to get done has only grown.

Rte 209 became a Federal road, and it's use as a major route along the eastern side of Pike County greatly changed when large commercial delivery tractor-trailers and trucks were banned and that kind of traffic began to travel SR 2001. In the years since 2009, Pike County has undergone significant population and economic growth. Businesses on Rte 739 and in Milford have led to a very noticeable increase in large tractor trailer and tri-axle delivery trucks travelling on Rte 2001 -both on north and southern sections – as well as through the Delaware Township section. But it would seem that the reality of Rte 2001 as being critical to access and connectivity of deliveries and service to residents in Pike County and Delaware Township as well as to the daily residential traffic growth is a reality that is not yet accepted as urgent.

NEPA MPO is tasked with assessing the transportation needs that "support economic development by creating a safer and more efficient travel environment for the movement of people and goods." To date, it would seem that the assessment of how things have changed during the last 10+ years has been deemed by NEPA MPO as not significant enough to do the job of planning and choosing funding to get what is approximately 4 miles of road reconstructed. – In these times of available infrastructure monies and continued growth of use of SR 2001, the challenge to NEPA MPO is to accomplish its mission – here in Delaware Township, Pike County and finally get finished the "last and worst of SR 2001".

Sincerely,

Jane E. Neufeld

Jane E. Neufeld

From: tara.mezzanotte@gmail.com
To: Kate McMahon
Cc: "Doran, Kristen"; Megan.Beste@mail.house.gov; Selina.Winchester@mail.house.gov; april.niver@mail.house.gov; sensteinhardt@njleg.org; AsmDiMaio@njleg.org; AsmPeterson@njleg.org; mmueller@pasen.gov; kbush@pasen.gov; Joseph.Kelly@pasenate.com; EDeRosa@pahouse.net; "Probst, Tarah"; Lamy@pahousegop.com; "Jason Sarnoski"; "Dave Dech"; LMcclure@northamptoncounty.org; bbradely@lvpc.org; "Chris Amato"; slaverdure@monroecountypa.gov; gchristine@monroecountypa.gov; AsmDiMaio@njleg.org; AsmPeterson@njleg.org; mmueller@pasen.gov; kbush@pasen.gov; Joseph.Kelly@pasenate.com; EDeRosa@pahouse.net; "Probst, Tarah"; Lamy@pahousegop.com; fmvanhorn@earthlink.net; debrashipps@aol.com; krrmolly@embarqmail.com; jmazza4knowlton@gmail.com; mbates3443@gmail.com; cjacksic@hardwick-nj.us; "Nichole Meuse"; jlovell@hardwick-nj.us; "Kristin Shipps"; "Kailene Molion"; johnabermingham@aol.com; townshipmanager@umbt.org; stephsteele@yahoo.com; mayorhfischer@gmail.com; portlandboroughpa@gmail.com; l.freshcorn@dwgpa.gov; j.levy@dwgpa.gov; jacob@smithfieldtownship.com; a.trotter@dwgpa.gov; robert@smithfieldtownship.com
Subject: NEPA 2050 LTP Comment
Date: Monday, December 18, 2023 2:09:37 PM
Attachments: image001.png
image003.png
I80DWGCoalition - List Area Fix The S-Curve Resolutions thru NoCo 1.6.2023 w list.pdf

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Good afternoon,

I am writing to provide our comments on the draft NEPA 2025 Long Term Transportation Plan.

Since 2019, we have actively engaged in supporting our elected representatives as they advocate for community interests concerning safety, preservation, lifestyle, and infrastructure matters within the Delaware Water Gap Corridor.

1. Reasons 611 DWG should be a High Priority. It is currently listed a Low:
    a. Over the next 7 years, both I-80 and Route 611 are slated for multiple projects.

Agency	Location	Project	Type	Timeline
NJDOT	EB I-80	Retaining Wall Repairs	Emergency work began 2020	Began Jan 2023 – halted Nov 2023
NJDOT	WB I-80	Rockfall Mitigation	Planning began 2009	2028-2031
NJDOT	EB I-80	Retaining Wall Replacement	Planning began 2022	2027-2028
PennDOT	611	Rockfall Mitigation – Phase I scaling	Emergency planning began 2022	As soon as NPS issues a Special Use Permit
PennDOT	611	Retaining Wall Replacement/Rehab	Planning began 2013	2027-2029??
PennDOT	611	Rockfall Mitigation Phase II stabilization	Planning began 2022	After Phase I duration TBD

    b. There Is No Suitable Detour Route – Every crash has the potential to turn into a multi-mile, life-threatening, life-altering event, and they do, regularly.
    c. Making 611 DWG projects a High Priority would help resolve the lack of coordination between PennDOT, NJDOT, DRJTBC, etc. Please do what you can to help coordinate planned work. Currently, the projects remain segmented and independent. The cumulative impacts of these projects have not been assessed. NPS during the NEPA environmental review may flag this issue. It will delay solutions due to the lack of a coordinated plan. A solution to the lack of coordination can occur if LVPC, NEPA, and NJTPA find a way to join forces to address this issue.

2. Reasons a Study of the 611/I-80 DWG Corridors Needs a Study: No study of the 611/I-80 Corridor is on the 2050 LTP Study List. Some aspects of this issue are beyond NEPA jurisdiction. However, one of the three MPOs needs to take the first step. 611 DWG falls under NEPA's purview and was the first to fully fail. It has been closed for over a year. It needed to be a high priority and it was not. Perhaps, this makes it suitable for NEPA to take the lead. A joint study with LVPC and NJTPA is necessary, covering the stretch from Portland 611 to DWG and I-80 Exit 4 Columbia to East Stroudsburg. It is crucial to recognize that we are one corridor.
    a. See above, clearly the corridor has failed.
    b. Increased volume is likely to cripple the already failed infrastructure.
        1. The Upper Mount Bethel/RPL Industrial Park is projected to add 25,000 vehicle trips per day.
        2. The 10 Monroe County Warehouse Project in development can add an additional 25,000 trips.
        3. 611 is already projected to be unable to sustain anticipated volume increases.
    c. You have noted "PA 611 Widen and Repair" on the list. Only a study would help determine all the actual issues.
    d. You do have noted "Collaborate with the NPS as it develops a transportation plan". Such a study of the roadways in your jurisdiction would help expedite such work.

3. Attached, please find the following resolutions to support the corridor study request.

Warren, Northampton and Monroe County Area Resolutions to Fix The S-Curve aka I80 / 611 DWG Corridor Study

Date	Municipality	State	Detail Summary
2022 Feb	Northampton County	PA	Resolution Supporting A Request for a Study of Interstate 80 in Warn County, NJ that impacts Northampton County, PA
2021 Sept	Warren County	NJ	Resolution to request that the NJDOT initiate a Problem Statement to Study the Safety, Mobility and Congestions Issues on I-80 From Exit 4 Columbia to the Delaware Water Gap bridge.
	Included in Warren County Resolution		I80 DWG Coalition July 2020 Report explaining the need for a I-80 S-Curve Safety, Mobility, and Congestion Transportation Problem Statement Request.
2020 Sept	Warren County	NJ	Resolution to Support Knowlton township's Submission o the S-Curve Safety Mobility and Congestion Transportation Problem Statement for I-80 to NJDOT and Supporting Congressman Gottheimer June 2019 Request for a Speed Study on I-80 Through the DWG
2020 Sept	Knowlto Townshp	NJ	Resolution Memorializing the July 2020 NJDOT FIX THE S-Curve Transportation Problem Statement Request
2020 Oct	Delaware Water Gap Borough	PA	Resolution Supporting The NJDOT Fix-The S-Curve Problem Statement Request
2020 Oct	Upper Mount Bethel Township	PA	Resolution Supporting The NJDOT Fix-The S-Curve Problem Statement Request
2020 Nov	Lower Mount Bethel Township	PA	Resolution Supporting The NJDOT Fix-The S-Curve Problem Statement Request
2020 Oct	Pen Argyl Borough	PA	Resolution Supporting The NJDOT Fix-The S-Curve Problem Statement Request
2020 Nov	Portland Borough	PA	Resolution Supporting The NJDOT Fix-The S-Curve Problem Statement Request
2020 Oct	Plainfield Township	PA	Resolution Supporting The NJDOT Fix-The S-Curve Problem Statement Request

Thank you for the opportunity to provide comment.
Tara

Enjoy the day!
Tara Mezzanotte
Founding Member
I-80 Rockfall Fence and Safety Concerns at the Delaware Water Gap Coalition
Facebook: I80DWGCoalition
908-656-4603
Mission: Our group is designed to educate and assist those concerned with finding information regarding local community efforts to 1) help the NJDOT address the current known safety issues of the S-curve on Route 80 at the Delaware Water Gap, 2) ensure any construction in this area respects the natural beauty, historical, cultural and recreational significance of Mount Tammany, and 3) keeps traffic flowing during construction.

December 15, 2023

Mr. Larry Malski
Pennsylvania Northeast Regional Railroad Authority
280 Cliff St.
Scranton, PA 18503

RE: 2050 LRTP Public Comment

Dear Larry,

Thank you for your comments regarding the Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) 2050 Long Range Transportation Plan. We appreciate your participation in the development of the plan.

All of the comments outlined in your email have been addressed in the 2050 Long Range Transportation Plan (LRTP). A summary of the comments and how they were addressed can be found in Appendix G of the LRTP (see attached). In addition, we have included information in the LRTP about the recent decision of the Federal Railroad Administration to include the New York City to Scranton Passenger Rail Corridor in the Corridor ID Program.

Again, thank you for your comments on the NEPA MPO 2050 Long Range Transportation Plan. Please feel free to contact me again with any questions or concerns.

Sincerely,

Alan S. Baranski, AICP
Vice-President, Transportation Planning Services

Enclosure: NEPA MPO 2050 LRTP Appendix G

1151 Oak Street • Pittston, PA • 18640-3726
Phone: 570.655.5581 • Fax: 570.654.5137

December 15, 2023

Ms. Kelly Hansbury
Workforce Planning Project Manager
EMD Electronics
357 Marian Ave.
Tamaqua, PA 18252

RE: 2050 LRTP Comment

Dear Ms. Hansbury,

Thank you for your email regarding the Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) 2050 Long Range Transportation Plan and your concerns about the intersection of SR 309 and Ben Titus Road (SR 1020).

We shared your email with PennDOT District 5 staff who reviewed the intersection. Following their review, they contacted Rush Township regarding traffic signal maintenance that should be undertaken and shared funding resources for the improvements. In addition, District 5 staff indicated that the intersection should also be evaluated for additional improvements that could be funded through the NEPA MPO Transportation Improvement Program (TIP). As a result, we have added the SR 309 and Ben Titus Road (SR 1020) intersection to Appendix B of the 2050 Long Range Transportation Plan so that it is eligible for future TIP funding. We will keep this project in mind as we develop the 2025-2028 TIP.

Again, thank you for your comments on the SR 309 and Ben Titus Road intersection. Please feel free to contact me again with any questions or concerns.

Sincerely,

Alan S. Baranski, AICP
Vice-President, Transportation Planning Services

CC: Christopher Kufro, District Executive- PennDOT District 5

1151 Oak Street • Pittston, PA • 18640-3726
Phone: 570.655.5581 • Fax: 570.654.5137

December 15, 2023

Representative Tarah Probst
18 South 9th Street
Suite 105
Stroudsburg, PA 18360-1630

RE: 12/5/23 – 2050 LRTP Public Comment

Dear Rep. Probst,

Thank you for your comments regarding the Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) 2050 Long Range Transportation Plan and your concerns about the Interstate 80 17M Reconstruction Project.

As you know, the Interstate 80 17M Reconstruction Project is currently listed on the Commonwealth's 2023 Interstate Management Transportation Improvement Program (TIP) and Twelve Year Program (TYP). Since 2007, funding decisions regarding Interstate projects in Pennsylvania have been made centrally by the Interstate Steering Committee and are not under the purview of the NEPA MPO. We have shared your comments with PennDOT Central Office so they may be conveyed to the Interstate Steering Committee.

Again, thank you for your comments on the NEPA MPO 2050 Long Range Transportation Plan. Please feel free to contact me again with any questions or concerns.

Sincerely,

Alan S. Baranski, AICP
Vice-President, Transportation Planning Services

CC: Brian Hare, Division Chief, PennDOT Center for Program Development
Christopher Kufro, District Executive- PennDOT District 5

1151 Oak Street • Pittston, PA • 18640-3726
Phone: 570.655.5581 • Fax: 570.654.5137

December 15, 2023

Ms. Jane Neufeld
107 Woodside Trail
Dingmans Ferry, PA 18328

RE: 12/5/23 – 2050 LRTP Public Comment

Dear Ms. Neufeld,

Thank you for your comments regarding the Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) 2050 Long Range Transportation Plan and your concerns about State Route 2001 in Pike County.

As you may know, the preliminary engineering phase of SR 2001 Section (405) Reconstruct Project (MPMS 114547) is on the current 2023 Twelve Year Plan, scheduled for 2031. In addition, construction of the SR 2001 Reconstruction Project is listed in the 2050 LRTP in Appendix B as an eligible but unfunded project. PennDOT District 4 has estimated that the construction costs for this section of SR 2001 is $40 million.

In order to advance the design of this project, NEPA applied for $320,000 in funding for SR 2001 through the federal Rural and Tribal Assistance Program. Unfortunately, we were recently notified that we did not receive funding through this program. As we continue the development of the 2025 Transportation Improvement Program, we will continue to keep your thoughts in mind regarding the need for funding for this important project.

Again, thank you for your comments on the NEPA MPO 2050 Long Range Transportation Plan. Please feel free to contact me again with any questions or concerns.

Sincerely,

Alan S. Baranski, AICP
Vice-President, Transportation Planning Services

CC: Susan Hazelton, PennDOT District 4 Assistant District Engineer- Design

1151 Oak Street • Pittston, PA • 18640-3726
Phone: 570.655.5581 • Fax: 570.654.5137

December 15, 2023

Mr. Wayne Bowen
Chairman
North Manheim Township Board of Supervisors
303 Manheim Road
Pottsville, PA 17901

RE: Antique Lane Bridge Replacement

Dear Mr. Bowen,

We received your email regarding the Antique Lane Bridge Replacement and the realignment of Adamsdale Road (SR 2010) in North Manheim Township.

The Northeastern Pennsylvania Alliance (NEPA), designated by the Commonwealth of Pennsylvania as the Metropolitan Planning Organization (MPO) for Carbon, Monroe, Pike, and Schuylkill Counties, is the organization that will consider and approve the plans and programs and the Federal and State funding for highway and transit systems in the four-county MPO area. The NEPA MPO is developing its 2050 Long Range Transportation Plan (LRTP). The draft LRTP identifies the major transportation projects, programs and policies needed for the next twenty-five years and establishes the vision and goals that will guide public decisions affecting transportation facilities, infrastructure and services in the region.

Given the concerns raised in your email about the closure of the Antique Lane Bridge and the township's interest in realigning SR 2010, Adamsdale Road, we have listed the project in Appendix B (Eligible but Unfunded Projects) of the NEPA MPO 2050 LRTP. Including the project in the 2050 LRTP will identify the project as eligible for future funding through the NEPA MPO Transportation Improvement Program. We will keep this project in mind as we develop the 2025-2028 Transportation Improvement Program.

Again, thank you for your comments on the Antique Lane Bridge Replacement and the realignment of Adamsdale Road (SR 2010) in North Manheim Township. Please feel free to contact me again with any questions or concerns.

Sincerely,

Alan S. Baranski, AICP
Vice-President, Transportation Planning Services

CC: Christopher Kufro, District Executive- PennDOT District 5

1151 Oak Street • Pittston, PA • 18640-3726
Phone: 570.655.5581 • Fax: 570.654.5137

December 15, 2023

Mr. Robert Carl
Schuylkill Chamber of Commerce
Union Station
1 Progress Circle
Pottsville, PA 17901

RE: 12/5/23 – 2050 LRTP Public Comment

Dear Bob,

Thank you for your comments regarding the Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) 2050 Long Range Transportation Plan and your support for the PA 61 St. Clair to Frackville Reconstruction Project.

As you know, the PA 61 St. Clair to Frackville Project (MPMS 96470) involves the total reconstruction of over four miles of PA 61 starting in St. Clair Borough at the intersection of PA 61 and Terry Rich Boulevard and continuing through New Castle, Blythe, Ryan, and West Mahanoy Townships before ending at the intersection of PA 61 and East Spruce Street in Frackville Borough, Schuylkill County. Safety improvements include realignment of several substandard curves, installation of a new traffic signal at Dark Water Road, wider shoulders and edge line rumble strips.

The PA 61 St. Clair to Frackville Reconstruction Project has been a priority for the NEPA MPO region for many years and is currently programmed on the 2023-2026 Transportation Improvement Program. In addition, PennDOT District 5 recently let the project and received bids. As we continue the development of the 2025-2028 Transportation Improvement Program, we will keep your thoughts in mind regarding the need for fully funding for this important project, as well as other priority needs within the Schuylkill County road and bridge network.

Again, thank you for your comments on the NEPA MPO 2050 Long Range Transportation Plan. Please feel free to contact me again with any questions or concerns.

Sincerely,

Alan S. Baranski, AICP
Vice-President, Transportation Planning Services

CC: Christopher Kufro, District Executive- PennDOT District 5

1151 Oak Street • Pittston, PA • 18640-3726
Phone: 570.655.5581 • Fax: 570.654.5137

December 18, 2023

RE: 2050 LRTP Public Comment

Dear PA 611 Community Member,

Thank you for your comments regarding the Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) 2050 Long Range Transportation Plan and your support for reopening PA 611 in Delaware Water Gap Borough.

As you know, PA 611 has been closed in Delaware Water Gap due to dangerous falling rocks. PennDOT is undertaking an emergency project to remove dangerous rocks and stabilize the rock face in order to reopen at least one lane of traffic on PA 611. The project is currently programmed on the NEPA MPO Transportation Improvement Program and is listed in the 2050 Long Range Transportation Plan in Appendix A (MPMS 119434).

In order for PennDOT to begin the work, the National Park Service (NPS) must issue a Special Use Permit. After several months of negotiations, on November 20, 2023, the NPS notified PennDOT that they are unable to issue the Special Use Permit at this time. In reviewing information submitted by PennDOT as well as information gleaned from meetings and site visits, the NPS has considerable concern with the quantity of rock that is proposed to be removed. NPS believes the quantity is enough to possibly trigger a higher level of environmental review due to the increased scope and potential to adversely impact park resources. The NPS stated they are working with their regional and Washington support staff to continue to review PennDOT submissions to determine the best course of action that will best comply with federal law. In addition, and as required by law, the NPS has initiated mandatory tribal consultation with the four Federally-recognized sovereign tribes for whom the Delaware Water Gap, including Mt. Minsi, has a high level of significance as their ancestral homelands.

PennDOT has stated that it is their intent and goal to initially reopen PA 611 to a single-lane condition controlled with temporary traffic signals as soon as it can be done. PennDOT will continue to work with the NPS to provide anything they may need to issue a Special Use Permit.

Again, thank you for your comments on the NEPA MPO 2050 Long Range Transportation Plan. Please feel free to contact me again with any questions or concerns.

Sincerely,

Alan S. Baranski, AICP
Vice-President, Transportation Planning Services

CC: Christopher Kufro, District Executive- PennDOT District 5

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Phone: 570.655.5581 • Fax: 570.654.5137

December 18, 2023

Ms. Tara Mezzanotte
I-80 Rock Fall Fence and Safety Concerns
at the Delaware Water Gap Coalition

RE: 2050 LRTP Public Comment

Dear Ms. Mezzanotte,

Thank you for your comments regarding the Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) 2050 Long Range Transportation Plan and your concerns about the 611/I-80 Delaware Water Gap Corridor.

As you know, PA 611 has been closed in Delaware Water Gap due to dangerous falling rocks. PennDOT is undertaking an emergency project to remove dangerous rocks and stabilize the rock face in order to reopen at least one lane of traffic on PA 611. The project is currently programmed on the NEPA MPO Transportation Improvement Program (TIP) and is listed in the 2050 Long Range Transportation Plan in Appendix A (MPMS 119434).

In order for PennDOT to begin the work, the National Park Service (NPS) must issue a Special Use Permit. After several months of negotiations, on November 20, 2023, the NPS notified PennDOT that they are unable to issue the Special Use Permit at this time. In reviewing information submitted by PennDOT as well as information gleaned from meetings and site visits, the NPS has considerable concern with the quantity of rock that is proposed to be removed. NPS believes the quantity is enough to possibly trigger a higher level of environmental review due to the increased scope and potential to adversely impact park resources. The NPS stated they are working with their regional and Washington support staff to continue to review PennDOT submissions to determine the best course of action that will best comply with federal law. In addition, and as required by law, the NPS has initiated mandatory tribal consultation with the four Federally-recognized sovereign tribes for whom the Delaware Water Gap, including Mt. Minsi, has a high level of significance as their ancestral homelands.

PennDOT has stated that it is their intent and goal to initially reopen PA 611 to a single-lane condition controlled with temporary traffic signals as soon as it can be done. PennDOT will continue to work with the NPS to provide anything they may need to issue a Special Use Permit.

In your correspondence, you also stated your concerns about the 611 and I-80 corridor through the Delaware Water Gap and the need to coordinate planned projects in Pennsylvania and New Jersey. A project to address PA 611 in Delaware Water Gap has been identified in Appendix B of the 2050 Long Range Transportation Plan so that it is eligible for future TIP funding. We will keep this project in mind as we develop the 2025-2028 TIP. In addition, projects on Interstate 80 are not under the jurisdiction of the NEPA MPO. Since 2007, funding decisions regarding Interstate projects in Pennsylvania have been made centrally by the Interstate Steering Committee and are not under the purview of the NEPA MPO. We have shared your comments with PennDOT Central Office so they may be conveyed to the Interstate Steering Committee.

1151 Oak Street • Pittston, PA • 18640-3726
Phone: 570.655.5581 • Fax: 570.654.5137

Again, thank you for your comments on the NEPA MPO 2050 Long Range Transportation Plan. Please feel free to contact me again with any questions or concerns.

Sincerely,

Alan S. Baranski, AICP
Vice-President, Transportation Planning Services

CC: Brian Hare, Division Chief, PennDOT Center for Program Development
Christopher Kufro, District Executive- PennDOT District 5

Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO)

Public Meeting
Draft 2050 Long Range Transportation Plan
December 5 2023, 10:00 AM

Meeting Locations
44 Susquehanna Street Building, 44 Susquehanna St., Jim Thorpe, PA
Monroe County Transportation Authority, 134 MCTA Drive, Swiftwater, PA
Pike County Training Center, 135 Pike County Blvd., Lords Valley, PA
Schuylkill Economic Development Corporation, Union Station, 2nd Floor, 1 Progress Circle, Pottsville, PA

Attended in Jim Thorpe
David Bodnar, Carbon Co. Planning
Nettie Ginocchetti, NEPA Alliance

Attended in Swiftwater
Alan Baranski, NEPA Alliance
Peggy Howarth, Monroe Co. Transit
Tarah Probst, State Representative

Attended in Lords Valley
Steve Fisher, PennDOT District 4-0
Kate McMahon, NEPA Alliance Mike
Mrozinski, Pike Co. Planning
Jane Neufeld, Delaware Twp. Resident
John Petrini, PennDOT District 4-0
Emma Pugh, PennDOT District 4-0

Attended in Pottsville
Bob Carl, Schuylkill Chamber
Gary Hess, Schuylkill Co. Commissioner
Gary Martinaitis, STS
Daniel Yelito, NEPA Alliance

Attended Virtually
David Alas, PennDOT Central Office
Marie Bishop, PennDOT District 4-0
Casey Bottiger, Michael Baker International
John Christy, Monroe Co. Commissioner
Kerri Cutright, PennDOT District 5-0
Nyomi Evans, PennDOT Central Office
Brian Funkhouser, Michael Baker International
Micah Gursky, St. Luke's Hospital
AJ Jordan, LANTA
Chris Kufro, PennDOT District 5-0
Christine Meinhart-Fritz, Monroe Co. Planning
Jennifer Ruth, PennDOT District 5-0
Susan Smith, Schuylkill Co. Planning

Meeting Summary

Opening Remarks were offered by Susan Smith, Schuylkill County Planning Commission and Chair of NEPA MPO Technical Committee.

In accordance with the provisions of the Sunshine Law and the Bipartisan Infrastructure Law (BIL), NEPA has submitted the required Legal Public Notice for publication in six newspapers throughout the region announcing the availability and locations of the draft Long Range Transportation Plan, including the air quality conformity analysis and environmental justice analysis determination, for public review, the dates of the Public Comment Period and, the date, time and location of this Public Meeting and three remote locations for this meeting.

The purpose of the meeting is to provide the public with an opportunity to comment on the draft Long Range Transportation Plan. Verbal and written comments will be accepted.

The draft Long Range Transportation Plan documents have been available for public review since November 17, 2023 continuing through December 18, 2023 on NEPA Alliance's website at www.nepa-alliance.org/additional-plans-and-programs/ and at ten (10) locations throughout the region during normal business hours. The locations are as follows:

Carbon County Planning Commission
Monroe County Planning Commission
Pike County Planning Commission
Schuylkill Co. Planning Commission
Carbon Co. Community Transportation
Monroe Co. Transportation Authority
Schuylkill Transportation System
PennDOT District 4-0
PennDOT District 5-0
NEPA Alliance Office

In addition, a copy of the draft Long Range Transportation Plan has been sent to the Native American Tribes which FHWA has determined to have a potential interest in the region's transportation program:

Absentee Shawnee Tribe of Oklahoma
Delaware Nation, Oklahoma
Delaware Tribe
Eastern Shawnee Tribe of Oklahoma
Oneida Nation
Onondaga
Seneca-Cayuga Tribe of Oklahoma
Shawnee Tribe
Stockbridge-Munsee Community, Wisconsin
Tuscarora Nation

Mr. Funkhouser presented PowerPoint slides on the Long Range Transportation Plan. The PowerPoint presentation is attached to this summary.

Public Meeting
Public Comment Session

Ms. Smith stated that each person or organization that submits written or oral comments during the public comment period will be provided with a formal response. NEPA staff and the committee will review all comments and make adjustments to the Long Range Transportation Plan, if necessary. The NEPA MPO Technical Planning Committee is scheduled to consider endorsement of the Long Range Transportation Plan at its business meeting on December 19, 2023 and refer it to the NEPA MPO Policy Board for approval at their business meeting on January 3, 2024.

Ms. Smith proceeded with the public meeting and received comments from those who are interested in providing them. Each person will be given five minutes to speak.

Ms. Smith asked if anyone of our guests in attendance wish to present verbal comments.

The following comments were received:

Rep. Probst provided comments on the I-80 Reconstruction Project in Monroe County. She stated that looking at the goals of the LRTP, one of them is safety. PennDOT feels that more lanes equals safety but this is not the case. The project should provide longer ramps and wider shoulders but three lanes will not improve safety. The last study on I-80 was done in 2009. Since then, more people are working from home and we are closer than ever to having Amtrak service to New York City. The LRTP also has a goal of economic development. The borough will lose businesses and homes, along with tax revenue as a

result of the project. Exits are being moved and Dreher Ave is being closed, adding to response time during emergency calls. The project will ruin the county seat. She understands the need to improve freight traffic but stated there are other ways. Adding lanes will only create a bottleneck. She stated that PennDOT is not considering the livelihood of the borough and businesses. There are also environmental issues. They are waiting on environmental information from the Brodhead Creek Watershed Association. She stated PennDOT does not care. They are meeting with PennDOT Secretary Carroll on December 11th and will raise these issues.

Ms. Neufeld provided comments on the SR 2001 Reconstruction Project in Pike County. The project has been discussed for years and it has been kicked down the road multiple times. The project is listed in Appendix A as a programmed project but is also in Appendix B since the construction is unfunded. The Delaware Township section is the last and worst section of SR 2001. The other sections have already been addressed. It is a huge challenge to get funded. Issues on US 209 through the Park Service have made things worse since it has been closed to large truck traffic. The traffic is not using SR 402 to I-84, but instead they are using SR 2001. It is time for the NEPA MPO to put it on the TIP and get it funded. Ms. Neufeld also provided written comments (see attached).

Mr. Carl provided comments on the Route 61 project in Schuylkill County. He would like to compliment PennDOT, the Chamber Infrastructure Committee and the elected officials for finally getting the project to construction. It is on the precipice of being awarded to a contractor. The project will complete the connection between I-81 and I-78. It is long overdue. The project involves the complete reconstruction of 4.4 miles of roadway and construction will take between 5-6 years. The INFRA grant that was awarded helped get the project moving. Mr. Carl stated that they know other projects in Schuylkill County may be impacted due to the size and scope of the Route 61 project. PennDOT will need to find other ways to generate transportation funding in the future as electric vehicles become more prevalent. We need to move away from the gas tax and find other sources of revenue. Legislative action is needed.

Ms. Smith stated that comments will continue to be received through December 18, 2023.

The public meeting adjourned at 10:45 am.

Appendix H – System Performance

End of Calendar Year 2022 Performance Measures Annual Report -- Bridges

NEPA

MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

MAP-21 Bridge Performance Measure												
	Good				Fair				Poor			
	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %
Interstate (Including Ramps)	41	25.47%	0.566	32.58%	114	70.81%	1.092	62.91%	4	2.48%	0.062	3.59%
NHS, Non-Interstate	14	25.93%	0.116	21.69%	33	61.11%	0.347	65.18%	7	12.96%	0.070	13.13%
Total NHS	55	25.58%	0.681	30.02%	147	68.37%	1.439	63.44%	11	5.12%	0.132	5.83%

	Map-21 Goal	End of Year 2022 Value	2021 Target	2023 Target	2025 Target
Total NHS Deck Area Poor %	10.00%	5.83%	8.00%	8.50%	8.00%

	Count	Deck Area (Msf)
Interstate (Including Ramps)	161	1.736
NHS, Non-Interstate	54	0.533
Total NHS	215	2.269

- MAP-21 bridge data is assessed and analyzed by National Bridge Inventory Standards (Bridges 20' and greater), which differs from PennDOT's 8' and greater reporting.
- MAP-21 performance measures apply to all Interstate and NHS Non-Interstate bridges in PA, regardless of ownership. Therefore, PA Turnpike and local-owned bridges are included in totals.

- MAP-21 bridge performance measures required for FHWA reporting include good, fair, or poor condition scores for each bridge.
  End of Calendar Year 2022 Status of Bridges in Region (Based on 8' and greater)
  fair if the minimum condition rating is 6 or 5, and poor if the minimum condition rating is 4 or less.
- FHWA requires that no more than 10 percent of a state's total NHS Bridge Deck Area be in poor condition. Additionally, state DOTs are required to establish biennial targets for poor deck area.
- FHWA has not established a minimum condition for Interstate only bridges or NHS non-Interstate bridges, but requires the state DOT to establish targets.
- FHWA requires that no more than 5 percent of a state's bridge data be unreported or missing.
- MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of the asset to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible through keeping up on preservation activities to minimize costlier major repairs, and utilizing a structure for its entire service life. These practices allow the department to operate to lowest life cycle cost (LLCC) on the network level.
- MAP-21 performance measures are not to explicitly drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

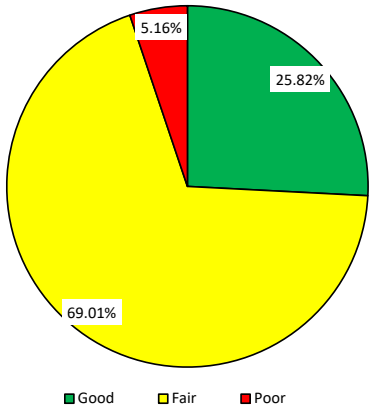
Business Plan Network	Total Bridge Count	Total Deck Area (Msf)	Aver. Bridge DA (sf)	Closed Bridges	Posted Bridges	Poor Count	% Poor by Count	Poor-Deck Area (Msf)	% Poor by Deck Area	Non-Poor Bridges with a "5" Condition Rating
State ≥8'; Interstate/Ramps	180	1.0078	5,599	0	0	5	2.78%	0.0184	1.82%	53
State ≥8'; NHS (non-Interstate)	103	0.6041	5,865	0	1	9	8.74%	0.0709	11.74%	41
State ≥8'; non-NHS > 2000 ADT	392	1.0996	2,805	0	12	61	15.56%	0.1218	11.07%	150
State ≥8'; non-NHS < 2000 ADT	356	0.5622	1,579	1	35	89	25.00%	0.1001	17.81%	124
Total - State Bridges (≥8')	**1,031**	**3.2737**	**3,175**	**1**	**48**	**164**	**15.91%**	**0.3112**	**9.51%**	**368**
Local≥20'	297	0.4491	1,512	8	79	121	40.74%	0.1719	38.28%	85

Reducing Rate of Deterioration through Investment (Non-Replacement) (Based on 8' and greater)

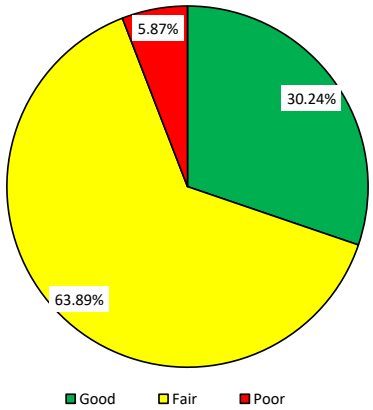
Business Plan Network	Annual New Poor Count (Poor "on")	Annual New Poor Count (Poor "off")	Annual New Poor DA (Poor "on")	Annual New Poor DA (Poor "off")	Preservation (million$)	Preservation (#bridges)
State ≥8'; Interstate/Ramps	0	0	0.00%	0.00%	$9.94	10
State ≥8'; NHS (non-Interstate)	1	0	0.05%	0.00%	$0.00	0
State ≥8'; non-NHS > 2000 ADT	1	2	0.28%	0.07%	$5.15	3
State ≥8'; non-NHS < 2000 ADT	5	9	0.55%	1.14%	$2.91	1
Total - State Bridges (≥8')	**7**	**11**	**0.20%**	**0.22%**	**$17.99**	**14**
Local≥20'	3	5	0.90%	2.32%	$0.00	0

MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

By Count



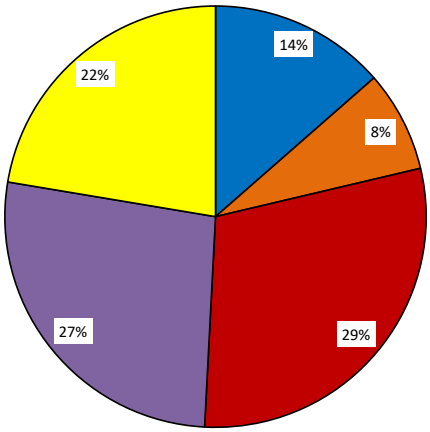
By Deck Area



End of Calendar Year 2022 Status of Bridges in Region (Based on 8' and greater)

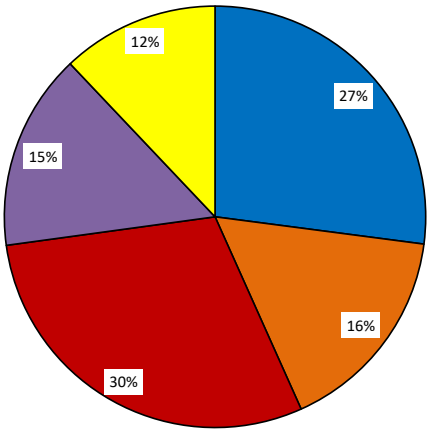
PennDOT Data 8' and Greater By Business Plan Network

% Bridges by BPN (Count)

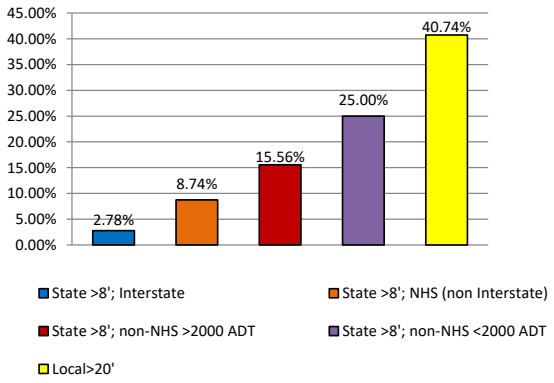


PennDOT Data 8' and Greater By Business Plan Network

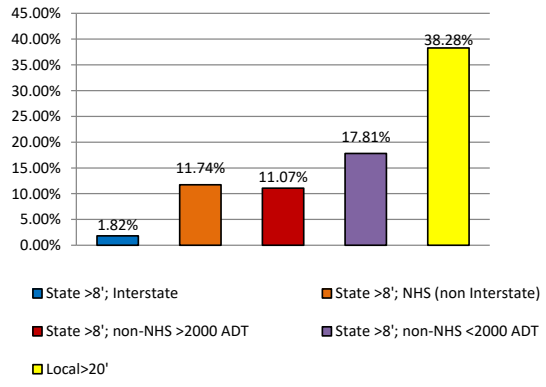
% Bridges by BPN (Deck Area)



Poor Bridge % by Business Plan Network (Count)



Poor Bridge % by Business Plan Network (Deck Area)



2022 Performance Measures Annual Report -- Pavements

NEPA

2022 MAP-21 Pavement Performance by Business Plan Network (Based on Total PA Lane Miles*)

MAP-21 Pavement Performance Measures	Good		Fair		Poor		Missing (Max 5%)	
	Lane Miles	%	Lane Miles	%	Lane Miles	%	Lane Miles	%
Interstate	305.7	60.81%	185.3	36.86%	11.7	2.33%	3.3	0.65%
NHS, Non-Interstate	86.8	26.74%	215.0	66.22%	22.9	7.04%	20.9	6.06%
MAP-21 Pavement Performance Measure Targets	Good				Poor			
	2023 Target	2024 Target	2025 Target	2026 Target	2023 Target	2024 Target	2025 Target	2026 Target
Interstate	59%	58%	56%	53%	4%	4%	4%	5%
NHS, Non-Interstate	31%	28%	27%	21%	7%	9%	9%	10%

· MAP-21 pavement performance measures required for FHWA reporting include four distress components which translate to good, fair, or poor condition scores. See table on reverse of this page for distress and thresholds. Three conditions apply to each pavement type.

· A pavement 10th mile section is considered in good condition if all three distress components are rated as good. A pavement 10th mile section is considered in poor condition if two or more of its three distress components are rated as poor.

· FHWA requires that no more than 5 percent of a state's NHS Interstate lane-miles be in poor condition. Additionally, state DOTs are required to establish targets.

· FHWA has not established a minimum condition for NHS non-Interstate roadways, but requires the state DOT to establish targets.

· FHWA requires that no more than 5 percent of a state's mileage be unreported or missing.

· Conditions are assessed and analyzed for pavement "sections" that cannot exceed 0.10 miles in length, which differs from PennDOT's historic segment level data.

· MAP-21 performance measures apply to all Interstate and NHS Non-Interstate miles in PA, regardless of ownership. Therefore, PA Turnpike and local-owned miles are in Statewide totals, but not in each District's totals. Local-owned miles are included in MPO/RPO totals as appropriate.

· MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of transportation assets and to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible, and keeping up on preservation activities to minimize costlier major repairs. Together, these practices extend the life of assets and reduce the cost of maintaining them in the desired state of good repair. This is known as operating the network at the lowest life-cycle cost (LLCC).

· MAP-21 performance measures are not to drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

2022 Pavement Smoothness (IRI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median IRI	Tested Seg-Mi
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%		
Interstate	117.9	45.58%	66.9	25.86%	59.3	22.92%	14.6	5.64%	75	258.7
NHS, Non-Interstate	28.5	17.31%	56.6	34.41%	47.3	28.81%	32.0	19.47%	123	164.3
Non-NHS, ≥ 2000 ADT	132.7	18.98%	288.3	41.23%	144.4	20.65%	133.8	19.14%	138	699.2
Non-NHS, < 2000 ADT	55.2	7.06%	156.7	20.04%	172.7	22.09%	397.2	50.81%	220	781.8
Total - Roadway	334.2	17.55%	568.4	29.85%	423.7	22.25%	577.7	30.34%	144	1,904.0

2022 Overall Pavement Index (OPI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median OPI
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	
Interstate	65.7	26.06%	114.1	45.28%	55.3	21.95%	16.9	6.70%	91
NHS, Non-Interstate	2.9	1.79%	70.0	43.04%	47.6	29.28%	42.1	25.88%	79
Non-NHS, ≥ 2000 ADT	126.9	18.16%	213.1	30.50%	236.0	33.78%	122.8	17.57%	80
Non-NHS, < 2000 ADT	90.6	11.61%	289.1	37.06%	222.0	28.46%	178.4	22.87%	70
Total - Roadway	286.1	15.11%	686.3	36.24%	561.0	29.63%	360.2	19.02%	79

Total Miles

PennDOT Seg-Mi	PA Lane Miles
259.7	506.0
170.9	345.5
701.4	
790.8	
1,922.8	

· The IRI and OPI data presented herein is segment level.

· For the Interstate and NHS, Non-Interstate Business Plan Networks, the IRI and OPI data is for 2022. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2021 or 2022.

· PennDOT has historically classified Good Interstate IRI as ≤100, and Poor Interstate IRI as >150; for NHS Non-Interstate, Good is ≤120 and Poor is >170. This practice is maintained in the IRI data presented herein, but differs from the MAP-21 definitions defined in the table on the reverse of this page.

2022 Out-Of-Cycle (OOC) Assessment by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	High Level Bituminous		Low Level Bituminous				Concrete			
	Seg-Mi	OOC Mi[1]	Seg-Mi	OOC Mi[2]	OOC Mi[3]	Total	Seg-Mi	OOC Mi[4]	OOC Mi[5]	Total
Interstate	220.66	9.35	0.00	0.00	0.00	0.00	39.00	0.00	20.36	20.36
NHS, Non-Interstate	191.63	79.71	1.96	0.00	0.87	0.87	13.91	2.28	3.50	5.79
Non-NHS, ≥ 2000 ADT	537.30	217.58	174.13	33.96	43.66	77.62	0.86	0.31	0.12	0.43
Non-NHS, < 2000 ADT	77.97	38.07	642.63	149.51	319.69	469.21	1.56	0.80	0.80	1.60
Total - Roadway	1,027.57	344.71	818.73	183.47	364.22	547.69	55.32	3.39	24.79	28.17

· Out-Of-Cycle Categories:
  1 - High Level Bituminous Pavement with Age > 12 Years or > 17 Years with Interim Surface Seal
  2 - Low Level Bituminous Surface with Age > 7 Years
  3 - Low Level Bituminous Pavement with Age > 20 Years or no Structural Layers
  4 - Concrete Pavements with Age > 30 Years
  5 - Concrete Pavements with Age > 20 Years and No Concrete Pavement Restoration (CPR)

· Total Low Level OOC represents the miles that are OOC for either Category 2 or 3. Segments that are OOC for both categories are not double counted.
Total Concrete OOC represents the miles that are OOC for either Category 4 or 5. Segments that are OOC for both categories are not double counted.

· The IRI miles and Total PennDOT miles include bridge lengths.
The Total PA miles, used for MAP-21, do not include bridge lengths.
The Treatment Network miles do not include bridge lengths.

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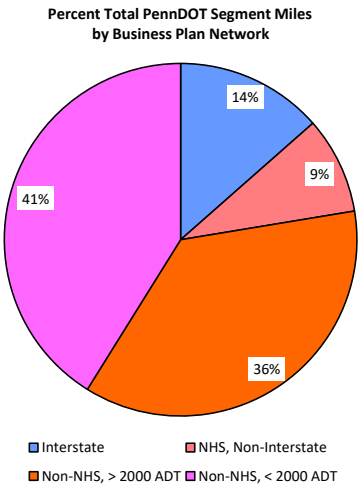
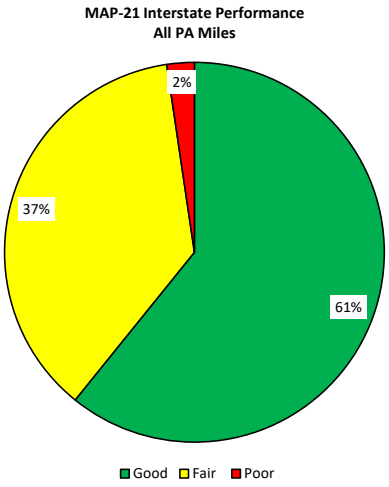
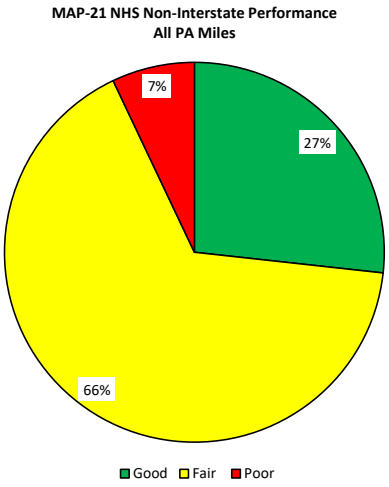
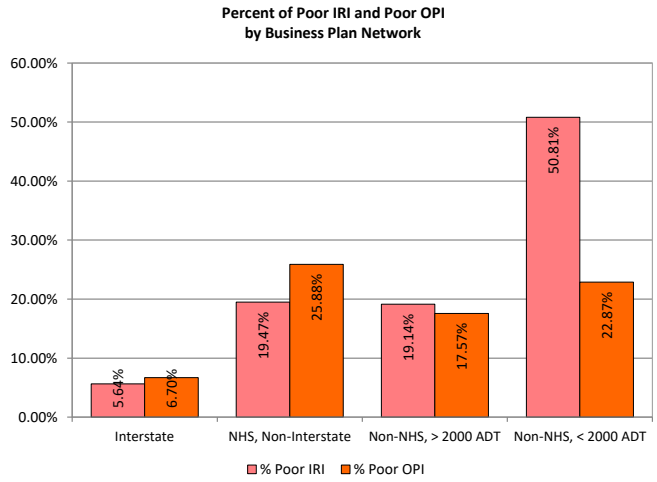


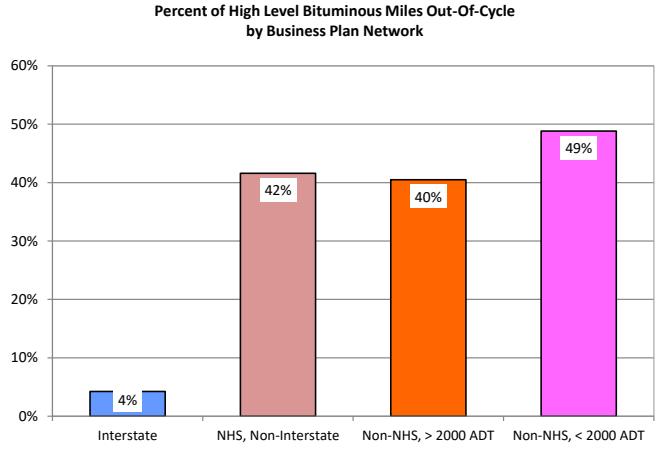


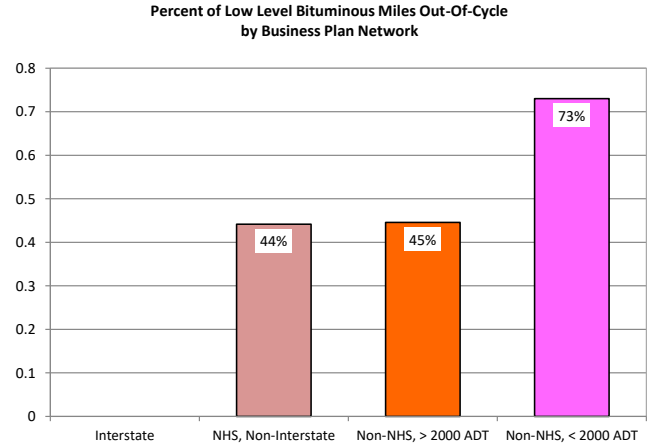


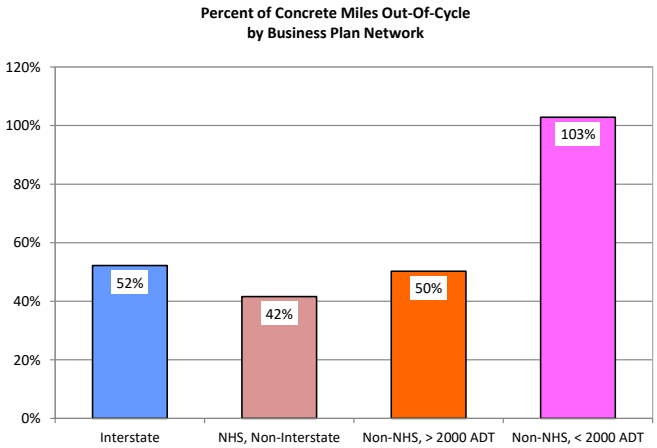
MAP-21 Pavement Conditions and Thresholds

Rating	Good	Fair	Poor
IRI (inches/mile)	<95	95–170	>170
Cracking Percentage	<5	CRCP: 5–10 Jointed: 5–15 Asphalt: 5–20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20–0.40	>0.40
Faulting (inches)	<0.10	0.10–0.15	>0.15












NORTHEASTERN PENNSYLVANIA
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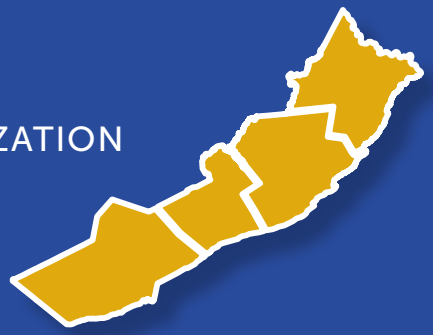

Northeastern Pennsylvania Alliance
NEPA