



# **RURAL TRANSPORTATION UNIFIED PLANNING WORK PROGRAM**

**FISCAL YEAR 2025 - 2027  
July 1, 2025 - June 30, 2027**

Serving Bradford, Sullivan, Susquehanna, Tioga, and Wyoming Counties

## Unified Planning Work Program, Fiscal Years 2025 – 2027

Northern Tier Rural Planning Organization

**TITLE VI COMPLIANCE:** The Northern Tier RPO fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. This assures that no person shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination on the grounds of race, color, national origin, religion, or sex.

The Northern Tier RPO also complies with the Americans with Disabilities Act of 1990 (ADA). The ADA grants civil rights protections to those with disabilities and guarantees equal opportunities to such individuals regarding employment, transportation, public accommodation, state and local government services, and telecommunications. With advance notification, accommodations may be provided at any meeting open to the public for those with special needs related to language, speech, sight, or hearing.

For more information on the Northern Tier RPO's Title VI program and the procedures to file a complaint, please contact Bonnie Warner, Workforce Quality Specialist, by phone at 570-265-1513, by email at [warner@northerntier.org](mailto:warner@northerntier.org) or by visiting Northern Tier Regional Planning and Development Commission at 312 Main Street, Towanda, PA 18848. If information is needed in another language, please call 570-265-1513.

Any persons who believe they have been aggrieved by any unlawful discriminatory practice under Title VI or ADA may file a complaint with Northern Tier RPO. Any such complaint must be in writing and filed with Bonnie Warner and/or the appropriate state or federal agency.

Publications and other public documents can be made available in alternative languages and formats, if requested. Northern Tier RPO public meetings are held in ADA-accessible facilities, and in transit accessible locations when possible. For More Information visit:

<https://northerntier.org/upload/Title%20VI%20Document.pdf>

or contact the ADA Coordinator, Bonnie Warner.

If you have a request for a special need, wish to file a complaint, or desire additional information, please call 570-265-1513, visit Northern Tier Regional Planning and Development Commission at 312 Main Street, Towanda, PA 18848, or email [warner@northerntier.org](mailto:warner@northerntier.org).

# Unified Planning Work Program, Fiscal Years 2025 – 2027

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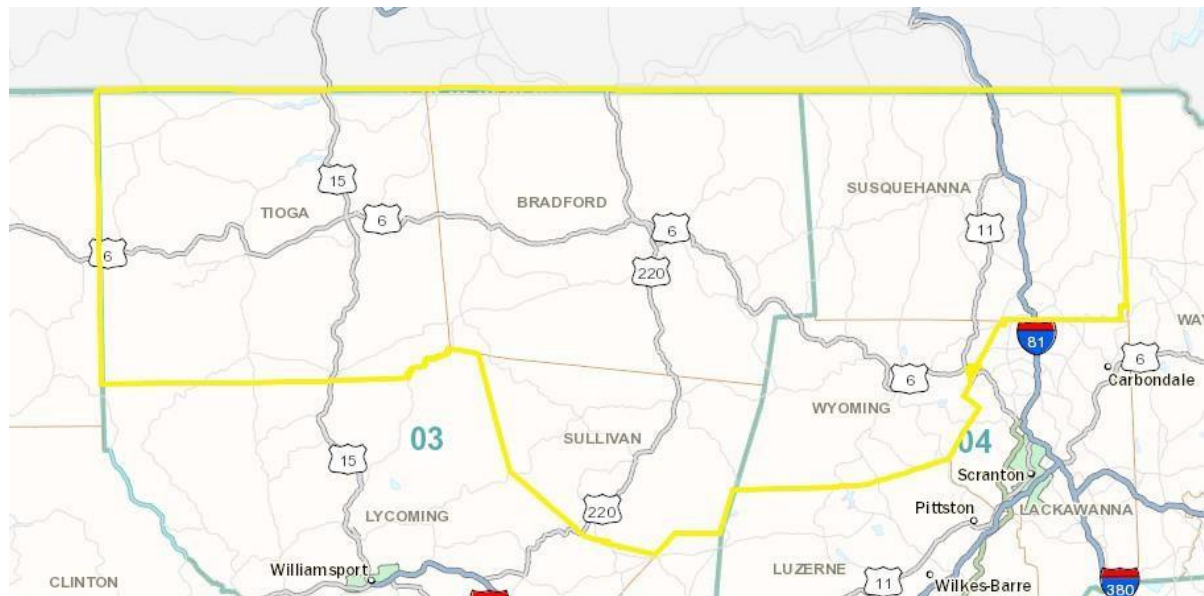
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## INTRODUCTION

The Northern Tier Regional Planning and Development Commission (NTRPDC), serving as the Rural Planning Organization (RPO), guides the overall transportation planning and programming process in Bradford, Sullivan, Susquehanna, Tioga and Wyoming counties. The RPO, operating via an agreement with the Pennsylvania Department of Transportation (PennDOT), approves the development and implementation of highways, bridges, transit and other transportation facilities and services. The Northern tier region encompasses an area of 4,000 square miles. The population of the Northern Tier region is 171,355 residents with the largest population center located in northern Bradford County. This area includes the municipalities of Athens Borough, Athens Township, Sayre Borough, and South Waverly Borough with a total population of 14,982 residents.

The Unified Planning Work Program (UPWP) carries forward the transportation planning activities and products to be delivered by the Northern Tier RPO. It is the basis for allocating federal, state, and local funds for long range transportation planning activities within the Northern Tier RPO region. This UPWP covers a two-year period from July 1, 2025 to June 30, 2027. The UPWP outlines the staff who will perform the work, timetables for the completion of the work, budget cost for the activities, and the sources of funds. With the ever-changing transportation requirements within the RPO, the program may be updated to meet evolving needs. The Northern Tier RPO may make amendments to the UPWP to adjust for any budget or programmatic changes. These changes include the addition or removal of tasks or federal funding, including PL/SPR or MPP funds, from the UPWP; the transfer of federal funds from any one task to another task where the total revision of federal funds exceeds \$80,000 for RPOs receiving less than or equal to \$400,000 but greater than \$1,000,000 in annual PL/SPR funds; changes to the scope of work or objectives of a project, regardless of whether there is an associated budget revision. Approval for UPWP amendments requires approval by the Northern Tier RPO Rural Transportation Advisory Committee, PennDOT, and FHWA.

The Northern Tier RPO in conjunction with PennDOT, county governments, local municipalities, regional transit agencies, economic development providers, and local citizens work to fulfill the regional vision of an efficient and stable transportation network. This will benefit the region as whole by expanding businesses, generating employment, and improving the local economy.



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## **RURAL TRANSPORTATION ADVISORY COMMITTEE (RTAC)**

NTRPDC has established the Rural Transportation Advisory Committee to act in an advisory capacity on all regional transportation planning activities. The RTAC Committee consists of the county planners from the five-county region; representatives from PennDOT Districts 3-0, 4-0 and Central Office; FHWA and FTA representatives; public transit; local municipal officials; as well as local community groups with an interest in transportation, community and economic development throughout the region. Overall, the committee is charged with establishing policy and prioritizing all major capital projects throughout the region in accordance with the guiding principles for planning and programming, as well as developing the Transportation Improvement Program (TIP), and the Long Range Transportation Plan (LRTP). The RTAC meets six times per year and includes eighteen voting members.

Voting members

### **Bradford County:**

Doug McLinko, Commissioner

Matthew Williams, Central Bradford Progress Auth.

Rick Biery, Citizen

### **Susquehanna County:**

Dave Darrow, Commissioner

Jack Conroy, Township Supervisor

Alex Komar, Township Supervisor

### **Sullivan County:**

Brian Hoffman, Commissioner

Bob Getz, Citizen

Fred Jugan, Township Supervisor

### **Tioga County:**

Marc Rice, Commissioner

Sam VanLoon, Commissioner

Al Quimby, Develop Tioga

### **Wyoming County:**

Tom Henry, Commissioner

Matt Jones, Wyoming County Planning Director

Jean Ruhf, Endless Mountains Visitors Bureau

### **PennDOT:**

PennDOT Central Office

Chris King – District 3-0

Steve Fisher – District 4-0

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## ACTIVITIES/TASKS

The table below illustrates the target dates for the fundamental planning materials and activities that will be implemented by the Northern Tier RPO.

Planning Activities	Current	Next	
	Adoption/Completion	Required Adoption	Targeted Completion
Unified Planning Work Program (UPWP)	January 22, 2024	January 31, 2025	December 9, 2024
Long Range Transportation Plan (LRTP)	April 17, 2020	April 17, 2025	April, 2025
Transportation Improvement Program (TIP) (current)	June 21, 2024	June 30, 2026	June 2026
Public Participation Plan (PPP)	December 16, 2016		December 31, 2024
Local Coordinated Transit Plan	December 18, 2018		December 31, 2025
Active Transportation Plan	May 24, 2019		TBD
Limited English Proficiency (LEP) Plan	December 16, 2016		December 31, 2024
Title VI Policy & Procedures	December 16, 2016		December 31, 2024
Local Technical Assistance Program (LTAP) Annual Report	August 27, 2019		TBD
Functional Classification Revisions (District 3-0)	June 20, 2019		June, 2026
Functional Classification Revisions (District 4-0)	Date unknown		June, 2026
Regional Operations Plan (ROP) (District 2-0, 3-0, 9-0)	7/1/2021 Interim		TBD
Regional Operations Plan (ROP) (District 4-0)	September 1, 2023		TBD
Road Safety Reviews	June 20, 2019		November, 2024
Equipment Show (Susquehanna/Wyoming)	July 25, 2019		TBD
Equipment Show (Bradford/Tioga)	August 22, 2024		August, 2025
Performance Measures and Targets (PM1)	February 28, 2024		TBD
Performance Measures and Targets (PM2 & 3)	February 28, 2024		TBD
Annual Obligated Report	December 2023	December 31, 2024	December 31, 2024

## FEDERAL PLANNING FACTORS

The federal Infrastructure Investment and Jobs Act/ Bipartisan Infrastructure Law (Pub. L. No. 117-58) specify the roles and responsibilities which includes the development of a Long Range Transportation Plan and the Transportation Improvement Program and Public Participation efforts within the region. Statewide and metropolitan transportation planning processes are governed by Federal law (23 USC 134 and 135). Federal planning regulations are codified in 23 CFR 450. Although not federally mandated, the Northern Tier Rural Planning Organization is held to the same standards as MPO’s within the Commonwealth of Pennsylvania. There are ten planning factors that the Federal planning regulations requires the Northern Tier RPO to address in their planning process. Listed below are the ten planning factors that need to be addressed:

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

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

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Federal Planning Factors	Work Tasks				
	Plans and Programs	Supporting Planning/Programming Activities	Project Delivery	Public Involvement and Outreach	Local Technical Assistance Program (LTAP)
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;	X	X	X	X	X
Increase the safety of the transportation system for motorized and non-motorized users;	X	X	X	X	X
Increase the security of the transportation system for motorized and non-motorized users;	X	X	X		
Increase accessibility and mobility of people and freight;	X	X	X	X	X
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;	X		X	X	X
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;	X	X	X		X
Promote efficient system management and operation;	X	X	X	X	X
Emphasize the preservation of the existing transportation system;	X	X	X		X
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; And	X		X		X
Enhance travel and tourism	X	X	X	X	



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## **Pennsylvania Planning Finding**

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) complete a joint review of Pennsylvania's Statewide Transportation Improvement Program (STIP) that is updated every two years. In September 2024, the FHWA and FTA approved the Pennsylvania FFY 2025-2028 STIP, which included the individual TIP for the Northern Tier RPO. Based on their joint review, the FHWA and FTA also issued a STIP Planning Finding, which is designed to ensure that the STIP and TIPs are developed according to statewide and metropolitan transportation planning processes consistent with required statutory and regulatory planning provisions. The STIP Planning Finding highlights what works well and opportunities for improvement in a statewide or metropolitan transportation planning process.

There are three STIP Planning Finding categories: Corrective Actions, Recommendations, and Commendations. The FFY 2025-2028 STIP Planning Finding identified five Recommendations for continued improvement, which are summarized below:

1. PennDOT should take a comprehensive approach to safety by proactively identifying safety projects, utilizing the full Highway Safety Improvement Program (HSIP) annual apportionment, and integrating safety into projects. PennDOT should also schedule regular coordination meetings with FHWA and the Planning Partners to discuss obligation challenges for HSIP funds and identify opportunities to improve safety planning, programming, and project delivery.
2. PennDOT should work with the Planning Partners towards greater consistency between the Transportation Asset Management Plan (TAMP), the STIP/Twelve-Year Program (TYP), and regional MPO/RPO LRTPs. PennDOT should continue holding monthly coordination meetings to discuss asset management challenges, identify opportunities for improvement, and monitor progress in implementing the required changes needed for PennDOT to successfully integrate their Asset Management Systems more fully into project selection.
3. MPOs should begin the process of updating their Long-Range Transportation Plan (LRTP) at least 30 months in advance of the adoption deadline and schedule a coordination meeting with PennDOT District(s), PennDOT Central Office, FHWA, FTA, and other key partners to discuss the methodology, work tasks, budget, schedule, roles, and responsibilities for the LRTP update. PennDOT should consider ways it can further promote its LRTP Guidance (Pub. 575) to increase awareness and use of this resource, such as webinars and the sharing of effective practices.
4. PennDOT, the Planning Partners, and the Transit agencies should evaluate their Memorandums of Understanding/Memorandums of Agreement (MOUs/MOAs) as needed to ensure that the current documents include all required parties as signatories and identify the mutual responsibilities of all required parties in carrying out the metropolitan planning process in each region. The Planning Partners, PennDOT, and the providers of public transportation should periodically review and update these agreements, as appropriate, to reflect and account for changes in transportation planning requirements.
5. PennDOT, the Planning Partners, and Transit providers should identify ways to strengthen multimodal planning, communication, and collaboration. Planning Partners and Transit providers should, with assistance from PennDOT, evaluate their procedures for addressing how transit activities are correctly recorded and reflected in the TIPs and STIP, LRTP System Performance Reports, UPWPs and other planning documents.

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## **Northern Tier Executive Board**

The Northern Tier RPO Executive Board consists of two county commissioners, who are appointed by the respective county, along with one private sector member from each of the five counties, and one private sector member at large. The duties of the Executive Board include carrying out the policies of the Northern Tier Regional Planning & Development Commission in regarding personal matters, financial matters, and executive contracts. The Northern Tier Executive Board officially adopts the plans and programs developed by the Northern Tier RPO. The Executive Board consists of 20 voting members and meetings are held a minimum of six times a year.

### Executive Board Members

#### **Bradford County:**

Doug McLinko, Commissioner

Zachary Gates, Commissioner

Daryl Miller, Commissioner

Jason Krise, Private Sector (At Large)

#### **Sullivan County:**

Brian Hoffman, Commissioner

Darlene Fenton, Commissioner

Scott Myers, Commissioner

John Richlin, Private Sector

#### **Susquehanna County:**

Alan Hall, Commissioner

Dave Darrow, Commissioner

Judy Herschel, Commissioner

Joe Ferretti, Private Sector

#### **Tioga County:**

Marc Rice, Commissioner

Sam VanLoon, Commissioner

Shane Nickerson, Commissioner

Jim Nobles, Private Sector

#### **Wyoming County:**

Tom Henry, Commissioner

Ernie King, Commissioner

Rick Wilbur, Commissioner

Mike Narcavage, Private Sector

# Unified Planning Work Program, Fiscal Years 2025 – 2027

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## WORK PROGRAM DEVELOPMENT PROCESS

The Northern Tier RPO is supported by PennDOT District 3-0 (Montoursville), PennDOT District 4-0 (Dunmore), and PennDOT Central Office (Harrisburg). The Northern Tier RPO works in collaboration with these organizations to prepare the region’s transportation plans and initiatives, provide technical support to the region’s municipalities, and complete regional significant studies.

The UPWP is prepared by RPO staff and assisted by PennDOT and FHWA/FTA, then reviewed and adopted by the RTAC, and officially adopted by the Northern Tier RPO Executive Board.

The development of the 2025-2027 Unified Planning Work Program commenced in June 2024 with our Rural Transportation Advisory Committee which includes PennDOT Central Office, PennDOT District’s 3.0 and 4.0, FHWA and Northern Tier RPO Staff. Involved in the preparation of the 2025-2027 UPWP includes NTRPO staff, RTAC members, PennDOT District 3-0, PennDOT District 4-0, PennDOT Central Office, FHWA, and the regional transit agencies. In September 2024, coordination began with BeST Transit for UPWP coordination. In October 2024, The RTAC Committee was contacted for input into the draft UPWP. A preliminary draft will be shared with RTAC members in October 2024. Input was requested regarding the core planning activities as well as the supplemental planning studies. In September 2024, The Northern Tier RPO coordinated input with BeST Transit for the 2025-2027 UPWP. A draft copy was submitted to PennDOT Central Office, FHWA, FTA, and PennDOT District 3.0 and 4.0 for preliminary review in October 2024. The RTAC will take action at the December 2024 meeting.

## STAFF INFORMATION

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**NORTHERN TIER 2025-2026 BUDGET**

Northern Tier Base Allocation Tasks	FY 2025-2026			
	FHWA (80.0000%)	PennDOT (10.0405%)	Local (9.9595%)	TOTAL
1. Plans & Programs	\$ 196,600.00	\$ 24,674.48	\$ 24,475.51	\$ 245,750.00
2. Supporting Planning/Programming Activities	\$ 8,000.00	\$ 1,004.05	\$ 995.95	\$ 10,000.00
3. Project Delivery	\$ 4,800.00	\$ 602.43	\$ 597.57	\$ 6,000.00
4. Public Involvement & Outreach	\$ 9,600.00	\$ 1,204.86	\$ 1,195.14	\$ 12,000.00
5. Administrative	\$ 28,000.00	\$ 3,514.18	\$ 3,485.83	\$ 35,000.00
<i>Base Total</i>	<b>\$ 247,000.00</b>	<b>\$ 31,000.00</b>	<b>\$ 30,750.00</b>	<b>\$ 308,750.00</b>
6. Supplemental				
A. LTAP	\$ 30,000.00	\$ -	\$ -	\$ 30,000.00
B. Safe and Accessible	\$ 7,000.00	\$ -	\$ -	\$ 7,000.00
<i>Supplemental Totals</i>	<b>\$ 37,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 37,000.00</b>
<b>Grand Total</b>	<b>\$ 284,000.00</b>	<b>\$ 31,000.00</b>	<b>\$ 30,750.00</b>	<b>\$ 345,750.00</b>

**NORTHERN TIER 2026-2027 BUDGET**

Northern Tier Base Allocation Tasks	FY 2026-2027			
	FHWA (80.0000%)	PennDOT (10.0405%)	Local (9.9595%)	TOTAL
1. Plans & Programs	\$ 196,600.00	\$ 24,674.48	\$ 24,475.51	\$ 245,750.00
2. Supporting Planning/Programming Activities	\$ 8,000.00	\$ 1,004.05	\$ 995.95	\$ 10,000.00
3. Project Delivery	\$ 4,800.00	\$ 602.43	\$ 597.57	\$ 6,000.00
4. Public Involvement & Outreach	\$ 9,600.00	\$ 1,204.86	\$ 1,195.14	\$ 12,000.00
5. Administrative	\$ 28,000.00	\$ 3,514.18	\$ 3,485.83	\$ 35,000.00
<i>Base Total</i>	<b>\$ 247,000.00</b>	<b>\$ 31,000.00</b>	<b>\$ 30,750.00</b>	<b>\$ 308,750.00</b>
6. Supplemental				
A. LTAP	\$ 30,000.00	\$ -	\$ -	\$ 30,000.00
B. Safe and Accessible	\$ 7,000.00	\$ -	\$ -	\$ 7,000.00
<i>Supplemental Totals</i>	<b>\$ 37,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 37,000.00</b>
<b>Grand Total</b>	<b>\$ 284,000.00</b>	<b>\$ 31,000.00</b>	<b>\$ 30,750.00</b>	<b>\$ 345,750.00</b>



**2025 - 2026 UNIFIED PLANNING WORK PROGRAM**

**FY 2025-26 (Year 1)**

	<b><u>PennDOT Funding</u></b>	<b><u>Federal MPP Funding</u></b>	<b><u>Local Share Funding</u></b>
<b><u>I. Land Use / Transp. Linkages</u></b>			
Personnel	\$ 11,500.00		
	\$ 11,500.00	\$ 9,200.00	\$ 2,300.00
<b><u>II. Plans &amp; Programs</u></b>			
Personnel	\$ 35,000.00		
Transit Consultant	\$ 5,500.00		
Contractual Services	\$ 3,000.00		
Travel	\$ 550.00		
	\$ 44,050.00	\$ 35,240.00	\$ 8,810.00
<b><u>III. Planning Tools &amp; Techniques</u></b>			
Personnel	\$ 7,000.00		
Transit Consultant	\$ 3,100.00		
	\$ 10,100.00	\$ 8,080.00	\$ 2,020.00
<b><u>IV. Public Involvement &amp; Outreach</u></b>			
Personnel	\$ 7,000.00		
Contractual Services	\$ 3,000.00		
	\$ 10,000.00	\$ 8,000.00	\$ 2,000.00
<b><u>V. Administrative</u></b>			
Personnel	\$ 3,100.00		
	\$ 3,100.00	\$ 2,480.00	\$ 620.00
<b>TOTAL 2025 - 2026 UPWP BUDGET (FY 2025-26 Year 1)</b>	<b>\$ 78,750.00</b>	<b>\$ 63,000.00</b>	<b>\$ 15,750.00</b>

**Funding Sources**

Federal Funding	\$ 63,000.00
Local Share - BeST	\$ 15,750.00
<b>Total Funding</b>	<b>\$ 78,750.00</b>



**2026 - 2027 UNIFIED PLANNING WORK PROGRAM**

**FY 2026-27 (Year 2)**

	<b><u>PennDOT Funding</u></b>	<b><u>Federal MPP Funding</u></b>	<b><u>Local Share Funding</u></b>
<b><u>I. Land Use / Transp. Linkages</u></b>			
Personnel	\$ 11,500.00		
	\$ 11,500.00	\$ 9,200.00	\$ 2,300.00
<b><u>II. Plans &amp; Programs</u></b>			
Personnel	\$ 35,000.00		
Transit Consultant	\$ 5,500.00		
Contractual Services	\$ 3,000.00		
Travel	\$ 550.00		
	\$ 44,050.00	\$ 35,240.00	\$ 8,810.00
<b><u>III. Planning Tools &amp; Techniques</u></b>			
Personnel	\$ 7,000.00		
Transit Consultant	\$ 3,100.00		
	\$ 10,100.00	\$ 8,080.00	\$ 2,020.00
<b><u>IV. Public Involvement &amp; Outreach</u></b>			
Personnel	\$ 7,000.00		
Contractual Services	\$ 3,000.00		
	\$ 10,000.00	\$ 8,000.00	\$ 2,000.00
<b><u>V. Administrative</u></b>			
Personnel	\$ 3,100.00		
	\$ 3,100.00	\$ 2,480.00	\$ 620.00
<b>TOTAL 2026 - 2027 UPWP BUDGET (FY 2026-27 Year 2)</b>	<b>\$ 78,750.00</b>	<b>\$ 63,000.00</b>	<b>\$ 15,750.00</b>

**Funding Sources**

Federal Funding	\$ 63,000.00
Local Share - BeST	\$ 15,750.00
<b>Total Funding</b>	<b>\$ 78,750.00</b>

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## **NORTHERN TIER RPO PLANNING PRIORITIES 2025-2027 UPWP**

### Long Range Transportation Plan (LRTP) Implementation

The Northern Tier RPO LRTP was adopted on April 17, 2020. The RPO is addressing and implementing the PennDOT Connects initiatives as well as the new federal Performance Measures. The RPO develops and conducts road safety reviews on a bi-yearly basis, which is used to help identify possible Highway Safety Improvement Program projects (HSIP). The LRTP helps to funnel projects in the development of the Transportation Improvement Program (TIP), which include highway, bridge, safety, bike and pedestrian, and transit projects. Northern Tier RPO has contracted with a consultant to update the LRTP. Kick off meeting for this effort took place in December of 2023, and will be adopted in April 2025.

### Transportation Improvement Program

The Northern Tier RPO Transportation Improvement Plan (TIP) identifies highway, bridge, safety, bike and pedestrian, and transit projects that utilize federal, state, and local funds within Bradford, Sullivan, Susquehanna, Tioga, and Wyoming Counties. Projects that are included in the TIP are first identified and documented in the LRTP. The RPO utilizes the Public Participation Plan to gather public input for projects in the TIP. Northern Tier RPO has been in coordination with both PennDOT District 3.0 and 4.0 for development of the 2025-2028 TIP update. The Northern Tier RPO 2025 – 2028 TIP was adopted on June 21<sup>st</sup>, 2024.

### PennDOT Connects

The PennDOT Connects initiative has been beneficial in gathering critical information for potential transportation projects. The Northern Tier RPO is committed to continuing and expanding PennDOT Connects. Benefits have been seen with the early collaboration between the RPO, PennDOT, and local municipal officials and stakeholders. PennDOT Connects helps to identify issues early on the planning process for potential transportation projects. PennDOT Connects meetings are beneficial by shedding light on issues and concerns for local projects early in the planning process. The meetings give local officials face to face contact with PennDOT and the Planning Partners so they better understand the process and have the ability to bring to light concerns for the project.

### Local Coordinated Transit Plan Implementation

The current Northern Tier RPO Local Coordinated Transit Plan, completed in 2018, identifies the goals and strategies which include collecting and maintaining a regional inventory of transit infrastructure and identifying public transportation needs within the Northern Tier RPO region. BeST is putting up a new bus shelter and doing sidewalk work in Wellsboro around the Marsh Creek Greenway trailhead. The Sullivan County fixed route extension called the Sullivan County loop is on track to resume in November. It is a fixed route expansion that will go beyond Dushore to Mildred and Laporte and will run 2 days per week. The Sullivan County Loop is on track to resume. The BeST call center has moved back to Bradford County. The Northern Tier RPO will be contracting with a consultant for the update in both fiscal years 2025-2026 and 2026-2027.

# Unified Planning Work Program, Fiscal Years 2025 – 2027

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## Active Transportation Plan Implementation

In the recent update of the Bike and Pedestrian Plan, completed in 2019, it was identified that a core system for on-road and off-road bicycling exists in the Northern Tier RPO region. The overall goal of the RPO is to improve the system by connect existing routes, establishing new trails, and making communities more pedestrian friendly. Additional sections of the D&H Rail Trail in Susquehanna County and the Seneca Trail in Wyoming County have completed since the adoption. Marsh Creek Greenway has been moving forward through the planning and design phases for connectivity from Wellsboro to the Pine Creek Trail.

## Public Participation Plan

Public participation is essential for good planning. The Northern Tier RPO Public Participation Plan is critical for ensuring that every voice is heard, in turn prompting good transportation planning decisions. It helps identify and address concerns of local citizens about transportation issues in the Northern Tier RPO region. Within the Public Participation Plan, the Northern Tier RPO Title VI Plan the Limited English Proficiency Plan are included. Northern Tier RPO has contracted with a consultant and an initial kick off meeting was held in December 2023. The Public Participation Plan is currently still under development.

## **PLANNING ACTIVITIES COMPLETED DURING 2024-2025 UPWP**

- 2025-2028 Transportation Improvement Program (TIP)
- 2025-2050 Long Range Transportation Plan (LRTP)
- Central Regional Operations Plan (ROP) Update - District 2-0, 3-0, 9-0
  - RPO staff attended coordination meetings
- Annual Listing of Obligated Projects – District 3-0 & 4-0
  - Used data to develop maps and completed report
- Equipment Shows – (Braford/Tioga)
  - Attended coordination meetings and assisted in hosting event.
- Participated in PennDOT Connects local municipal outreach project meetings
- Submitted projects for Surface Transportation Requests
- Public Participation Plan
- Title VI Policy & Procedures Plan
- Limited English Proficiency Plan (LEP)
- Assisted in the development of the Endless Mountains Gravel Bike-packing Loop
  - Assisted in development of interactive maps for bicycle loop

## **PLANNING ACTIVITIES TO BE COMPLETED DURING 2025-2027 UPWP**

- PennDOT Connects - local municipal outreach project meetings/project information forms
- 2025-2050 Long Range Transportation Plan planning process
- Local Coordinated Plan update process
- Performance Measures and Targets
- GIS mapping per request/as needed
- Development of LTAP newsletter
- Annual Listing of Obligated Projects – District 3-0 & 4-0



# Unified Planning Work Program, Fiscal Years 2025 – 2027

Northern Tier Rural Planning Organization

- Road Safety Reviews – District 3-0 & 4-0
- Technical assistance for TA – set aside and multimodal grant opportunities
- Equipment Shows – (Susquehanna/Wyoming) & (Braford/Tioga)
- Complete Streets utilizing ISATO funds

## **ONGOING INITIATIVES**

- Hold six Regional Transportation Advisory Committee meetings
- Participate in relevant training activities
- Assist counties and local municipalities with transportation related issues
- Coordinating with bordering planning partners on transportation initiatives
- Maintain and update Northern Tier RPO website transportation planning page

## **WORK TASKS TO BE PERFORMED BY NORTHERN TIER RPO FOR THE 2025-2027 UPWP**

### **1. Plans and Programs:**

#### **2025-2050 Long Range Transportation Plan Implementation**

The Long-Range Transportation Plan (LRTP) aims to guide development and maintenance of the Northern Tier’s multimodal transportation system, promoting efficient mobility that is aligned with the economic development and conservation goals of the Northern Tier RPO’s five-county service region. The LRTP, which considers a minimum 20-year planning horizon, includes projects and planning activities to maintain, improve, and, where appropriate, expand the region’s multimodal transportation system through the plan horizon. The past LRTP was adopted in April 2020, and the Northern Tier RPO began updating the 2025 – 2050 LRTP in October 2022, Michael Baker International has been contracted with to update the Northern Tier RPO LRTP which will be adopted in April, 2025.

Deliverables: FY 2025-2027

- The Northern Tier RPO staff will work with PennDOT, FHWA, FTA to meet the performance measures and targets established for the Northern Tier RPO region. The Northern Tier RPO staff will analyze the yearly performance measure data when updating the LTRP and work with PennDOT and federal partners to program projects that will help to meet the established performance measure targets for safety (PM1), pavement and bridge (PM2), and reliability (PM3) in the Northern Tier RPO region.
- The RPO staff will ensure the implementation of the 2025-2050 LRTP.
- The RPO staff will modify and amend the current LRTP as needed. The updated LRTP will be adopted in April, 2025.
- The RPO staff will begin the planning process for the 2030 – 2055 LRTP 30 months prior to the required adoption of April 2030.

# Unified Planning Work Program, Fiscal Years 2025 – 2027

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## **2025-2028 Transportation Improvement Program (TIP)**

The Northern Tier RPO staff in collaboration with PennDOT District 3-0 and 4-0 updated the 2025 – 2028 Transportation Improvement Program (TIP) which was adopted in June, 2024. The Northern Tier RPO staff in collaboration with PennDOT District 3-0 and 4-0 will begin the update process for the 2027 – 2030 Transportation Improvement Program (TIP) during the 2025 – 2027 UPWP. The updated TIP will include carry over projects and possible new projects, which include highway, bridge, and transit projects. Federal, state, and local funds will be allocated to these projects for the next four years and will be fiscally constrained. The 2020-2045 LRTP is currently being updated to the 2025-2050 LRTP, which will be adopted in April, 2025, and will provide candidate projects for the TIP update.

The Northern RPO adopted the state-wide targets for performance measures set for the Northern Tier region. The Northern Tier RPO staff will work with PennDOT District 3-0 and 4-0 and PennDOT Central Office to program transportation projects to meet the established targets.

Pavement and bridge condition forecasts are generated by PennDOT's Asset Management Division using its enterprise Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS). The projections are based on current condition data housed in PennDOT databases. Planned transportation system investments are derived from financial information provided in PennDOT's General Procedural Guidance document and lists of programmed projects from the Multi-modal Project Management System (MPMS). Using BAMS and PAMS, these projects can be selected based on priority.

Lowest Life Cycle Cost (LLCC) is a process designed to maximize the life of an asset at the lowest cost through a risk-based prioritization of preservation, rehabilitation, and reconstruction. This process will focus on treating the structure with the right process at the right time rather than treating structures in poor condition.

Due to consistently more severe weather patterns felt across the region and increased severe localized weather events, the RPO region has seen an increased amount of roadway failures due to slides. The RPO will be looking to coordinate with PennDOT to evaluate an inventory of slides throughout the region.

These are future processes in which bridge and highway projects would be prioritized.

Deliverables: FY 2025-2027

- The Northern Tier RPO will adopt the 2027 – 2030 TIP and submit all documentation as required by the TIP checklist as well as procedural guidance required by PennDOT and federal partners.
- The Northern Tier RPO staff will process amendments and administrative actions for the FFY 2027 – 2030 Transportation Improvement Program (TIP) as necessary.
- The RPO is currently updating the Public Participation Plan, Title VI, and LEP processes to expand and improve public outreach.
- Further utilize the PennDOT Connects initiative for early coordination with municipalities and stakeholders in the TIP process.
- The Northern Tier RPO staff will analyze the yearly performance measure data and work with PennDOT and federal partners to program projects that will help to meet the established

## Unified Planning Work Program, Fiscal Years 2025 – 2027

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performance measure targets for safety (PM1), pavement and bridge (PM2), and reliability (PM3) in the Northern Tier RPO region.

- The Northern Tier RPO staff will work with PennDOT to prioritize future projects using Pavement Asset Management System (PAMS), Bridge Asset Management System (BAMS), and Lowest Life Cycle Cost (LLCC) guidelines.
- The Northern Tier RPO aims to use the criteria voted for by the Local Bridge Subcommittee to develop a Local Bridge Inventory within the LRTP for potential candidate projects to be prioritized on the TIP as funding becomes available.
- The Northern Tier RPO staff will coordinate with the PennDOT districts to develop data collection criteria to create an inventory of slides in the region.

### Annual Listing of Obligated Projects

With the Northern Tier RPO being a Planning Partner with PennDOT and having agreements with PennDOT it is required to develop an Annual Listing of Obligated Projects for which Federal Funds have been obligated in the previous year in accordance with 23 CFR 450.334. The report includes highway/bridge (FHWA) and transit (FTA) projects.

Deliverables: FY 2025-2027

- The Northern Tier RPO staff will develop a yearly Annual Listing of Obligated Projects which includes a listing of highway/bridge (FHWA) and transit (FTA) federally funded projects which will be completed by December 31<sup>st</sup> of each year.

### PennDOT Connects

To sustain and expand mobility throughout the Northern Tier region, the Northern Tier RPO and PennDOT will consider community needs at the beginning of the planning process to ensure the best allocation of our resources. The PennDOT Connects process will help to initiate early collaboration with municipalities and document concerns and answer questions regarding the transportation project affecting a given area.

Deliverables: FY 2025 – 2027

- The Northern Tier RPO staff and District 3-0 and 4-0 planning staff will work together to promote and educate municipal officials and stakeholders in the region on the benefits and concept of PennDOT Connects.
- During PennDOT Connects meetings, the RPO staff will document concerns and provide answers to questions. The RPO staff will work in conjunction with PennDOT to aid in addressing concerns brought forth during PennDOT Connects meetings.
- The Northern Tier RPO staff will schedule and coordinate with the PennDOT Districts to set up meetings with municipal officials and interested stakeholders. These meetings will improve planning and coordination for potential transportation improvement projects. Information from the meetings will assist the RPO and PennDOT District in the development of the PennDOT Connects project form. Municipal officials and stakeholders will have the opportunity to be more involved in the planning process for the TIP and LRTP.

## Unified Planning Work Program, Fiscal Years 2025 – 2027

Northern Tier Rural Planning Organization

Fiscal Year	Total Budget	FHWA	PennDOT	Local
2025-2026	\$245,750.00	\$196,600.00	\$24,674.48	\$24,475.51
2026-2027	\$245,750.00	\$196,600.00	\$24,674.48	\$24,475.51

### 2. Supporting Planning/Programming Activities:

#### Implementation of Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL)

##### Set-aside for Increasing Safe and Accessible Transportation Options

The Infrastructure, Investment, and Jobs Act requires each MPO to use at least 2.5% of its PL funds (under 23 U.S.C 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

##### Bike/Pedestrian Plan Implementation – Active Transportation Plan

The Northern Tier RPO staff, along with local stakeholders, updated the regional Bike/Pedestrian Plan in 2018-2019. The purpose of this Bicycle and Pedestrian (Bike-Ped) Plan is to assist Northern Tier RPO in its efforts to develop an effective and safe multimodal transportation network, primarily through its transportation program but also as it supports local initiatives for on-road and off-road trails, safe pedestrian facilities, safe transit stops, and safe crossing opportunities where applicable within the region. Northern Tier RPO staff working with bike and pedestrian stakeholders within the region will develop an Active Transportation Plan for the Northern Tier region.

Deliverables: FY 2025-2027

- The Northern Tier RPO staff will develop a Scope of Work to begin the planning process to develop an Active Transportation Plan in fiscal year 2026-2027.
- The Northern Tier RPO staff will meet with stakeholders in the region to better understand the Active Transportation needs within the region.

Fiscal Year	Total Budget	FHWA	PennDOT	Local
2025-2026 Safe and Accessible	\$7,000.00	\$7,000.00	\$0	\$0
2026-2027	\$7,000.00	\$7,000.00	\$0	\$0

# Unified Planning Work Program, Fiscal Years 2025 – 2027

Northern Tier Rural Planning Organization

## GIS Mapping

The Northern Tier RPO staff will utilize GIS to assist with any transportation mapping needs. The Northern Tier RPO staff will collaborate with counties in the region and PennDOT to maintain a complete and up-to-date data set for transportation needs. The Northern Tier RPO staff will assist PennDOT with Asset Management activities as part of the 2025-2027 UPWP.

Deliverables: FY 2025-2027

- The RPO staff will provide GIS mapping assistance to municipalities per request.
- The RPO staff will attend any relevant conferences and trainings to improve GIS skills and best practices.
- The Northern Tier RPO staff will utilize social media and other forms of communication to advertise GIS services to municipalities twice per year.
- GIS mapping will also be applied in house for transportation plan updates and DCNR/DCED grants.
- The Northern Tier RPO staff will participate in any data collection projects that come through the state
- The RPO staff will provide data and mapping for the Limited English Proficiency Plan (LEP), Title VI Plan, Public Participation Plan (PPP), Long Range Transportation Plan (LRTP), and Transportation Improvement Plan (TIP).

## Functional Classification Revisions - District 3-0 & 4-0

The Northern Tier RPO Functional Classification has not been updated in many years. As the transportation system has evolved over time, it is necessary to reevaluate roadway classification within the Northern Tier region. By working with PennDOT District 3-0 and 4-0 along with nearby planning partners like NEPA MPO, Lackawanna/Luzerne MPO, and WATS MPO; the Northern Tier RPO staff can identify possible functional classification updates that cross planning partner boundaries. Current and past Annual Average Daily Traffic counts will be examined for each roadway to see if there are any fluctuations. Some of the factors to consider in making adjustments to road classifications are statewide impact, other NHS routes in the area, road compliance with NHS design standards, amount of traffic, and current and future development.

Deliverables: FY 2025-2027

- The Northern Tier RPO staff will work with counties in the region as well adjoining planning partners to coordinate possible changes to roadway functional classification.
- The RPO staff will follow FHWA and PennDOT criteria for classification updates. Changes to roadway classification will be made accordingly using GIS.

# Unified Planning Work Program, Fiscal Years 2025 – 2027

Northern Tier Rural Planning Organization

## Road Safety Reviews

Road Safety reviews will continue to be conducted on areas of concern. These areas of concern are identified as high priority on the Network Screening lists that were provided to PennDOT District 3-0 and 4-0. Crash data and field observations at each location will determine the problems that exist and suggested remedies. Road safety reviews will aid in the decision if a project is warranted at the area of concern. The road safety reviews help to determine if Highway Safety Improvement Program (HSIP) funding is eligible to be used for a project in that location. Road Safety Reviews are being conducted in November of 2024. Field reports were written up for each of the review locations. Northern Tier RPO looks to conduct future reviews on a Two-Year cycle.

Deliverables: FY 2025-2027

- The Northern Tier RPO staff will work together with PennDOT Central Office and PennDOT District 3-0 and 4-0 traffic engineers and planners to conduct road safety reviews for two locations per county across the Northern Tier RPO region.
- Detailed reports on each location will be written by the RPO staff and sent to the District Offices and Central Office for review and comment.
- The RPO staff will work with PennDOT traffic units to program safety improvement projects deemed fit to meet the necessary criteria.
- The RPO staff will work together with local municipalities to address concerns regarding safety issues in the prospective municipalities along with areas of concern identified as high priority on the Network Screening lists provided by each PennDOT district.

## National Electric Vehicle Infrastructure (NEVI) Formula Program

Northern Tier RPO will support the department, where appropriate, with the implementation and information sharing for the Pennsylvania State Plan for the National Electric Vehicle Infrastructure (NEVI) Formula Plan.

Deliverables: FY 2025-2027

- Northern Tier RPO Staff will share information regarding the NEVI program with appropriate stakeholders in the region, as necessary, to increase awareness for the plan and subsequent funding opportunities available.

## Local Coordinated Transit Plan

The Northern Tier RPO staff, along with local stakeholders, updated the Local Coordinated Transit Plan in 2018-2019. Northern Tier RPO will be contracting with a consultant to update The Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). The project will be phased over the 2025-2027 UPWP. The purpose of this Coordinated Public Transit–Human Services Transportation Plan (Coordinated Plan) is to ensure that governmental requirements regarding coordination are satisfied and to assist Northern Tier RPO in its efforts to develop an efficient and effective public transit network. Northern Tier RPO staff working with BeST and Susquehanna/Wyoming County Transportation (SWCT) will work to implement goals and strategies identified in the plan.

Deliverables: FY 2025-2027

- The Northern Tier RPO will partner with BeST Transit and Susquehanna Wyoming County

# Unified Planning Work Program, Fiscal Years 2025 – 2027

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Transportation to develop a comprehensive transportation services/infrastructure database. Key stakeholders would be transportation providers, human services providers, and medical providers.

- The RPO staff will work with BeST Transit and Susquehanna Wyoming County Transportation to create a database of funding sources.
- The RPO staff will partner with PennDOT and local municipalities to collect a list of ADA ramps and sidewalks and use the information gathered to program projects to install beneficial sidewalk and curb cuts in high-density areas.

Fiscal Year	Total Budget	FHWA	PennDOT	Local
2025-2026	\$10,000.00	\$8,000.00	\$1,004.05	\$995.95
2026-2027	\$10,000.00	\$8,000.00	\$1,004.05	\$995.95

### 3. Project Delivery:

#### Technical Assistance for Transportation Alternatives and Multimodal Grant Opportunities

The Northern Tier RPO is committed to provide technical assistance for anyone applying to PennDOT’s Transportation Alternatives Program or PennDOT’s Multimodal Transportation Fund. This technical assistance would include help with any questions pertaining to grant programs, as well as reaching out to municipalities who may have an eligible project found through the PennDOT Connects process. Tying any potential eligible projects to these funding opportunities in a proactive manner will be a goal for Northern Tier moving forward.

The Northern Tier RPO staff will look to proactively provide information to municipalities about supplemental funding through PennDOT. This funding could be used for transportation planning or development opportunities for local municipalities. A more proactive approach to soliciting information and technical assistance regarding supplemental funding projects will be a priority for Northern Tier.

Deliverables: FY 2025-2027

- The Northern Tier RPO staff is committed to the promotion of available grants through PennDOT programs such as the Transportation Alternatives Program or Multimodal Transportation Fund. Northern Tier will provide information about available grants to municipalities through email, newsletters, and social media accounts.
- After disseminating available grant information, the Northern Tier RPO staff is committed to discuss any potential projects with municipalities interested in applying. These discussions could be through email, phone call, virtual platform, or in person, including at monthly municipal officials meetings.
- If a municipality decides to apply for a grant, the Northern Tier RPO staff is committed to help facilitate the grant application process with the municipality. This would include answering any questions and connecting the municipalities to proper grant managers at PennDOT, as well as helping municipalities understand any and all grant guidance documentation.

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- Through the PennDOT Connects process, the Northern Tier RPO staff will work with municipalities who may bring up a project to find a grant that fits funding of said projects. Also, through PennDOT Connects, Northern Tier RPO staff will work with the PennDOT districts and municipalities to potentially schedule grant projects with scheduled TIP projects in the same area to reduce multiple constructions in the municipality in multiple years.

Fiscal Year	Total Budget	FHWA	PennDOT	Local
2025-2026	\$6,000.00	\$4,800.00	\$602.43	\$597.57
2026-2027	\$6,000.00	\$4,800.00	\$602.43	\$597.57

#### 4. Public Involvement and Outreach

The Northern Tier RPO updated its Public Participation Plan (PPP), its Title VI Policy and Procedures Plan, and its Limited English Proficiency Plan (LEP). The Northern Tier RPO will be implementing these plans during future updates of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), as well as the Local Coordinated Transit Plan, the Active Transportation Plan, and the Open Space and Greenways Plan.

##### Deliverables: FY 2025-2027

- The Northern Tier RPO staff will implement the Public Participation Plan, Title VI Policy and Procedures Plan, and Limited English Proficiency Plan as appropriate when developing or updating regional plans.

Fiscal Year	Total Budget	FHWA	PennDOT	Local
2025-2026	\$12,000.00	\$9,600.00	\$1,204.86	\$1,195.14
2026-2027	\$12,000.00	\$9,600.00	\$1,204.86	\$1,195.14

#### 5. Administrative

The Northern Tier RPO staff will administer the Unified Planning Work Program to ensure that all quarterly reports and invoices are processed in a timely manner. All planning activities and documents are updated and adhered to on a regular basis.

##### Deliverables: FY 2025-2027

- The Northern Tier RPO will adopt the 2025-2027 UPWP.
- The RPO staff will produce and submit progress reports to PennDOT on a quarterly basis.
- The RPO staff will generate quarterly invoices for PennDOT which include timesheets and expense/travel forms.



## Unified Planning Work Program, Fiscal Years 2025 – 2027

Northern Tier Rural Planning Organization

- The RPO staff will produce agenda and meeting minutes for the RTAC Committee and provide them on the RPO’s website.
- Northern Tier RPO staff will continue to expand and improve the RPO’s website <https://www.northerntier.org> with planning materials available for the public.
- The RPO will purchase a Microsoft Teams license and webcams for office computers to better support virtual meetings.
- The RPO staff will attend Planning Partners and other relevant meetings.
- Good coordination between bordering planning partners is essential for a cohesive transportation network. The Northern Tier RPO staff will collaborate with bordering MPO’s and RPO’s on transportation projects and initiatives to improve the overall transportation system.

Fiscal Year	Total Budget	FHWA	PennDOT	Local
2025-2026	\$35,000.00	\$28,000.00	\$3,514.18	\$3,485.83
2026-2027	\$35,000.00	\$28,000.00	\$3,514.18	\$3,485.83

### 6. Supplemental

#### Local Technical Assistance Program (LTAP)

The Northern Tier RPO is committed to provide PennDOT LTAP training and technology programs through the 2025-2027 UPWP. The Northern Tier RPO staff will work with municipalities and PennDOT’s Bureau of Planning and Research to customize LTAP to meet the needs of the region.

Deliverables: FY 2025-2027

- To customize regional LTAP needs, each winter the Northern Tier PRO staff will survey municipalities for their prioritization of classes to be scheduled for the upcoming year. Using this list, Northern Tier RPO staff will work with the LTAP program to schedule classes for the region.
- Before Spring and Fall classes, Northern Tier RPO staff will develop an LTAP newsletter to be sent to all municipalities. The newsletter will have the upcoming schedule, current class descriptions, and pertinent information regarding the LTAP program including upcoming webinars and technical sheets as well as highlights of past events.
- Along with trainings and classes, the Northern Tier RPO will be a conduit between municipalities and LTAP to schedule technical assistance sessions for any transportation related issues that need to be addressed.
- Along with the newsletter, the Northern Tier RPO staff will market both courses and other relevant information through the Northern Tier website, Facebook, Constant Contact, LinkedIn, and our municipal officials email list.
- Northern Tier RPO staff will participate in annual LTAP Planning Partners meetings and other meetings as required. The RPO staff will also attend all classes in the region and all technical assistance sessions. The RPO staff will also attend all county conventions.
- The Northern Tier RPO staff will develop and submit annual reports detailing all LTAP activities and expenditures to PennDOT project managers. The annual report will summarize the process used to market LTAP in the region, summarize past years outcomes, and recommend future

## Unified Planning Work Program, Fiscal Years 2025 – 2027

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activities with LTAP in the region.

- Through the LTAP program, the Northern Tier RPO staff will also help facilitate two municipal officials' equipment shows in the region: the Susquehanna/Wyoming and Tioga/Bradford shows. These shows provide an opportunity for municipal officials to meet with vendors face-to-face as well as discuss a variety of topics with their peers.

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FHWA</b>	<b>PennDOT</b>	<b>Local</b>
2025-2026 LTAP	\$30,000.00	\$30,000.00	\$0	\$0
2026-2027	\$30,000.00	\$30,000.00	\$0	\$0

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## BEST TRANSIT 2024 - 2025 UNIFIED PLANNING WORK PROGRAM

### I. Land Use/Transportation Linkages/Economic Development/Modernization

1. BeST Transit will provide transit planning activities targeted at transit-oriented developments within the Northern Tier Rural Planning Organization (NTRPO) area in support of the PennDOT Connects initiative. BeST Transit will plan and promote transit friendly development throughout the Endless Mountains area through a continuing, cooperative, and comprehensible (3C) process with both public/private partners to increase access to jobs, affordable housing, and economic development.
2. BeST Transit will continue to analyze various congestion management strategies encouraging greater use of transit services by all transportation users, establishing and promoting park-n-ride facilities, and develop transit pass programs to major employers in light of the increasing cost of fuel and developing commuting alternatives to single occupancy vehicle travel.
3. In terms of transit regionalization, BeST Transit will continue to work with Regional Transit Providers from surrounding Counties to promote connectivity among communities in the Northern Tier region with neighboring counties via regional connector routes to major employers and healthcare facilities.
4. BeST Transit will continue to investigate the feasibility of new non-traditional fixed route and paratransit service such as MicroTransit platforms in more population dense tracts of the service area to reduce operating costs and provide riders with more transportation options.
5. BeST Transit will continue evaluating the usefulness of a central hub that would provide passenger waiting facilities and a connection between Troy and Mansfield areas. This hub would also be a point on routes that could be used as transfer point for the Shared Ride and Fixed Route system to connect.

Fiscal Year	Total Budget	Federal MPP	Local
2025-2026	\$11,500.00	\$9,200.00	\$2,300.00
2026-2027	\$11,500.00	\$9,200.00	\$2,300.00

### II. Plans and Programs

1. BeST Transit will continue to participate and provide input to the NTRPO's Long Range Transportation Plan. BeST Transit will continue to be an active member of the NTRPO Regional Transportation Advisory Committee.
2. BeST will complete 2023 and 2024 Performance Report and Plan Updates to monitor BeST's operations and performance on an ongoing basis, identify trends and issues that may impact the system in the future, and to analyze options for preserving and enhancing public transportation in the Endless Mountains area.
3. BeST Transit will seek federal funding sources through MAP-21 opportunities and other discretionary transportation grant opportunities for transit services. BeST Transit will work with

# Unified Planning Work Program, Fiscal Years 2025 – 2027

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PennDOT and local partners to find alternative funding sources and possible local alternative arrangements for the funding of fixed route public transportation service.

4. BeST Transit will complete the implementation of the PennDOT sponsored Avail *F.R.I.T.S (Fixed Route Intelligent Transportation System)* technology platform. This system provides real-time passenger information, increased fare media options and improve planning capacities for the public transit providers. BeST will utilize data to track usage patterns and monitor current route KPI to improve and enhance current Fixed Route Service.
5. BeST Transit will utilize PennDOT’s Capital Planning Tool (CPT) asset management system to manage BeST Transit’s assets that include rolling stock, facilities, and equipment. This system was designed to make it easier for the Bureau of Public Transit and transit agencies to share and exchange information related to assets, projects, funding, and grants.
6. BeST Transit will develop a Transportation Improvement Program (TIP) for Transit for the FFY 2025-2028 for capital programs. BeST Transit will modify and amend the TIP, when necessary, to ensure the implementation of transit projects that are consistent with the NTRPO LRTP and that TIP projects are advancing and completed on schedule.
7. BeST Transit will complete all PennDOT recommendations provided during 5311 reviews and periodic performance reports. BeST Transit will report to PennDOT on the Action Plan progress, operations and performance on an outgoing basis, identify trends and issues that may impact the system in the future, develop smart transportation systems, and to analyze options for preserving and enhancing public transportation in the NTRPO area.

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>Federal MPP</b>	<b>Local</b>
2025-2026	\$44,050.00	\$35,240.00	\$8,810.00
2026-2027	\$44,050.00	\$35,240.00	\$8,810.00

### III. Planning Tools and Techniques

1. BeST will develop a new 5-year Strategic Plan that provides definitive roles of BeST as a public transit provider, identifies strategic goals and objectives for long term financial sustainability and community buy-in, establishes performance measures for development of future strategic goals and identifies Management roles and responsibilities for implementation of the plan.
2. BeST Transit will continue to develop communication strategies by expanding the use of our website ([www.goBeSTtransit.com](http://www.goBeSTtransit.com)) and other social media outlets to improve public participation activities to ensure that all stakeholders have the opportunity to become involved in BeST Transit’s planning and programming process including the UPWP, TIP, ADA, DBE, Title IV programs, as well as, provide opportunities for requested reasonable accommodations.
3. BeST Transit will continue to work with the Ecolane demand-response transportation

## Unified Planning Work Program, Fiscal Years 2025 – 2027

Northern Tier Rural Planning Organization

scheduling and dispatching software to maintain the improved transportation services to residents in our service area. BeST Transit will work with the Ecolane system reports to maintain our shared-ride performance and other performance based measures.

4. BeST Transit will continue to use web-conferencing for meeting participation and collaboration for the sake of efficiency and cost savings. To reduce costs and increase employee efficiency, BeST Transit will increase the utilization web-conferencing, webinars, and other electronic outreach methods in meeting public participation, as well as, employee training.
5. Best Transit will work in partnership with PennDOT, FHWA, FTA, and the NTRPO throughout the planning phase and project development to promote public/private partnerships in support of the economic development throughout the endless mountains region.

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>Federal MPP</b>	<b>Local</b>
2025-2026	\$10,100.00	\$8,080.00	\$2,020.00
2026-2027	\$10,100.00	\$8,080.00	\$2,020.00

#### **IV. Public Involvement and Outreach**

1. BeST will continue to promote our public image and expanded range of services to attract new passengers and improve overall ridership. Marketing initiatives include timely updating and continued maintenance of BeST's website ([www.goBeSTtransit.com](http://www.goBeSTtransit.com)), integrating social media with Avail Technologies FRITS system, developing a social media strategy and updating BeST outreach programs.
2. BeST Transit will continue to update our Title VI Program in compliance with FTA regulations. BeST Transit will continue to monitor and evaluate procedures for collecting statistical data of riders and beneficiaries of transit services by tracking participation in public meetings. To better accommodate LEP patrons, BeST Transit will continue to develop communication strategies to expand and improve activities to ensure that all stakeholders have the opportunity to become involved in BeST Transit's planning and programming process. BeST Transit will continue to track Census statistical data on patron's race, sex, national origin/limited English, age, disability, income, etc. to properly market activities to meet the needs of our customers.
3. BeST Transit will continue to update our Disadvantage Business Enterprise (DBE) program and goal setting methodology which contains a Small Business Participation Element. BeST Transit will continue to utilize the Pennsylvania Unified Certification Program (PA UCP) in compliance with the 49 CFR Part 26 as part of BeST Transit's contracting practices and continue to submit semi-annual reports to PennDOT. BeST Transit will participate in training for the Commonwealth's Small Business Procurement Initiative (SBPI) and the Small Diverse Business Program, as well as, DBE trainings offered by PennDOT and FTA. BeST Transit will provide semi-annual DBE utilization report to PennDOT.

## Unified Planning Work Program, Fiscal Years 2025 – 2027

Northern Tier Rural Planning Organization

4. BeST Transit will remain in compliance with the Americans with Disabilities Act (ADA) for all transit-oriented services provided by BeST Transit, as well as, provide opportunities for requested reasonable accommodations.
5. BeST Transit will continue to meet periodically with our transit advisory committee to assure effective and equitable transportation service for persons with disabilities and provide public involvement and outreach to all stakeholders in the transportation planning process. Also, this advisory committee will provide feedback on the transportation services being provided by BeST Transit.

Fiscal Year	Total Budget	Federal MPP	Local
2025-2026	\$10,000.00	\$8,000.00	\$2,000.00
2026-2027	\$10,000.00	\$8,000.00	\$2,000.00

### V. Administrative

1. BeST Transit will develop a two-year Unified Planning Work Program for transit-related activities for review and adoption by the NTRPO Committee Regional Transportation Advisory Committee.
2. BeST Transit will submit progress reports and invoices to NTRPO semi-annually.
3. BeST Transit will submit required transportation related progress reports to FTA and PennDOT as required on a timely basis.

Fiscal Year	Total Budget	Federal MPP	Local
2025-2026	\$3,100.00	\$2,480.00	\$620.00
2026-2027	\$3,100.00	\$2,480.00	\$620.00