



MEMORANDUM

TO: NEPA MPO Technical Committee, Policy Board members & Stakeholders

FROM: Jonathan Shaw, Transportation Planning Manager

DATE: June 9, 2026

SUBJECT: June 16, 2026 Meeting Agenda

Enclosed, please find the agenda for the Northeastern Pennsylvania Metropolitan Planning Organization Joint Technical Committee and Policy Board Business Meeting to be held on Tuesday, June 16, 2026, at 9:30 a.m. We are requesting in-person attendance if possible. The meeting will also be held virtually via phone and video conference. The call and weblink information are below.

Join Microsoft Teams Meeting

Phone Number: 323-475-1191
Conference ID: 418 625 295

Please RSVP to me at (570) 891-4093, or jshaw@nepa-alliance.org by **COB on Monday, June 15, 2026**, with your attendance plans.

NEPA MPO Technical Committee Upcoming Meetings:

July 21, 2026, at 9:30 AM
August 18, 2026, at 9:30 AM
September 15, 2026, at 9:30 AM

NEPA MPO Policy Board Upcoming Meetings:

November 4, 2026, at 2:00 PM
December 15, 2026, at 9:30 AM (Joint Technical Committee and Policy Board Meeting)

Attachments:

1. [NEPA MPO Technical Committee Business Meeting Agenda for June 16, 2026](#)
2. [NEPA MPO Joint Technical Committee and Policy Board Meeting Minutes from December 16, 2025](#)
3. [NEPA MPO Technical Committee Meeting Minutes from May 19, 2026](#)
4. [2027-2030 Transportation Improvement Program \(TIP\) Public Meeting Summary from May 19, 2026](#)
5. [NEPA MPO 2027-2030 TIP Air Quality Conformity Analysis Resolution](#)
6. [NEPA MPO 2027-2030 TIP Package](#)
7. [2027-2030 TIP Amendments & Administrative Actions Guidelines and Procedures MOU](#)
8. [NEPA MPO 2027-2030 TIP Self-Certification Resolution](#)
9. [Fiscal Constraint Chart – District 5-0; June 16, 2026](#)

10. [Current Project Status Reports – Bridge Projects](#)
11. [Long Range Transportation Plan Scope of Work](#)
12. [Draft 2026-2027 NEPA MPO Technical Committee and Policy Board Meeting Schedule](#)



NEPA MPO JOINT TECHNICAL COMMITTEE AND POLICY BOARD BUSINESS MEETING AGENDA

Locations:

NEPA Alliance Office
and
Virtual Meeting via Microsoft Teams

Date & Time:

June 16, 2026 – 9:30AM

Call the Meeting to Order

1) Business Items

- a) Policy Board Approval of December 16, 2025 Joint Technical Committee and Policy Board Meeting Minutes
- b) Technical Committee Approval of May 19, 2026 Technical Committee Meeting Minutes
- c) Policy Board Approval of the 2026-2027 Policy Board Meeting Schedule
- d) Technical Committee Approval of the 2026-2027 Technical Committee Meeting Schedule

2) 2027-2030 Transportation Improvement Program

- a) Review and Approve 2027-2030 Transportation Improvement Program Air Quality Conformity Analysis Reports for Carbon County and Monroe County
 - Motion by Technical Committee to Recommend 2027-2030 Transportation Improvement Program Air Quality Conformity Analysis Reports for Carbon County and Monroe County for Approval by the NEPA MPO Policy Board
 - Motion by Policy Board to Approve 2027-2030 Transportation Improvement Program Air Quality Conformity Analysis Reports for Carbon County and Monroe County
- b) Review and Approve 2027-2030 Transportation Improvement Program Air Quality Conformity Analysis Resolution
 - Motion by Technical Committee to Recommend 2027-2030 Transportation Improvement Program Air Quality Conformity Analysis Resolution for Approval by the NEPA MPO Policy Board
 - Motion by Policy Board to Approve 2027-2030 Transportation Improvement Program Air Quality Conformity Analysis Resolution
- c) Review 2027-2030 Transportation Improvement Program Development and Highlights
- d) Review and Approve 2027-2030 Transportation Improvement Program Community Demographic Assessment

- Motion by Technical Committee to Recommend 2027-2030 Transportation Improvement Program Community Demographic Assessment for Approval by NEPA MPO Policy Board
 - Motion by Policy Board to Approve 2027-2030 Transportation Improvement Program Community Demographic Assessment
- e) Review 2027-2030 Transportation Improvement Program Comments and Responses
- f) Review and Approve 2027-2030 Transportation Improvement Program Amendments and Administrative Actions Guidelines & Procedures MOU
- Motion by Technical Committee to Recommend 2027-2030 Transportation Improvement Program Amendments and Administrative Actions Guidelines & Procedures MOU for Approval by the NEPA MPO Policy Board
 - Motion by the Policy Board to Approve the 2027-2030 Transportation Improvement Program Amendments and Administrative Actions Guidelines & Procedures MOU
- g) Adopt the 2027-2030 Transportation Improvement Program
- Motion by the Technical Committee to Recommend 2027-2030 Transportation Improvement Program for Adoption by the NEPA MPO Policy Board
 - Motion by the Policy Board to Adopt the 2027-2030 Transportation Improvement Program
- h) Review and Approve the 2027-2030 Transportation Improvement Program Self-Certification Resolution
- Motion by the Technical Committee to Recommend 2027-2030 Transportation Improvement Program Self-Certification Resolution for Approval by the Policy Board
 - Motion by the Policy Board to Approve the 2027-2030 Transportation Improvement Program Self-Certification Resolution
- 3) TIP Amendments and Administrative Actions**
- a) District 5-0 2025-2028 TIP Administrative Actions
- 4) Transportation Planning & Programs**
- a) Current Project Status Update – Bridge Projects
- b) Long Range Transportation Plan
- Technical Committee Approval of the Long-Range Transportation Plan Scope of Work
- c) Eastern Pennsylvania Freight Alliance
- d) 2027-2029 Unified Planning Work Program
- e) Route 611 Corridor Study
- 5) Other Business**
- 6) Adjournment**

Additional Information on Selected Agenda Items

2. 2027-2030 Transportation Improvement Program

The adoption of the NEPA MPO 2027-2030 Transportation Improvement Program will require a series of sequential actions of recommendation for adoption of the TIP documents by the NEPA MPO Technical Planning Committee. Upon the recommendation of the Technical Committee, the NEPA MPO Policy Board will then consider adoption of the TIP documents.

2a. 2027-2030 Transportation Improvement Program Air Quality Conformity Analysis Reports for Carbon County and Monroe County

As part of the TIP adoption process, the NEPA MPO committees will consider adoption of the Air Quality Conformity Analysis Reports for Carbon County and Monroe County. The Air Quality Conformity Analysis Reports for Carbon County and Monroe County analyze the transportation projects included in both the TIP and LRTP to determine their consistency with the Clean Air Act Amendments of 1990.

2b. 2027-2030 Transportation Improvement Program Air Quality Conformity Resolution

Following adoption of the Air Quality Conformity Analysis Reports, the NEPA MPO committees will then consider adoption of the Air Quality Conformity Resolution. The Air Quality Conformity Resolution certifies that the air quality significant projects in Monroe and Carbon counties that are included in the TIP and LRTP are consistent with the Clean Air Act Amendments of 1990.

2c. 2027-2030 Transportation Improvement Program Development and Highlights

The TIP documents were available for public comment for a 30-day period from May 11, 2026 to June 11, 2026. The documents have been available for review at 7 locations and can be viewed on the NEPA website here- www.nepa-alliance.org/tip. A public hearing on the draft TIP was held on May 19, 2026. The 2027-2030 Transportation Improvement Program package consists of the following major documents:

- NEPA MPO 2027-2030 TIP Title VI and ADA Policy Statements
- NEPA MPO 2027-2030 TIP Development Timeline
- NEPA MPO 2027-2030 TIP Project Selection Summary
- NEPA MPO 2027-2030 TIP Transportation Performance Management Summary
- NEPA MPO 2027-2030 TIP – Highway & Bridge – Project List
- NEPA MPO 2027-2038 TYP – Highway & Bridge – Project List
- NEPA MPO 2027-2038 TYP – Highway & Bridge – Project Narrative
- NEPA MPO 2027-2030 TIP – Interstate – Project List
- NEPA MPO 2027-2030 TIP – Interstate – Project Narrative
- NEPA MPO 2027-2038 TYP – Interstate – Project List
- NEPA MPO 2027-2030 TIP – Public Transit – Project List
- NEPA MPO 2027-2030 TIP – Public Transit – Project Narrative
- NEPA MPO 2027-2030 TIP Community Demographic Assessment
- NEPA MPO 2027-2030 Air Quality Conformity Reports for Carbon County and Monroe County
- NEPA MPO 2027-2030 Air Quality Conformity Resolution
- NEPA MPO 2027-2030 TIP Self Certification Resolution

- NEPA MPO 2027-2030 TIP Amendments and Administrative Actions Guidelines & Procedures MOU
- Public Comment Period Legal Advertisements and Supporting Outreach Documentation
Public Comments Received and Formal Responses

2d. 2027-2030 Transportation Improvement Program Community Demographic Assessment

In development of the 2027-2030 Transportation Improvement Program, the NEPA MPO conducted a Community Demographic Assessment to identify the locations and concentrations of minority, white (non-Hispanic/Latino), below poverty, and above poverty populations. Mapping of these populations provides a baseline for assessing impacts of the transportation investment program and allows the NEPA MPO to show how the number and types of projects and the total project investment are distributed throughout the NEPA MPO region. An assessment of conditions analysis was conducted for components of the transportation system for which statewide datasets are available (pavement conditions of the Federal Aid System, bridges, and reportable crashes) and their distribution across the NEPA region. The distribution of locatable projects on the 2027-2030 TIP was also assessed.

2e. 2027-2030 Transportation Improvement Program Comments and Responses

Comments received during the 2027-2030 TIP Public Comment Period will be reviewed and the responses to the comments will be discussed.

2f. 2027-2030 Transportation Improvement Program Amendments and Administrative Actions Guidelines & Procedures MOU

The NEPA MPO committees will consider approval of the NEPA MPO's 2027-2030 Transportation Improvement Program Amendments and Administrative Actions Memorandum of Understanding (MOU). The MOU establishes a set of procedures to be used in the Commonwealth of Pennsylvania for processing modifications to the 2027-2030 Statewide Transportation Improvement Program (STIP) and MPO/RPO TIPs.

2g. 2027-2030 Transportation Improvement Program Adoption

NEPA MPO committees will consider adoption of the 2027-2030 Transportation Improvement Program and authorize submission of the TIP to PennDOT Central Office.

2h. 2027-2030 Transportation Improvement Program Self Certification Resolution

The NEPA MPO committees will consider approval of the NEPA MPO Self Certification Resolution. The resolution certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP) and the Long-Range Transportation Plan (LRTP).

4a. Current Project Status – Bridge Projects

District 4-0 and 5-0 and transit providers continue to update the committee about various project activities on a regular basis. Projects are categorized as Bridge, Highway, Major/Interstate and TA/MTF/ARC/FLAP. Projects with notable activity are reported for a single category as a regular agenda item throughout the year's meeting schedule. A handout of the report is provided in

advance of the meeting when possible. At the June meeting, we will review the Bridge Projects in District 4 and District 5.

4b. Long Range Transportation Plan Update

The update of the next LRTP is due by January 2028. The Planning Finding Letter from the 2025 TIP recommended that MPOs and RPOs begin the LRTP update process well in advance of the deadline. Our current consultant agreement with Michael Baker International expires in January 2027, before the LRTP development will be complete. At the December meeting, Michael Baker International was approved for another three-year open end consultant agreement. The new contract with Michael Baker International will commence on July 1st. Staff provided a draft of the LRTP Scope of Services in May and it was reviewed at the May 19th meeting. The LRTP Scope will be considered for approval by the Technical Committee at the June MPO meeting. Development of the LRTP will commence this summer with a kickoff meeting of the LRTP Steering Committee.

4c. Eastern Pennsylvania Freight Alliance

The Eastern Pennsylvania Freight Alliance – NEPA MPO, Lehigh Valley MPO, Lackawanna-Luzerne MPO, Reading MPO and Lebanon MPO have all approved the Eastern Pennsylvania Freight Infrastructure Plan. A Memorandum of Understanding outlining the role and actions of the EPFA moving forward has been approved and signed by each partner MPO. A coordination meeting has been scheduled on June 29, 2026 to review the plan’s recommendations and prioritize action items for the group moving forward.

4d. 2027-2029 Unified Planning Work Program (UPWP)

The current NEPA MPO UPWP will expire on June 30, 2027. Development of the 2027-2029 UPWP will begin in the near future. The PennDOT UPWP Work Group has been meeting for the past two months to develop the 2027-2029 UPWP Guidance Document. The guidance is expected to be issued later this month. Engagement of the NEPA UPWP Steering Committee is expected in August to begin discussions about tasks for inclusion in the UPWP. A draft of the UPWP will be required by October to allow ample time for review by FHWA and FTA. Adoption of the 2027-2029 UPWP by the Technical Committee and Policy Board is expected at the joint December 15th meeting.

4e. Route 611 Corridor Study

Development of the PA 611 Corridor Study has been completed. Michael Baker International is the consultant on the study through NEPA’s open-end consultant agreement. A steering committee including representatives from Pocono Township, Stroud Township, Monroe County and District 5 was created to provide guidance during the study development and has been meeting monthly. A final meeting of the steering committee was held on June 2nd to review the draft study report and committee members were provided the opportunity to provide comments. The study will be finalized by the end of June. Michael Baker will provide a brief presentation to the Technical Committee and Policy Board at the June Meeting.

Northeastern Pennsylvania Metropolitan Planning Organization

Transportation Programming for the Counties of: Carbon ✧ Monroe ✧ Pike ✧ Schuylkill

December 16, 2025, Joint Technical Planning Committee and Policy Board Business Meeting Summary and Minutes

Attendees:

Rocky Ahner*
Chris Barrett^
Cristie Barry
Marie Bishop
Roger Christman*
Kerri Cox
Steve Fisher*
Brian Funkhouser
Jacob Gardner
Micah Gursky*^
Doyle Heffley*
Kent Himmelright
Ben Holderman
Julia Hurlle
AJ Knee*
Larry Kopp
Chris Kufro*
Robert Manzella
Gary Martinaitis*
Christine Meinhart-Fritz*
Mike Mrozinski*
Matthew Osterburg*^
Ken O'Brien
Danny Peters

Organization:

Carbon County
PMVB
PennDOT District 5
PennDOT District 4
Ross Township
PennDOT District 5
PennDOT District 4
Michael Baker Intl.
Schuylkill River Gwy.
St. Luke's Hospital
PA State Rep.
Schuylkill River Gwy.
Michael Baker Intl.
Schuylkill River Gwy.
LANTA
Stroudsburg Borough
PennDOT District 5
Luzerne Co. Planning
STS
Monroe Co. Planning
Pike Co. Planning
Pike County
HDR
Stroudsburg Borough

Attendees:

Larry Peterson
John Petrini
Emma Pugh
Jeff Rai
Nick Raio*
Michael Rebert
Rich Schlameuss*
Yvonne Schock
Anna Shigo
Susan Smith*
Brian Snyder
Jared Soto^
Nate Staruch
Steve Thomas
Mark Tobin^
Scott Vottero
Dominic Yanuzzi

Jeff Box
Nettie Ginocchetti
Kate McMahon
Sean Papke
Jonathan Shaw
Daniel Yelito

Organization:

PennDOT District 5
PennDOT District 4
PennDOT District 4
PennDOT District 5
PennDOT Central
JMT
MCTA
Michael Baker Intl.
Carbon County
Schuylkill Co. Planning
Pike Co. Planning
Carbon Co. Chamber
Monroe Co. Planning
Michael Baker Intl.
PennDOT Central
PennDOT District 5
Alfred Benesch

NEPA Alliance
NEPA Alliance
NEPA Alliance
NEPA Alliance
NEPA Alliance
NEPA Alliance

*Technical Committee members who voted at this meeting

^Policy Board Members who voted at this meeting

Summary of Actions Taken by the NEPA MPO Technical Planning Committee:

During this meeting, the MPO Technical Committee and Policy Board voted on the following actions:

Action 1: Mr. Gursky requested a motion from the Policy Board to approve the minutes from the June 17, 2025 Joint Technical Committee and Policy Board Meeting. A motion was made by Mr. Soto, seconded by Mr. Tobin, to approve the minutes. The motion passed unanimously.

Action 2: Mr. Mrozinski requested a motion from the Technical Committee to approve the minutes from the November 18, 2025 Technical Committee Meeting. A motion was made by Ms. Smith, seconded by Mr. Ahner, to approve the minutes. The motion passed unanimously.

Action 3: Mr. Mrozinski requested a motion from the Technical Committee to approve the HSIP Performance Measures targets proposed by the state. A motion was made by Ms. Meinhart-Fritz, seconded by Mr. Raio, to approve the measures. The motion passed unanimously.

Action 4: Mr. Mrozinski requested a motion from the Technical Committee to recommend awarding the open-end consultant contract to Michael Baker International to the Policy Board for approval. A motion was made by Mr. Kufro, seconded by Ms. Smith. The motion passed unanimously.

Action 5: Mr. Gursky requested a motion from the Policy Board to award the open-end consultant contract to Michael Baker International. A motion was made by Mr. Soto, seconded by Mr. Tobin, to approve the contract. The motion passed unanimously.

Mr. Gursky called meeting to order at 9:30 a.m.

Following the opening of the meeting, the committee received presentations from the project sponsors who submitted requests for Transportation Alternatives Set Aside funding. Three applications for the Transportation Alternatives Set Aside program were received for projects located in the NEPA MPO region.

East Union Township SR 924 Pedestrian Improvements- Dominic Yanuzzi presented on behalf of East Union Township.

Stroudsburg Borough Transforming Main Street- Larry Kopp presented on behalf of Stroudsburg Borough

Schuylkill River Trail Phase 2- Julia Hurle presented on behalf of Schuylkill River Greenways.

Ms. McMahon asked the voting committee members to fill out a score sheet for each TASA application and email them to her by December 23rd. The scores will be compiled, and each application will receive a score from 1-5, with 5 being the highest. The scores are due to Central Office by January 23rd.

1) Business Items

a) Policy Board Approval of Minutes from the June 17, 2025, Joint Technical and Policy Board Business Meeting

Mr. Gursky requested a motion from the Policy Board to approve the minutes from the June 17, 2025, Joint Technical Committee and Policy Board Meeting. A motion was made by Mr. Soto, seconded by Mr. Tobin, to approve the minutes. The motion passed unanimously.

b) Technical Committee Approval of Minutes from the November 18, 2025, Technical Committee Business Meeting

Mr. Mrozinski requested a motion from the Technical Committee to approve the minutes from the November 18, 2025, Technical Committee Meeting. A motion was made by Ms. Smith, seconded by Mr. Ahner, to approve the minutes. The motion passed unanimously.

2) TIP Amendments and Administrative Actions

a) District 4-0 2025-2028 TIP Amendment and Administrative Actions

Information was included in the meeting packet which highlighted administrative actions on the 2025 TIP for District 4. Mr. Fisher presented the actions for District 4.

Action 1 – SR 739 Shoulder Widening – Increase CON phase due to low bid plus inspection. The sources are SR 6 over Wallenpaupack Creek, SR 209 over Sawkill Creek, and the NEPA 4-0 Highway Line Item.

b) District 5-0 2025-2028 TIP Administrative Actions

Information was included in the meeting packet which highlighted administrative actions on the 2025 TIP for District 5. Mr. Peterson presented the actions for District 5.

Action 1 – PA 924 over tributary to Catawissa Creek & Minersville Arch Bridge – Aligning funds with actual need. The balancing source is the NEPA PM #7 .

Action 2 – St. Clair to Frackville Reconstruction – Increase to cover additional PSP slope stabilization, clearing and grubbing, mulching straw, guiderail, traffic signal support, and over excavation and backfill of subgrade areas. The sources are Sterling Road Safety Improvement Area 1 and the NEPA Highway & Bridge Regional Line Item.

Action 3 – 209 Mt. Nebo to Holy Cross Road PE Phase – Increase funds to match negotiated agreement plus internal cost. The sources are 209 Mt. Nebo to Holy Cross Road ROW Phase, 209 Middle Smithfield Elem. Dr. to Portuguese Lane, the Safety Line Item Reserve, and the Urban Regional Reserve Line Item.

Interstate Action 1 – I-80 Phase 2 Reconstruction – Cashflow to align with anticipated let date 3/28/30 FFY 33 and beyond shows a change of \$0. The Interstate Contingency Line Item was used as a source to maintain fiscal constraint.

3) Transportation Planning & Programs

a) Current Project Status Update – Major/Interstate Projects

Mr. Vottero provided an update on Major/Interstate projects in District 5.

b) 2026 Highway Safety Improvement Program (HSIP) Performance Measures (PM-1)

Ms. McMahon stated that PM-1 safety measures are established on an annual basis. Each year the MPO can choose to establish the regional targets set by PennDOT or set their own targets. MPO staff are recommending that the Technical Committee vote to approve the state targets.

Mr. Mrozinski requested a motion from the Technical Committee to approve the HSIP Performance Measures targets proposed by the state. A motion was made by Ms. Meinhart-Fritz, seconded by Mr. Raio, to approve the measures. The motion passed unanimously.

c) Request for Qualifications for LRTP Update

Ms. McMahon stated that in September, the NEPA MPO issued a Request for Qualifications for a three-year consultant assistance open-end agreement. The current open-end agreement with Michael Baker will not expire until 2027, which will not cover the Long Range Transportation Plan development cycle, which is recommended by FHWA to begin 30 months from the expected adoption date of the plan. NEPA received 22 requests for copies of the RFQ. The RFQ closed on October 24th. Michael Baker was the only respondent and provided a presentation to the Technical Committee at the November MPO meeting.

Mr. Mrozinski requested a motion from the Technical Committee to recommend awarding the open-end consultant contract to Michael Baker International to the Policy Board for approval. A motion was made by Mr. Kufro, seconded by Ms. Smith. The motion passed unanimously.

Mr. Gursky requested a motion from the Policy Board to award the open-end consultant contract to Michael Baker International. A motion was made by Mr. Soto, seconded by Mr. Tobin, to approve the contract. The motion passed unanimously.

d) 2027-2030 Transportation Improvement Program (TIP)

Ms. McMahon stated that the MPO is continuing to work with the districts to develop the 2027-2030 TIP. Projects need to be submitted in MPMS by December 31st. One of the outstanding issues is the use of CMAQ funds in Carbon County. A call is scheduled with Central Office, District 5, and LANTA following

the MPO meeting. The MPO may be able to use the funds to expand transit in Carbon County. The MPO is waiting to receive the draft Interstate TIP but expects the I-80 projects to still be on it. The MPO is also working with transit providers to prepare the Transit TIP. In February, the MPO will meet with Central Office to review the TIP with them. NEPA staff are developing the TIP mapping and Community Demographic Analysis and other parts of the TIP package. The draft TIP will be prepared in April, with a public comment period in May and adoption at the June MPO meeting.

e) Annual Listing of Obligated Projects

Ms. McMahon stated that each year the MPO is required to list all projects in the region that have been obligated using federal funds. The report was posted to the NEPA website on December 1st and can be accessed here:

<https://www.nepa-alliance.org/wp-content/uploads/2025/12/NEPA-MPO-List-of-Obligated-Projects-2025.pdf>

f) Eastern PA Freight Alliance

Ms. McMahon stated that the MPO has received the signed MOU formalizing the freight alliance. A meeting will be scheduled in the new year to discuss next steps for the alliance.

g) Coordinated Public Transit-Human Services Plan Implementation

Mr. Funkhouser provided an update on implementation of the Coordinated Public Transit Plan. A meeting of the Transit Subcommittee was held on November 19th at the NEPA Alliance office and virtually. The subcommittee reviewed the Action Plan and prioritized focus items for implementation through a survey. The committee will be working on implementing the items in 2026 and will schedule another meeting early next year.

h) SR 611 Corridor Study

Mr. Thomas provided an update on the Route 611 Corridor Study. Branding for the project has been developed so that the public can easily identify the project as it moves into future phases. The team has completed the existing conditions review and data collection phase. Traffic counts and turning movement counts at the intersections were conducted in October. The project is moving into the public engagement phase. An open house will be held on January 21st, 2026, from 5:30 to 7:30p.m. A presentation and wikimapping survey tool demonstration will be held at 6:00. An inclement weather date is January 28th. A second open house will be held in the Spring to review the study recommendations with the public. A number of interviews will be held in the new year to gather feedback from stakeholders along the corridor.

i) SR 2001 Section 405 Alternatives Study

The SR 2001 Section 405 Alternatives Study has been completed. Mr. Funkhouser provided a presentation to the Policy Board and Technical Committee outlining development and findings of the study. The presentation slides are attached. Mr. Mrozinski stated that the study has also been presented to the Pike County Road Task Force, Delaware Township Supervisors, Pike County Commissioners, and PennDOT Districts 4 and 5. Mr. Gursky asked if the MPO has shared the study with the Pike County legislators. Ms. McMahon stated that sharing the study with them was a great suggestion. She noted that the study has been posted to the NEPA website. Mr. Fisher asked if Mr. Funkhouser has seen MPOs looking to corridor studies more frequently due to funding constraints. Mr. Funkhouser stated that this study has been fairly unique.

4) Other Business



None.

5) Adjournment

There being no further business, the NEPA MPO Joint Technical Planning Committee and Policy Board meeting adjourned at 11:00 a.m.

Northwestern Pennsylvania Alliance


NEPA


SR 2001 Alternatives Study

Joint Technical Committee and Policy Board Mtg

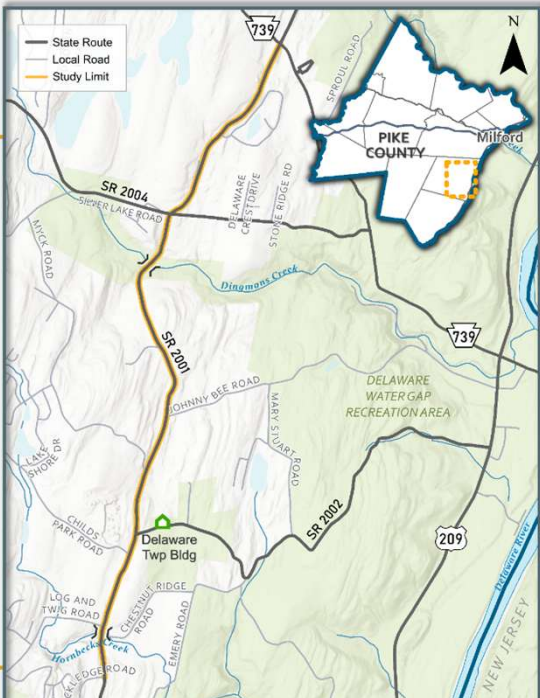
December 16, 2025



1

Study Overview

- A local and regional priority
- PennDOT has improved sections of the corridor over time
- Limits include PA 739 and Rockledge Road
- Includes two structures: over Dingmans Creek and Hornbecks Creek



2

Key Study Findings and Recommendations

- Community Priority
- Roadway Segmentation
- Cost Analysis
- Safety Improvements
- Interim Projects



3

Interim Safety Projects (Top Priorities)

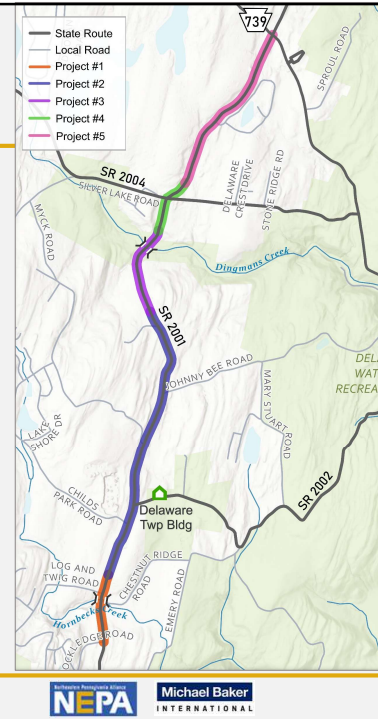
- PA 402 Truck Routing Project
 - Option A = \$10.5 million
 - Option B = \$5.8 million
- SR 2001/SR 2004 Intersection Advanced Warning Signing
 - \$43,000



4

Reconstruction Projects

Priority	Description	Lower Estimate	Higher Estimate
1	SR 2001 Widening & Bridge Replacement (Hornbecks Creek) Alt 1 (8%) Alt 2 (10%)	\$8.6 million (Alt 2)	\$10.3 million (Alt 1)
2	SR 2001 Widening & Recon (SR 2004 to PA 739)	\$15.5 million	
3	SR 2001/SR 2004 Intersection Improvements 4-Way Stop Roundabout	\$6.4 million (4-way Stop)	\$6.8 million (roundabout)
4	SR 2001 Widening & Recon	\$12.8 million	
5	SR 2001 Widening & Bridge Replacement (Dingmans Creek) Alt 1 (8%) Alt 2 (10%)	\$12.6 million (Alt 2)	\$22.7 million (Alt 1)



5

Cost Estimating

- Original cost estimate: \$47.7 million
- Current study cost estimate (present-day dollars): \$55-68 million
- FFY2027 NEPA MPO Base Funding Allocation: \$49 million



6

Contact Information



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Northeastern Pennsylvania Metropolitan Planning Organization

Transportation Programming for the Counties of: Carbon ✧ Monroe ✧ Pike ✧ Schuylkill

May 19, 2026, Technical Planning Committee Business Meeting Summary and Minutes

<u>Attendees:</u>	<u>Organization:</u>	<u>Attendees:</u>	<u>Organization:</u>
Rocky Ahner*	Carbon County	Nick Raio*	PennDOT Central
Roger Christman*	Monroe Co.	Daniel Reese	Luzerne Co. Planning
Kerry Cox	PennDOT District 5	Krista Ripley	STS
Jonathan Eboli	PennDOT District 4	Jen Ruth	PennDOT District 5
Steve Fisher*	PennDOT District 4	Rich Schlameuss*	MCTA
Brian Funkhouser	Michael Baker	Susan Smith*	Schuylkill Co. Planning
Micah Gursky*	St. Luke's	Joanne Stehr	PA State Representative
AJ Knee*	LANTA	Jared Soto	Carbon Co. Chamber
Chris Kufro	PennDOT District 5	Nate Staruch	Monroe Co. Planning
Gary Martinaitis*	STS	Mark Tobin	PennDOT Central
Christine Meinhart-Fritz*	Monroe Co. Planning	Steve Thomas	Michael Baker
Mike Mrozinski*	Pike Co. Planning	Scott Vottero	PennDOT District 5
Larry Peterson*	PennDOT District 5		
John Petrini	PennDOT District 4	Nettie Ginocchetti	NEPA Alliance
Gene Pirochniak	FHWA	Kate McMahan	NEPA Alliance
Harold Pudliner*		Jonathan Shaw	NEPA Alliance
Emma Pugh	PennDOT District 4	Daniel Yelito	NEPA Alliance

*Technical Committee members who voted at this meeting

Note:

The May 19th NEPA MPO Technical Committee was conducted as a hybrid meeting with staff attendance at four physical locations in the NEPA MPO region, linked via a Teams meeting internet connection. Virtual participation via the internet TEAMS link was also offered as a means of attendance for the public and committee members not at the NEPA staffed meeting locations.

Meeting Locations:

Lehighton Borough Building, 1 Constitution Ave., Lehighton, PA

Monroe County Planning Commission, 701 Main Street, 4th Floor, Stroudsburg, PA 18360

Pike County Training Center, 135 Pike County Blvd, Lord's Valley, PA

Schuylkill Economic Development Corporation, Union Station, 2nd Floor, 1 Progress Circle, Pottsville, PA 17901

Summary of Actions Taken by the NEPA MPO Technical Planning Committee:

During this meeting, the MPO Technical Committee voted on the following actions:

Action 1: Mr. Mrozinski requested a motion from the Technical Committee to confirm the May 6, 2026, email ballot authorizing the 2027 TIP 30-Day Public Comment Period. A motion was made by Ms. Smith, seconded by Ms. Meinhart-Fritz, to confirm the email ballot. The motion passed unanimously.

Action 2: Mr. Mrozinski requested a motion from the Technical Committee to approve the minutes from the April 21, 2026, Technical Committee Meeting. A motion was made by Ms. Smith, seconded by Ms. Meinhart-Fritz, to approve the minutes. The motion passed unanimously.

Action 3: Mr. Mrozinski requested a motion from the Technical Committee to approve the District 5 TIP amendment. A motion was made by Ms. Smith, seconded by Mr. Raio, to approve the amendment. The motion passed unanimously.

Mr. Mrozinski called the meeting to order at 9:30 a.m.

1) Business Items

- a) Confirmation of May 6, 2026, Email Ballot Authorizing 2027 TIP 30-Day Public Comment Period
Mr. Mrozinski requested a motion from the Technical Committee to confirm the May 6, 2026, email ballot authorizing the 2027 TIP 30-Day Public Comment Period. Ms. McMahon stated that the email ballot was approved by a vote of 10 yay and 0 nay. A motion was made by Ms. Smith, seconded by Ms. Meinhart-Fritz, to confirm the email ballot. The motion passed unanimously.
- b) Approval of Minutes from the April 21, 2026, Technical Committee Meeting
Mr. Mrozinski requested a motion from the Technical Committee to approve the minutes from the April 21, 2026, Technical Committee Meeting. A motion was made by Ms. Smith, seconded by Ms. Meinhart-Fritz, to approve the minutes. The motion passed unanimously.

2) TIP Amendments and Administrative Actions

- a) District 5-0 2025-2028 TIP Administrative Actions
Information was included in the meeting packet which highlighted administrative actions on the 2025 TIP for District 5. Mr. Peterson presented the actions for District 5.

Action 1 – Shiffer Rd over PA 33 – Increase to cover supplement to update the permitting and additional effort to complete the bat survey on the existing bridge. The sources are New Philadelphia Rd over Pine Creek Bridge and the NEPA Highway & Bridge Regional Line Item.

Action 2 – Main Blvd over Trib Catawissa Creek – Phase added to TIP to match 971 Damage Claim Estimate. The source is the NEPA Highway & Bridge Regional Line Item.

Action 3 – NEPA Camera Gaps – Increased for consultant services. The sources are the TSMO Reserve Line Item & the NEPA Highway & Bridge Regional Line Item.

Action 4 – Hallet Road over Cranberry Run – Increase to cover added bridge/culvert and structure bat assessment, structure borings, and RDA document plus internal cost. The source is Berne Drive over Red Creek Bridge.

Action 5 – PA 924 over Trib to Catawissa Creek – Increase funds to match 971 Damage Claim Estimate. The source is the NEPA Highway & Bridge Regional Line Item.

Action 6 – US 209 over NR Railroad – Release funds due to project being complete. The NEPA Highway & Bridge Regional Line Item was used as a balancing source to maintain fiscal constraint.

Amendment 1 – 61 Resurfacing Walmart Plaza to 1004 – Advance funds to address priority project. The sources are St. Clair to Frackville Reconstruction and the NEPA Highway & Bridge Regional Line Item.

Mr. Mrozinski requested a motion from the Technical Committee to approve the District 5 TIP amendment. A motion was made by Ms. Smith, seconded by Mr. Raio, to approve the amendment. The motion passed unanimously.

3) Transportation Planning & Programs

- a) Current Project Status Update – TA/ARC/MTF/FLAP Projects

Mr. Vottero provided an update on TA/ARC/MTF/FLAP projects in District 5.

Ms. McMahon stated that TASA awards were announced. One project in the NEPA region was funded. The next phase of the Schuylkill River Trail was awarded \$1,380,000 and was the number one project scored by the Technical Committee. Two other projects in the region were not funded.

b) 2027-2030 Transportation Improvement Program (TIP)

Ms. McMahon stated that the TIP public comment period will continue until June 11, 2026. Paper copies will be available at seven locations across the NEPA MPO region. The 2027 TIP will be considered for adoption by the NEPA MPO at the June 16th joint Policy Board and Technical Committee meeting. The NEPA MPO is requesting in person attendance for the meeting.

c) Long Range Transportation Plan

Ms. McMahon stated that the NEPA MPO selected Michael Baker as the consultant for a new open end agreement at the December meeting. The contract will begin on July 1, 2026. A scoping meeting for the LRTP Scope of Services was held and a draft has been developed for the Technical Committee to review. Ms. McMahon presented the draft Scope of Work to the Technical Committee. She noted that comments had been received from Ms. Smith regarding the District Strategy Days task and they will be addressed in the scope. Ms. McMahon asked the committee to review the draft scope and provide any comments or changes. The draft scope will be considered for adoption by the Technical Committee at the June 16th meeting. The next Long Range Transportation Plan is required to be adopted by January 2028.

Mr. Ahner asked for an update on the SR 895/309 intersection in Schuylkill County. Mr. Raio stated that the intersection received HSIP statewide funding for a safety study.

d) Route 611 Corridor Study

Mr. Thomas presented an update on the current status of the Route 611 Corridor Study. A second open house for the study was held on May 6, 2026 at the Pocono Township Municipal Building. Ms. McMahon stated that the second open house had lower attendance than the first one but that is typical in planning studies. There was also another meeting in the county at the same time which may have affected attendance. Mr. Thomas presented the draft recommendations to the Technical Committee and stated that the final report is being drafted. A steering committee meeting will be held on June 2nd to review the draft report. The final report and recommendations will be presented to the Technical Committee at the June 16th MPO meeting.

4) Other Business

a) 2026 – 2027 Meeting Dates

Ms. McMahon stated that the draft meeting schedule for next year is included in the meeting packet. Meetings will be held on the third Tuesday of each month with the exception of the October meeting, which has been moved due to a conflict with the APA PA Annual Conference. The Policy Board will have two meetings following NEPA Alliance Board of Directors meetings, and two meetings will be held jointly with the Technical Committee. Ms. McMahon requested that the Technical Committee review the schedule and let us know if there are any conflicts. The meeting schedule will be considered for adoption at the June 16th meeting.

b) Mr. Ahner stated that the NEPA drone program has been incredibly valuable to Carbon County in preparing grant applications. With the current funding restrictions, Mr. Ahner suggested that the purchase of a new drone could be split between the counties in NEPA MPO region. Mr. Mrozinski asked if an estimate could be put together by August ahead of the county budget season. Ms. McMahon stated that the NEPA MPO drone is only two years old, and that the MPO is only prohibited in using PennDOT work program funds in the operation of the drone. Other funding is available within NEPA for flights on a case by case basis. Flights at the Weissport Projects, and the US 6/SR 434 Intersection in Pike County are planned for this

summer. Ms. Meinhart-Fritz asked if the MPO or counties could apply for a statewide LSA grant to secure funding. Ms. McMahon stated that she would look into the program.

5) Adjournment

There being no further business, the NEPA MPO Technical Planning Committee meeting adjourned at 10:45 a.m.

Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO)

Public Meeting Draft 2027-2030 Transportation Improvement Program May 19, 2026, 9:30 AM

Meeting Locations

Lehighon Borough Building, 1 Constitution Ave., Lehighon, PA
Monroe County Planning Commission, 701 Main Street, 4th Floor, Stroudsburg, PA
Pike County Training Center, 135 Pike County Blvd, Lord's Valley, PA
Schuylkill Economic Development Corporation, Union Station, 2nd Floor, 1 Progress Circle, Pottsville, PA

Attended in Lehighon

Rocky Ahner, Carbon Co. Commissioner
Nettie Ginocchetti, NEPA Alliance
Harold Pudliner, Carbon Co. Redev. Authority

Attended in Stroudsburg

Roger Christman, Monroe Co. Commissioner
Christine Meinhart-Fritz, Monroe Co. Planning
Larry Peterson, PennDOT District 5
Rich Schlameuss, MCTA
Jonathan Shaw, NEPA Alliance
Nate Staruch, Monroe Co. Planning

Attended in Lord's Valley

Steve Fisher, PennDOT District 4
Kate McMahon, NEPA Alliance
Mike Mrozinski, Pike Co. Planning
John Petrini, PennDOT District 4
Emma Pugh, PennDOT District 4

Attended in Pottsville

Krista Ripley, STS
Daniel Yelito, NEPA Alliance

Attended Virtually

Kerry Cox, PennDOT District 5
Jonathan Eboli, PennDOT District 4
Brian Funkhouser, Michael Baker
Micah Gursky, St. Luke's Hospital
AJ Knee, LANTA
Chris Kufro, PennDOT District 5
Gary Martinaitis, STS
Gene Porochniak, FHWA
Nick Raio, PennDOT Central Office
Daniel Reese, Luzerne County
Jennifer Ruth, PennDOT District 5
Jared Soto, Carbon Co. Chamber
Susan Smith, Schuylkill Co. Planning
Steve Thomas, Michael Baker
Mark Tobin, PennDOT Central Office
Scott Vottero, PennDOT District 5

Meeting Summary

Opening Remarks were offered by Mike Mrozinski, Pike 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 TIP for public review, the dates of the Public Comment Period and, the date, time and locations of this Public Meeting.

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

The draft Transportation Improvement Program has been available for public review since May 11, 2026 continuing through June 11, 2026 on NEPA Alliance's website at www.nepa-alliance.org/tip and at seven (7) 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

Monroe Co. Transportation Authority
Schuylkill Transportation System
NEPA Alliance Office

In addition, a copy of the draft Transportation Improvement Program 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 of Indians
Eastern Shawnee Tribe of Oklahoma
Oneida Nation
Oneida Indian Nation
Onondaga
Seneca-Cayuga Tribe of Oklahoma
Shawnee Tribe
Stockbridge-Munsee Community, Wisconsin
Tuscarora Nation

Ms. McMahon presented PowerPoint slides on the draft 2027-2030 Transportation Improvement Program. The PowerPoint presentation is attached to this summary.

Public Meeting Public Comment Session

Mr. Mrozinski 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 Transportation Improvement Program, if necessary. The NEPA MPO Technical Planning Committee is scheduled to consider endorsement of the Transportation Improvement Program and refer it to the NEPA MPO Policy Board for approval at a joint business meeting on June 16, 2026.

Mr. Mrozinski proceeded with the public meeting and asked if any comments had been received to date. Ms. McMahon stated that no comments have been received.

Mr. Mrozinski asked if any guests in attendance wished to present verbal comments.

The following comment was received:

Rocky Ahner, Carbon County Commissioner, inquired about the status of the Hunter Creek Bridge and asked if height warning signage for the Little Gap Covered Bridge could be added to the project. Mr. Ahner also inquired about the status of adding congressional earmark funding to the TIP and stated that the County has received funding for County Bridge #19 and would like to move forward with the project. Mr. Ahner inquired about the status of CMAQ funding for a signal timing project in Palmerton and

LANTA Service Expansion. Mr. Ahner also asked about the status of the Weissport Bridge Project and stated that the bridge is one of Carbon County's top priorities. Mr. Ahner stated that he is eager for TIP projects to be put out to bid and move forward.

Ms. McMahon stated that she will schedule a meeting with PennDOT District 5 and the Carbon County Commissioners to address Mr. Ahner's comments.

Mr. Mrozinski stated that comments will continue to be received through June 11, 2026.

The public meeting adjourned at 10:00 am.

RESOLUTION
OF THE
NORTHEASTERN PENNSYLVANIA
METROPOLITAN PLANNING ORGANIZATION (NEPA MPO)

**AUTHORIZING ADOPTION OF THE 2027-2030 TRANSPORTATION IMPROVEMENT
PROGRAM AIR QUALITY CONFORMITY ANALYSIS
IN ACCORDANCE WITH THE CLEAN AIR ACT AMENDMENTS OF 1990
FOR THE NEPA MPO NONATTAINMENT AREA (Carbon County)
AND MAINTENANCE AREA (Monroe County)**

WHEREAS, the Congress of the United States of America enacted the Clean Air Act Amendments of 1990 which was signed into law and became effective on November 15, 1990, hereafter referred to as the CAAA; and

WHEREAS, the United States Environmental Protection Agency (EPA), under the authority of the CAAA, has defined the geographic boundaries for areas that have been found to be nonattainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and,

WHEREAS, the EPA issued the Final Rule on Transportation Conformity on November 24, 1993 for transportation plans, programs and projects and EPA amended the Final Conformity Rule various times between 1996 and present; and,

WHEREAS, effective June 20, 2012 the County of Carbon has been designated as part of the Allentown-Bethlehem-Easton, PA ozone nonattainment area under EPA's 2008 eight-hour ozone standard; and,

WHEREAS, effective July 15, 2004, Monroe County was designated by EPA as part of the Scranton/Wilkes-Barre, PA nonattainment area under the 1997 8-hour ozone NAAQS; and,

WHEREAS, on July 25, 2007, the Scranton-Wilkes-Barre PA area was re-designated by EPA as an attainment (maintenance) area under the 1997 8-hour ozone standard; and,

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements for areas that remain designated nonattainment for the revoked NAAQS; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone maintenance areas that are in attainment of all subsequent ozone NAAQS for which Monroe County satisfies the criteria; and,

WHEREAS, the transportation plans and programs are required to conform to the purpose of the State Implementation Plan and Sections 174 and 176 (c and d) of the CAAA (42 U.S.C. 7504, 7506 (c and d)); and,

WHEREAS, the Northeastern Pennsylvania Alliance, designated as fiscal agent and entity leading and coordinating the NEPA MPO through a Unified Planning Work Program (UPWP) with the Pennsylvania Department of Transportation (PennDOT), is responsible for serving as the coordinating agency for developing all transportation-related programs and plans in the four-county MPO region including Carbon, Monroe, Pike and Schuylkill counties in accordance with Section 134 of Title 23 which requires coordination and public participation with the State DOT; and,

WHEREAS, the final conformity rule (and subsequent amendments) requires that the Northeastern Pennsylvania Metropolitan Planning Organization's policies, transportation plans and programs conform to the CAAA requirements by meeting criteria described in the final guidelines and subsequent rulings; and,

WHEREAS, the Northeastern Pennsylvania Metropolitan Planning Organization, in accordance with its Public Participation Plan, allowed for a 30-day public comment period from May 13, 2024 through June 14, 2024 and conducted a Public Hearing on May 21, 2024 in compliance with Title VI of the Civil Rights Act, to provide an opportunity for public testimony on transportation projects and programs, as well as the air quality conformity analysis of currently programmed projects; and,

WHEREAS, following consideration of all comments and testimony by the public, the Northeastern Pennsylvania Metropolitan Planning Organization Technical Committee has endorsed at its business meeting of June 16, 2026 the adoption of the 2027-2030 Transportation Improvement Program, including said Air Quality Conformity Analysis and this Resolution.

NOW, THEREFORE BE IT RESOLVED, by the Northeastern Pennsylvania MPO Policy Board, as follows:

1. That upon the review and recommendation of the Northeastern Pennsylvania Metropolitan Planning Organization Technical Committee, the NEPA MPO Policy Board has found that the 2027-2030 Transportation Improvement Program to be consistent with the final conformity rule issued on November 24, 1993 and subsequent amendments and rulings, and contributes to the achievement and maintenance of the NAAQS.
2. That the NEPA MPO 2027-2030 Transportation Improvement Program is hereby adopted with a completed Air Quality Conformity Analysis and authorizes its submittal to the Pennsylvania Department of Transportation and appropriate federal agencies.

I, Micah Gursky, **HEREBY CERTIFY** that I am Chairman of the Northeastern Pennsylvania Metropolitan Planning Organization Policy Board: that the foregoing resolution was adopted, in accordance with the Operational Procedures and By Laws, by the Members of said Policy Board

at a meeting duly called and held on the 16th day of June, 2026, and that said resolution is now in full force and effect.

ADOPTED THIS 16th DAY OF
June, 2026

Micah Gursky, Chairman
NEPA MPO Policy Board

ATTEST:

Kate McMahon, AICP
Vice President, NEPA Alliance

**NORTHEASTERN PENNSYLVANIA
METROPOLITAN PLANNING ORGANIZATION (NEPA MPO)
2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENTS AND ADMINISTRATIVE ACTIONS
GUIDELINES AND PROCEDURES
MEMORANDUM OF UNDERSTANDING
JUNE 16, 2026**

Introduction

The Transportation Improvement Program (TIP) Amendments and Administrative Actions Guidelines and Procedures Memorandum of Understanding (MOU) was adopted by the NEPA MPO Technical Committee and the NEPA MPO Policy Board on June 16, 2026, as a component of the 2027-2030 TIP Update. This MOU becomes effective on October 1, 2026, and will remain in effect until September 30, 2028, unless amended by further action of the NEPA MPO Technical Planning Committee. Furthermore, it is agreed that this document will be reaffirmed every two years in coordination with the TIP Update Process.

This document is consistent with the Commonwealth of Pennsylvania's Memorandum of Understanding entitled Pennsylvania Department of Transportation's Statewide Procedures for 2027-2030 STIP and TIP Modifications.

This Memorandum of Understanding establishes a set of procedures to be used in the Commonwealth of Pennsylvania for processing modifications to the 2027-2030 Statewide Transportation Improvement Program (STIP) and MPO/RPO TIPs. The STIP is the aggregation of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) Transportation Improvement Programs (TIPs), including the Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

What is a Statewide Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP)?

The STIP is the official transportation improvement program document mandated by federal statute [23 CFR 450.218](#) and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by federal statute. The STIP includes regional TIPs developed by the MPOs and RPOs, the PennDOT developed Interstate Management (IM) Program, the Eastern Federal Lands Highway Division Annual and Mid-Year TIPs, and other Statewide Programs (PennDOT works with Wayne County to develop the Wayne County Independent TIP). Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a- side, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green- Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's 12-Year Program (TYP), required by state law (Act

120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

How and When is the STIP/TIP Developed?

PennDOT's General and Procedural Guidance document provides the foundation for STIP/TIP development. The guidance document is developed by the General and Procedural Guidance Work Group which is comprised of MPOs/RPOs, PennDOT Districts, PennDOT Central Office, Federal Highway Administration and Federal Transit Administration. The General and Procedural Guidance document for the 2027-2030 Transportation Improvement Program was provided to MPOs and RPOs in May 2025.

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If the NEPA MPO, a transit agency, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in [23 CFR 450](#) govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, [23 CFR 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs, RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

STIP/TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the NEPA MPO's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs/RPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting, and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic objectives and enhances the overall performance of the Commonwealth's transportation system.

STIP/TIP revisions must correspond to the adopted provisions of the NEPA MPO's Public Participation Plan (PPP). The PPP is a documented broad-based public involvement process that describes how the NEPA MPO will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with the NEPA MPO to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work

of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and the region's TIP shall also be developed and approved by the NEPA MPO. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with the NEPA MPO's PPP. Upon adoption of the revised conformity determination, air quality resolution and amended TIP, the NEPA MPO will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

The federal planning regulations, [23 CFR 450.324\(a\)&\(c\)](#) and [23 CFR 450.330\(c\)](#), define update cycles for NEPA MPO's LRTPs. If the NEPA MPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for the NEPA MPO. During an LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within the NEPA MPO, where the LRTP expiration occurred, will be treated as an amendment, and require federal approval. There will be no administrative modifications to projects with any federal funds until the NEPA MPO's LRTP is once again in compliance with the federal planning regulations.

NEPA MPO TIP Modification Procedures

In accordance with the federal transportation planning regulations [23 CFR 450](#) revisions to the STIP/TIP will be handled as an *Amendment* or an *Administrative Modification* based on agreed upon procedures detailed below.

An *Amendment* is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in a STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source;**
- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
 - \$10 million for the Interstate Management (IM) Program;
 - \$2 million for the NEPA MPO;
 - \$1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation;
 - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the NEPA MPO;
 - Results in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by the NEPA MPO is required for *Amendments*. The NEPA MPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the NEPA MPO Technical Committee meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the eSTIP process, the NEPA MPO/District/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, the NEPA MPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the NEPA MPO LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on the NEPA MPO TIP will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and the NEPA MPO. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An *Administrative Modification* is a minor revision to a STIP/TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above;
- Involves a cashflow action that does not change the project's overall total cost in excess of the thresholds described above. This includes movement of funding between the TIP and TYP years if a project is already partially funded on the TIP. Projects moving into/out of the TIP from/to the TYP in their entirety will be considered an Amendment.;
- Adds a project back on to the TIP only for the following purposes:
 - Advance Construct conversion.
 - To Process a Right of Way or damage claim.
 - To capture project close-out costs.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged

infrastructure;

- Draws down or returns funding from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the NEPA MPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on documented August Redistribution Strategic Approach.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not add a new federally-funded project or delete a federally-funded project; does not exceed the threshold established in the MOU between PennDOT and the NEPA MPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and does not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications do not require federal approval. PennDOT and the NEPA MPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

Transit – Funds Related to Prior Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with [23 CFR 450.326\(g\)](#). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint, per [23 CFR 450.218\(l\)&\(m\)](#) and [23 CFR 450.326\(g\)\(j\)&\(k\)](#), for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

STIP/TIP Financial Reporting

PennDOT will provide reports to the NEPA MPO and FHWA no later than 30 days after the end of each quarter and each Federal Fiscal Year (FFY). At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all the parties listed above and FTA. The reports can be used by the NEPA MPO as the basis for compiling information to meet the federal annual listing of obligated projects requirement [23 CFR 450.334](#). Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

STIP/TIP Transportation Performance Management

In accordance with [23 CFR 450.326\(c\)](#), PennDOT and the NEPA MPO will ensure that STIP/TIP revisions promote progress toward achievement of performance targets.

Statewide or Multi- UZA Transit Projects

Statewide managed transit projects funded by FTA programs and delivered via Governor’s apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

The Keystone Corridor (Pennsylvania portion) is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia and Harrisburg. Keystone Corridor projects are funded within the three-contiguous large, urbanized areas (UZA) – Harrisburg, Lancaster, and Philadelphia. The entire amount of federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. If the Project is located within a UZA that is not the UZA from which the funds originate, then the Project shall be listed in the TIP (of the UZA where the Project is located) as a “Keystone Corridor Project”, the use of the funding and amount shall be noted in the project description, and the funding amount shall be entered as \$0. The funds should only be noted for information and air quality conformity determination purposes, but not programmed, in the TIP where the Project is to avoid the double counting of programmed funds within the two TIPs. For instance, if federal funding from the Lancaster UZA is applied to the restoration of a Keystone Corridor station located in the Philadelphia UZA, then the full amount of the federal funding for the Project shall be programmed on the Lancaster TIP, and for information and air quality conformity purposes, the Project shall also be listed on the Delaware Valley Regional Planning Commission (DVRPC) TIP as “Keystone Corridor Station Restoration” along with notations per-above and the federal funding amount will be listed as \$0.

This Memorandum of Understanding will begin October 1, 2026, and remain in effect until September 30, 2028, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned, hereby agree to the above procedures and principles:

Mike Mrozinski, Chairperson
NEPA MPO Technical Planning Committee

Date: _____



NEPA MPO Amendments and Administrative Action Guidelines

Micah Gursky, Chairperson
NEPA MPO Policy Board

Date: _____

Jeffrey K. Box, President & CEO
Northeastern Pennsylvania Alliance

Date: _____

Gary Martinaitis, Executive Director
Schuylkill Transportation System

Date: _____

Richard Schlameuss, CEO
Monroe County Transportation Authority

Date: _____

Brendan Cotter, Sr. Director of Capital Asset Management
Lehigh and Northampton Transportation Authority

Date: _____

Kristin Mulkerin, Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date: _____

RESOLUTION
OF THE
NORTHEASTERN PENNSYLVANIA
METROPOLITAN PLANNING ORGANIZATION (NEPA MPO)

to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

WHEREAS, 23 CFR Part 450.336 specifies that, concurrent with submittal of a proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the State TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Section 134 of Title 23 USC, 49 USC 5303, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of an LRTP and TIP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR Part 450.326(j) and FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506(c) and (d)] and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of 23 CFR and 49 CFR and Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law 117-58) regarding the involvement of disadvantaged or minority business enterprises in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects have been met; and

WHEREAS, the provisions of 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC Sec. 324 and under 49 USC Sec. 794 have been met. The Demographic Analysis and Potential Impacts of Transportation Projects on Community address regional priorities. The MPO will continue to develop demographic maps to better understand the community’s transportation needs and potential impacts of projects on the TIP. This effort also helps to inform the public participation efforts and ensure all members of the community can participate in the transportation planning process; and,

WHEREAS, the provision of 49 CFR Part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met.

WHEREAS, the Northeastern Pennsylvania Metropolitan Planning Organization Technical Committee has endorsed at its business meeting of June 16, 2026 the adoption of this Resolution.

NOW, THEREFORE BE IT RESOLVED, by the Northeastern Pennsylvania MPO Policy Board, that the Northeastern Pennsylvania Metropolitan Planning Organization, the Metropolitan Planning Organization (MPO) for Carbon, Monroe, Pike and Schuylkill counties:

1. Certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal and state law.
2. Certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region’s transportation plans and programs, including the FFY 2027-2030 Transportation Improvement Program (TIP).

I, Micah Gursky, **HEREBY CERTIFY** that I am Chairman of the Northeastern Pennsylvania Metropolitan Planning Organization Policy Board: that the foregoing resolution was adopted, in accordance with the Operational Procedures and By Laws, by the Members of said Policy Board at a meeting duly called and held on the 16th day of June 2026, and that said resolution is now in full force and effect.

ADOPTED THIS 16th DAY OF
June, 2026

Micah Gursky, Chairman
NEPA MPO Policy Board

ATTEST:

Kate McMahan, AICP
Vice President, NEPA Alliance

NEPA
FISCAL CONSTRAINT TABLE
FFY 2025-2028 TIP Highway Element
 PMC Request/Administrative Action Request

Project Title	MPMS	Phase	Amts	Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029 and Beyond			Total	Remarks			
				Fed.	Sta.	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)					
er Smith Gap Rd over Aquashicola Cr 3002 - 01B Monroe County	94301	PE	Before	BOF	Toll													324,604	81,151		405,755.00	Increase to add structure bat assessment and RDA (Resilient Design Assessment) document.				
			Adjust	BOF	Toll																		3,980.00			
			After	BOF	Toll																			409,735.00		
ugar Hollow Road over Sugar Hollow C 3011 - 02B Monroe County	121656	PE	Before	BOF	toll																0.00	Increase to add structure bat assessment and RDA (Resilient Design Assessment) document.				
			Adjust	BOF	toll																			12,965.00		
			After	BOF	toll																				12,965.00	
Berne Drive over Red Creek Bridge 2009 / 01B Schuylkill County	94305	FD	Before																		0.00	Deobligated and returned to region for reassignment.				
			Adjust	BOF																					(16,945.00)	
			After																						0.00	
Interstate Administrative Action #1							FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029 and Beyond			Total	Remarks			
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)					
I-380 Bridge Improvements 380 - 07B Monroe County	112355	PE	Before		185				217,000														434,000.00	PE cost increase to match estimate. Due to adding an access road and expanding the roadway reconstruction length, the scope will be increased for the wetland, surveys, cross sections, traffic control plan, and signing and		
			Adjust		581																				0.00	
			After		185					217,000																0.00
			Adjust		581								200,000													200,000.00
			After		185					217,000			217,000													434,000.00
Interstate Contingency / Central Office	75891	CON	Before		581																		19,469,626.00	Line item used as funding source to maintain fiscal constraint.		
			Adjust		581																				(200,000.00)	
			After		581								1,718,888													19,269,626.00
Before FFY Totals							276,350	0	0	1,906,208	0	0	1,443,375	0	0	1,329,000	0	0	10,630,000	0	0	15,584,933	Actions do not affect the project delivery schedules or air quality conformity.			
FFY Adjustment Totals							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
After FFY Totals							276,350	0	0	1,909,508	0	0	1,443,375	0	0	1,329,000	0	0	10,630,000	0	0	15,588,233				

**NORTHEASTERN PENNSYLVANIA ALLIANCE
BRIDGE STATUS REPORT
MEETING FEBRUARY 2026**

PIKE COUNTY

**SR 6-456 – SR 6 over Spring Brook
MPMS 116692 – estimated let 10/7/2027 – Dominick
Lovallo**

- Agreement executed 2/21/2025
- Early development- Property survey recently completed.
- In Preliminary Engineering Phase, working on/ Progressing the following items:
 - Preliminary E&S Plan
 - Preliminary MPT Plan
 - Preliminary Roadway Plan
 - Preliminary Cross Sections
 - Utility Coordination
 - H&H
 - TS&L
 - Preliminary Safety Review

**SR 6-472 - SR 6 over Wallenpaupack Creek and PP and L Flume
MPMS 68758 – estimated let 9/3/2026 – Dominick Lovallo**

- Environmental Scoping held 11/1/2016
- Project currently in Final Design phase, NTP 9/5/2024
- Scoping Form approved 2/6/2018
- Line Grade & Typical Section approved 6/6/2018
- Flume Bridge Type, Size and Location approved 7/13/2020
- Environmental Clearance approved 8/16/2024
- ROW is clear 5/29/2025
- Permit received
- PS&E Package delivered 6/25/25
- Need Utility Clearance to finalize remaining items in PS&E package

**SR 434-473 – SR 434 over Branch Ballard Creek
MPMS 68843 – estimated let 7/29/2027 – Laury De
Jesus**

- Utility verification plans sent 05/02/2025
- Virtual Plans display was submitted 06/03/2025
- Archaeology report approved 10/29/2025
- L&G WAIVER 10/30/2025
- DFV comments received 10/18/2025
- TS&L approved 10/28/2025
- DFV meeting 1/12/2026
- BRPA approval 1/12/2026
- Final Design beginning July 2026

**SR 1006-D50 – SR 1006 over Shohola Creek
MPMS 9411 – estimated let 4/27/2028 – Laury De Jesus**

- Project currently in Preliminary Engineering phase, NTP issued 11/14/2024.
- Utility notification sent 5/9/2025
- Bridge alternatives analysis meeting – update project to replacement. 09/2025

**NORTHEASTERN PENNSYLVANIA ALLIANCE
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- Updating scope to include additional items 09/2025
- L&G Meeting February 2026
- Safety Review, TS&L, SEPS, and H&H pending

SR 4003-450 – SR 4003 over Masthope Creek

MPMS 9343 – estimated let 8/26/27 – Laury De Jesus

- Project currently in Preliminary Engineering phase, NTP issued 11/14/2024.
- Pre-design meeting 6/10/2025
- Submitted TS&L report 10/17/2025
- Developed ROW plans
- Scoping document approved
- Completed additional field survey and developed cad files 10/13/2025
- Line and Grade Meeting 10/20/2025
- Submitted draft public involvement document 10/09/2025
- Drilling bid opening and award 1/02/2026
- Meetings with PA Game Commission 1/9/2026 and 1/26/2026
- 30% Constructability Meeting held 3/30/2026
- Advance level 1B CE/BRPA – section 4(f) for PGC (being worked on)

SR 7204-456 – Carlton Hill Road over Taylor Creek

MPMS 116060 – estimated 6/10/27 – Laury De Jesus

- Designer selected through Local Engineering Agreement 9/3/2021
- Reimbursement agreement for local designer executed 3/31/2022
- Local Engineering Agreement executed on 6/1/2022
- Notice To Proceed for Preliminary Engineering 6/7/2022
- Project put on hold by Pike County on 6/30/2022 to re-evaluate project costs
- Notice To Proceed for Preliminary Engineering reissued 10/14/2022
- Environmental Scoping approved on 12/08/2022
- Line, grade, and typical section approved 9/11/2023
- Type, Size and Location approved on 3/19/2024
- Pavement design approved 12/2/2024
- Public meeting held on 10/2/2024
- Hydrologic and Hydraulic analysis resubmitted on 10/15/2024
- DFV approval 9/17/2025
- E&S Plan Technically complete 2/5/2025
- PADEP permit submitted 01/30/2026
- ROW acquisition active
- CE approved 8/22/2025
- Final Plan Check, Final Safety Review, Structure Plan (Next 60 days)
- Entered Final Design March 2026

SR 7210-457 – Shohola Falls Road over Balliard Creek

MPMS 116059 – estimated let 4/29/2027 – Laury De Jesus

- Designer selected through Local Engineering Agreement 9/3/2021
- Reimbursement agreement for local designer executed 3/31/2022
- Local Engineering Agreement executed on 6/1/2022
- Notice To Proceed for Preliminary Engineering 6/2/2022
- Project put on hold by Pike County on 6/30/2022 to re-evaluate project costs
- Notice To Proceed for Preliminary Engineering re-issued 10/14/2022
- Line, grade, and typical section approved 9/19/2023
- Pavement design approved 10/15/2024

**NORTHEASTERN PENNSYLVANIA ALLIANCE
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- Hydrologic and Hydraulic analysis approved 9/20/2024
- Type, Size and Location conditionally approved 3/14/2024
- Public meeting held on 10/10/2024
- DFV Approval 3/4/2025
- TS&L approval 2/19/2025
- Final ROW plan arrival 8/26/2025
- Foundation approval 8/28/2025
- Structure Plan Resubmitted 1/21/2026
- 60% Constructability Review 12/17/2025
- PADEP Permit Submission Approved 2/2/2026
- Final Plan check, Final Safety Review (within the next 30 days)
- 90% Constructability Review 6/8/2026
- Entered Final Design August 2025

NORTHEASTERN PENNSYLVANIA ALLIANCE
BRIDGE STATUS REPORT
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CARBON COUNTY

SR 0080-19B – I-80 Bridge Improvements (C-B. Rotz)

Various Municipalities

MPMS 72746 – est. let January 25, 2029

- Preliminary Engineering underway.
- Preparing Wetland Identification and Delineation Reports.
- Bridge Rehabilitation Assessment Reports for 4 bridges submitted for review on May 21, 2025
- Bridge Unit recommends full replacement of 4 bridges instead of rehabilitation. Additional PE, FD and CON funds needed. Coordinating with Interstate Steering Committee to determine if additional funds are available. Notified that additional funding is in place on January 08, 2026
- Currently working with designer to amend PE scope of work to include full bridge replacements.
- Let date adjusted to allow for additional design time.
- Coordinating with the Pennsylvania Turnpike Commission on bridge and roadway design requirements.

SR 903-04B – SR 903 over Mud Run Bridge Replacement (C-K. Bellotti)

Penn Forest Township

MPMS 109967 - est. let July 2, 2026

- Final design continues.
- Final Structure plans submitted November 1, 2023; comments received December 5, 2023, resubmitted March 12, 2024, received comments April 5, 2024, resubmission required after constructability review and Traffic Control approval. Final Structure Plans submitted August 21, 2025, and approved September 17, 2025
- JPA permit submitted June 24, 2024. Received DEP comments, addressed and resubmitted July 28, 2024. Received DEP Technical deficiency comments December 16, 2024. Resubmitted permit February 17, 2025. JPA Permit approved March 5, 2025
- Submitted revised Final Traffic Control plans June 26, 2024, held meeting on August 8, 2024, to coordinate with maintenance and construction unit on Snow Removal spec. Revised Traffic Control plans submitted September 17, 2024. Awaiting snow removal comment before finalizing plans. Traffic Control Plans resubmitted May 28, 2025. Approved July 17, 2025
- ROW Plans Reauthorized and Recorded September 12, 2025. Appraisals completed. Declaration of Takings completed and ROW Clearance received May 20, 2026
- Environmental Re-evaluation completed May 11, 2026
- Contract management review of PS&E package completed May 29, 2026. Project Advertised for construction.

NORTHEASTERN PENNSYLVANIA ALLIANCE
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SR 2002-03B – Hunter Creek Bridge (C-L. Montgomery)
Lower Towamensing Township
MPMS 96416 – est. let March 25, 2027

- Final Design Supplement executed. Notice to proceed issued March 12, 2026
- GP-11 permit in development.
- Structure Foundation Report in development.
- Bat Survey scheduled for June 2026
- Let date to be adjusted due to delays in securing additional final design funds.

MONROE COUNTY

SR 0380-07B - I-380 Bridge Improvements (C-J. Fertich)
Tobyhanna and Tunkhannock Townships
MPMS 112355 – est. let November 9, 2028

- TS&L Pro-Team meeting held for 4 structures on August 25, 2025
- For the Culvert rehabs:
 - TS&L conditional approval on December 24, 2025
 - L&G submitted to District on December 30, 2025
 - H&H Submission 4, NTM recommended approval submitted to District on May 6, 2026
 - Environmental studies are in progress.
- For the Bridge replacements, Line & Grade, TS&L, and environmental studies are in progress.
- Preliminary Engineering Supplement will be processed for additional design work.

SR 715-04B – over McMichael’s Creek Replacement (C-D. Wilson)
Chestnuthill Township
MPMS 96434 – est. let October 22, 2026

- Let date moved to October 22, 2026 due to right-of-way process.
- Pavement design approved March 6, 2026
- GP-11 Permit issued March 12, 2026
- Foundation report was approved on March 16, 2026
- Utility clearance March 25, 2026
- Final plan check approved as noted April 29, 2026

NORTHEASTERN PENNSYLVANIA ALLIANCE
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SR 1003 02B – Hallet Road over Cranberry Run Replacement (C-D. Wilson)

Stroud Township

MPMS 79207 – est. let December 7, 2028

- Line & grade was resubmitted on May 4, 2026.
- Addendum was processed to add bat survey/assessments and boring PDA to the work order.

SR 1006-02B – Red Rock Road over Paradise Creek (C-L. Montgomery)

Paradise Township

MPMS 79203 – est. let October 7, 2027

- DEP pre-application meeting held March 10, 2026
- Traffic Control Plan and specification reviewed, comments issued March 12, 2026
- Final ROW plan reviewed, comments issued March 30, 2026
- Structure borings completed in May 2026

SR 2012-BRM – NEPA Region Bridge Preventative Maintenance 8 Project (C-B. Rotz)

Stroudsburg Borough

MPMS 113494 – est. let October 22, 2026

- Project is in Preliminary Engineering.
- Evaluated scope and cost of bridge repairs and determined 10 structures to be included in this package. Reviewed construction cost estimates, structure types and funding again in October 2023, divided structures into PM 8 and PM 9 (MPMS 114329) packages. PM 9 will be 100% state funded and include any structures less than 20 feet, now 6 structures total. PM 8 will now include 6 structures and construction cost estimate matches TIP programmed funding.
- PennDOT Connects project information forms completed and held meetings with municipalities, counties and MPO for input on May 11 and 21, 2026.
- Designer preparing Pavement Design information.
- Safety Review Waiver submissions for the rest of the 5 structures submitted for review July 22, 2025, approved on September 18, 2025
- Right-of-Way acquisition needed for 5 of 6 structures. Preliminary Right-of-Way Plans for all 5 structures submitted for review on March 25, 2025, and May 7, 2025. 5 plans all approved by September 6, 2025. All 5 plans signed by DE on November 05, 2025. Funding approved and preparing appraisals. Currently negotiating settlements with property owners.
- Section 4(f) Temporary Occupancy form for SR 9101, No Use form for SR 209 over RBMN RR, and Temporary Occupancy for SR 209 over Panther Creek all approved by September 23, 2025
- BRPA approved on October 30, 2025. BRPA Reevaluation to add individual MPMS numbers for all structures approved on November 10, 2025
- Preparing Final Structure Plan Submissions for all structures and coordinating review comments with District.
- Preparing E&S Plans and DEP permit submissions.
- Coordinating railroad agreement with Reading Blue Mountain and Northern railroad.

NORTHEASTERN PENNSYLVANIA ALLIANCE
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SR 2021 01B – Gap View Drive over Marshalls Creek Replacement (C-D. Wilson)

Smithfield Township

MPMS 121653 – est. let May 11, 2028

- Addendum was processed to add bat survey/assessments to the work order.
- Safety submission as accepted as noted on February 27, 2026
- Lab testing request was submitted February 27, 2026 and approved March 4, 2026
- Design Field View was submitted May 8, 2026
- Public officials meeting was held May 13, 2026
- Permit Pre-App meeting was held May 20, 2026

SR 2036-01B – Shiffer Rd over PA 33 (C-K. Oszeyczik)

Hamilton Township

MPMS 85808 – est. let February 25, 2027

- Let date moved to avoid conflict with the closure of the Business 209 bridge over Kettle Creek (ECMS 85882) reconstruction scheduled to take place in summer 2027.
- ROW Negotiations underway. Proposed ROW lines staked out in field May 2026 per property owner request.
- Environmental Permitting –
 - Chapter 102 permit application accepted administratively (May 19, 2026) and moved into technical review.
 - Chapter 105 permit application revised technical review application submitted May 18, 2026
- Environmental Clearance – A re-evaluation of the approved CE document is being prepared for the new bridge alignment. A bat survey will be conducted in June 2026. No significant change is anticipated.
- A Drainage Facilities Maintenance Agreement was prepared and sent to Hamilton Township for review (July 2025).
- Upcoming submissions:
 - Structure Foundation Report
 - CE Re-Evaluation
 - Final Structure Plans
 - 90% Constructability Review

SR 3002-01B – Upper Smith Gap Road over Aquashicola Creek Replacement (C-J. Fertich)

Eldred Township

MPMS 94301 – est. let June 8, 2028

- Line & Grade submitted on January 23, 2026, in PDCC for review.
- TS&L submitted on January 26, 2026, in PDCC for review. District provided comments on February 20, 2026
- H&H submitted on January 26, 2026, in PDCC for review. District provided comments on April 10, 2026
- Environmental studies are in progress.
- Survey in Progress for Bat Assessment and RDA.

NORTHEASTERN PENNSYLVANIA ALLIANCE
BRIDGE STATUS REPORT
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SR 3011-02B – Sugar Hollow Road over Sugar Hollow Creek Replacement (C-J. Fertich)

Chestnuthill Township

MPMS 121656 – est. let July 13, 2028

- Preliminary design underway.
- TS&L Pro-Team meeting held on January 29, 2026
- Line & Grade was submitted on April 14, 2026. PM provided comments on April 15, 2026
- TS&L, H&H, and environmental studies are in progress.
- Survey in Progress for Bat Assessment and RDA.

SR 3023-02B – Kellersville Historic Structures (C-B. Rotz)

Hamilton Township

MPMS 93634 – est. let November 09, 2028

- Preliminary Engineering continues.
- Environmental and cultural resource work ongoing.
- Let date changed to November 09, 2028, due to significant Section 106 cultural resource coordination.
- Designer prepared Determination of Effect (DOE) Report. Includes full replacement of both the bridge and culvert, which will result in an Adverse Effect since the structures are contributing elements to the Kellersville Historic District. Held meeting to review mitigation measures with PennDOT Cultural Resource Professional (CRP) on June 20, 2024. Revised DOE report submitted on September 13, 2024; CRP approved on September 23, 2024. CRP posted DOE Report in PATH on February 26, 2025, SHPO concurred on March 13, 2025. CRP now needs to do consultation for resolution of the adverse effects and mitigation. Letter of Agreement (LOA) must be prepared with SHPO. LOA reviewed by CO and Chief Counsel, posted to PATH for SHPO and CP review April 22, 2026, comment period ended May 22, 2026.
- H&H Report submitted, and comments issued on March 15, 2024. Revised H&H Report submitted for review on September 11, 2024, comments issued on September 20, 2024. Revised submission received December 2024, comments issued on March 17, 2025, requested model revisions and resubmission. H&H review meeting held on April 02, 2025. Revised H&H Report submitted on May 07, 2025, conditional approval issued on May 13, 2025, pending supplemental plan review in Final Design.
- Designer requested pre-application meeting with DEP to discuss stream causeway details for Joint Permit Application. Awaiting E&S Plan and meeting materials prior to scheduling.
- Preliminary Right-of-Way Plan submitted for review on January 06, 2026, comments issued on May 22, 2026. Designer preparing revised plan.
- Design Field View Submission submitted for review on October 21, 2025. Approval memo issued on April 21, 2026, contingent upon environmental clearance.
- Let date moved to allow adequate time for LOA approval process.
- Draft Section 4(f) forms for bridges and historic district submitted for review on April 29, 2026.
- Core boring bids received on February 17, 2026. Received approval to award to low bidder, GeoStructures, on March 03, 2026. Proposed lab testing program concurrence issued on May 19, 2026

NORTHEASTERN PENNSYLVANIA ALLIANCE
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SR 3026-02B – Smith Hill Road over Appenzell Creek (C-D. Wilson)

Jackson Township

MPMS 79190 – est. let April 8, 2027

- Design Field View was submitted January 6, 2026
- BRPA was approved March 3, 2026
- Pavement comments were provided on March 30, 2026
- Preliminary ROW plans were submitted March 18, 2026. Comments provided April 1, 2026
- 30% constructability was submitted March 23, 2026. Comments provided April 9, 2026.
Comment responses submitted May 12, 2026
- Final Design NTP was issued May 6, 2026.

SCHUYLKILL COUNTY

SR 209-BCB – NEPA Box Culvert Bundle (C-L. Montgomery)

New Philadelphia Borough, Blythe Twp, Shenandoah Borough, Pine Grove Twp, and Hamilton Twp

MPMS 116811 - est. let March 25, 2027

- SR 3018-02B; Final ROW plan resubmission received May 28, 2026. H&H resubmitted May 28, 2026. Drilling complete, lab testing approved, Structure Foundation Report being developed. Permit with revised E&S submitted to District May 8, 2026
- SR 443-04B; Final ROW plans resubmitted May 22, 2026, comment sent May 29, 2026. Drilling complete, lab testing approved, Structure Foundation Report being developed. Permit with revised E&S submitted to District May 8, 2026
- SR 54-07B; Project separated from box bundle on draft 2027 TIP but including in overall BRPA. PennDOT reviewed Multimodal Grant Application for culvert. Waiting to see if Borough receives grant award.
- SR 209-09B; Final ROW plans submitted April 14, 2026, comments sent April 29, 2026. Drilling complete, lab testing approved, Structure Foundation Report being developed. Permit with revised E&S submitted to District May 8, 2026
- SR 209-11B; Final ROW plans resubmitted May 28, 2026. Drilling complete, lab testing approved, Structure Foundation Report being developed. Permit with revised E&S submitted to District May 8, 2026

NORTHEASTERN PENNSYLVANIA ALLIANCE
BRIDGE STATUS REPORT
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SR 443-03B – SR 443 over Swatara Creek Replacement (C-S. Finan)

Pine Grove Township

MPMS 85835 - est. let April 12, 2029

- Scoping Field View approved March 2025
- Phase 1 Bog Turtle (negative) report approved September 24, 2025
- ACM/LBP approved September 24, 2025
- Alignment concepts have been reviewed. Alternative 3 will be advanced. 443 will be realigned in order to improve geometry and avoid detours during construction.
- Wetland Report submitted February 18, 2026
- Geomorphology memo submitted April 18, 2026
- Line and Grade submission expected summer 2026

SR 924-06B – Main Boulevard over tributary to Catawissa Creek (C-L. Montgomery)

East Union Township

MPMS 85817 - est. let May 27, 2027

- Final Design supplement executed. Notice to proceed issued January 29, 2026
- Bat surveys completed in May, no evidence of bat occupancy.
- E&S plans reviewed, comments issued May 28, 2026
- Permits being developed.
- Final ROW plans approved. Acquisition underway.

NORTHEASTERN PENNSYLVANIA ALLIANCE
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MEETING June 16, 2026

SR 3002-01B – SR 3002 over Upper Little Swatara Creek (C-B. Rotz)

Washington Township

MPMS 117330 – est. let April 08, 2027

- Preliminary Engineering ongoing.
- Asbestos and Lead Based Paint Investigation report submitted for review on July 09, 2024, awaiting comments.
- Designer contacted Schuylkill County Parks and Recreation to discuss proposed shoulder width for trail users. On January 30, 2025, County requested 6 foot shoulders on the bridge. Designer moving forward with design.
- Safety Review Submission and Alternate Bridge Railing authorization submitted for review on September 06, 2025, comments issued on November 13, 2025. Revised Safety Review submitted on December 09, 2025, approval issued on March 12, 2026. Alternate Bridge Railing authorization form approved on May 29, 2026
- H&H Submission submitted for review on November 12, 2025. Comments issued on December 09, 2025, resubmission is required.
- TS&L Submission submitted for review on November 12, 2025. Held TS&L review meeting with District on December 08, 2025. Comments issued on December 24, 2025, resubmission is required.
- Preparing SEPS Report.
- DEP Waterway Permit Pre-Application meeting held on January 07, 2026. DEP agreed with proposed GP-11 permit, designer looking into complete removal of existing abutments per DEP request. Designer requesting supplement to revise H&H, TS&L and E&SPC per DEP guidance and to incorporate the Resilient Design Assessment into the project.
- Preparing Public Involvement PMC packet.
- Reviewing ASTA schedule, need to move let date to 2028

NORTHEASTERN PENNSYLVANIA ALLIANCE
BRIDGE STATUS REPORT
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ACRONYM REFERENCE

ACM/LBP	ASBESTOS CONTAINING MATERIAL / LEAD BASED PAINT
ADA	AMERICAN WITH DISABILITIES ACT
BRPA	BRIDGE AND ROADWAY PROGRAMMATIC AGREEMENT
CBR	CONSTANT BIT RATE
CE	CATEGORICAL EXCLUSION
CEE	CATEGORICAL EXCLUSION EVALUATION
CO	CENTRAL OFFICE
DCNR	DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DEP	DEPARTMENT OF ENVIRONMENTAL PROTECTION
DFV	DESIGN FIELD VIEW
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
ESA	ENVIRONMENTAL SITE ASSESSMENT
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
JD	JURISDICTIONAL DETERMINATION
JPA	JOINT PERMIT AGREEMENT
L&G	LINE AND GRADE
LGTS	LINE, GRADE AND TYPICAL SECTION
MPT	MAINTENANCE AND PROTECTION OF TRAFFIC
NOITE	NOTICE OF INTENT TO ENTER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTP	NOTICE TO PROCEED
PHMC	PA HISTORICAL AND MUSEUM COMMISSION
PNDI	PENNSYLVANIA NATURAL DIVERSITY INVENTORY
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RSGER	RECONNAISSANCE SOILS AND GEOLOGICAL ENGINEERING REPORT
SEPS	SUBSURFACE EXPLORATION PLANNING SUBMISSION
SFV	SCOPE AND FIELD VIEW
SHPO	STATE HISTORIC PRESERVATION OFFICE
SPMP	SIGNING AND PAVEMENT MARKING PLAN
SUE	SUBSURFACE UTILITY ENGINEERING
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE

NEPA MPO 2055 Long-Range Transportation Plan Update Scope and Schedule

as of June 9, 2026

for review at the June 16 Joint MPO meeting

Background

- This initiative will entail development of the MPO’s fourth LRTP since it received that designation in March 2013.
- The MPO adopted its current LRTP on January 3, 2024. The region is in a “maintenance” status for air quality, meaning its LRTP must be adopted on a four-year cycle. The current plan will expire on May 19, 2028.
- The next plan update will incorporate the latest data available, such as NEPA’s recent plans and studies for ATP, SR 2001, PA 611, and Local Coordinated Plan, the latest freight data from the federal Freight Analysis Framework (FAF), and 2029 Financial Guidance documentation. Other variables will include PennDOT’s latest Freight Movement Plan, NEPA’s work within the Eastern Pennsylvania Freight Alliance, and any reauthorization of the Bipartisan Infrastructure Law (BIL).
- A proposed approach follows with 12 tasks. It employs a building block process from task to task in which:
 - Issues and opportunities for the NEPA region’s transportation system are well defined and analyzed
 - A series of well-organized tech memos are developed as a foundation for the plan’s strategic directions and projects.
 - Stakeholder and leadership input are integrated effectively throughout the process.
 - The project duration will be approximately 18 months from notice to proceed. Steering Committee meetings will be held on a regular basis throughout.
 - The plan will be completed at a not-to-exceed cost of \$120,000.

Scope of Work

Task 0 – Project Management (July 2026 – December 2027)

The consulting team will manage the project using the following techniques:

- Regular, informal phone calls and e-mail communication with NEPA’s project manager
- Recurring meetings and status updates with MPO board
- Five meetings with a project steering committee, including:

1. Kickoff
2. Review of existing conditions
3. Finalize plan directions; review of draft Financial Plan
4. Review and finalize project investment portfolio
5. Review of Draft LRTP/Recommend approval

Task 1 – Existing Conditions Profile (July - October 2026)

The planning process will begin with an update of the LRTP’s existing conditions profile.

This Task is focused on the preparation of a profile that will serve as the initial assessment of the region’s transportation issues and opportunities. A PowerPoint presentation summarizing the profile will also be prepared for presentation to the MPO and for use in public and stakeholder outreach and engagement. A task force meeting will be held in conjunction with the completion of this task and first phase of work as a major milestone.

The profile will provide an assessment of the driving forces affecting the region’s transportation, and will include all major modes of transportation, traffic operations, freight, socioeconomics, and the environment. GIS mapping will be prepared to illustrate existing conditions, where relevant.

Task Outcome or Deliverable: Existing Conditions profile and related PowerPoint presentation.

Task 2 – Stakeholder Interviews (November – December 2026)

The consulting team will conduct a round of virtual interviews with transportation stakeholders regionwide. The Existing Conditions profile prepared as part of Task 1 will be the primary input for structuring and informing these discussions in contrast to following a “blank sheet” approach. Interview participants are expected to include, but not be limited to:

- Pocono Mountain Municipal Airport / Schuylkill County Airport
- PNRRA
- Economic development organizations; chambers of commerce; travel and tourism
- Housing agencies
- Monroe County MCTA; LANTA (Carbon County); STS (Schuylkill County Transportation)
- The NEPA MPO region’s four county planning directors
- LLTS and LVPC staff
- FHWA and FTA representatives
- PennDOT District DE’s and Planners
- National Park Service
- Fish and Wildlife Service
- Others, to be determined

Advance information will be provided in the invitations to participants. That invitation will include the existing conditions profile (or a summary of that document). A facilitation plan will be developed and

followed to maximize the input and interaction for each session. A primary objective will be to hold the discussion around critical choices for regional transportation to address key issues, opportunities, and needs.

Task Outcome or Deliverable: A report will be produced documenting the input from the interviews. The interviews will inform work on the development of the plan's strategic directions in Task 5.

Task 3 – Regional Public Outreach (August - November 2026)

The scope will include a round of public outreach regionwide, piggybacking on existing meetings (e.g., Carbon County COG; PSATS Conventions; Pike County Road Task Force, etc.) or other special events whenever possible. The outcomes of previous tasks will be the primary input for structuring and informing these discussions in contrast to following a blank sheet approach. PennDOT's District Community Relations Coordinators will be engaged to help promote scheduled events through social media and more traditional outlets. It is assumed that NEPA MPO staff will have more of a leadership role within this task, with support from Michael Baker coming through press releases and social media channels. All outreach will be performed consistent with the MPO's Public Participation Plan.

As part of this task, the consulting team will also develop and implement a public survey to gather statistically useful, regionwide input on transportation needs, priorities, and tradeoffs across the MPO region. It is assumed that WikiMapping will be used as the preferred survey platform. Subtasks as part of this include:

- Develop a survey plan (objectives, target audiences, distribution channels, open/close dates).
- Draft and finalize the survey instrument in coordination with MPO staff (topics may include safety, maintenance vs. expansion, congestion/operations, transit, biking/walking, freight, and community impacts).
- Integrate an interactive mapping component (e.g., mapping exercise or similar) to allow respondents to identify problem locations, barriers, and candidate projects.
- Implement a multilingual and accessible survey setup consistent with the MPO's Public Participation Plan (mobile-friendly format; ADA considerations; translations as required).
- Conduct outreach and promotion (social media toolkit, press release text, partner distribution lists, and optional in-person intercept/outreach opportunities such as events/booths and poster boards).
- Compile, quality-check, and analyze results; summarize key findings by county and by topic for use in subsequent tasks (Strategic Directions and project identification/screening).

Survey outcomes will be used to document public priorities and preferences for the region's transportation system and to identify location-specific issues and candidate projects through the mapping component. Findings will be summarized in a short memo and incorporated into the LRTP's outreach documentation, the plan's Strategic Directions, and the development of the final project investment plan.

Task Outcome or Deliverable: A summary will be developed, documenting the input received. Outreach will be designed to extensively inform succeeding tasks from the perspective of what is important to the region's transportation stakeholders, including the final project investment plan, and the plan's strategic directions.

Task 4 – District Strategy Day (January – February 2027)

The purpose of this Task is to hold an in person meeting to gain input from District staff and county planners on how they’re identifying projects for the TYP, and whether there are planned projects that may be missing from the current MPO’s “asset management” project list. Questions and discussion topics for the Districts will include:

- Programming philosophy
- Changes in District processes or priorities?
- Experience in meeting Performance Measures so far?
- Will the process have to change to impact BAMS/PAMS driven asset management approach?
- Other projects that should be tracked in the LRTP
- “Project Builder” application (if available)
- What has changed in communications, coordination, and decision-making between PennDOT, MPO staff, and MPO voting members/county staff, e.g., regular project updates.
- How could the programming process be refined in light of flat funding and other funding-related pressures?

We will also review asset management spending by project type in advance of the following questions:

- Is it reasonable to assume current spending patterns will continue/ can current patterns be used to establish line items for “out years” of the LRTP beyond the TYP horizon?
- What are current projections for the next budget cycle? (review of 25-year budget projection from LRTP)
- Are there additional categories of spending that should be considered for particular types of projects that aren’t shown in the regional line items?

Task Outcome or Deliverable: Shared understanding between District and MPO staff on programming philosophy and how performance measures are being used in the project development process.

February 2027 - PennDOT Launches Update of the 2029 12-Year Program

Task 5 – Revenue Forecast (May – June 2027)

The MPO must provide an estimate of the amount of revenue it can reasonably expect to receive over the life of the LRTP planning horizon. The LRTP must be fiscally-constrained, and this constraint will be established in coordination with PennDOT and federal agencies, not only to better predict future funding streams, but also to provide for some level of consistency within the state. It is unlikely that the NEPA MPO region will have sufficient funding to meet all needs with traditional sources of funding.

We will use Financial Guidance documentation from PennDOT in developing a conservative forecast of anticipated revenues. This guidance is anticipated to be released during late spring/early summer 2027 and will include revenue for FFY 2029-40. These will be the best numbers available from which to determine anticipated revenue for the MPO. Revenue for the “out years” of the plan (or FFY 2041-55) will be

determined based on consultations with the Department and MPO. The overall revenue forecast will be reconciled against the draft 2029 TYP as the regional LRTP is being finalized in early 2028.

Task Outcome or Deliverable: Revenue forecast from FFY 2029 through FFY 2055.

Task 6– Strategic Directions (June – July 2027)

This Task will entail an examination and a refresh of the region’s existing strategic directions for transportation (i.e., Goals and Action Strategies). This Task will draw from work completed in prior work activity, including the Task 1 Existing Conditions profile, and Task 2 Stakeholder Interviews. It will also draw from other recent regional plans and studies, including the work of the Eastern Pennsylvania Freight Alliance; the Regional Operations Plan; Jim Thorpe Complete Streets and Parking Study; Milford Borough Traffic, Parking, and Complete Streets Analysis; SR 2001 Alternatives Analysis, PA 611 Corridor Study, and the National Park Service’s Visitor Use Management Plan (VUM Plan). The plan’s strategic directions will be responsive to the federal planning factors.

The bridge between the Existing Conditions profile and the plan’s Strategic Directions will be an overall Implementation Approach section that ultimately recommends to the MPO leadership how plan implementation will occur, be tracked, and reported.

Task Outcome or Deliverable: Strategic Action Plan and Implementation Approach.

Task 7 – Project Scoring/Screening Criteria (June – August 2027)

The LRTP will use the 2027 12-Year Program as its “core” listing of projects. We will also look to the results of the STC survey, public outreach efforts, and District Strategy Day to develop the plan’s project listing to identify projects for the “out years” of the LRTP (e.g., 2039-2055). This listing will eventually be used as the primary input to the development of the 2029 program (to be adopted in September 2028). The listing will include Betterments, potential studies/study areas, and local bridge listings and needs. It will also include projects carried over from the previous LRTP, as well as projects to flow out of the MPO’s recent special studies in places like Stroudsburg, Jim Thorpe, and Milford.

Candidate projects will be evaluated and scored on a “high-medium-low” basis.

Task Outcome or Deliverable: This task will result in a prioritized list of projects by county, by project type.

Task 8 – Environmental Resource Agency Engagement (August – September 2027)

Federal law requires that MPOs include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with Federal, State, tribal, wildlife, land management, and regulatory agencies.

We will present the draft LRTP to representatives of area environmental agencies consisting of the Federal Highway Administration, Army Corps of Engineers, Environmental Protection Agency, and U.S. Fish and

Wildlife Service; State Agencies including the Departments of Agriculture, Community and Economic Development, Environmental Protection, Conservation and Natural Resources, and Transportation, as well as; various State Commissions including Fish and Boat, Game, Historical and Museum, and the Turnpike.

A presentation will be prepared, showing how the region's proposed program would interact with its natural resources. The consultation will be convened to discuss strategies for mitigating project impacts, including use of visualization techniques such as use of a GIS buffer analysis to overlay the existing resources with the location of the proposed projects as identified in the draft LRTP.

Task Outcome/Deliverable: This task will result in a set of environmental mitigation strategies for inclusion in the draft LRTP.

Task 9 - Air Quality Conformity Analysis (August – September 2027)

This Task will be performed concurrent with the 30-day public review and comment period. The Clean Air Act of 1990 identifies the actions that MPOs must take to reduce emissions from on-road mobile sources in nonattainment or maintenance areas. Moreover, "regionally significant" projects identified in the LRTP will be documented in sufficient detail to develop planning-level cost estimates regardless of the funding source for conformity determinations under the EPA's transportation conformity rule. The LRTP will advance action strategies that will help reduce emissions from on-road mobile sources of pollution.

As part of this task, we will collaborate with the Lehigh Valley MPO regarding its AQ conformity analysis, as a portion of their urbanized area extends into Carbon County. Goals and Performance Measures related to air quality in Carbon County will be reflected in the final LRTP.

Task Outcome or Deliverable: Air Quality Conformity report will be included as an appendix in the final LRTP.

Task 10 – Plan Development (September – November 2027)

Plan development will naturally occur throughout the planning process, with task summaries providing the basis for the final plan, which will be developed into an InDesign format. It is assumed that NEPA MPO staff will take the lead in creating the plan in a StoryMap version for greater visualization and accessibility. NEPA staff will also lead the development of all mapping products needed for the plan using GIS.

Task Deliverable: Draft LRTP in InDesign and StoryMap formats.

Task 11 – Thirty-day Public Review and Comment Period (October - November 2027)

The consultant will assist NEPA in administering the required 30-day public review and comment period. This will include the development of press releases, artwork for social media platforms, and outreach to Tribes and Nations that have ancestral ties to the region. This period will also include a public meeting. The LRTP will be revised based on comments received in consultation with NEPA staff. A summary and disposition of each public comment will be included as an appendix in the final plan.

Task Deliverable: Completion of 30-day public review and comment period and incorporation of public comments.

Task 12 – Plan Adoption Process (December 2027 – January 2028)

We will assist NEPA staff in shepherding the LRTP through the adoption process. This task will include a final presentation to the MPO board. Fifteen hard copies will be printed and provided to NEPA for distribution.

Task Deliverable: Final adopted LRTP and MPO PowerPoint presentation.

NEPA MPO Technical Committee Meeting Schedule 2026-2027

Meetings will be held at the NEPA Alliance Office located at 1151 Oak Street, Pittston, PA 18640 unless noted otherwise. The meetings will also be available virtually via phone and video conference.

July 21, 2026 at 9:30 AM

August 18, 2026 at 9:30 AM

September 15, 2026 at 9:30 AM

October 13, 2026 at 9:30 AM

November 17, 2026 at 9:30 AM

December 15, 2026 at 9:30 AM (Joint Technical Committee and Policy Board Meeting)

January 19, 2027 at 9:30 AM

February 16, 2027 at 9:30 AM

March 16, 2027 at 9:30 AM

April 20, 2027 at 9:30 AM

May 18, 2027 at 9:30 AM

June 15, 2027 at 9:30 AM (Joint Technical Committee and Policy Board Meeting)

NEPA MPO Policy Board Meeting Scheduled 2026-2027

Meetings will be held in conjunction with the NEPA Board of Directors meetings or jointly with the NEPA MPO Technical Committee meetings. All meetings will be held at the NEPA Alliance office and virtually by Microsoft Teams.

November 4, 2026 at 2:00 PM

December 15, 2026 at 9:30 AM (Joint Technical Committee and Policy Board Meeting)

March 3, 2027 at 2:00 PM

June 15, 2027 at 9:30 AM (Joint Technical Committee and Policy Board Meeting)